



Date: 15 March 2019

To: Oregon Senate

From: Steve Pegram

Subj: Letter of Support: SB678 Repairs and upgrades to **M/V Salvage Chief**

Columbia County Office of Emergency Management is an enthusiastic supporter of funding the repairs and upgrades required to return the M/V Salvage Chief to operations. The capability provided by this unique vessel for river, ashore, and near coastal response and recovery operations is unique and cannot be duplicated by any other vessel extant in our waters.

Specifically, the M/V Salvage Chief provides the following mission critical functions:

- Flexible support for marine response and recovery from Astoria OR to Lewiston ID.
- Uniquely suited to its concurrent mission of training future mariners and marine responders.
- Highly capable mobile Emergency Operations Center including a helo-pad and a significant communications suite.
- Afloat regional trauma center capable. This is particularly critical in Columbia County since we do not have a hospital.
- Shallow draft (7' 9") allows significant flexibility when responding to shore side incidents.
- Five 250 kW generators capable of providing significant emergency power both to vessels afloat and shore side installations such as the riverside Columbia County and City of Saint Helens courthouses.
- Response to a riverside rail incident. The rail line parallels the river for much of its length. The M/V Salvage Chief has been used successfully in the past to recovery derailed engines and cars from the river. The shallow draft and heavy crane capability make the M/V Salvage Chief unique in this respect.
- Ability to move downed bridges during a Cascadia Subduction Zone event to speed the opening of the Columbia River to both response and recovery traffic as well as economically critical commercial traffic.

This capability cannot be otherwise duplicated in any reasonable timeframe due to the significant lead times to launch a vessel of this type. Designing and building a vessel with similar capability will cost many millions of dollars more than the upgrades requested to **Ready the Chief**. I encourage your support for this critically needed response and recovery capability along the Columbia River.

Semper Paratus,

Steve Pegram

Steve Pegram
Director
Columbia County Office of Emergency Management
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503.366.3934

Senate Committee on Veterans and Emergency Preparedness

SB 678

Salvage Chief (USS LSM 380, WWII) Request

Lorraine Churchill

Oregon Resident

Cowlitz County WA Department of Emergency Management

Senate President Peter Courtney, Senator Alan Olsen, Senator Brian Boquist and Senator Laurie Monnes Anderson-

I've been fortunate to serve Emergency Management roles here in the Pacific Northwest, in Australia, Colombia and New Zealand. There are themes common to each society I've experienced.

As honorable members of this essential committee you serve, I believe you each are already well familiar with the looming, abstract idea we now understand and call the Cascadia Subduction Zone Earthquake. There is no way to make the unfathomable, real, tactile, to those we serve, our public whom thank God, have not experienced a plus 9 magnitude earthquake, yet.

But we have experienced previous unimaginables in the Pacific Northwest- the eruption of our Mount Saint Helens. The recent Manzanita tornado. 500 year floods striking Vernonia and other communities back to back. Not that we logically know such things can't happen, we just don't believe they will happen here, to us, in our 'now' despite the evidence.

This is the common thread binding each culture I've experienced: whether we imagine it won't happen in our lifetime, whether we feel too overwhelmed to handle another worry, or whether we think it's someone else's job to worry and plan- there exists this general theme the bad thing won't happen.

What do we do about it?

Innovation is an Oregon value, something we excel in; seeking new answers to ongoing challenges- just look at the Bottle Bill. Recycling, repurposing our resources to serve a new need instead of throwing a "used up" container aside.

Your committee is aptly and interestingly named: the Senate Committee on Veterans and Emergency Preparedness. This is not an accidental pairing. To my mind, and I'm certain to others, it's a perfect union. A veteran is someone whom served our Nation's military. Trained. Skilled. Purposed. Often giving far more than should ever be asked. Upon separation, we re-label that talent, that purposeful soul, a veteran.

This conversation today is about re-labeling another veteran. Putting her WWII soul to good, honorable purpose. The Salvage Chief, is simply a rather unique veteran. But Oregon is thankfully accustomed, skilled to innovate the unique.

The Salvage Chief provides a unique platform- she has the capacity to provide power, water, river debris clearing. Keenly, she has the capacity to serve our communities as an Emergency Operations Center, coordinating response and recovery communications up and down the Columbia River.

Our worst case scenario is yes, the expected Cascadia Subduction Earthquake. Columbia County OR, Cowlitz County WA, and those more rural counties westward to the ocean understand we will not be first on the response list. We are not the epicenters of population.

Our bridges westward are forecasted to fail. Our roads are expected to fail. Rail. All impacted and impassable. The one highway which will still be readily viable, will be the one highway key in the very settlement of our Oregon: the Columbia River Maritime Highway.

With her shallow draft, her winches, power, her communications hubs, the Salvage Chief will be key in re-opening the Columbia River Maritime Highway, key to enabling resources and commerce to re-enter our region again. No other vessel has her ability. No other veteran can serve this unique mission.

Between now and then, what? As you may know, if we “prepare for one, we ready for the other” disaster. Cowlitz County WA and Columbia County OR partner informally in mutual aid. We share resources, information, a river. We each wish to access the service capacities of the Salvage Chief to exercise response and recovery between our shared river highway. We need the help of SB 678 to ready the Salvage Chief; to enable her to independently travel the Columbia River Maritime Highway and work with our communities toward building our readiness, our resiliency together.

We understand the Salvage Chief is older than she used to be, but she’s not done yet. Like any other veteran she has more to give. SB 678 funds bringing her into service once again and we humbly ask you to support SB 678.

Ready the Chief; Ready our Now, Ready our Future

SB 678

IN THE BOARD OF COMMISSIONERS
FOR PORT OF ASTORIA

Port of Astoria Support Resolution for)
Passage of Senate Bill 678) RESOLUTION 2019-02
M/V Salvage Chief Emergency Restoration)

WHEREAS, the Port of Astoria is a Public Body with Jurisdictional Oversight of The Columbia River including the Mouth of The Columbia River to as far Wauna Mill and is co-responsible for the passage of more than 8 Billion US Dollars of goods and Products on the Columbia River as well as Emergency Preparedness in its Port District AND

WHEREAS, the Federal Government, the Department of Defense and Local and State Emergency Professionals recognize the Impending Cascadia Disaster will collapse the Astoria Megler and Longview Bridges in a 8.0 or above Seismic Event creating a Horrible Disaster, with No Plan of immediate Recovery AND

WHEREAS, outside of the M/V Salvage Chief and possible Navy Resources, other resources to immediately attend to this huge disaster is not expected for weeks or maybe several months away AND

WHEREAS, The Home Ported M/V Salvage Chief, Home Ported in Astoria, Oregon has historically rescued and responded to disasters in the Port District for over 50 Years and is capable of pulling Bridge Sections from the Columbia River with its 6 - 100 Ton Winches and provide power with its 5- 250KW Generators, as well as provide its ability to function as floating Emergency Operations Center AND


WHEREAS, the State of Oregon Legislature has an Opportunity to Pass Senate Bill 678 that will restore Hope to the Rural and Port District in Funding Emergency Repairs to the M/V Salvage Chief AND

WHEREAS, the timing of the proposed Legislation is Critical and Timely and should be funded immediately upon passage as is appropriately written as Senate Bill 678.

NOW, THEREFORE BE IT RESOLVED, that the Port of Astoria Commission Supports the Passage of Senate Bill 678 and Funding of the Salvage Chief (LSM380) Foundation to "READY The CHIEF" in Emergency Repair of the Vessel to prepare for this Impending Cascadia Disaster and the Saving of Our Citizens Lives, if Necessary

APPROVED this 19 day of February 2019, by the Port of Astoria Board of Commissioners.


Frank Spence, President


Robert Stevens, Secretary

March 20, 2019

To: Senate Committee on Veterans and Emergency Preparedness

From: Tom Potiowsky
Northwest Economic Research Center, Portland State University

RE: SB 678: Repair, Upgrade, Return to Operations for the Salvage Chief

Good Morning Chair Olsen and members of the Committee. For the record, my name is Tom Potiowsky, former Director of the Northwest Economic Research Center (NERC) at Portland State University. I am here today on a volunteer basis and no funds were paid to NERC or to myself.

From a Homeland Security presentation slide dated June 13, 2018, they provide the following description of “Resilience”:

- What is “Resilience”? The ability to prepare for and adapt to changing conditions and withstand and recover rapidly from disruptions.
- Includes the ability to withstand and recover from deliberate attacks, accidents, or naturally occurring threats or incidents.
- Key considerations: The “connectedness” of infrastructure; crucial dependencies and linkages of critical systems.
Cascading impacts from disasters.
Knowledge, planning, and coordination among critical infrastructure partners.

The Columbia River exemplifies the interconnectedness of industries and geography. You have the direct connection all the way from Lewiston, Idaho to the mouth of the Columbia. Then there is railway and trucking from parts of Washington, Idaho, and the Plains states that bring more commerce to the river. Here are a few descriptions of the economic value of what flows thru the Columbia River Basin and overseas¹:

- The Northwest is ranked as the nation’s #1 U.S. export gateway for wheat and barley and #1 on the West Coast for wood exports and #2 on the West Coast for automobile imports.
- Every year, over 42 million tons of commercial cargo is sent overseas from the ports on the Lower Columbia River
- Cruise ships carry 15,000 passengers a year on five to seven-day tours on the river, bringing an estimated \$15 million to \$20 million in revenue to local economies.
- \$23 billion in waterborne cargo annually pass through the Columbia River Corridor.
- Columbia River ports identified 40,000 port-related Northwest jobs. Firms that ship cargo via the Columbia River employ an additional 59,000 workers annually

Project managers are concerned with process flows and make sure they identify “bottlenecks”. A Cascadia Subduction Zone earthquake may likely block all the Columbia River commercial traffic making

¹ Sourced from various studies: Northwest River Partners (2014), Pacific Northwest Waterways Association (2016), Port of Astoria: Economic Impact Study (2009)

its way thru Astoria. Suspected debris following the earthquake could be the Astoria and Longview bridges. From the report, *Cascadia Subduction Zone Earthquakes: A Magnitude 9.0 Earthquake Scenario (2013)*, points out the problems of both moving out over the Columbia bar and moving back in toward Astoria:

“Shipping channels may also be disrupted by a Cascadia earthquake. Sections of the Columbia and lower Willamette rivers, for instance, are likely to be closed to shipping due to underwater landslides and the presence of debris where ground failures have caused parts of structures, such as bridges and electrical transmission towers and lines, to topple into the river.” P.11

“Because of damage to shipping channels, it may not be possible to transport petroleum by boat from the refineries in Puget Sound to Portland and other points along the Columbia and Snake rivers. Without the ability to store and distribute liquid fuels locally, shortages are likely, affecting not only the use of vehicles and aircraft, but also critical facilities and key industries.” P 12

The Salvage Chief is at the Tongue Point Job Corps Center, a maritime training program near the mouth of the Columbia River. With programs related to Clatsop Community College, Maritime Seamanship Student Training, and US military expenditures of \$650K since 2015, the Salvage Chief is already contributing to the Astoria economy.

While a more in depth study would reveal more numbers on jobs, output value, tax revenues, and the like associated with the economic impact that percolates thru the economy, one can say that keeping the lower Columbia River operational is vital to the economic health of the region. The Salvage Chief presents itself today as the most viable option for removing any obstacles that could block the river due to a devastating act of Nature. And as the ships history demonstrates, it can be used in the meantime for any necessary salvage work and further training.



Tongue Point Job Corps Maritime Training Program

March 15, 2019

900 Court St. NE #209
Salem, OR 97301

Senators Betsy Johnson & Brian Boquist

Subject: Letter of Support for the SALVAGE CHIEF foundation & EFFORTS ON SENATE
BILL 678

Dear Senators Johnson & Boquist,

It is my absolute pleasure to provide this letter of support for the repair, upgrade and return to operations of the SALVAGE CHIEF.

Based on our Maritime program's several interactions and work with the SALVAGE CHIEF Foundation, it is evident that they are passionate about readying the SALVAGE CHIEF for the capabilities necessary to help preserve public peace, health and safety during a declared emergency and other roles. Our program consists of 120 students, all between the ages of 18 to 24, which are considered under-served young adults. We train these students onboard a 78 year old, retired Coast Guard ship while underway on the majestic Columbia River. Over the past 4 years, our program has benefitted greatly from conducting "real world operations" with SALVAGE CHIEF. During these evolutions, our program has amassed over 7300 hours of internship time for our students and this has allowed them to gain valuable deck and engineering maintenance experience. The SALVAGE CHIEF foundation's pioneering spirit has been a great resource for our program to complete our overall mission of building proficient, professional and passionate Coast Guard credentialed Merchant Mariners.

In addition, the vision of the SALVAGE CHIEF becoming a fully functioning Columbia River training vessel, which prepares for disasters, is incredibly intriguing. If this vision becomes a reality, the SALVAGE CHIEF will open many more doors for "real world operations" for our program and more importantly, will allow for a multi-faceted and incredibly capable asset to be ready to answer the call when needed in times of emergency.

I strongly recommend and encourage the State of Oregon to fully support Senate Bill 678 and the SALVAGE CHIEF foundation. To continue to invest in this promising capability development will benefit a wide variety of causes. Due to my personal interactions, I firmly believe that the SALVAGE CHIEF foundation has the proficiency, professionalism and passion to provide a great return on Oregon's investment.

Very Respectfully and Sincerely,

Len R. Tumbarello, Captain, US Coast Guard (retired)
Director of Maritime Training Program
Tongue Point Job Corps

CC: Chairman of the SALVAGE CHIEF (LSM380) Foundation, Don Floyd



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March 18, 2019

900 Court St. NE #209
Salem, OR 97301

Attention: Oregon Senate

Subject: Letter of support for the Salvage Chief foundation and Bill 678

Dear Senators,

It is my pleasure to provide this letter of support for the Salvage Chief and Bill 678. Gibbs & Cox, Inc (G&C) is committed to supporting the repair, upgrade and return of the Salvage Chief.

As the original designers of the Salvage Chief, G&C is ready to support the return of this much needed vessel to service on the Columbia River. This vessel is uniquely equipped to service this region of the country in in the case of a natural disaster and will be instrumental in returning the river to a condition that supports commerce and our national defense requirements.

In addition to the Salvage Chief's disaster recovery capabilities, it is also a strategic resource for training students and others who are interested in the maritime industry. This vessel is uniquely equipped to accomplish this important mission.

Should you have any questions or the need for any clarification, please do not hesitate to contact either myself or our VP of Programs, Mr. Matthew Hans at (703) 416-3662.

We are looking forward to seeing the Salvage Chief restored and underway. Ready the Chief!

Sincerely,

A handwritten signature in black ink that reads "CHRIS DEEGAN". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

CHRIS DEEGAN
Chief Executive and President
Gibbs and Cox, Inc.

Floyd Holcom

From: Hans, Matthew <mhans@gibbscox.com>
Sent: Monday, March 18, 2019 11:56 AM
To: Floyd Holcom; Prince, Kevin
Subject: RE: Salvage Chief Update for Gibbs and Cox

Floyd,

From our VP of engineering:

Although the Salvage Chief was designed as a World War II USN LSM, the design of the vessel is still applicable to today's mission requirements. The vessel was designed with 29 water tight compartments to ensure the highest degree of seaworthiness possible during wartime service, far greater than the required for any current commercial vessel. The modifications and maintenance that have been made to the vessel while in commercial service have maintained this high level of seaworthiness.

Matthew Hans, PE, PMP
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 <https://www.facebook.com/GibbsCox/>

 <https://twitter.com/GibbsCox>

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From: Floyd Holcom <fholcom@pier39-astoria.com>
Sent: Monday, March 18, 2019 2:09 PM
To: Hans, Matthew <mhans@gibbscox.com>; Deegan, Christopher <cdeegan@gibbscox.com>; Prince, Kevin <kprince@gibbscox.com>; Harper, A. Keith <kharper@gibbscox.com>
Subject: RE: Salvage Chief Update for Gibbs and Cox

Matt,

Thank you for the Reply!

Dear Senator Monnes-Anderson,

March 19, 2019

I am the ship's physician of The Salvage Chief and I am an Astoria native. I am involved in the Salvage Chiefs emergency preparedness training and readiness. I believe that everyone is in agreement that a Cascadia subduction earthquake will result in catastrophic damage, if not complete destruction of coastal communities. In Clatsop County, it is reasonable to conclude that both hospitals, Camp Rilea, USCG Air Station Astoria, and all utilities and public services will be destroyed. Bridges will be collapsed or impassable.

It has been suggested that it will be at least thirty days until meaningful disaster relief will begin to reach the coast. The Salvage Chief can play a unique role in emergency medical and trauma disaster response in conjunction with both state and federal support. It can supply over a million watts of ship-to-shore power for 45 days or 250,000 watts of ship-to-shore power for 180 days without resupply. This could be used to power community relief efforts and a field hospital pre-stationed on the vessel. It has capacity for 100 tons of cargo and supplies. It has a helipad and its on board water filtration system provides 3,000 gallons a day of potable water a day without chemicals for any water source. The ship was designed to be offshore six months without needing resupply. I believe with your committee's support, The Salvage Chief will have a critical role in disaster recovery.

Sincerely,

James R. Wirkkula, DO, FABFM from my iPhone

Date: 18 March 19, 2019

From: Ron Smith PA-C, MMSc.

Re: Testimony in support of SB 678 to provide funding for repairs and upgrades to the Salvage Chief (LSM380).

Dear Senators,

I greatly appreciate the opportunity to provide my enthusiastic support for SB 678. I am a medical advisor to the Salvage Chief Foundation, and have over 20 years' experience as a physician assistant working in emergency medicine and orthopedic trauma surgery. I am currently the senior PA in the Oregon National Guard serving as a Lieutenant Colonel at the Medical Command in Salem. In that capacity, I have been involved in planning for Cascadia Event response.

The Salvage Chief is uniquely suited to provide disaster relief and life-saving medical aid in the aftermath of a catastrophic Cascadia Event. The funding provided in SB678 is critical to the Chief's ability to fulfill that mission. During my deployment to New Orleans in response to Hurricane Katrina in 2005, I saw first-hand the devastation inflicted on a populace in the wake of a natural disaster. The scale of a Cascadia earthquake and tsunami would dwarf the destruction of Hurricane Katrina by several orders of magnitude. It is understood that coastal communities would be isolated and effectively cut off from aid for an extended period of time. The casualties from such an event are estimated in the thousands of dead and injured. In the days and weeks after a disaster of this scale many more people would die if medical assistance was not forthcoming. Fortunately, we have the Chief. The Chief's ability to produce over 3,000 gallons of clean drinking water could mean the difference between life and death to victims in town where the water supply has been contaminated or destroyed. The cargo capacity of the Chief could allow us to bring over 100 tons of critically needed medical supplies and equipment to communities that will otherwise be inaccessible. The ship-to-shore power generation capabilities of the Chief could easily supply the electrical needs of an on shore medical facility. The layout of the Salvage Chief would lend itself to the addition of currently available modular medical treatment systems. These could be fitted to the deck of the Chief to provide a floating emergency treatment facility. In addition, the upgrades to the Chief's emergency communications capabilities would provide essential coordination with those responding to the relief efforts.

The Salvage Chief has proven herself time and time again in both wartime and during decades of salvage operations around the world. I firmly believe she has another vital mission to fulfill in coming to the aid of our fellow citizens in the inevitable event of catastrophic natural disaster. I appreciate your consideration of this legislation and strongly encourage support for the efforts to Ready The Chief.

Sincerely,

Ron Smith PA-C, MMSc.

503-490-7297

rcs2510@mac.com

Floyd E. Holcom Testimony for SB 678, READY THE CHIEF!

Chair Olson, Senators, thank you for allowing me to Testify on behalf of the Support of SB 678, an Emergency Funding Bill that is clearly that, an Emergency. The ability for the Salvage Chief to perform the mission cannot be done after the fact, and that is why we are here to day.

Today, SB 678 is critical to the sustainability, reliability and resiliency of our State and I believe it is more than appropriate for the expedited passage of this Bill. This Bill merges the importance of rare Volunteer Veteran experiences with Emergency Management to prepare and be ready for waterborne emergencies with a modified Oregon World War 2 Veteran Vessel that has been historically recorded to perform more successful missions than any other Oregon vessel, anywhere, and while after 70 years it is still the only vessel able to perform the disaster mission it was designed to do. No other vessel has yet to be built or capable of meeting its similar specifications, and to build one new, could well be over 200 Million Dollars. One only has to say the words "Exxon Valdez" to know one of its many environmental victories.

With the passage of this bill, the ability for the ships Mission for the Salvage Chief will be to Train and Support our citizen Volunteers with experienced Veterans and must be ready for these future disasters by receiving its required and necessary repairs and inspections.

In order for this ship, an Oregon emergency tool, to be ready, it needs to go back to the dry dock, and upgrade for the disasters of tomorrow, now.

Our Citizen's lives can not be risked by kicking this can down the road and hoping it will find funds to be there, it needs your help to help this state with the passage of this bill.

You have heard or all read the testimonies from the Economists, Doctors, Naval Engineers, Emergency Managers but what is rarely revealed as what the ship has already done for Oregon's economy and the lives it has already saved, and it will do more. In its over 60 years of being home ported in Oregon, the Salvage Chief has already averaged more than a Million Dollars a year in Economic Development to Oregon, purchasing supplies, services and feeding families and employees in the Astoria Coastal Portland and Columbia River regions. From Brookings, to Astoria, to Port of Portland, to the Dalles, to Lewiston, ID, the Salvage Chief has done it and can continue to and be ready to perform with the passage of SB 678.

The Salvage Chief Foundation now needs a small portion of that investment back so it can continue to help save lives, help save the Columbia River and Oregon Economy and provide and perform the mission it historically has performed when this or other disasters strike. It needs to be ready now.

I have volunteered to perform over 30 years of Military and combat Service, in Special Forces, Combat Service is several Countries, as well as volunteered to serve in Two National Guard Units of Washington and Oregon. I and my private companies are one of the few Oregon Certified Disabled Veteran Small Business that continue to volunteer and support our community in every aspect of volunteerism. I know the devastation of disasters, man made and made by nature.

You asked us to volunteer when the Storms destroyed the Tillamook Railroad, you asked us to Volunteer When the storms Wiped out the North Coast in Hurricane Winds that left that community devastated

for weeks. You asked us to volunteer to fight the Floods of Vernonia and jump into the forest fires of our state. In this future emergency, you won't be able to ask, as we will already be on the job.

And now I'm volunteering to help you realize we will need to do it again, not if, but when the disaster strikes the Columbia River and our state's commerce. I'm asking you for the only tool available to succeed and for you to explain to your fellow senators and representatives the importance of maintaining the Salvage Chief. We can be resilient in the emergency challenges of tomorrow.

I realize there are a lot of organizations requesting funds from this 2019 legislative session. However, there are very few requests that have already saved and invested more than 50 Million in this State, and the request for 1.9 Million to get it ready is a much worthier cause for the survival and reaction to keep our citizens alive.

For this ship and our state to be truly ready, it needs the Passage of SB 678.

Ready The Chief!

Thank you.

Floyd E. Holcom

100 39th Street

Astoria, Oregon 97103

5033389829

Senate Bill 678, Financial analysis of the Salvage Chief Restoration for Emergencies

SB 678 Emergency

Matching and Other Return to State

<u>SB 678 Emergency Request</u>	<u>\$ 1,900,000.00</u>
Hull, maintenance and paint	\$ 1,200,000.00
Engine and Fire Pump Upgrades	\$ 400,000.00
Emergency Communication and USCG Inspection, Contingency	\$ 300,000.00

Match and Equivalents

<u>Cost to Build New Vessel, SC#2</u>	Unfunded Approx	\$ 100,000,000.00
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Fred Devine and Salvage Chief Investment into Oregon Economy since 1950, Not Taxes

\$ 52,000,000.00

Foundation Volunteer Hours To Date:(Per USGOV)

2015-Present

Hours

Seamanship Program (Dept Labor)	7430*\$24.89/hr	\$ 184,932.70
SC Staff Engineers and Crew	6558*59.35	\$ 389,217.00
Emergency Management Planners/ORANG	128*34.98	\$ 4,477.00
Other Volunteers(Radio Ham, Welders)	1745*25.45	\$ 44,410.00

Donations to Foundation

2015 - Present

Salvage Chief LLC	Electricity, Paint, Other	\$ 47,500.00
Port of Portland	Barge St. Helens	\$ 650,000.00
Other Donations	Reunions/T-shirt sales	\$ 42,000.00

Existing Equipment on Chief Equivalencies Activities*

<u>Fire/Pump Capacity</u>	<u>2x300GPM</u>			
2	1500 GPM Ballast Pump			
4	500 GPM Portable			
1	4500 GPM Dredge Pump	10,100 GPM	6.73 Fire Trucks	6.73x500K
		Above in # of New Fire Truck Equiv		
5x250KW	Generators, use at \$1365/wk, downtime of disaster 60 Days		\$ 3,365,000.00	
	Emergency Operation Center		\$ 2,500.00	\$ 81,900.00
	Trauma/life Support		\$ 8,300.00	
	Ham Radio Center Donation		\$ 7,500.00	

Federal Investment/Expenditures 2015 to Date*

US Army	Training	(No Cost to Chief)	2500/Mo	\$ 450,000.00
	Moorage of Chief			\$ 120,000.00
	Repair of Dock for Chief			\$ 17,000.00
	US Navy Training			\$ 65,000.00
	USGS Dive Team			\$ 12,000.00
	Nisqually Indian Dive Training			\$ 5,200.00
	US Coast Guard			\$ -

* Not Funded by State or Local Governments

Approx Total Investment/Donations by Others

\$ 5,7415,036.70

Each Dollar of Military Training in the Local State Economy can be x7 multiplier

Video Link Exhibit

Date: **3/20/2019**

Committee: **Senate Committee on Veterans and Emergency Preparedness**

Bill Number/topic title: **SB 678**

Submitted by: **Floyd E. Holcom**

Video Title: **Drone video: Salvage Chief could be upgraded for disaster service**

Video Link:

https://www.dailyastorian.com/multimedia/video/drone-video-salvage-chief-could-be-upgraded-for-disaster-service/video_63c24f54-2bfc-11e9-9711-e7c6c37c9250.html

Video Link Exhibit

Date: **3-20-2019**

Committee: **Senate Committee on Veterans and Emergency Preparedness**

Bill Number/topic title: **SB 678**

Submitted by: **Don Floyd**

Video Title: **Ready the Chief-Salvage Chief SB 678**

Video Link: <https://youtu.be/iiCAHH6Uzqo>