

# Port Users Ask For Diversity At The International Terminal

**TOPICS:**Newport International TerminalPort Of NewportShippingTeevin Bros

MARCH 27, 2018

By Kiera Morgan:

Local fishermen and forester Rex Capri spoke to the Port of Newport commission at their meeting last week regarding the International Terminal (NIT). He said he felt some mistakes have been made. The Teevin contract was dropped without any efforts for renegotiation. He said he also felt the Midwater Trawlers Cooperative was asking for an unreasonable amount of time at the terminal. This Capri said has culminated in chasing away potential shipping users at NIT. Capri told the commission that the taxpayers accepted a debt in 2006 to renovate NIT in the hopes of diversifying, creating economic opportunities, and opening new jobs.

The NIT rebuild was completed in 2013, but there have not been any new users. He hoped that the Board will aggressively look for new potential users of the facility. During commission comment Sarah Skamser addressed comments made by Mr. Capri. She said she was here when shipping was going on in the 1990's, which she said did not generate enough money to maintain the dock. Skamser said shipping interests have not come to Commission meetings, and the previously proposed agreement with Teevin was not a good deal for the Port.

Skamser said she is interested in seeing shipping and diverse use of NIT however she said there is not a lot of land for shipping. She did not want the taxpayers to be misled. At the end of the meeting Yale Fogarty with the longshoreman union commented that shipping did make money, which the Port used to maintain other facilities. He said now Port infrastructure is failing, and the Port needs to make a return on its investment in NIT. He added he also feels the use at the terminal needs to be diverse.

## Port of Newport Receives Federal TIGER Grant

By Kiera Morgan

Port of Newport General Manager Kevin Greenwood announced to the Port Board of Commissioners last night that the port was successful in receiving two million dollars from the federal government – an infrastructure investment TIGER grant from the US Department of Transportation. Greenwood said this grant will go a long way in preparing the International Terminal for operations. Greenwood said they can use this grant as leverage to help secure other grants in the future for the project. “I think this is going to be a wonderful first step in getting the rest of the funding for building the shipping facility at McLean Point. This \$2 million will show the other funders that this is a serious project.”

Greenwood added that the TIGER grant is rare to receive and less than 2% of applicants actually receive this funding. The total cost of the International Terminal project is expected to be around \$6.5 million. Greenwood told the port commissioners that the grant should also help in their application for the Connect Oregon Six grant, which the port is asking \$4 million. The TIGER grant funds can also be used as the 30 percent match for the Connect Oregon grant. The commission approved providing a letter of support for the Connect Oregon application, which is due in November. When completed the improvements to McLean Point and the terminal will increase imports and exports benefiting the entire state.

# Port of Newport Loses The Federal TIGAR Grant

TOPICS:Port Of NewportShippingTIGAR Grant

AUGUST 29, 2017

On Monday August 28, 2017, The Port of Newport personnel met with representatives of MARAD (Maritime Administration of the U.S. Department of Transportation) who came from Washington D.C. to discuss the status of the \$2M Tiger Grant for construction at the International Terminal Shipping Facility. This grant was part of the 2015 appropriations act. Due to the timing of the award, MARAD was not able to give the Port an extension to the agreed upon dates for specific actions which the Port needed to accomplish. In particular, the Port needed to have committed funds and have a financially viable plan to allow the grant to continue.

These have not been accomplished. While this grant will be withdrawn, the MARAD personnel made it clear that a new request for grant funds would be welcomed. They noted that rural area requests are important to MARAD. Funding for piers, moorings and other efforts to expand the port economy would be justification for grants. The Port will be evaluating options for the International Terminal that will support current and future economic growth. These efforts should allow the Port to pursue additional grants in the future.

Information provided by the Port of Newport

10/02/2017

## VI. NIT STATUS UPDATE

Bretz introduced the staff report, which was prepared at the request of Eder. He added that the Silvan loan agreement was an integral part of the TIGER grant's finance requirements. Jincks commented that the TIGER grant was awarded before the Silvan loan was proposed. Bretz said the Port would have had to leverage nearly all unrestricted cash assets to keep the grant. Mann asked about the statement that the business would have to look very different from the previous plan. Bretz said he drew this conclusion based on operational and finance concerns. Mann said she was contacted by attorney Kevin Banks office, who was working with shippers interested in Newport for shipping agricultural products. Bretz said he advised Banks to contact Mann because it was important to have a conversation. He added that he had previously spoken with one of the interested shippers, and they would have used Teevin as an anchor for availability of equipment and labor. They are also concerned with the cost of tug and pilot fees. Skamser said she had spoken with Terry Thompson, who asked about NIT. She said it is important to show that NIT is open for business. Pettis asked if tug and pilot services were needed. Bretz said that Wiggins no longer operated tug service. He had talked to Grant Snyder about starting a tug service, but it would be a large investment and a risky venture to start. The Port's tug would not be large enough for the services needed. Pilots can be delivered in different ways. Pettis said that Coos Bay tug has a platform that is used to deliver pilots. Jincks said there was a plan for Coos Bay to deliver a tug and pilot, to be paid for by the shipper. A barge would be different. Mann suggested the Commission will need to vet this as well. Wright said there are pilot associations in Coos Bay and Astoria, who could provide a cost estimate. Bretz commented that he got a lot of information out of these meetings, and was thankful to have everyone here. He will take what is shared here and farm it out.

Mann said she would be working with Bretz and Hewitt to get the Meeting Packets out sooner. Hewitt suggested setting up a regular meeting with Mann and Bretz a week before the meeting. Jincks asked if the NIT construction permits were in place. Bretz said yes and he has been in touch with the City. Eder commented that there has been a huge change at the Port and change in management. He said it was glad that the Port was still open to shipping, although the recent agreements and fiscal arrangements were not workable. He hoped that people would express their disagreements if they had them. If agricultural products shipped by barges were considered, he asked the Port to keep in mind that barge traffic can be a difficult mix with crab pots. The Port needs to consider moving equipment and scheduling ahead of time. Mann commented on the Commission's decision not to use Commissioners as negotiators. These issues regarding users' needs should come out at the beginning. Bretz said he would like to get way out in front on these issues; when they are addressed at the last minute, things get heated up. It is ideal to be proactive. Jincks said the Port does need to get way ahead. Crab pots are an issue for barge traffic, and for the recreational fleet which has grown tremendously. Clear shipping lanes for barges and boats need to be discussed. Law added that crabbers have regular meetings which are handled by the extension office. Eder said that Newport is being handled differently. Mann said an accurate financial snapshot of NIT operations is needed. She also requested updates on the development of the Hall property. Bretz said when he last spoke with Evan Hall, they still intend to get started this year. This does not include floating docks, which would need more work in development. The Halls and the Port have been in touch with Pacific Habitat Services. Financially, Bretz talked with other Ports about accounting for lease revenue. They used differing methods. Mann also suggested including projected revenue from the fishing industry. Jincks said he hoped the Port wasn't involved in the Halls' docks. Bretz said as of right now, no. Pettis said the Hall location was a prime spot with deep water at the end of the point, and docks could help alleviate crowding issues. He said if the fleet liked it there, the Port could lose income.

## Board to fire port manager following evaluation

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*By: Dennis Anstine - Updated: 1 year ago*

*Posted Jul 20, 2017*

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### **Kevin Greenwood**

NEWPORT – The Port of Newport’s board of commissioners are currently in the process of negotiating a termination settlement with General Manager Kevin Greenwood, who joined the port in February of 2014.

Greenwood said Thursday that port commissioners informed him of their decision to end his employment following a performance evaluation held during a three-hour executive session Wednesday afternoon at the Oregon State University Extension Office.

Greenwood would not publicly discuss his pending termination because he is formally still a port employee and is in the process of negotiating a settlement with the commissioners.

Commission President Walter Chuck also wouldn’t detail Greenwood’s apparent termination.

“At this point the commission does not want to discuss personnel matters,” he said.

The port’s five-member board, which includes two new commissioners – Sara Skamser and Kevin Lackey – met Wednesday in executive session to discuss Greenwood’s annual evaluation.

Greenwood’s written evaluation ratings were completed in January and included input from Steve Beck and Ken Brown, who were defeated by Skamser and Lackey, respectively, in the May 16 special election.

Generally, the performance evaluations were positive “meets or exceeds job standards” reviews, though there were some “improvement needed” ratings as well.

Some members of the commission have publicly questioned Greenwood’s handling of the International Terminal Shipping Facility project, which includes lease contracts for management of the nine-acre area with Teevin Bros. Land and Timber Co. and Silvan Forestry LLC, which will supply logs for export.

Construction of the new terminal was completed five years ago, though there have been delays involving removal of two sunken ships at the base of the dock and dredging to a depth required for “Handy-sized” shipping vessels to dock at the terminal.

Commissioner Stewart Lamberdin’s evaluation was generally positive, including: “There have been many improvements around the port, but at the top of the list would be personnel

attitudes. I feel Kevin played a big role in this and it continues to make the port stand out. Kevin is a great asset for the port and the City of Newport.”

Chuck wrote in his evaluation that Greenwood “could work better on presenting positive perceptions of port projects to public and media,” but added “there has been a big improvement of staff morale in the past two years with many public complements from users.”

Patricia Patrick-Joling suggested that the port should take “a hard look” at its finances, ensure that all port property is in good condition and should lead “the effort towards boosting the economy and creating jobs.

Skamser and Lackey did not participate in the January ratings review, but were involved in this week’s performance evaluations of the port’s public officers and employees.

The port will hold two meetings on Tuesday, July 25, beginning with a regular commission meeting at noon in the South Beach Activities Room. A special meeting is scheduled at 6 p.m. in the Yaquina Bay Yacht Club and will focus on the shipping facility.

# Port News

## PORT OF NEWPORT KICKS OFF 5-YEAR UPDATE OF STRATEGIC BUSINESS PLAN

Port of Newport has engaged the services of BergerABAM consultants to lead the five-year update of the Port's Strategic Business Plan and Capital Facilities Plan.

There will be a total of 3 open houses before the plans are finalized and considered for approval by the Port of Newport Board of Commissioners.

The first open house will provide the public with information about what the Strategic Business Plan and Capital Facilities Plan update includes, the planning schedule, and provide opportunities for public comment.

Additional opportunities for community input will include public open houses to be scheduled over the winter and early spring of 2019. The public is invited to comment on the strategic plan via the website as well at any time. Updates will be provided on the Port's website.

[www.portofnewport.com](http://www.portofnewport.com)

## Newport Port Commission considers re-hiring Don Mann as "Interim" Port Manager

[Daily News](#)

*An incomplete International Terminal.  
Fishermen's Wives photo*

After several years of being adrift with financial uncertainties and worsening port facility maintenance, the Newport Port Commission on Tuesday is expected to hire an interim port manager while yet another new permanent port manager is recruited and hired. The last port manager was fired after a very short time on the job. The port manager before him struggled for several years trying to get the port some traction on finishing up the International Terminal but couldn't close a deal with outside business interests.

There are two names on the list of potential interim port managers – Teri Dresler who was recently the Interim Director of the Metropolitan Oregon Zoo in Portland through June of 2016. The other candidate is a familiar face and always a force to be reckoned with, Don Mann, who was Newport's port manager for nearly ten years and who left the job abruptly in 2014.

Mann was a driving force behind the voter-approved \$15.4 million dollar bond to renovate the International Terminal, which has yet to be finished. Mann was also largely responsible for the National Oceanographic and Atmospheric Administration picking Newport as their west coast headquarters – moving to Newport from Seattle.

# Port of Newport Commission Appoints A New Interim Manager

**TOPICS:**[Port Of Newport](#)[Teri Dresler](#)

JULY 18, 2018

By Kiera Morgan:

The Port of Newport board of commissioners held a special session meeting on July 17th to interview two candidates who have applied to be an interim port manager. The two interviewed were former port manager Don Mann and Teri Dresler. Mann has experience and knowledge of the port being its former manager, he also however is doing some work currently with the Port of Cascade Locks.

Mann said he wants to see the port move forward in a positive direction and making sure that the port is financially sound and said he would work to find out what the commissions priorities are so he can work on them while they search for a permanent manager. He said he felt he could balance both jobs with help from the competent port staff.

Teri Dresler said she has spent a lot of time managing a big group of people and helping to navigate through stressful situations. She however has never worked for a port, but has managed recreational boating and parks through her work with Metro in Portland. She said though she doesn't have knowledge of the port she is a quick learner.

During port commission discussion it was pointed out that Don has the experience, background and knowledge of the port however commissioners Lackey and Skamser said they wanted a fresh perspective and wanted a full time person. Commissioner Chuck said both bring a lot to the table but felt Mann was the better choice because of his past experience.

Commissioner Skamser made a motion to offer the interim port manager position to Teri Dresler which passed by a 4 to 1 vote. Commission President Stewart Lamerdin said they were both fantastic, however he felt the port needed a fresh perspective and was concerned about Don only being available part time.



# Port News

Port Monthly Meeting 11/27/18

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[www.portofnewport.com](http://www.portofnewport.com)

# Jim Burke Sworn In As New Port of Newport Commissioner

POSTED BY: OREGONCOASTDAILYNEWS JULY 11, 2018

During the Port of Newport board of commissioners meeting on June 26th they swore in a new commission member to replace Patricia Patrick Joling who resigned May 1. In June the port commission interviewed the two candidates who applied for the vacant position. Jim Burke was selected and is now part of the Port commission as position five until the end of the June 2019. Burke is a marine biologist who has lived in Oregon since 1994 and in Newport since 1996. He has been employed by the Oregon Coast Aquarium since 1997 and is currently the Director of Animal Care.

Jim is responsible for the veterinary care of all of the Aquarium's animals, managing a staff of 25 animal care professionals, creating and managing a large budget, animal facility design/construction,

and the prioritizing of critical infrastructure repair and replacement. Jim also sits on the Oregon Coast Community College's Aquarium Science Program Advisory Board, and has been part of that successful program since its inception 15 years ago.

Jim said he is "looking forward to helping the commission, the staff, and the community help the Port of Newport accomplish its mission – to build and maintain waterfront facilities, and promote/support projects and programs in cooperation with other community organizations and businesses that will retain and create new jobs and increase community economic development.

## Port Of Newport Expands Search For New Manager

**TOPICS:**General ManagerLegislative Concept 291Port Of NewportState Representative Smith

DECEMBER 14, 2018

Port of Newport commissioners met in a special session this week to discuss the timeline for the hiring process for a new General Manager. The selection committee, consisting of Commissioners Skamser and Burke, Community members Bud Shoemake and Steve Beck and interim port manager Teri Dresler, met to review the 9 resumes received by Special Districts Association of Oregon. From the 9, the committee felt there were three who were qualified however the committee wanted to have at least 5 to pass on to the next interview stage. As a result the committee asked the commission to expand the recruitment to attract more candidates.

This will allow for a broader search to include national web sites and/or publications that were not used during this first recruitment due to time constraints. The Search Committee felt strongly that due to the significance of this position to the Port, an extended search would yield a broader pool of qualified applicants.

There is also a need to not rush the process and make the right choice as the port is being looked at closely right now by the legislature.

Legislative Concept 291 brought by Representative Greg Smith from Umatilla would turn the port over to the state. It has not yet been assigned to a committee.

Smith is looking for a co-sponsor of the legislative concept for it to move forward in the legislative process. The commission approved re-opening the search on December 31st. The port commission is expected to discuss the issue at their regular meeting on December 18th.

## ODOT Report on Hwy 20

Total Cost \$365 m

**Purpose and Need** This project was identified by the OTC as a project of statewide significance that has had substantial local and regional support. The need for the project was brought forward by a united coalition of government and community leaders who demanded improvements to the U.S. 20 corridor.

### **Benefits**

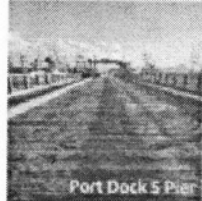
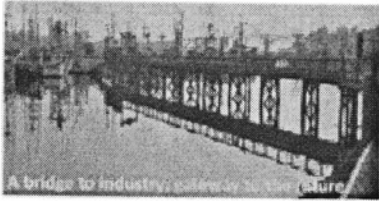
**Safety** - This route is a vital transportation link shared by commercial, recreational, and passenger traffic connecting the mid-coast with the Willamette Valley.

This section of highway was designated as a Safety Corridor in 1999 when the corridor had a crash rate 60% higher than similar state highways. From 1999 through 2014, the stretch of highway to be bypassed experienced 374 crashes with 16 fatalities and 271 people injured. That's an average of 24 crashes per year, with the exception in 2012, where crashes peaked at 62 crashes. Currently available data for 2015 indicates there have been no fatal crashes and seven injury related crashes. The project makes major safety improvements by building wider travel lanes and paved safety shoulders, providing a separated railroad crossing, and providing greater passing opportunities. Ideally, this engineering project, along with partnerships within enforcement, education, and emergency service, will reduce serious injury crashes and encourage drivers within the safety corridor to drive safely. Once the crash rates are lowered, the safety corridor designation will be removed. ODOT will continue to monitor the safety in this corridor after it is no longer a safety corridor and continue to fund additional police enforcement when possible with available safety grant funding.

**Economics** - By opening the corridor to most interstate trucks, it provides a major employer in Toledo, Georgia Pacific, a more direct route to the Willamette Valley and the I-5 corridor. Currently more than 100 truck trips per day must travel out of direction north on U.S. 101 through Lincoln City and use the OR 18/22 corridor through Salem to access I-5. Additionally, opening the corridor to freight movement provides future opportunities for regional economic development. Transportation system efficiencies – This project enhances regional connectivity by improving freight mobility on a major coastal feeder route.

**Environmental** - By providing more direct access for freight movement there are benefits to safety, congestion, and the environment. It will save time by removing 4.5 miles from the existing route, also saving fuel and reducing greenhouse gasses. It will complement the OR 18/22 route and provide alternate routes for both the trucking industry and tourist traffic.

It also provides improved emergency access for the mid-coast region.



**POSTED BY: OREGONCOASTDAILYNEWS**  
DECEMBER 28, 2018

By Kiera Morgan

Aaron Bretz the Port of Newport Director of Operations reported to the Port Commission last week that he has identified a 50% funding opportunity for the Port Dock 5 Pier Project. This is a shovel ready project that neatly fits the criteria for funding. The floating Port Dock 5 complex is a dilapidated wooden pier. The cores of the wooden pilings supporting the Port Dock 5 Pier have rotted away; many of those pilings are now hollow, and the pier is in danger of failing.

Bretz said he has received several letters of support for the project. "So far I have received eighteen to twenty letters of support for the project. If we can get those in quick enough we could go ahead and do a pre-application, which will get the ball rolling a little sooner". Bretz added that support from State and Federal legislators is vital and it would greatly increase the chances for funding of the project.

He pointed out that the businesses that exist at Port Dock 5 are a vital component to the regional and state economy and the pier is essential to the success and growth of those businesses. The Oregon Employment Department reports that Newport accounted for an annual average of more than 300 commercial fishing jobs directly, with a high of 500 jobs in July.

As a result of the structural degradation of the pier, access to the floating Port Dock 5 complex has been restricted; if the pier is not rebuilt, those restrictions will continue to become more severe, in an attempt to prevent failure of the structure. The Port has had to turn away 14 new businesses in the past year due to lack of space and failing infrastructure, which in turn diminishes the Port's opportunity to generate new revenue.

## Port Dock 5 Pier Replacement Project

- Newport's commercial fishing fleet is the largest and among the most impactful in the State of Oregon.
- According to the National Marine Fisheries Service (NMFS), Newport has ranked in the top five west coast ports for annual landings of seafood for the past decade; Newport's fishing industry led the West Coast in 2014 with 124 million pounds.
- NMFS data also shows that Newport is Oregon's #1 port for the total value of fish landed, with a total of \$393,600,000 between 2007 and 2016 (most recent year for which data is available).
- During that time period, Newport led the state for 7 out of the 10 years.
- Statistics generated by the Lincoln County Commissioners show that commercial fishing and aquaculture have accounted for 50-54.5% of Lincoln County's total personal income between 2003 and 2012.
- **The Port of Newport's Commercial Marina is the heart of commercial fishing in Lincoln County.**
- At 4,562 linear feet of available moorage, the Port Dock 5 complex is the largest and best operational commercial moorage in the county, and is home to over 65 businesses.
- The Oregon Employment Department reports that Newport accounted for an annual average of more than 300 commercial fishing jobs directly, with a high of 500 jobs in July.
- The bridge from the shore to the floating Port Dock 5 complex is a dilapidated wooden pier of late 1960's vintage called the Port Dock 5 Pier.
- The cores of the wooden pilings supporting the Port Dock 5 Pier have rotted away; many of those pilings are now hollow, and the pier is in danger of failing.
- As a result of the structural degradation of the pier, access to the floating Port Dock 5 complex has been restricted; if the pier is not rebuilt, those restrictions will continue to become more severe, in an attempt to prevent failure of the structure.
- Demand continues to increase for additional commercial fishing businesses to come to Newport, and the configuration and infrastructure in the Port Dock 5 complex has become obsolete and deficient.
- The Port has had to turn away 14 new businesses in the past year due to lack of space and failing infrastructure, which in turn diminishes the Port's opportunity to generate new revenue.

- **A new Port Dock 5 Pier is needed to both retain the Commercial Fishing Industry, which is a vital part of Lincoln County's economy, and to configure the Port's infrastructure to allow for growth and changes in vessel construction over the next 40 years.**
- The Port of Newport has invested in planning for the replacement of the Port Dock 5 Pier, and is in possession of all the required permits and final plans to complete the project, but does not have funding for the \$2.4M construction project.
- The Port of Newport is asking for a grant from the Economic Development Administration of the U. S. Department of Commerce to fund 50% of the pier construction so that we can maintain access to Port Dock 5, which is the main operating base for the Commercial Fishing Industry in Lincoln County.

**The Port of Newport respectfully requests your support for the Port Dock 5 Pier Re-construction, which will protect and provide future growth potential for the Commercial Fishing Industry that accounts for over half of the total personal income of Lincoln County.**

**Please send letters of support for this shovel-ready construction project to Aaron Bretz at the Port of Newport: [abretz@portofnewport.com](mailto:abretz@portofnewport.com)**

**Letters should be addressed to:**

**A. Leonard Smith, Regional Director  
Jackson Federal Building  
915 Second Avenue, Room 1890  
Seattle, WA 98174-1012**

# Port Of Newport Not On The List For Connect Oregon

**TOPICS:** [Board Of Commissioners \(BOC\)](#) [Connect Oregon](#) [Federal Economic Development Administration](#) [Hampton Affiliates](#) [Kevin Greenwood](#) [Newport](#) [Port Of Newport](#)

**POSTED BY:** [OREGONCOASTDAILYNEWS](#) JULY 28, 2016

By Kiera Morgan

**Port of Newport** General Manager Kevin Greenwood told the Port Board of Commissioners that they are out of the running for funding from the Connect Oregon Grant in this cycle. He said they are going to continue to work with the state representatives and work with the consultants regarding the port terminal staging area and are looking to see if other state or Federal funding might be available. According to Greenwood the project was hurt by the Hampton Affiliates who have mills in Warrenton, Tillamook and Willamina.

He said “they did an effective job of wrongly classifying the port’s project as one that would export jobs instead of creating them locally.” This is not the case Greenwood said as the staging project would create jobs along the coast. “This is a job creator for not just Newport but for the whole central Oregon Coast. This would utilize a small percentage of the forest inventory within 50-miles of Newport and it would create the potential for other products to be shipped out from Newport including finished lumber products and recyclable paper products.”

Greenwood added “now we need to work hard to counter the negative and incorrect information that Hampton Affiliates has been saying about the project.” Greenwood told the port commissioners that not being able to move forward will have long term ramifications for the port. He said “the money that would come in from having the staging area and the shipping tied to it would go to help to make much needed repairs to the fishing docks and other Port infrastructure.”

The port is now working with the Federal Economic Development Administration and they have about a 50/50 chance of getting some additional federal funding needed to complete the project, which will still require and non-federal match of 2-million to complete. Greenwood added they are not giving up on the project, but not receiving the funding has been a setback.

## Port Dock 5 Needs Repairs

**TOPICS:** [Port Dock 5](#) [Port Of Newport](#)



## Port Of Newport Disinvites Famous Tall Ships, But Trying To Salvage Visit

By TOM BANSE • JUN 7, 2018

*"Battle Sail" tours involving the tall ships Lady Washington, left, and Hawaiian Chieftain were to be offered at Newport, Oregon, in July until the port canceled the ships' docking permit.*

RICK HORN / GRAYS HARBOR HISTORICAL SEAPORT

The Port of Newport on the Oregon coast has revoked a docking permit for a pair of tall ships based out of Aberdeen, Washington. Efforts to reach a compromise between the port and the ships' operator seem to be foundering.

The two replica sailing ships, the Lady Washington and Hawaiian Chieftain, voyage from port to port—and maritime festival to festival—along the West Coast for much of each year. Both vessels were booked for three weeks of tours and mock battle outings this July from the Newport Bayfront.

But now the Port of Newport has cancelled the port call. Local fishermen and neighbors raised objections to the port commission about congestion, lack of parking and lost business at the height of tourist season. The elected commissioners voted on May 29 to take back the moorage agreement that port staff had signed in April with the Grays Harbor Historical Seaport.

Brandi Bednarik directs the Grays Harbor Historical Seaport, which runs the tall ships. She said the dis-invitation came as a complete surprise.

"Over the three week period, we were completely sold out," Bednarik said. "And we also had a wedding, a charter, a funeral service and a couple of groups that booked family reunion tours."

Bednarik said more than 2,100 people had reservations for the scheduled Newport sailings. Her nonprofit will offer refunds or an opportunity to rebook tours out of Coos Bay or Astoria where port calls could be extended, if negotiations to re-accommodate the tall ships in Newport fail.

Bednarik and the Port of Newport both confirmed that the port this week emailed proposals to salvage the situation after GHHS began publicizing its predicament.

Bednarik said in an interview Thursday that she was giving serious consideration to an alternate moorage option along a less congested dock that could preserve the original July schedule. But the compromise was beset by questions about whether it had sufficient depth to accommodate the Lady Washington and the lack of electricity and potable water connections.

"Hopefully we'll work something out," Port of Newport Administrative Supervisor Karen Hewitt said Thursday afternoon. "We haven't given up."

A petition to the port commission signed by more than two dozen fishing boat captains and crew members acknowledged that the tall ships are unique, but requested the visit be scheduled during Newport's off season.

"We are concerned that the vessels, along with their customers, will displace our critical operational abilities," the fishing industry petition stated. "Imagine the '4th of July' for three solid weeks."

In a press release Tuesday, Bednarik said the short notice cancellation would have "deep and long-lasting" negative consequences for the tall ship operation, in large measure due to lost revenue that can't be made up later in the season.

She said the Grays Harbor-based tall ships have called on Newport many times before, including a successful visit as recently as this April.

The Lady Washington previously achieved Hollywood fame, appearing in TV shows and movies including *Pirates of the Caribbean: The Curse of the Black Pearl* and *Star Trek: Generations*. The sail and motor-powered vessel is a full-scale replica of a Revolutionary War-era trading ship. She was launched from a shipyard in Aberdeen in 1989.

The original Lady Washington voyaged to the Pacific Northwest in 1787.

The Hawaiian Chieftain is a sister ship of similar vintage purchased by GHHS in 2005. She was built in Hawaii in 1988 based on the designs of coastal packet ships that were the backbone of Atlantic coast passenger and cargo service in colonial times.

# Tall Ships Not Coming In July

The Port of Newport Commissioners discussed concerns that have arisen from the Tall Ships, the Lady Washington and Hawaiian Chieftain, that dock in Newport. The ships are from Grays Harbor Washington and tour ports in Washington, California and Oregon. In the past the ships have arrived during off times and have not been charged for space at the docks. The requested times in Newport however have increased. The ships were last here April 17-May 1. During the two week stay there were fishermen and also other bayfront businesses that noticed difficulties with finding needed dock space and with parking on the bayfront.

Grays Harbor asked for a return of the Tall Ships in July from the 12th to the 30th. This time the port management said they would have to pay the dock fees, like everyone else. The dates rose increased concern about space for the fishing fleet, parking and problems for other bayfront businesses such as the Chelsea Rose, that sells fresh fish from the docks. Owner Cody Chase said July is one of their busiest months and this will affect their income, as customers will have a challenge finding parking and access to the docks. It was also pointed out that the popular OSU Extension Shop At The Dock program runs during that time and could be hindered by lack of parking and dock access.

There was discussion about putting the ships in South Beach, however due to the space and dredging issues only one ship would fit. There was also discussion of having them at the international terminal, but that was not deemed to be a safe option either. Port Commission President Stewart Lamerdin said they would like to have the ships here, however July was not a good time. He said it would be better to continue to have them here during the off season, suggesting perhaps they come back in October if that worked with their schedule.