

CITY OF BETHEL
Port Commission
Meeting of June 15, 1998

I. CALL TO ORDER

The meeting was convened at 7:40 P.M. by Allen DeSousa in the Dock offices, Bethel, Alaska.

II. ROLL CALL

Present: DeSousa, Chris, Leary, and Wieble.

Absent: Grifka, Richardson, and Rodgers. All were excused.

III. APPROVAL OF MINUTES

There was a motion made by Wieble to change Item II under Roll Call to read that he was present. The motion was 2nd by Chris and the vote carried unanimously.

IV. APPROVAL OF AGENDA

There was a motion made by Chris to add Vehicle Access on the Seawall as Item B under new business. The motion was 2nd by Wieble and it carried unanimously.

V. PORT DIRECTORS REPORT

Greydanus stated that boats are coming and going and stevedoring companies are starting to get freight moved off the dock. He also stated that the bids are open for driving deadman. DeSousa asked if the engineer who consulted for the small boat harbor figure at a normal high tide or what tides he figured for. Greydanus stated that we are having abnormally high tides and that he really doesn't think that there will be a problem with the gangways. DeSousa expressed concerns about the accessibility of elders to the new gangways at very high tides. Greydanus stated that if the commission wanted to, they could raise the walkways a foot. He said that it wouldn't take too much work to change. DeSousa asked about the guide rails for the gangways. The port director stated that after much discussion about the rails with his port attendants, they thought it was best if the rails weren't put on. The railing might be tried on one side of the harbor just to see how they work out. Chris expressed her thanks for the gangways. She said they have been very useful. DeSousa asked about the missing boards in-between floats. Greydanus said that they would be finished this week at the latest. Installation of the floats were slow this summer due to the anchoring system used in the past years being dredged out this winter. Leary was wondering if the port ever found out who caused the small oil spill in the Slough. Stuart stated that there was no way to prove who did it and was a dead subject.

VI. COUNCIL REPRESENTATIVE REPORT

Rodgers was not present to give report.

VII. COMMENTS OF COMMISSIONERS

Chris asked that when the port had enough time, she would like to see maintenance and repairs around the dock facilities. She knew they would be done eventually but just wanted to remind the port.

Leary stated that the small boat harbor looks nice and everyone seems to be pleased with it. He also stated that the gravel loading area was a nice place to unload. He wanted to know what Harry Faulkner Jr. Thought about the new unloading area. Greydanus stated that he was pleased with it and that it would work out good.

Wieble stated that it was good to see the port so busy.

DeSousa wanted to thank Stuart Greydanus for his hard work over the years. He wished him well and good luck at the Port of Anchorage.

VIII. COMMITTEE REPORTS

None.

IX. PEOPLE TO BE HEARD

None.

X. OLD BUSINESS

None.

XI. NEW BUSINESS

A. Overview of Port Facilities and Functions

Greydanus wanted to commission to be reminded of ongoing projects at the port so that the commissioners could clue in the new incoming Port Director. The first thing being that Ben Barnes barge, Zydell, is sunk along the seawall and Mr. Barnes is disregarding Greydanus' orders to remove it. The Coast Guard won't touch the matter because it is no longer leaking fuel and isn't an environmental threat. Chris stated that it was a liability due to insufficient lighting and sharp edges. The port needs to take care of this sunken vessel.

Installation of the ramp at the north harbor. Public Works said that they would put it in but the port needs to make sure it happens. A reminder being that the port gave Public Works seawall pipe in exchange for work to be done on port facilities. Public Works still owes the port many more hours of work. DeSousa made the suggestion that in order to get the work started, the port may need to address the City Manager on the matter.

Red Samm is going to hydroseed the slope and we may need to make signs or something to somehow keep people from ruining the chances for the seed to take hold. DeSousa suggested putting an ad in the newspaper advising the public not to be on the slope.

The small boat harbor was dredged this past winter and it needs to be dredged every five years. This would mean that it needs to be dredged again in 2003. The Corps of Engineers portion needs to be dredged in 2002. The city needs to request dredging in the form of a resolution a year in advance.

The port should request replacement of three of the floats down at the small boat harbor.

The City Council is providing funding for the installation of a seawall fence. The port commission may want to get together with the engineer to express concerns about sea land owner. It was brought up that it might be worth while to make openings for these sea land owners. Also brought up was to make the fence 6ft. high and maybe removable in case of a harsh breakup. This would insure that they would not get damaged in the spring.

The seawall caps are worthless and Greydanus suggests that the port take off the caps as needed and fill up the seawall pipe with dirt.

Make sure to remind the City Council that 2¢ a gallon at the fuel dock is to go to deferred maintenance. The city took money from the port fund to pay off their general fund debt. It is critical that 2¢ a gallon of bulk fuel product goes into effect at the beginning of the up coming fiscal year.

A new fendering system has been approved by the City Council along with a bull rail. DeSousa wanted to stress the importance of the engineer getting with the Port Commission as well as users of the facility to see what kind of fendering system they think is best for the cargo dock.

DeSousa wanted to suggest that if there is a large barge unloading during a scheduled meeting, to change the meeting to a later date. He also suggested that the port rehire current employees of the port for next year. This would help the new Port Director out as to how the facility was run in the past.

B. Vehicle Access

Chris wanted to know the port commissions view on vehicle access along the seawall. DeSousa recalled talking about the subject before. He stated that they had agreed that if anyone were to tie up to the south end of the seawall that there would be no unloading or loading along the lower end of the seawall. Leary stated that the gate along the seawall had always been locked. Chris stated she remember the engineers strongly stating that that area along the seawall would never be strong enough for vehicular traffic. Greydanus stated that the seawall pipes along that area were also shorter then those used along the rest of the sea front area. After much discussion, a motion was made by Chris that the Port Commission strongly recommend to City Council that vehicular traffic on the lower end of the seawall be limited to maintenance and emergency vehicles only, and that the gate be locked at all other times. The reasons for this are: To protect the integrity of the seawall based on the engineers recommendations, Secure the cities \$26 million dollar investment by protecting the existing embankment from encroaching cars, trucks, ATVs, motorcycles, and other vehicles thus preventing erosion and breakdown of the seawall, and Pedestrian safety. The motion was 2nd by Wieble and the motion carried unanimously.

XII. **ADJOURNMENT**

M/m by Chris to adjourn the meeting. The motion was 2nd by Leary. Motion carried unanimously.

Passed and Approved This _____ Day of _____, 1998.

Buster Richardson, Chairman

Stuart Greydanus, Port Director