A Work in Progress - The Port of Newport’s International Terminal Redevelopment Project

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Welcome to the Port of Newport’s International Terminal

Constructed in 1948 by private corporation to create a cargo loading facility for log and lumber cargos. Formed from sinking of two World War II era reinforced concrete cargo ships – the SS C.W. Pasley and SS Francois Hennebique.
Aerial of Port’s International Terminal - 2010

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SS C.W. Pasley on right / SS Francois Hennebique not visible but located under warehouse building.

Aerial photo taken March 2010 and shows deck of Pasley exposed (gravel deck cover removed to facilitate entry to holds below.)
Crack formed in 1996 following several high tide and severe storm events. Release of Bunker C oil into Yaquina Bay first indication to Port that residual oil remained on the Ship in storage tanks and distribution lines.

Dredging in front of Pasley in 1989 accelerated instability of ship resulting in increased roll and list towards bay and eventual cracking and separation of hull - breaching old fuel lines. List measured at 13 degrees representing stern roll of approximately 8-10 inches towards Bay.
Bow of Pasley (2007)
Original gravel, asphalt and concrete overlay on deck of Pasley prior to 2006 removal of 2,625 tons of overburden to reduce stress loads on the ship hull.

Warehouse Structure built over Hennebique (2009)
Dock side of warehouse structure built over Hennebique to provide storage space for Terminal users.
Port's Terminal Offices (2009)
Terminal Office constructed over and containing an original portion of Hennebique's bow structure in “basement.”

Installation of the Coffer Dam around bow of Pasley – February 2011
Coffer dam construction provides isolation of Pasley from Yaquina Bay, prelude to cleanup and demolition of ship.
Coffer dam along Pasley hull – January 2011

Steel plates (@with length of 80 feet) form temporary coffer dam along water side of Pasley hull. Estimated date of completion of cleanup and demolition of Pasley is August 2011.

Containment Cells for materials removed from Pasley and Hennebique – March 2011

Gravel, concrete and other materials removed from Pasley and Hennebique are placed in containment cells and tested prior to removal as either contaminated – transported to permitted landfill – or clean and reused as ballast in Hennebique which is being cleaned and will remain in place.
Timber Dock along side of Hennebique
March 2010
Existing triangular elevated timber dock and associated creosote piles to be removed as part of Terminal redevelopment.

Bow Side and Top of Hennebique - once covered by Port’s Terminal Offices
Hennebique extends under warehouse.
Aerial photograph of the SS Pasley showing material removal from Hold No. 2 – May 2011

Cleaning the Holds of Fill – fill is sorted – separating out contaminated for off-site disposal.

Pasley – First level of Cargo Holds cleared of fill. Another deck of 14 feet located below this Hold still remains to be cleared – May 2011.
Pasley – Fuel Tank Cleanup (May 2011)

Oily water siphoned to Water Treatment System. Note: over 7 million gallons of oily water treated through system since start in April 2011.

Material being removed from Hold No. 0 of the SS Pasley – May 2011

Hold #5 of the Pasley re-ballasted – May 2011
As cleanup proceeds from one hold to the next blast holes, cracks and piping avenues are sealed to prevent water from entering hold during work. Water entering Engine Room of the Pasley from adjacent holds was especially problematic requiring installation of larger pump. Material removal by both excavator and hand.

Water Filtration and Treatment System – March 2011

Oily water taken from Pasley and Hennebique treated through system prior to disposal under NPDES Permit.
Water Treatment System in Operation – Dirty water entering system (photo below) Clean water exits system (photos to the side)

The Partners!
Construction underway with completion of second Phase by September 2012.