

PUBLIC ACCESS AND VIEWING

It is important to remember two things:

- The removal staging area is an industrial work site; public safety is of utmost concern to Titan and the State of Oregon. Please do not enter roped-off areas. Read and obey all signs.
- Driving is extremely difficult on the sandy Foredune Road and other access routes on the North Spit. Only appropriate all-terrain vehicles with an orange or red ATV flag should be used. Visitors are encouraged to check with local dune-buggy businesses about tours.

See the Bureau of Land Management's North Spit access map (available at their information area on Transpacific Lane off Highway 101) for detailed information on getting to the area, mileages, vehicle rules, restrictions and safety tips.

Also note that Western Snowy Plover nesting season is in effect from March 15 to Sept. 15. During this time, the dry-sand portion of the beach south of the New Carissa to the North Jetty is closed to public access and the wet sand area is closed to motor vehicles. Pedestrian access is allowed on the wet sand portions of the beach. Signs and ropes clearly delineate the plover nesting area and guide visitors around the sensitive habitat.

The best places to view the New Carissa removal operations are the wide turnout at the FAA tower on Foredune Road and on the beach.



North Spit sand road

GET THE LATEST INFORMATION

Regularly updated Web information, including photos and video footage, will be posted on the Department of State Lands Web site:

www.oregonstatelands.us

Oregon Department of State Lands:

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Salem, OR 97301-1279

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New Carissa Removal

*Information and
Frequently
Asked Questions*



Removing the New Carissa

The stern section of the New Carissa lies just offshore of the North Spit. The ship ran aground during a storm Feb. 4, 1999. Since the New Carissa rests in waters of the state, it comes under the jurisdiction of the Department of State Lands. The department is governed by the State Land Board, composed of the Governor, Secretary of State and State Treasurer.

After lengthy, unsuccessful negotiations about removing the remaining stern section, the State of Oregon filed suit in Coos County Circuit Court in October 2001 against the New Carissa's owner, alleging the ship was trespassing in state waters, and asking for the removal of the remains of the vessel and reimbursement of attorney fees.

The jury trial in Coquille, Oregon concluded on November 13, 2002. The 10-2 verdict found the defendants guilty of negligent trespass and awarded the State of Oregon \$25 million to pay for removing the stern and offset attorney fees associated with the trial.

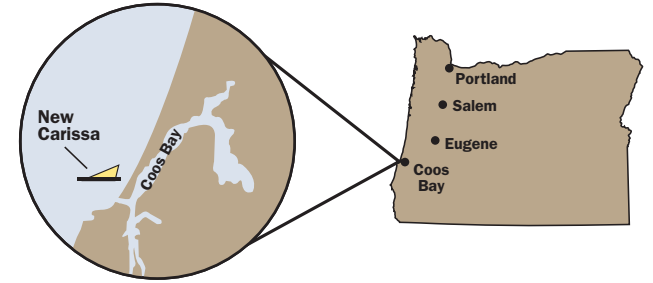
After an appeal was averted, in February 2007, the Department of State Lands received the funds to remove the wreck, and in May 2007, signed a contract with Titan, a worldwide marine salvage and shipwreck company, to remove the New Carissa wreckage by Oct. 1, 2008.

Removal operations will be staged from the foredune area on shore, and from barges flanking the wreck in the surf zone. A cable-car apparatus will move supplies and workers to and from the wreck.



Why can't the New Carissa simply be left where it is?

- It is a dangerous wreck that poses a safety hazard to the public because of its rusting metal and proximity to the beach.
- It is a liability for the State of Oregon, because it rests on state land (the territorial sea).
- The jury verdict confirmed the wreckage is 1,500 tons of trash that needs to be removed from Oregon's public shore, and awarded the state \$25 million for its removal. No state funds are being used for the removal. All funds came from the ship's owners as part of the settlement.
- Oregonians want their beaches clean and uncluttered.



Are there any environmental concerns about the removal?

In February 2000, the U.S. Coast Guard, Gallagher Marine Systems and the Oregon Department of Environmental Quality wrote, "At present, the Coast Guard has no reason to believe that anything other than small amounts of oil are present on the vessel, with very small discharges posing a negligible risk of adverse impact to the environment, or to the public health or welfare." Nevertheless, an Oil Spill Response Plan has been prepared to address managing any contaminants that may be released upon the wreck's removal, as well as any cleanup that may need to be done when the removal is complete.

Additionally, independent observers from environmental regulatory agencies will be onsite and "on call" during installation of the onshore staging area, building the temporary bypass road and carrying out the wreck removal. They will be able to quickly respond to any environmental problems.

Brown Algae Information

Note: it is common on the North Spit beach to find accumulations of brown algae with an oil-like sheen and unpleasant smell. This sheen is composed of billions of microscopic algae that collect on local beaches as a result of changes in the wind and ocean current. These microscopic organisms die and decay on the beach, and are not harmful. In fact they serve an important role in the marine-life food chain. Environmental observers will be able to quickly differentiate the algae from oil.

Where will the wreckage go?

Scrap materials will be barged to an appropriate recycling and disposal facility on the West Coast, to be determined at the time of removal and dependent on available facilities at that time. No scrap material will be transferred to the staging area on shore. The removal contractors will attempt to save significant pieces of the ship for eventual display at the Coos Historical and Maritime Museum.

How many people will be involved in the work, and what are the estimated local impacts?

At least \$4 million will be spent locally or regionally during the set-up and removal process. Local contractors and workers have been hired; the 25-person wreck-removal crew will spend money on food and lodging for several months; supplies and rentals have been purchased locally; and regional visitor businesses will benefit from the project.