



## **SENATE BILL 921-2: Restoring the Marine Ways at the Charleston Shipyard**

**Purpose:** Authorize \$1.5 million to repair the marine ways at the Charleston Shipyard.

**Who?:** The Charleston Shipyard is a critical facility supporting Oregon's fishing and recreational boating fleets on the South Coast. It's a public-private partnership that employs some of the finest shipbuilders in the state. The Port of Coos Bay owns the infrastructure and leases the shipyard to Giddings Boatworks.

**What?:** A **marine ways** is a mechanical haul-out system designed to pull vessels out of the water for maintenance, repair, and storage. It consists of rail tracks extending from the water onto land, allowing vessels to be efficiently moved in and out. The current marine ways system is over 40 years old and in urgent need of restoration.

**When?:** Now is the time to invest in this essential maritime industry, especially as the community continues to face economic challenges due to changes in the natural resource sector.

**Why?:** Reviving the Marine Ways at the Charleston Shipyard will double the number of fishing vessels that the shipyard can service and expand its capacity to much larger vessels. Restoring this system will **immediately create dozens of direct jobs** in high-skilled trades such as welding, fabrication, machining, marine electrical work, painting, and rigging.

### **Regional Impact and Industry Support:**

The Charleston Shipyard provides **critical services** for:

- **Commercial fishing vessels, charter vessels, and recreational boats** that sustain Oregon's seafood industry, tourism, and marine economy.
- **Commercial and research vessels**, including those from the **University of Oregon Institute of Marine Biology**, supporting marine research and education.
- **Marine contractors and shipbuilders** who conduct vessel retrofits, bringing **new investment** into the local economy.

### **Economic Benefits:**

- **Job Creation:** With this enhancement, the shipyard could **directly support 50–100 skilled jobs** with family-wage salaries averaging **\$60,000 per year**. Additional employment will be created through local spending, estimated at **1.4 indirect jobs per direct job**.

- **Local Economic Impact:** Every \$1 spent at the shipyard generates an additional **\$0.81 in local business sales**, and every \$1 in payroll results in **\$0.67 in additional statewide income**.
- **Strengthening Community Resilience:** Restoring the marine ways will **reverse decades of decline in ship repair capabilities on the South Coast**, filling a **critical service gap** left by the closure of nearby facilities. This will help stabilize the local fishing industry and prevent further economic losses in coastal communities.

#### **Economic Output and Local Revenue:**

- Doubling the number of vessels repaired will generate **millions in direct economic output**. A **single major fishing vessel overhaul** (e.g., engine replacement, hull refurbishment) can cost **hundreds of thousands of dollars** in labor and parts.
- If Charleston captures even a **portion of the repair market** the shipyard would generate several million dollars in annual gross revenue.
- For context, the **Port of Toledo's shipyard**, a similarly sized regional facility, anticipates **\$8.2 million in direct sales by 2026**, driving **\$14.5 million in total economic activity** when indirect effects are included.

The **Charleston Marina Complex** is home to one of Oregon's **largest fishing fleets**, a flagship industry supporting **seafood processors, wood product exporters, and tourism businesses**. Investing in this infrastructure ensures long-term stability for the region's economy and strengthens Oregon's maritime workforce.

For More Information:

<https://www.portofcoosbay.com/charleston-marina-shipyard>