

PORT COMMISSION MEETING

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PORT COMMISSION MINUTES
AUGUST 17, 1992

CALL TO ORDER Allen Desousa called the regular Port Commission meeting of August 17, 1992, to order at 7:38 p.m.

ROLL CALL Present: Allen DeSousa, Bruce Nerby, John Hawkins, and Allen Wintersteen. Also present were: Port Director - Stuart Greydanus and Suzanna Maloy. Guests were: George Hohman, City Manager; John Acre, from Inlet Salmon, and Larry Elam, City Finance Manager. (Absent, not excused) Buster Richardson, Grant Fairbanks and Manny Konig.

APPROVAL/MINUTES Minutes were corrected to include Allen Wintersteen in the portion of Roll Call. M/M by Wintersteen, 2nd by Hawkins to approve minutes as corrected. Voice Vote. Motion carried unanimously.

APPROVAL/AGENDA M/M by Wintersteen, 2nd by Hawkins to approve the agenda. Voice vote. Motion carried unanimously.

PORT DIRECTOR REPORT Port Director report submitted to commission in writing.
The following issues were also discussed:

A. J. B. Crow dispute concerning his failure to pay fees to the Port.

Greydanus suggested that maybe it should be added to the next City Council agenda.

B. Wintersteen asked about the sign that should have been posted at the mouth of the small boat harbor.

Greydanus stated that 99% of people do not have problems with the channel. He also stated that he had made several trips into the channel and did not think it was a hazard.

Wintersteen said that he thought a buoy might be used to show some type of warning.

Greydanus stated that a buoy would be more dangerous, especially during low tide.

Nerby suggested that it would be a nice courtesy to have a small billboard posted for people who are not familiar with the channel.

C. Status of log barrier on Yute Biat:

Greydanus stated that Jack McMann from the Co-Op has reservations about installing the log barrier. He felt that he was being picked on because Inlet Salmon was not required to have a barrier.

DeSousa reminded Greydanus that it was a requirement for the Yute Biat to be moored at its particular location. He stated that the need for the barrier was due to the fact that the Yute Biat was moored next to a public floating dock.

Greydanus asked the commission if they wanted to take "action" against the Co-Op.

Hohman stated that people had been complaining that it was difficult to tie up to the float.

Hawkins offered a log that he has at his home for the Co-Op to use for the rest of the season.

It was suggested that Greydanus call the Co-Op tomorrow and inform them of Hawkins offer. Greydanus stated that he would.

D. Desousa asked whether the Co-Op had asked permission to open the guard rails.

Greydanus informed the commission that the Co-Op had not asked permission, but that he thought it was a good idea what they had done.

There was definite concern over the fact that the Co-Op had not been authorized to do this action before they actually did it.

COUNCIL REPRESENTATIVE REPORT

New Title 14 must be approved by the commission before it is submitted before the City Council public hearing on August 25, 1992. There is an addition, 14.02.001 which establishes the Port as a department. He had some concerns as to whether the City Council might reject the entire Title 14 because of this added section.

COMMENTS OF COMMISSIONERS

DeSousa had heard good things about the small boat harbor and people were glad to see money going back into the harbor. He also reported that the dredging was good and that he hoped to see Brown Slough dredged this winter.

COMMITTEE REPORT

DeSousa reported that Kit Duke had been by Lowell Humphrey. He was also pleased because they had responded so quickly and had answered all his questions. He stated that the funding for the upgrade would be negotiated with them at a time when the commission decided if they wanted to proceed with this matter. DeSousa also said that the biggest concern in the operation of the dock was the purchase of a crane.

Nerby thanked DeSousa and Hawkins for all their work on this project.

PEOPLE TO BE HEARD

I. John Aker/Inlet Salmon.

A. He wanted to know what the rationale was for not approving wharfage relief. He dispelled the rumor that they would no longer use trampers. He also stated that Northland Services was being used to ship fish for the domestic market and the trampers were shipping fish destined for Japan.

Hohman was able to give an answer to Inlet Salmon. He stated that the City was in position to match Corp money; which was 1.6 million dollars. The increased fuel thruput doubled in order to meet the desired amount - it was achieved. The Corp also wants a match of 7 million dollars for the stabilization project. The wharfage fees were increased to show "good faith" on the part of the City of Bethel.

DeSousa stated that the Port had to act expediently (raising fees) or the Corp would

not allocate their part. He also assured Aker that the commission was not out to infringe anyone's operation. He stated that, "we want to keep all processors here in Bethel."

Greydanus stated that he had called other ports and that they also charged for inbound and outbound fish. He also stated that he had "heard that Inlet Salmon was going to make a lot of money on their fish."

Aker responded by stating that they had lost a lot of money on the herring this year. They will use it as a learning process and hopefully not repeat the same thing next year. He stated that they will buy the same amount of herring next year since they already own the tender boats.

B. Aker also questioned why they were being charged moorage rates for tender boats that are tied up their boats. He stated that they believed they should only pay for seawall space." He stated that they usually spend approximately \$2,000 - \$3,000 dollars before the beginning of the season on gravel in order to keep their working area clean. They also have to pay an additional charge for oil dumping. He believed that these services should be included in the price of moorage - as is done in other ports.

Greydanus stated that people around town would love to have their waste oil. For example, D & G Express would dispose of their waste oil.

Greydanus suggested that the tender boats could tie up in the middle of the rive and use a skiff to get back and forth to the shore

Hawkins suggested that the cost of additional mooring be passed on the owner's of tender boats.

DeSousa stated that the state is claiming that they are running out of money for any additional projects, therefore, we must charge a "users fee." He also mentioned that the Port Commission had sent out letters to all people who use the dock that asked for any suggestions that might improve the Port facilities.

Aker stated that the seawall road needs to be paved or the DEC is going to shut down all

operations.

DeSousa said that the land was reclaimed land by the State, therefore everything had to go through them.

Aker said that all these fees are making it harder to operate because of all the overhead they are having to pay. He informed the council that they have been hiring people outside of Bethel because people in Bethel do not want to work in the processing business. He stated that less than 10% of the locals work the entire season.

Aker suggested offering a sliding scale may be lower tax on herring.

DeSousa recommended that this be discussed again next winter. He also suggested that if Inlet would do more to keep money in Bethel, he "personally wouldn't mind lowering it."

II. George Hohman stated that he had invited the Corp team to explain the seawall project. The meeting is set for Thursday, August 27, 1992 at 8:00 p.m. (this was confirmed on August 26, 1992 via telephone).

OLD BUSINESS

Port Ordinance - Section 14.02.001 recommend that this be approved as addition to the document.

Wintersteen stated that he had some doubt as to whether this addition would pass. He asked that member of the Port Commission attend in order to show support for the port becoming a separate department.

Wintersteen also recommended that the Port Director document what the change in salary would be since Greydanus indicated that the difference in pay would be offset due to the fact that he will not be paid overtime. Wintersteen stated that Greydanus was sure to get pushed on this issue.

M/M by Hawkins, 2nd by Nerby to include section 14.02.001 (establishing the Department of the Port) as part of title 14 of the Port Ordinances. Voice Vote. Motion carried unanimously.

NEW BUSINESS

ITEM A: Bush Air should not be in the mouth of the small boat harbor.

1. Greydanus stated that the Council had approved that it operate at the end of the seawall. Council voted to let them operate there. This year he moved his operation to the mouth of the small boat harbor. Greydanus also reported that he is not able to communicate with Mr. Peltola because he had to take a police officer to their last meeting.

Wintersteen suggested making it an agenda item for next City Council meeting.

Hawkins suggested that maybe the "mouth" of the small boat harbor be defined more specifically in the Port Ordinances.

Nerby suggested that they should let the Port Ordinances pass as they are currently written and then amend them later.

ITEM B: Ownership transfer of City Dock

DeSousa would never recommend ownership to Council unless we can maintain it ourselves. DeSousa then asked Larry Elam (Bethel Finance Manager) his opinion on this issue.

Elam recommended that the Port Commission submit a plan for the Port for the next 5 years. Some items on the plan should include what projects are anticipated, where the projected monies will be spent. He also stated that we should apply for grants and that there are people in the City administration that are available to help with the writing aspect.

DeSousa wanted a commitment from all commissioners that they would all participate in drawing up this plan. Everyone agreed. Informal work session set up for Tuesday, September 1, 1992 at the Port office.

DeSousa also asked if everyone still wanted to continue with this process. The consensus was - yes.

M/M by Wintersteen, 2nd by Nerby to adjourn
meeting. Meeting adjourned 10:08 p.m.
Voice vote. Motion carried unanimously.

ADJOURNMENT

10:08 P.M.