

Charter vessel and Uninspected vessel Operators Meeting at Coast Guard Station Umpqua River on

11 JULY 2005

ARMY CORP. ADDRESS WASH ROCKS ON SOUTH WEST TIP. This was a recommendation to have the Army Corps look into the possible hazard off the South Jetty tip.

-TALKED ABOUT REGULATED BOATING AREA. Most of the Charter operators agreed that this area was O.K.

-DISCUSSED UPCOMING CHANGES TO BETTER INFORM THE BOATERS FROM SEAWARD OF A CURRENT RESTRICTION ON THE BAR THROUGH THE USE OF AN AM RADIO BROADCAST IN THE FUTURE AND THE STATIONS POLICY ON UPDATING THE BAR REPORTS ON A ONE HOUR BASIS DURING THE SUMMER MONTHS. District thirteen, office of Boating Safety is looking at the possibility of implementing the AM radio continual broadcast of bar closures in the near future. Unit policy change on updating the bar reports more frequently during the summer months, this will better inform the boating public as a whole.

-DISCUSSED MINUS TIDES AND THE POSSIBILITY OF HAVING A ROUGH BAR IMPOSED DURING THESE TIMES. Most of them agreed that on these days more than likely this would occur.

-BROUGHT UP THE USE OF LIFE JACKET WEARING WHILE CROSSING THE BAR. Most of the Charter operators and uninspected operators agreed with our recommendation and that we would probably feel more comfortable opening the bar if we saw them wearing their life jackets, *instead of imposing a bar restriction on them if it was questionable on restricting it to the uninspected operators.* However, we as the USCG have that final authority, everyone understood.

-"GO/NO GO POLICY" BROUGHT UP BY NTSB, CHARTERS FELT UNNECESSARY BY CHARTER (SYDNEY MAE II) Did not discuss too much about this, did refer them to Group North Bend PAO if he wanted more info on the NTSB findings and that we could not comment to much on this topic.

-TALKED ABOUT WHERE RESTRICTIONS ARE POSTED AT "AID 6", SOME FELT ALOT OF BAR AREA WAS STILL FISHABLE. Told them that if we allowed the fisherman to go beyond Aid "6" *that the possibility of them breaking down would hazard them further by being closer to the mouth of the bar and that we would not allow them to fish beyond Aid "6" for that reason.* Most of them agreed with our reasoning.

-UNINSPECTED GUYS POSSIBLY TO REFER THEMSELVES AS "CHARTER VESSELS" OVER THE RADIO. This would probably help alleviate the confusion as to why they were *being allowed to cross a restricted bar and the recreational boaters were not.* Some of them agreed to not call the tower as well, this was just a recommendation one of the uninspected charter operators brought up. Mixed concerns, not a heavy topic.

-UNSURE ABOUT RESTRICTIONS UNINSPECTED VS RECREATIONAL. (CHARTER BOAT "STRIKE ZONE"). This was better clarified with one of the operators. She was not allowed to *cross if we imposed a recreational restriction that also included the uninspected vessel operators' restrictions.* She was educated, just a little confused but we explained it to her with no problems.

-BROUGHT UP TOWER TIMING OF LULL & SERIES FOR USCG USE. Explained that if they wanted this information we would give it to them if they asked for it, but that they are responsible for the safe navigation of their vessels, everyone agreed.

-40' AND UNDER BAD ENOUGH SO NO ONE GOES. This was something STRIKE ZONE used as a guide for them, but not engraved in stone. Most of the smaller uninspected operators don't go if we impose a recreational bar restriction of 40' and less recreational. If the USCG restricted it to uninspected they were not going to allowed exiting or entering our regulated boating area.

-MEETINGS WITH INSPECTED AND UNINSPECTED REGS(IE. MARINE INCIDENT REPORTS). Most of the uninspected operators are not aware of the requirement to file a report if they have an incident. This was clarified by one of the uninspected operators during the meeting.

-HARASSMENT BY OTHER BOATS REC OR CHARTER(PLEASE REPORT)

-REC. BOATS VS. CHARTERS, MAKE MORE PUBLIC ON DIFFERENCES, BAR RESTRICTION AREAS.

-MAKE UP NEW SIGNS TO DIFFERENTIATE WHAT AN UNINSPECTED IS

-DREDGING BIG ISSUE TO ALL-WHY DOESN'T ACOE LOOK AT BOAT CROSSINGS

-STRIKE ZONE ASKS WHO'S GETTING DREDGED AND WHEN

-IFISH WEB SITE(SYDNEY MAE II) COMMAND TO ADD INPUT(MR. AHLIN ADDRESSED)

-COMMENTED ON TIMELINESS OF BAR REPORT BROADCAST AND CODE-A-PHONE UPDATE

-OTHER BOAT IGNORANCE CAUSING PROBLEMS

-STRIKE ZONE WANTS WEATHER REPORT

-CRAB POTS IN OCEAN BROUGHT UP A PROBLEM

VISITORS REGISTER

Date	Name	Company/Address	To See	Time	
				Arrive	Depart
6-8-05	Tom McCune	MMSI	Barry Heist	6:16	12:40 pm
7-11	ZANON Vehicle Plate No.	AFS	47229	8:26 AM	9:50 AM
7-11	Max Reagor Vehicle Plate No.	ADX	AUX	10:50	10:58
7/11	Bill Gaeof Vehicle Plate No.	ESA	Michael	13:35	13:50
07-11	James N Short Vehicle Plate No.	FIT 53	CHET SWANS	16:10	16:15
07-11-05	ERIC MASSON Vehicle Plate No.	SALMON HARBOR CHAMBERS	MEMOR		
07-11-05	Dawn Kammann Vehicle Plate No.	Salmon Harbor Chambers	meeting	18:40	
07-11-05	Larry BATHKIND Vehicle Plate No.	CHAMBERS	meeting	18:40	
7-11-05	Jim ROSTER Vehicle Plate No.	AFS	meeting	18:40	20:25
7/11/05	CASEY HOWARD Vehicle Plate No.	STRIKE ZONE	meeting	7pm	
"	ALISHA BECC Vehicle Plate No.	STRIKE ZONE	"	"	"
"	SCOTT HOWARD Vehicle Plate No.	STRIKE ZONE	"	"	"
	Jim Scherck Vehicle Plate No.	FISHON CHAMBERS	"	"	"
	Paul Sullivan Vehicle Plate No. 511205	Sullivan's Gold Service	"	"	"

VISITORS REGISTER

Date	Name	Company/Address	To See	Arrive	Time Depart
7-11	RICHARD OBRA Vehicle Plate No. 1M2HAEK DICKSON	PACIFIC PUMPS ADDRESSED MEMPHIS		7:04	
7-12	Vehicle Plate No. KH67444 Dave Duckett	HTS	Boat Hoist	7:37	11:00
7-12	Vehicle Plate No. Kevin Haddad	HTS	" "	8:10	6:00
7-12	Vehicle Plate No. Rex A. Laughlin	HTS	" "	8:10	6:00
7-12	Vehicle Plate No. IT3 PETERS	ESD		9:22	
7-12	Vehicle Plate No. Jim Nelson	PERSONAL	CHARLES H.	9:59	
7-12	Vehicle Plate No. Bob Revel	HTS	FRANK HERRIST	12:15	8:00
7-12	Vehicle Plate No. Phil GIBBONS	PERSONAL		2:10	
7-12	Vehicle Plate No. PETER BULLLON	USCB	Jet docks	1400	1432
8-12	Vehicle Plate No. J HADDON	AVX	AVX INCORP	1730	2105
7/12	Vehicle Plate No. Paul Hand	AVX	AVX MORTG	18:30	2115
7/12	Vehicle Plate No. ROBERT MAGDEN	AVX	AVX CON.	1847	
7/12	Vehicle Plate No. Harry Vandenberg	AVX	AVX GOLF	1850	2110

TIM PORTER - Not A Problem

RICK MASON DEBORAH ANN
SALMON HARBOR CHARTERS

SCOTT HOWARD, CASEY HOWARD, ALISHA BECK
- STRIKE ZONE CHARTERS

DENNIS SHERWOOD
River's End Guide Service & OCEAN CHARTER
"River's End"

JIM SCHRACK FISH ON CHARTER
RICHARD DBA PACIFIC PLOWBOAT

PAT SULLIVAN Sully's Guide Service