
REDACTED

From: Todd Thornburg <tthornburg@anchorqea.com>

Sent: Wednesday, May 31, 2023 10:40 AM

To: Whalen, Sean <Sean.Whalen@portlandoregon.gov>

Cc: Wyatt, Robert <robert.wyatt@nwnatural.com>; Kendra Skellenger <kskellenger@anchorqea.com>; Jen Mott <jmott@anchorqea.com>

Subject: RE: Berthing Practices to Minimize Propwash Scour during Fleet Week 2023

Hi Sean,

With Fleet Week 2023 approaching, Oregon DEQ has again asked us to reach out and request your assistance with practices that can help minimize the potential for riverbed scour from vessel propwash during Fleet Week docking and undocking operations. As we discussed last year, a scour hole was observed following Fleet Week 2022 in the area shown in the attached maps.

Have you determined which visiting ship will be docking in the project area south of the Steel Bridge this year, how the ship will be docked and undocked using tug assistance versus its own power, and are there operational practices that can be implemented to minimize riverbed scour from propwash?

Also, will Advanced American Construction be setting the gangways to the ships from a crane on a spud barge in the river, and if so, where will the spud barge be located?

Thanks Sean, your assistance is much appreciated.

Todd Thornburg, PhD, RG

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Hours: Monday – Thursday, off Friday

From: Whalen, Sean <Sean.Whalen@portlandoregon.gov>
Sent: Tuesday, September 6, 2022 12:22 PM
To: Todd Thornburg <tthornburg@anchorqea.com>
Cc: Wyatt, Robert <Robert.Wyatt@nwnatural.com>; Jen Mott <jmott@anchorqea.com>
Subject: RE: Scour hole observed after Fleet Week

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Todd,

Thank you for this information. This was the first Fleet Week since the work was completed. As you know the Navy ships have been berthing here for decades and Fleet Week will hopefully continue for decades more.

I will bring this to the attention of everyone involved when we begin planning in January as we actually had very favorable conditions this year with both higher water levels than usual and a very low draft ship near the location with the scour hole.

I am hopeful that the Navy moors in other areas that have been capped and have ways of addressing these concerns. If you, or any of your colleagues are aware of how this is addressed in other areas please pass them along.

If I have not reached back out to you by mid-February please reach back to me and I can give you some more detailed answers on how the ships utilize tugs vs their own power when docking.

Thank you,

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From: Todd Thornburg <tthornburg@anchorqea.com>
Sent: Tuesday, September 6, 2022 11:35 AM
To: Whalen, Sean <Sean.Whalen@portlandoregon.gov>
Cc: Wyatt, Robert <Robert.Wyatt@nwnatural.com>; Jen Mott <jmott@anchorqea.com>
Subject: Scour hole observed after Fleet Week



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Hi Sean,

Good talking with you this morning. As we discussed, NW Natural has been monitoring river conditions in the 2020 cleanup area in the Willamette River upstream from the Steel Bridge (the former Portland Gas Manufacturing site). This year, we collected detailed multibeam bathymetry surveys in the river on April 12 and June 14. Attached is the June bathymetry survey and also a comparison map (isopach map) that shows the difference in elevations between the April and June surveys. There was little or no change in the riverbed elevation between the April and June surveys, but for one exception. A new scour hole was observed during the June 14 survey, adjacent to Friendship Circle, about 20 feet by 50 feet in size, and 2 to 2.5 feet at its deepest. This appears to have been caused by propwash from docking or undocking during Fleet Week.

DEQ asked us to contact you to see if you know of any aspect of the berthing operations that may have caused the observed scour hole. For example, did the Navy ship use its own props when exiting the berth, or were there any tugs situated in this area? If possible, we should try to avoid these types of scour events in the future.

Thanks for any information and assistance you can provide.

Todd Thornburg, PhD, RG

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