

Board of Commissioners

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422 Gateway Ave, Suite 100
Astoria, OR 97103
Phone: (503) 741-3300
Fax: (503) 741-3345
www.portofastoria.com

Workshop Session

September 15, 2026 @ 4:00 PM
422 Gateway Ave, Suite 100, Astoria, OR*

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*This meeting will also be accessible via Zoom. Please see page 2 for login instructions.

Agenda

1. CALL TO ORDER
2. ROLL CALL
3. PLEDGE OF ALLEGIANCE
4. CHANGES/ADDITIONS TO THE AGENDA
5. PUBLIC COMMENT
This is an opportunity to speak to the Commission for 3 minutes regarding any topic. In person, those wishing to speak must fill out a public comment form. Those participating via Zoom may raise their hands during the public comment period.
6. ADVISORY
 - a. Pier 1 Pile Inspection – Engineering Inspection Report 3
 - b. Capital Improvement Update by Matt McGrath
 - c. Grant(s) Status Update by Shane Jensen
7. ACTION
 - a. Lease Amendment – Marine Spill Response Corp (MSRC) 31
8. COMMISSION COMMENTS
9. EXECUTIVE DIRECTOR COMMENTS
10. UPCOMING MEETING DATES
 - a. Regular Meeting – October 06, 2026, at 4:00 PM
 - b. Workshop Session – October 20, 2026, at 4:00 PM
11. ADJOURN

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Board of Commissioners

HOW TO JOIN THE ZOOM MEETING:

Online: Direct link: <https://us02web.zoom.us/j/86905881635?pwd=amhtTTBFcE9NUElxNy9hYTFPQTlzMzQ0OT09>
Or go to [Zoom.us/join](https://zoom.us/join) and enter Meeting ID: 869 0588 1635, Passcode: 422

Dial In: (669) 900-6833, Meeting ID: 869 0588 1635, Passcode: 422

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**Waterfront Facilities
Inspection & Assessment
at
Port of Astoria – Pier 1**

**Astoria, Oregon
June 2026**

Appledore Project No. 5394

Prepared For:

Port of Astoria
422 Gateway Ave, Suite 100
Astoria, Oregon 97103

Prepared By:

Appledore Marine Engineering, LLC
600 State Street, Suite E
Portsmouth, NH 03801

In Cooperation with:

Bergerson Construction, Inc.
300 Railroad Ave, Suite 200
Astoria, OR 97103

Executive Summary

Appledore Marine Engineering, LLC (Appledore) performed a Routine Waterfront Facility Inspection of the support piles for Pier 1 at the Port of Astoria, Oregon, in May 2026 under subcontract to Bergerson Construction, Inc. The inspection included visual, tactile, and ultrasonic evaluation of the steel pipe pile system from the mudline to the underside of the deck in accordance with ASCE Manual of Practice No. 130, *Waterfront Facilities Inspection and Assessment* (MOP 130).

Pier 1 is a steel-and-concrete marine structure with multiple construction vintages. A review of available records indicates the structure is approximately 45 to 50 years old. The inspection scope was limited to support piles and did not include evaluation of the superstructure, fender system, mooring hardware, utilities, or other above-deck components.

Based on the inspection findings, the Pier 1 pile-supported substructure was assigned an overall Condition Assessment Rating of **Poor**. Widespread corrosion-related deterioration was observed throughout the facility, with the most severe damage occurring in the low-water zone. Inspection findings included six (6) piles with significant corrosion holes, thirty-four (34) piles exhibiting split vertical weld seams, and four (4) piles with partial deterioration of the vertical weld seam. Level III ultrasonic thickness measurements performed on representative piles identified substantial section loss, with approximately 28 percent of measured locations exhibiting 30 percent wall-thickness loss and 69 percent exhibiting approximately 20 percent wall-thickness loss.

Although no localized structural failures were observed during this inspection, the extent and distribution of corrosion indicate that the remaining service life of many piles is being reduced, and continued deterioration can be expected if corrective action is not taken. The observed deterioration is characteristic of aging unprotected steel piles in a marine environment.

To support future rehabilitation planning, Appledore recommends that the Port undertake a design-level inspection to further quantify pile section loss, identify piles requiring repair or further structural evaluation, and establish repair priorities. Following completion of the design-level investigation, repair contract documents should be developed to rehabilitate or strengthen deficient piles and implement measures to arrest ongoing corrosion. Timely planning and execution of repairs will help preserve the long-term operational capability of Pier 1 and reduce the likelihood of more extensive future rehabilitation requirements.

Table of Contents

Executive Summary ii

Table of Contents iii

1. Introduction 4

 1.1. Facility Location 5

 1.2. Tidal Conditions 5

2. Inspection Scope..... 6

 2.1. Pier 1..... 8

 2.1.1. Asset Summary 8

 2.1.2. Observed Conditions..... 9

 2.1.3. Photographs..... 11

 2.1.4. Conclusions 13

Appendix A: Condition and Damage Ratings..... A-1

Appendix B: Field Notes..... B-1

1. Introduction

This report summarizes an above and underwater condition assessment of the structural piles supporting Pier 1 at the Port of Astoria. This condition assessment was completed under subcontract to Bergerson Construction, Inc.

The inspection was completed by Appledore Marine Engineering, LLC (Appledore) utilizing an in-house team of engineer-divers. The inspection was completed with commercial diving equipment following the guidelines established in ASCE's Manual of Practice No. 130, *Waterfront Facilities Inspection and Assessment* (MOP 130).

The inspection and assessment results of the piles are presented in the report. The Condition Assessment Ratings, as defined by MOP 130, can be found in Appendix A. This rating is established by engineering judgment of the impact of observed defects on the structural component.

Table 1-1 indicates the Key Personnel associated with this Task Order.

Table 1-1 Key Personnel

Port of Astoria 422 Gateway Ave Suite 100 Astoria Oregon 97103		
Joe Todei	Port of Astoria	(503) 791-2251
Bergerson Construction, Inc. 300 Railroad Ave Suite 200 Astoria, Oregon 97103		
Greg Morrill	President	(503) 325-7130
Appledore Marine Engineering, LLC 600 State Street, Suite E Portsmouth, New Hampshire 03801		
Noah J Elwood, PE	Lead Engineer-Diver, Principal-in-Charge	(603) 957-1270

1.1. Facility Location



Figure 1-1 Satellite image depicting the approximate site location (Google Earth)

1.2. Tidal Conditions

The following table presents tidal water levels from NOAA data, based on the MLLW datum as used on NOAA navigation charts. The tidal water level data is based on tide station 9439040, Astoria Tongue Point, Columbia River, Oregon.

Table 1-2 Summary of Station Datum Elevations

Description	Elevation (ft, MLLW)
Highest Observed Water Level	12.37
Mean Higher High Water (MHHW)	8.61
Mean High Water (MHW)	7.93
Mean Tide Level (MTL)	4.55
Mean Low Water (MLW)	1.16
Mean Lower Low Water (MLLW)	0.00
North American Vertical Datum of 1988 (NAVD88)	0.06
Lowest Observed Water Level	-3.85

2. Inspection Scope

The Port of Astoria, Pier 1, is located 1.5 miles west of the City of Astoria, on the Columbia River. As part of this Routine Waterfront Inspection of the support piles, the following waterfront structures were inspected:

Table 2-1 Summary of Inspected Structures

Structure	Construction Material	Year Built/Modified	Structure Size (±)	Water Depths (±ft, MLLW) ¹
Pier 1	Steel and Concrete	UNK	870 ft long by 130 ft wide	-25+/-

¹The inspection scope was limited to the support piles.

In accordance with the Scope of Services, the Routine Waterfront Facility Inspection included the pier support piles above and below the waterline. The inspection of the superstructure, mooring/berthing systems, and utilities were excluded from the scope of work.

Appledore performed a Level 1 visual-tactile inspection on 100 percent of the accessible portion of the piles. This level of inspection is intended to identify major defects and confirm as-built conditions. In addition, Level 2 inspections were conducted to quantify typical deterioration. These involved cleaning selected elements to remove biofouling, corrosion products, or debris, allowing for more detailed assessments. Based on MOP 130 guidelines, Level 2 inspections were conducted on 10 percent of all piles. At these locations, marine growth was removed in one-foot bands at three elevations. Level 3 inspections were completed on approximately 10 percent of the piles below water. On steel piles, Level 3 inspections included Ultrasonic thickness (UT) measurements to assess remaining wall thickness.

Figure 2-1 provides a schematic plan view of the facilities, illustrating their approximate limits and orientation relative to one another. The figure is intended for general reference only and should be considered approximate. Any future repair or rehabilitation work resulting from the findings of this report will require more detailed, design-level investigations. Final repair recommendations and decisions shall be made by the future Engineer of Record responsible for any subsequent design efforts.



PIER 1 OVERALL PLAN
NOT TO SCALE

Figure 2-1 Pier 1 - Overall Plan

2.1. Pier 1

Pier 1 is a concrete and steel structure oriented parallel to the Federal Channel. The pier has two main access bridges and detached dolphins for mooring and breasting. The pier was constructed in multiple vintages, and complete record drawings of the facility were not available. The piles range in diameter from 18 inches to 24 inches with approximately ½-inch thickness.



Overall view of Pier 1, looking east.

2.1.1. Asset Summary

Condition Assessment Rating	Poor
Recommended Considerations and/or Follow-on Action	1. Complete a repair design inspection to collect detailed repair requirements on all piles. 2. After the design-level inspection, develop design and repair contract drawings to repair structurally deficient piles.

2.1.2. Observed Conditions

Inspection Area	Element	Condition Assessment Rating	Description
Substructure	Steel Piles	Poor	The steel pipe piles are in overall Poor condition due to corrosion loss, opening of the vertical weld seams, and discrete piles with large holes in the low-water zone. The Level I visual inspection on 100% of the piles (without marine growth removal) identified six (6) piles with large corrosion holes at low water, thirty-four (34) piles with split vertical welds, and four (4) piles where the vertical weld is partially deteriorated. For 10% of the piles, Level II close inspections were completed at three bands (Low Water, Mid-Water, and Mudline) after the removal of marine growth. At these locations, Level III ultrasonic thickness measurements of the remaining steel were completed. The Level III measurements identified that 28% of the sample had a 30% section loss of steel thickness, and 69% had a 20% loss.



PIER 1 PILE PLAN
NOT TO SCALE

LEGEND:

- 5 PILE BENT DESIGNATION
- A PILE ROW DESIGNATION
- PILE
- ➔ BATTER PILE

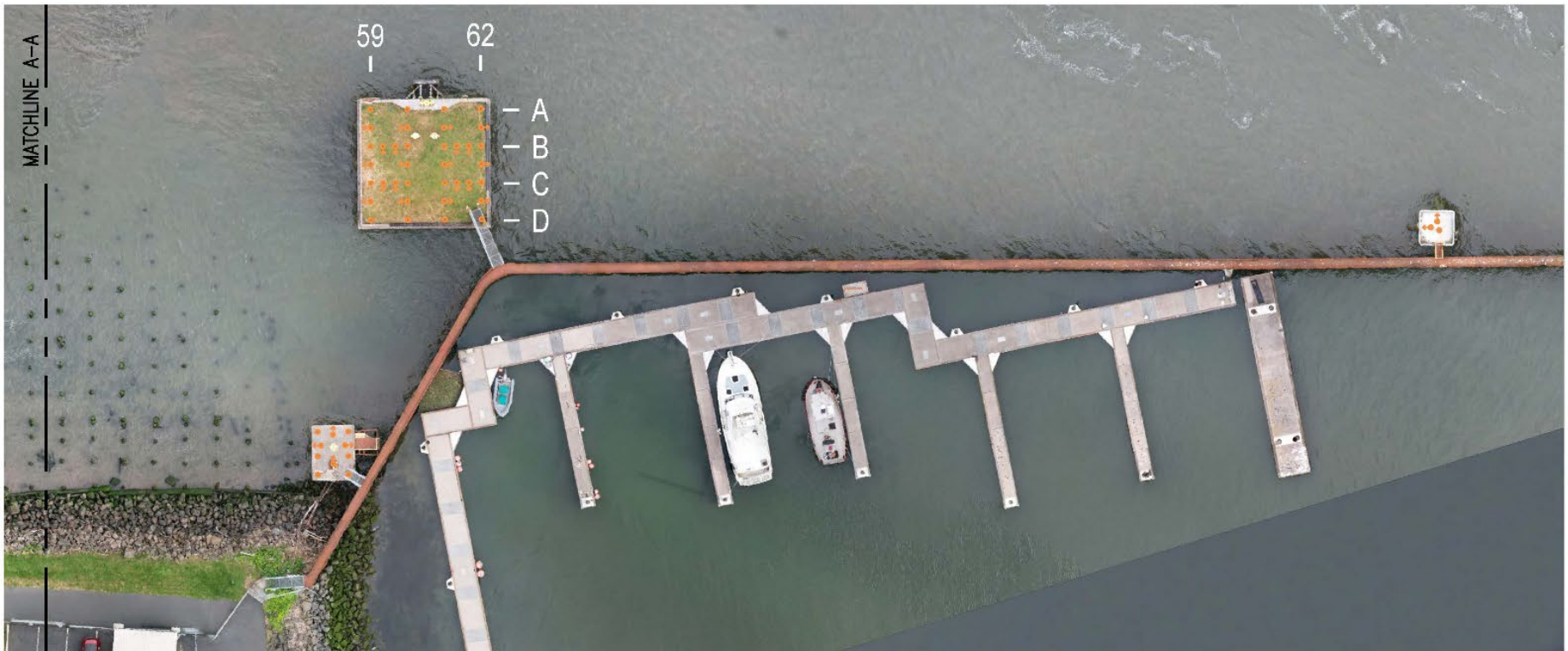


Figure 2-2 Pier 1 – Pile Plan

2.1.3. Photographs



Photo 1: Looking east from Bent 7.



Photo 2: Inshore mooring dolphin, note splash zone corrosion of piles.



Photo 3: Piles at the breasting dolphin.



Photo 4: Typical underdeck at Bent 34.



Photo 5: Engineer taking thickness reading at Pile 17:A.

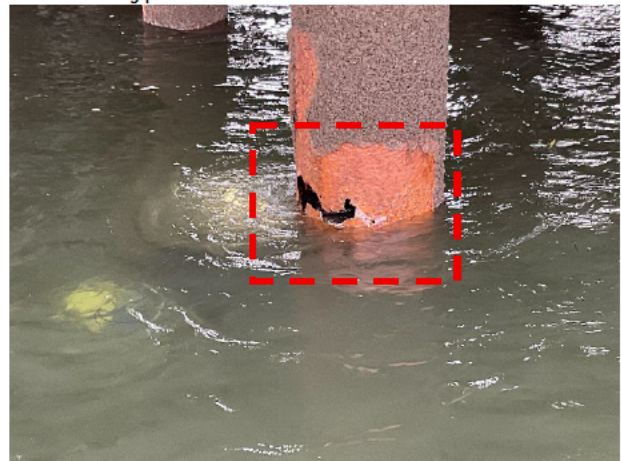


Photo 6: Severe corrosion at low water, Pile 52:B.

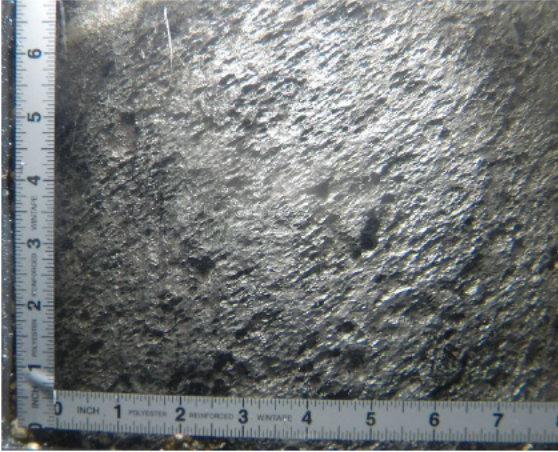


Photo 7: Typical underwater Level II, marine growth and corrosion scale removal, note heavy corrosion and pitting.



Photo 8: Partial deterioration of the spiral weld at pile 61:D.

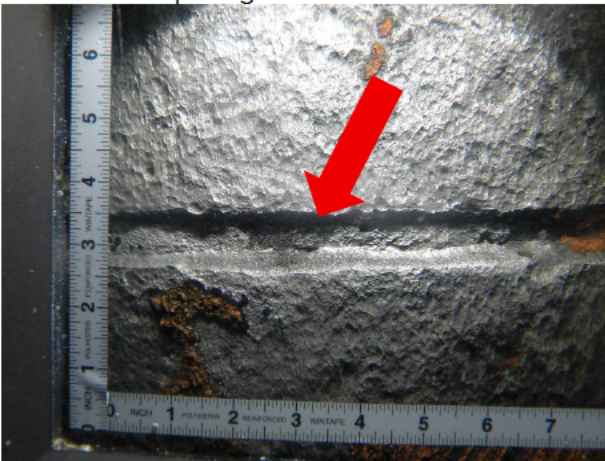


Photo 9: Corrosion of the horizontal weld splice at Pile 62:A.



Photo 10: Severe failure of vertical weld seam at Pile 52:B.



Photo 11: Severe corrosion on Pile 50:B.5, at low water.

2.1.4. Conclusions

Pier 1 exhibits widespread corrosion-related deterioration of the steel support piles and is assigned an overall Condition Assessment Rating of Poor. The most significant deterioration was observed in the low-water regions, where corrosion has resulted in section loss, split weld seams, and localized perforations in several piles.

Although no localized structural failures were observed during this inspection, the extent of deterioration indicates that the remaining service life of portions of the pile system is being reduced and continued degradation can be expected if corrective action is not undertaken. Rehabilitation measures are recommended to arrest corrosion, restore structural capacity where necessary, and prevent further deterioration.

To support future repair planning, a design-level inspection is recommended to further quantify pile section loss, identify piles requiring repair, and establish repair priorities. Following completion of the design-level investigation, repair contract documents should be developed to rehabilitate deficient piles and extend the service life of the facility.

Appendix A: Condition and Damage Ratings

Table A-1 Summary of Condition Assessment Ratings

Rating	Description
Good	No visible damage or only minor damage noted. Structural elements may show very minor deterioration, but no overstressing observed. No repairs are required
Satisfactory	Limited minor to moderate defects or deterioration observed but no overstressing observed. No immediate repairs are required
Fair	All primary structural elements are sound but minor to moderate defects or deterioration observed. Localized areas of major to severe deterioration may be present but do not significantly reduce the load-bearing capacity of the structure. Repairs are recommended, but the priority of the recommended repairs is low
Poor	Major to severe deterioration or overstressing observed on widespread portions of the structure but does not significantly reduce the load-bearing capacity of the structure. Repairs may need to be carried out with moderate urgency
Serious	Major to severe deterioration, overstressing, or breakage may have significantly affected the loadbearing capacity of primary structural components. Local failures are possible, and loading restrictions may be necessary. Repairs may need to be carried out on a high-priority basis with urgency
Critical	Major to severe deterioration, overstressing, or breakage has resulted in localized failure(s) of primary structural components. More widespread failures are possible or likely to occur, and load restrictions should be implemented as necessary. Repairs may need to be carried out on a very high-priority basis with strong urgency

Taken from ASCE MOP 130 Table 2-15

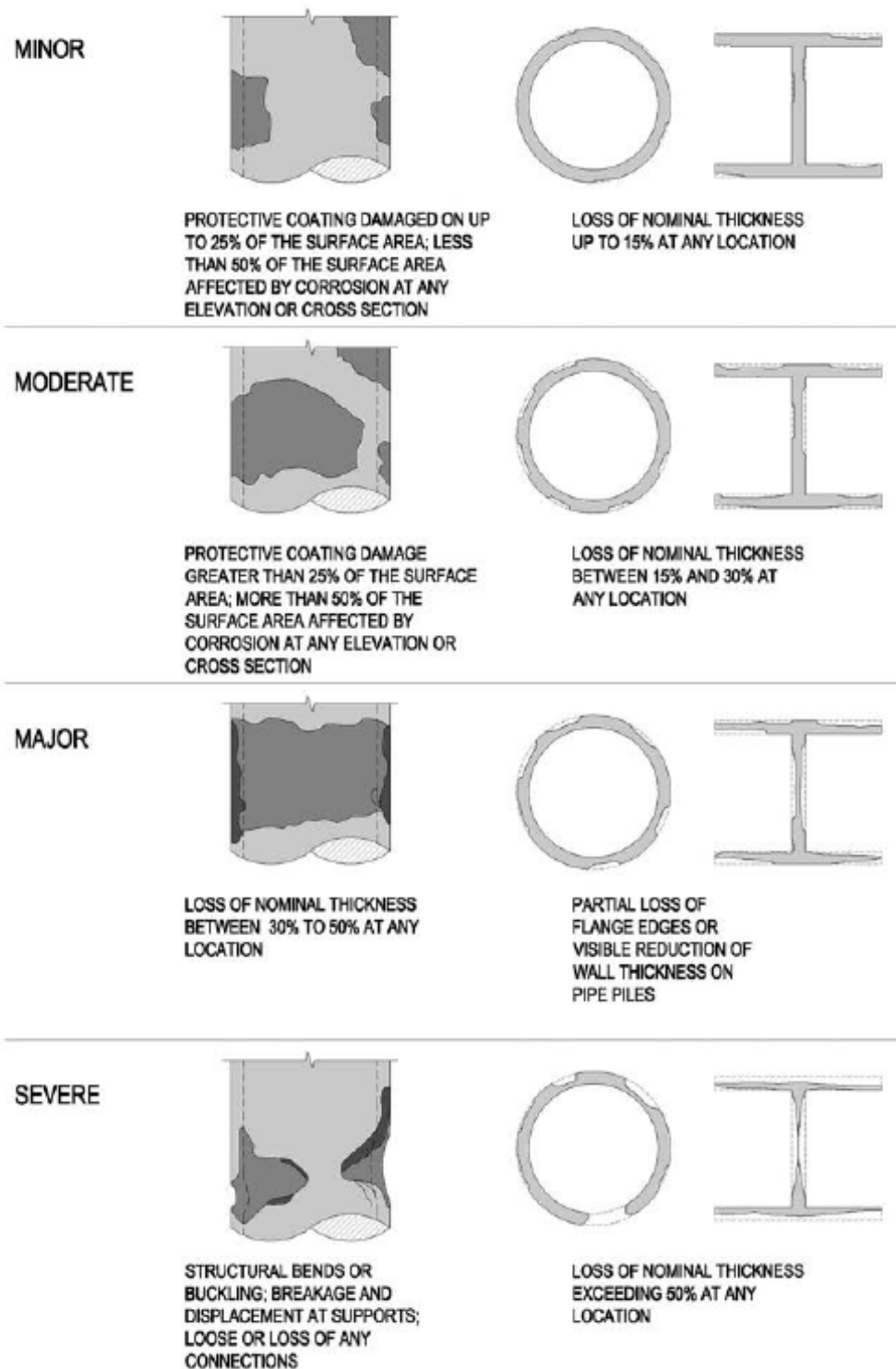


Figure A-1: Element level damage ratings for steel elements, taken from MOP 130, Figure 2-3

Appendix B: Field Notes

Asset Type	Location		Defect Type	P (ft)	Defect Size		Area or Loss (sf or %)	Comments
	Bent/ Station	Row/ Offset			L (ft)	W (ft)		
Pile	12	A	Split Weld					Partially deteriorated
Pile	12	B	Split Weld					Partially deteriorated
Pile	14	C	Split Weld					Partially deteriorated
Pile	16	B	Corrosion Hole	10	1	2	100%	
Pile	19	A	Split Weld					
Pile	20	A	Split Weld					Partially deteriorated
Batter Pile	21	A'	Split Weld					
Batter Pile	22	A'	Split Weld					
Batter Pile	24	A'	Split Weld					
Batter Pile	26	A.5'	Corrosion Hole	10	1	2	100%	
Pile	29	A	Split Weld					
Pile	29	B	Split Weld					
Batter Pile	30	A'	Split Weld					
Pile	31	A	Split Weld					
Pile	33	A	Split Weld					
Pile	33	B	Split Weld					
Pile	35	A	Split Weld					
Batter Pile	35	A'	Split Weld					
Batter Pile	35.5	A'	Split Weld					

Asset Type	Location		Defect Type	P (ft)	Defect Size		Area or Loss (sf or %)	Comments
	Bent/ Station	Row/ Offset			L (ft)	W (ft)		
Pile	39	A	Impact Damage	28				
Pile	43	B	Split Weld					
Batter Pile	44	A'	Split Weld					
Pile	45	D	Split Weld					
Pile	46	A	Split Weld					
Batter Pile	46	D'	Split Weld					
Batter Pile	50	B.5'	Corrosion Hole	10	1	3	100%	
Batter Pile	51	B.5'	Corrosion Hole	10	0.5	0.5	100%	
Pile	52	A	Split Weld					
Pile	52	A	Split Weld					
Pile	52	B	Corrosion Hole	10	0.5	0.5	100%	
Pile	52	B	Split Weld/Corrosion Hole				100%	
Pile	53	A	Split Weld					
Batter Pile	53	A'	Split Weld					
Pile	53	B	Split Weld					
Batter Pile	54	A'	Split Weld					
Pile	55	A	Split Weld					At mudline, up to 1" wide
Batter Pile	55	A'	Split Weld					Up to 1/2" wide
Pile	55	C	Split Weld	25				Located at mudline

Asset Type	Location		Defect Type	P (ft)	Defect Size		Area or Loss (sf or %)	Comments
	Bent/ Station	Row/ Offset			L (ft)	W (ft)		
Pile	55	D	Split Weld	10				
Pile	56	B	Split Weld					
Pile	62	A	Horiz Pile Splice Weld	20			50%	
Pile Wraps	Typ	Typ	Failed/Torn					See pile plan for wrap locations, all typically torn and failed in tidal and splash zones

Asset	Location		Elevation	UT Reading		Voltage Potential	Comments
	Bent/ Station	Row/ Offset		Flange or Wall (in.)	Web (in.)		
Main							
Batter Pile	1	D	SZ	0.445		-0.52	
Pile	2	B	Low water	0.210			
Pile	2	B	Mudline	0.440			
Pile	2	B	Mid water	0.405			
Pile	3	A	Low water	0.200			
Pile	3	A	Mudline	0.365			
Pile	3	A	Mid water	0.425			
Pile	3	A.5	SZ	0.455			
Pile	5	C	Low water	0.430			
Pile	5	C	Mudline	0.430			
Pile	5	C	Mid water	0.435			
Pile	6	A	Low water	0.455			
Pile	6	A	Mudline	0.375			
Pile	6	A	Mid water	0.410			
Batter Pile	6	A.5	SZ	0.420			
Pile	6	B	SZ	0.390			
Pile	7	B	SZ	0.665			
Pile	8	C	Low water	0.290			
Pile	8	C	Mudline	0.565			
Pile	8	C	Mid water	0.520			
Pile	10	B	SZ	0.495			
Pile	10	C	Low water	0.320			
Pile	10	C	Mudline	0.340			
Pile	10	C	Mid water	0.315			
Pile	11	A	Low water	0.560			
Pile	11	A	SZ	0.560			
Pile	11	A	Mudline	0.405			
Pile	11	A	Mid water	0.340			
Pile	12	B	Low water	0.380			
Pile	12	B	Mudline	0.345			Weld seam partially deteriorated
Pile	12	B	Mid water	0.375			
Pile	13	B	SZ	0.395			
Pile	13	D	Low water	0.490			

Asset	Location		Elevation	UT Reading		Voltage Potential	Comments
	Bent/ Station	Row/ Offset		Flange or Wall (in.)	Web (in.)		
Pile	13	D	Mudline	0.425			
Pile	13	D	Mid water	0.430			
Pile	14	A	SZ	0.430			
Batter Pile	14	A.5	SZ	0.445			
Pile	14	C	Low water	0.250			Weld seam partially deteriorated
Pile	14	C	Mudline	0.385			
Pile	14	C	Mid water	0.350			
Pile	15	D	Low water	0.400			
Pile	15	D	Mudline	0.485			
Pile	15	D	Mid water	0.445			
Pile	16	D	Low water	0.365			
Pile	16	D	Mudline	0.445			
Pile	16	D	Mid water	0.435			
Pile	17	A	SZ	0.250			
Pile	17	D	Low water	0.425			
Pile	17	D	Mudline	0.455			
Pile	17	D	Mid water	n/a			Shallow, 2 readings
Batter Pile	18	A	SZ	0.430			
Pile	18	B	Low water	0.455			
Pile	18	B	Mudline	0.410			
Pile	18	B	Mid water	0.455			
Pile	19	A	SZ	0.380			
Pile	20	B	Low water	0.315			
Pile	20	B	Mudline	0.450			
Pile	20	B	Mid water	0.355			
Pile	21	A	Low water	0.495			
Pile	21	A	Mudline	0.350			
Pile	21	A	Mid water	0.395			
Pile	22	C	Low water	0.410			
Pile	22	C	Mudline	0.440			
Pile	22	C	Mid water	0.410			
Pile	22	E	Low water	0.660			Taken at hole in wrap
Pile	23	D	Low water	0.450			
Pile	23	D	Mudline	0.425			

Asset	Location		Elevation	UT Reading		Voltage Potential	Comments
	Bent/ Station	Row/ Offset		Flange or Wall (in.)	Web (in.)		
Pile	23	D	Mid water	0.420			
Pile	24	B	Low water	0.385			
Pile	24	B	Mudline	0.375			
Pile	24	B	Mid water	0.315			
Pile	24	F	Low water	0.435			
Pile	24	F	Tidal Zone	0.460			
Pile	25	B	Low water	0.455			
Pile	25	B	Mudline	0.440			
Pile	25	B	Mid water	0.440			
Pile	26	C	Low water	0.325			
Pile	26	C	Mudline	0.440			
Pile	26	C	Mid water	0.440			
Pile	27	C	Low water	0.400			
Pile	27	C	Mudline	0.455			
Pile	27	C	Mid water	0.460			
Pile	28	G	Low water	0.625			
Pile	28	G	Mudline	0.625			
Pile	28	G	Mid water	n/a			Shallow, only 2 readings
Pile	28	H	Tidal Zone	0.620			Taken at hole in wrap
Pile	29	E	Low water	0.415			
Pile	29	E	Mudline	0.425			
Pile	29	E	Mid water	n/a			Shallow, only 2 readings
Pile	30	A	Low water	0.395			
Pile	30	A	Mudline	0.370			
Pile	30	A	Mid water	0.415			
Pile	30	I	Low water	0.435			
Pile	30	I	Tidal Zone	0.495			
Pile	31	B	Low water	0.395			
Pile	31	B	Mudline	0.400			
Pile	31	B	Mid water	0.375			
Pile	31	L	Tidal Zone	0.475			
Pile	31	L	SZ	0.360			
Pile	32	A	Low water	0.290			
Pile	32	A	Mudline	0.325			

Asset	Location		Elevation	UT Reading		Voltage Potential	Comments
	Bent/ Station	Row/ Offset		Flange or Wall (in.)	Web (in.)		
Pile	32	A	Mid water	0.425			
Pile	32	D	Low water	0.370			
Pile	32	D	Mudline	0.455			
Pile	32	D	Mid water	0.420			
Pile	32	I	Low water	0.420			
Pile	32	I	Tidal Zone	0.470			
Pile	33	G	Low water	0.435			
Pile	33	G	Tidal Zone	0.415			
Pile	34	C	Low water	0.445			
Pile	34	C	Mudline	0.230			
Pile	34	C	Mid water	0.430			
Pile	34	E	Low water	0.310			
Pile	34	E	Mudline	0.230			
Pile	34	E	Mid water	n/a			Shallow, only 2 readings
Pile	35	G	Low water	0.480			
Pile	35	G	Tidal Zone	0.470			
Pile	36	A	Low water	0.340			
Pile	36	A	Mudline	0.455			
Pile	36	A	Mid water	0.320			
Pile	36	D	Low water	0.440			
Pile	36	D	Mudline	0.370			
Pile	36	D	Mid water	0.450			
Pile	37	F	Low water	0.425			
Pile	37	F	Tidal Zone	0.470			
Pile	38	A	Low water	0.420			
Pile	38	A	Mudline	0.400			
Pile	38	A	Mid water	0.285			
Pile	38	C	Low water	0.270			
Pile	38	C	Mudline	0.455			
Pile	38	C	Mid water	0.300			
Pile	38	F	Low water	0.455			
Pile	38	F	Tidal Zone	0.485			
Pile	40	B	Low water	0.405			
Pile	40	B	Mudline	0.380			

Asset	Location		Elevation	UT Reading		Voltage Potential	Comments
	Bent/ Station	Row/ Offset		Flange or Wall (in.)	Web (in.)		
Pile	40	B	Mid water	0.465			
Pile	42	A	Low water	0.335			
Pile	42	A	Mudline	0.435			
Pile	42	A	Mid water	0.310			
Pile	42	F	Low water	0.420			
Pile	42	F	Tidal Zone	0.495			
Pile	46	C	Low water	0.130			
Pile	46	C	Mudline	0.440			
Pile	46	C	Mid water	0.405			
Pile	47	A	Low water	0.360			
Pile	47	A	Mudline	0.385			
Pile	47	A	Mid water	0.425			
Pile	47	H	Low water	0.415			
Pile	47	H	Tidal Zone	0.460			
Pile	48	C	Low water	0.435			
Pile	48	C	Mudline	0.395			
Pile	48	C	Mid water	0.440			
Pile	48	H.1	Low water	0.465			
Pile	48	H.1	Tidal Zone	0.500			
Pile	50	B	Low water	0.290			
Pile	50	B	Mudline	0.465			
Pile	50	B	Mid water	0.265			
Batter Pile	51	A'	Low water	0.435			Heavily pitted
Batter Pile	51	A'	Mudline	0.425			
Batter Pile	51	A'	Mid water	0.340			
Pile	51	G	Low water	0.425			
Pile	51	G	Tidal Zone	0.470			
Pile	52	C	Low water	0.285			
Pile	52	C	Mudline	0.420			
Pile	52	C	Mid water	0.425			
Pile	52	I	Low water	0.425			
Pile	52	I	Tidal Zone	0.420			
Pile	53	C	Low water	0.380			
Pile	53	C	Mudline	0.415			

Asset	Location		Elevation	UT Reading		Voltage Potential	Comments
	Bent/ Station	Row/ Offset		Flange or Wall (in.)	Web (in.)		
Pile	53	C	Mid water	n/a			Shallow, 2 readings
Pile	54	J	Low water	0.460			
Pile	54	J	Tidal Zone	0.415			
Pile	55	L	Low water	0.425			
Pile	55	L	Tidal Zone	0.370			
Pile	56	C	Low water	0.305			
Pile	56	C	Mudline	0.495			
Pile	56	C	Mid water	0.270			
Pile	57	A	Low water	0.430			
Pile	57	A	Mudline	0.440			
Pile	57	A	Mid water	0.445			
Pile	58	A	Low water	0.230			
Pile	58	A	Mudline	0.460			
Pile	58	A	Mid water	0.255		-0.58	
Inshore Mooring Dolphin							
Batter Pile	Dolphin	Inshore	Low water	0.480			
Batter Pile	Dolphin	Inshore	Tidal Zone	0.440			
East Breasting Dolphin							
Pile	59	A	Mudline	0.450		-0.52	
Pile	59	A	Mid water	0.410			
Pile	59	A	Low water	0.385			
Pile	59	D	SZ	0.415			
Pile	60	C	Mudline	0.445			
Pile	60	C	Mid water	0.430			
Pile	60	C	Low water	0.375			
Pile	61	A	Mudline	0.465			
Pile	61	A	Mid water	0.420			
Pile	61	A	Low water	0.375			
Pile	62	A	SZ	0.475			
Pile	62	B	Mudline	0.460			
Pile	62	B	Mid water	0.440			
Pile	62	B	Low water	0.365			
Pile	62	D	SZ	0.475			
3 Pile East Dolphin							

Asset	Location		Elevation	UT Reading		Voltage Potential	Comments
	Bent/ Station	Row/ Offset		Flange or Wall (in.)	Web (in.)		
Pile	Plumb		Low water	0.410		-0.67	
Pile	Plumb		Mid water	0.460			
Pile	Plumb		Mudline	0.455			

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AMENDMENT TO COMMERCIAL LEASE AGREEMENT**Date:** August 20, 2026**Between:** **Port of Astoria**
422 Gateway Avenue, Suite 100
Astoria, Oregon 97103
Ph: 503-741-3300 ("Port")**And:** **Marine Spill Response Corporation**
1330 Industry Street
Everett, WA 98203
Ph: 425-304-1542
[REDACTED] ("Tenant")

1. **AGREEMENT.** This amends that Commercial Lease Agreement between Port and Tenant dated April 1, 2024, ("Commercial Lease Agreement"). Except as expressly provided herein, all other terms of the Lease Agreement are ratified and affirmed as if fully set forth herein.
2. **AMENDMENTS.** The Amended Lease Agreement is amended as follows:

SECTION 1 PREMISES DESCRIPTION

1.1 Lease Area. The Premises are defined as 4,250 square feet of tarmac space located North of 422 Gateway, Astoria, OR 97103, further illustrated on Exhibit A.

Exhibit A – Marine Spill Response Corporation:

- Map of Outside Storage Area (4,250 Sq. Ft.)

The parties, by signature below of their respective authorized representatives, hereby acknowledge that the parties have read the Lease as hereby amended, understand it, and agree to be bound by its terms and conditions.

PORT OF ASTORIA:**TENANT:**

By: _____

By: _____

Name: _____

Name: _____

Title: _____

Title: _____

EXHIBIT A

Marine Spill Response Corporation

Map of Outside Storage Area
Total of 4,250 Square Feet
(85'x 50' Sq. Ft.)

Port of Astoria GIS

Measure Print Identify Select Features Search Texts Find Me Bookmark Start Over

Catalog Visible Results Shortcuts Help

Use Draw line to measure distances and Draw Polygon to measure areas.

- ☐ Draw Point
- ☐ Draw Line
- ☒ Draw Polygon
- ☐ Feature from: Results

Clear measure features

Units:

- ☐ sq. Meters
- ☐ sq. Kilometers
- ☒ sq. Feet
- ☐ sq. Miles
- ☐ Acres
- ☐ Hectares

Area (sq. Feet)



4250.79

