

CITY OF BETHEL
Port Commission
Special Meeting of July 28, 1997

I. CALL TO ORDER

The meeting was convened at 7:36 P.M. by Chairman Richardson in the Dock offices, Bethel, Alaska.

II. ROLL CALL

Present: Richardson, Rodgers, DeSousa, Chris, and Wieble. Leary arrived late.
Absent: Grifka was on vacation.

III. NEW BUSINESS

A. Inlet Fish Producers Appeal

Rodgers questioned whether or not it was a conflict of interest to have Richardson sit as Chairman. Richardson stated that because of the issue, we would abstain from voting.

Stuart Currie of Inlet Fish Producers stated that in the past, tender boats were given a grace period of about 24 hrs. to off load fish. Greydanus explained that vessels were given a grace period to offload their fish. If they did not depart the seawall, they were charged moorage. The grace period was never written in the ordinances and that it was an Administrative order set by the former Harbormaster, Sarge Connick. Greydanus made the Administrative decision to check in the vessels as soon as they come to port and not allow any grace period. His reasons behind this decision were that you have to treat all vessels equally along the waterfront. Vessels that come into the dock to offload one piece of equipment and then leave in 15 minutes are still subject to dockage and wharfage charges. Another reason is the Captains of the vessels wouldn't always cooperate and tell the Port Attendants when they were going to leave or when they finished off loading their fish. The fairest and cleanest way is to charge any vessel using any port facility from the time they tie up to the time they depart.

Currie brought up the point that Inlet is already paying for seasonal moorage for the Schenk's Ark, Maren 1, Q.P., Barge 1, and the Casco Bay. He questioned why Inlet would have to pay moorage for vessels tied along side of the vessels already paying for seasonal moorage. His feelings were that the City was getting them two ways. Greydanus stated that no matter how many vessels are tied along side of each other, each vessel is going to be charged a user fee. That policy is consistent with every port in the state.

Rodgers brings up the point of favoritism. If you allow a grace period for transient vessels just to off load fish, barge companies just wanting to unload a couple of vans or load some freight would also want this grace period. Richardson stated that barge companies don't put back into to community, they just take money out. Greydanus stated that Crowley Marine Services has already approached him on the issue, verifying that a grace period may be a problem.

Chris inquired about how long it takes to off-load a vessel. Currie stated that it takes anywhere from four to five hours depending on how the fish are running. DeSousa asks Greydanus if these vessels have the choice to anchor out or tie along the seawall. Greydanus verified that the vessels do have the choice. DeSousa then asked about moorage rate. Greydanus explained that it is .35 cents per day per foot. He also stated that there was to be a minimum fee of \$15.00 dollars a day. DeSousa stated that he felt that that amount of money isn't that damaging. Currie stated that with each vessel coming to port at least three times a week, the bills start adding up. He also stated that since the fishing season is so horrible this year, any expenses are damaging.

Ron Southern questioned why he would have to pay for his tender to tie up to the Petro-Port when he is already being charged moorage fee for his barge along the seawall. Rodgers informed him that under Maritime Law, a barge and a tug are considered one vessel as long as the bow line is connected. As soon as that bow line is disconnected, there are two vessels. Therefore, he should be charged for his tug at the Petro-Port.

Rodgers brings up the point that wear and tear is placed on the seawall each time a vessel ties along it. DeSousa states that the money brought in by user fees goes to maintain the dock facilities. Currie brought up what maintenance work has occurred along the seawall. Greydanus explained the 26 million has been spent on upgrading the Port infrastructure from the cargo dock to the petroleum dock. This includes stabilizing the are along Inlet. All monies generated by moorage from Inlet have gone back into maintenance of their facility.

Currie states the economy in Bethel is changing. He states that the fishing industry is the only source of revenue in Bethel. If the City is going to risk its only source of revenue, then that is their choice.

Rodgers moves to accept the letter of direction by the Port Director to charge everyone accordingly and bring the issue to a special Port

Commission meeting or if need be, to City Council. The motion was 2nd and voted on. The motion failed due to a no vote by one of the commissioners.

M/m by DeSousa to temporarily refrain from charging transient vessels to off-load their fish until the Port Commission has further time to discuss the issue. Motion fail due to lack of a second. M/m by Chris to refer the action to the City Council and that the port continue with the Administrative order set by the Port Director. The motion was 2nd by Rodgers. Motion passes with one nay.

IV. ADJOURNMENT

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

Passed and Approved This _____ Day of _____, 1996.

Buster Richardson, Chairman

Stuart Greydanus, Port Director