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## Ellicott Dredge is a "Perfect Fit for Small Ports"

March 1, 2016

On February 26, [Curry Coastal Pilot](#) (Oregon, USA) published the following story.

Sand. Lots of it.

It's an ongoing and familiar problem for those who navigate the waterways along the Southern Oregon Coast.

Until recently, the answer for the federal navigation channels has been the Army Corps of Engineers' dredge, Yaquina, which routinely scoops the river bottoms, removing accumulated silt. But what if the area is too small for the 200-foot ship to maneuver?

Thanks to a cooperative agreement between the South Coast Ports Coalition and the state of Oregon, an Ellicott 360 Swinging Dragon dredge named The Laura, will be used to clear mooring basins inside of breakwater areas at ports from Brookings north to Coos Bay.



*Ellicott 360 Swinging Dragon dredge in Oregon*

Individual ports will foot the bill for the transportation, set up, use and return of the 33-ton vessel, according to Gold Beach Port Manager James Clemens.

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"Our bay is currently at a depth of 5 to 6 feet (1.5 to 1.8 m) at low water and, like other ports, that is a problem," he said.

Last week Gold Beach residents flocked to the port area and watched spellbound as an enormous 100-foot (30 m) crane lifted the Ellicott dredge from the back of a wide-load truck into the bay next to Jerry's Rogue Jets.

"One third of the \$180,000 total cost earmarked for dredging the Gold Beach Port is the mobilization of the big rig," Clemens said. He was happy to see the dredge arrive, after it finished its work in Bandon.

"This dredge, even though smaller than the Yaquina, can still move a lot of material," Clemens said. "It is money well spent to keep the Port of Gold Beach to a depth of 10 feet (3 m) low water, which is much better than what we have now."

He said the Ellicott can move approximately 100 cubic yards (76 m<sup>3</sup>) per hour on average and sometimes more under optimal conditions.

Work to set up the new dredge began in Bandon last October. According to an article in *The World*, Bandon Port General Manager, Gina Dearth, said an Ellicott dredge representative was there for a week to detail the dredge following shipping and conduct training for port staff from Bandon, Brookings and Charleston, who will operate the equipment. Dearth said the dredge pipe is owned by the Port of Brookings and was purchased during their tsunami recovery of 2011.

With additional equipment, The Laura represents an investment of more than \$1.1 million.

"The Port of Brookings, managed by Ted Fitzgerald and his able-bodied crew, have all the experience necessary to make this one of a kind, joint operation successful until completion," Dearth told *The World*.

Fitzgerald spearheaded the efforts to purchase a dredge and was selected to operate it for the entire south coast.

In Bandon the dredge was expected to remove about 40,000 cubic yards (30,580 m<sup>3</sup>) of debris — silt, rocks and slime that collect in the harbor — to be deposited at an EPA site about 2 miles away from the port.

Following its work in Gold Beach, the dredge is expected to be moved to Brookings to begin work there.