

CALL TO ORDER Allen DeSousa called the regular Port Commission meeting of May 18, 1992, to order at 7:32 p.m.

ROLL CALL Present: Allen DeSousa, Allen Wintersteen, John Hawkins, and Buster Richardson. Also present were: Port Director - Stuart Greydanus, Suzanna Maloy, Lloyd Samstrom, Tommy Chase, John Aker, Marc Hitchcox. Absent/not excused: Manny Konig and Grant Fairbanks .

APPROVAL/MINUTES M/M by Richardson, 2nd by Hawkins to approve minutes. Voice vote. Motion carried unanimously.

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

PORT DIRECTOR REPORT Port Director report submitted to commission in writing. Port Director also reported that thawing caused problems with the floats, but they are in the process of being repaired. A jail crew has been lined up and the parts are on the way. Next year the floats will be pulled out for the winter.

Port Director also reported that 45 slots have been issued for the Small Boat Harbor. Telephones will be re-connected at the harbor after the water has receded

The new cement floor will be put in the warehouse after the floats have been repaired; approximately the middle of June, 1992.

Further explanation of river erosion project was given by the Port Director.

M/M by Hawkins, 2nd by Nerby to accept Port Directors Report. Voice Vote. Motion carried unanimously.

COMMENTS OF COMMISSIONERS Hawkins suggested that issues be added to the agenda by turning them in to the Port Commissioner Chair prior to the actual meeting.

COUNCIL REPRESENTATIVE REPORT Wintersteen reported on the Emergency Response Plan and how it only used the Port in a support function. He indicated that he had some questions in regards to the Port's contribution to this Plan. He stated that he would comment on these issues at the next Council meeting.

COMMITTEE REPORT DeSousa has not been able to complete the report due to unforeseen personal circumstances.

PEOPLE TO BE HEARD None

OLD BUSINESS None

NEW BUSINESS Moorage space designation. Greydanus reported that the Co-op will not be buying fish for Inlet Salmon, therefore the Yute Biat will need space along the seawall. (The vessel is 149' long.) The issues are as follows:

- Inlet would like the same spot that they have had in prior years.
- Inlet has a fish pump on part of the Co-op's land and on part of the State's land.

Greydanus reported that if the Yute Biat was moored on it's land, it would be too close to Inlet Salmon and the area would be too congested which would be potentially dangerous.

Another option was to moor the vessel just below the floating dock (which has been termed a "parkland", but actually is termed "general use" in the City Ordinance).

If the Co-op's vessel is moored below the floating dock; Richardson suggested that the Yute Biat have a log boom installed in order prevent small boats from getting sucked under the barge.

Greydanus suggested that the dock should not be moved because it is too popular and the community is used to it being there.

Nerby opposed the mooring the Yute Biat below the floating dock because the area is the only place where the community can view the river.

Nerby suggested that the space not be allocated

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until the Co-op actually had a buyer.

Richardson commented that fish buying is very important to the community in that it provides much needed revenue for Bethel. River Marine is the only structure that the barge would be blocking.

M/M by Richardson, 2nd by Hawkins to allow Inlet Salmon to tie-up same as in previous years and the Co-op would moor just below the public access floating dock with a log barrier installed to prevent boats from getting sucked under. Voice Vote. Motion Carried.

M/M by Richardson, 2nd by Nerby to adjourn meeting. Meeting adjourned 8:28 p.m.
Voice vote. Motion carried unanimously.

ADJOURNMENT

8:55 P.M.

PORT DIRECTOR REPORT

May 18, 1992

I have ordered 350 bags of cement from Anchorage Sand and Gravel. It will be arriving on the first barge. Howard and I will be putting in a concrete floor in the Port Warehouse. I also plan on getting new doors installed on the warehouse. I feel it will be money well invested. Inlet Salmon is showing a strong interest in leasing the building.

Kuskokwim Transportation started work on their vessels on April 20. They have brought in mechanics from Seattle to get their vessels in shape for the upcoming barging season. They have a crew working 24 hrs. a day.

Jim Broyles of the Corps of Engineers called me on April 21. He told me that the direction that they received from Washington D.C. regarding Phase 1 of the stabilization project was that they would go out for bid on the project with the stipulation that once the money is gone the project would cease. My concern is that a contractor could make a 500,000 portion of the project into a 1,000,000 portion. I feel it is bad business on the Corps part to go out for bid on a project not knowing what it will cost to do it. I'm worried that the phase I portion of the project won't be completed. We need to get everyone in this town that has knowledge of construction to sit down and figure out how much work we feel should be completed with the money available.

There was an auction held on May 4, 1992 at 11:00 A.M. to sell three of Kemp-Paluccis' boats that had been held by Federal Bankruptcy Court. The three vessels that were auctioned were the Tina Lea, Helen A., and the Mister Alexie. The Tina Lea was sold to Faye Short for \$20,000. The Helen A. was sold to Lloyd Stiassaly from the Yukon for \$26,000. The Mister Alexie was sold to Inlet Salmon for \$31,000. The auction was over quickly and the individuals received good deals on the boats. After the auction was over, we received a check from Anchorage Auction Company for \$4,055.20 for the storage charges that accrued on those vessels.

We are starting to gear up for break up. One of the projects we are working on is repairing the floats that are damaged. There is not too much damage, therefore we will have the floats ready for use by June 1, 1992. We have been patrolling the port facilities looking for any unsafe conditions that might exist that we need to prepare for prior to break up.

There will be a meeting held prior to break up regarding planning for any emergencies that might occur due to break up. Mark Barker said that he will call me when this meeting is going to be held so that the Port will be involved in the contingency plan.

The Port's boat is ready for operation. River Marine has installed the new 150 hp motor. We have installed a new marine VHF radio and a few other accessories.

The first barge of the year is scheduled to arrive in port on May 27, 1992. The outlook on cargo tonnage is about average.