

# Port of Newport Harbor News

## Connecting to our community

Throughout the year, the Port of Newport steps outside its normal routine to play a role in community events. Some things we support by giving them a venue on our campus, while other opportunities draw us away from the waterfront.

Our service has continued this summer. In July, the Port was pleased to once again act as a launch site for the City of Newport July 4 fireworks display. Around that same time, NIT Supervisor Don Moon took the Port crane to the Lincoln County

fairgrounds for the Rotary Club of Newport's "Dolphin Drop" fundraiser, which saw thousands of toy dolphins plunge to the ground in the name of charity. At the end of the month, CAST for Kids returned to the South Beach marina, giving children with special needs and their families a unique opportunity to enjoy a morning of fishing and boating. In each of these instances, we played merely a supporting role to those who were doing good things for others. We are honored to be part of this community.



Rotary Dolphin Drop



July 4 Fireworks

Courtesy Lincoln County Leader.



Sign up for email updates about Port activities at [portofnewport.com](http://portofnewport.com)

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POSTAL CUSTOMER

# COMMON GROUND:

## Comparing households, government units, and ports

It is a familiar conversation in most households. Excited plans for the purchase of a new vehicle or a long-awaited home improvement project get downgraded or altogether extinguished by financial reality.

And then there's the impact of inflation, when a project is no longer feasible, thanks to rising costs far beyond anyone's control. And even when a project is affordable, finding available contractors or tradespeople may mean lengthy delays.

Financial limitations, rising costs, and a scarcity of expertise isn't just felt by individuals. It is also felt by organizations. Although we share some of the same challenges as local residents, people often think of ports in the same manner as city or county government.

Did you know that, in Oregon, ports are known as special districts? Special districts are a type of local government created by their constituents to meet a specific need. While we have some things in common with city and county governments, there are also some huge differences.

For instance, cities are responsible for

the upkeep of city property, like parks and roads. The port is responsible for the upkeep of port property, like the marinas and RV parks.

But where cities operate largely on property taxes, the Port of Newport only garners \$127,000 for operations annually from the permanent tax levy, barely covering the wages and benefits of one full-time employee. Instead, the Port of Newport must rely upon user fees and, when possible, state and federal grants.

This fiscal year, port commissioners approved a \$79 million budget. That is significantly more than previous years, due mostly to including the grant-dependent rebuild of the aged Port Dock 7. Port Executive Director Paula Miranda says it is unlikely that amount will be spent this fiscal year, but for the purposes of planning, the project must be included.

In the past, major projects have also required voter-supported bonds, like the reconstruction of the Newport International Terminal more than a decade ago. Repayment of that bond is the other item on property tax bills in the port district.

Aside from grants, user fees garner the largest amount of revenue for the port. Moorage fees, RV park rental rates, service fees associated with equipment like forklifts and hoists, and even parking fees all play a role in keeping the port operational and maintained.

"In many ways, we have to operate like a business," explains Miranda, "and the only way we can keep the business operating is charging fees that support our services."

One example is the fee for parking in port-owned lots. Back in 2022, the Port began charging a day rate for parking at the recreational marina for those who weren't paying for moorage or launching a boat.

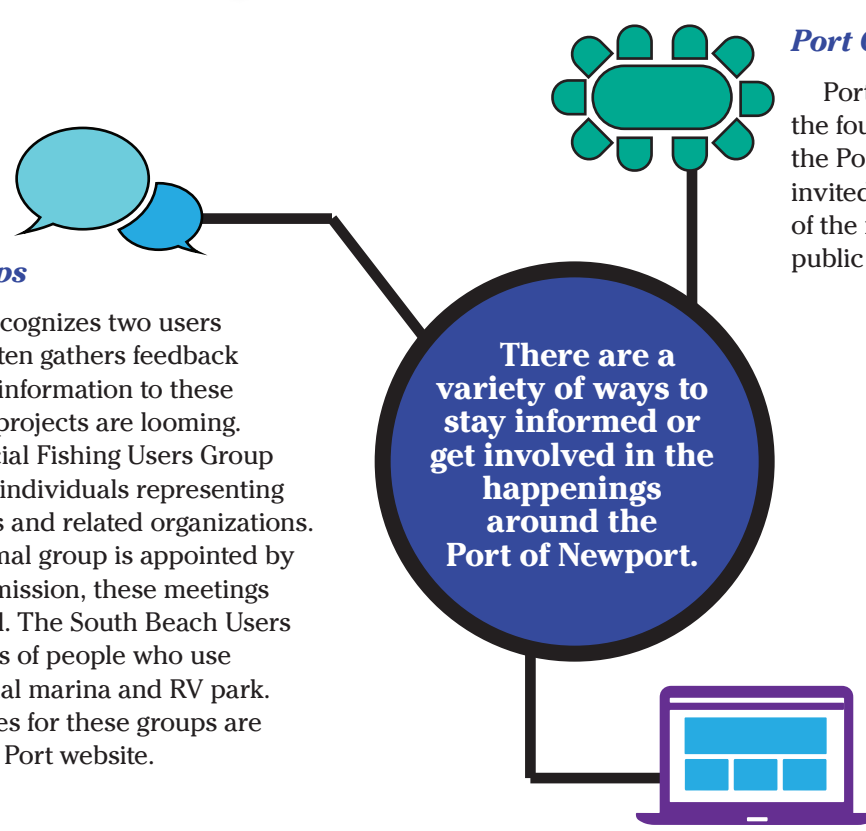
"The money we collect in South Beach for parking is set aside so we can maintain the pavement and make repairs at the marina," Miranda explained. In South Beach alone, the Port manages roughly 19 acres of asphalt and a half-mile of storm drain.

Saving for future repairs is just one more way in which the Port operates both like a business and a household.

## Stay Informed, Get Involved

### Users Groups

The Port recognizes two users groups and often gathers feedback and provides information to these groups when projects are looming. The Commercial Fishing Users Group is made up of individuals representing fishing vessels and related organizations. While the formal group is appointed by the Port Commission, these meetings are open to all. The South Beach Users Group consists of people who use the recreational marina and RV park. Meeting notices for these groups are posted on the Port website.



**There are a variety of ways to stay informed or get involved in the happenings around the Port of Newport.**

### Port Commission Meetings

Port Commission meetings are held on the fourth Tuesday of each month at 6pm in the Port administration building. People are invited to attend in person or watch a video of the meeting. There are opportunities for public comment at each meeting.

### Information Sources

In addition to this newsletter, the port also updates its website and social media pages regularly to keep the public informed of our activities. You can find information at [portofnewport.com](http://portofnewport.com) and on our Facebook and Instagram pages.

# Investing in the Future at Port Dock 7

Built in 1971 and originally used for recreational boats, Port Dock 7 is both deteriorating and poorly configured for a commercial fishing fleet utilizing larger vessels. In 2019, engineers engaged in strategic planning with the Port of Newport described it like this:

*The Commercial Marinas (Port Dock 5 and Port Dock 7) are past the end of their useful lives and need to be reconstructed. The commercial fishing fleet has changed significantly since these docks were built; there are fewer boats in the fleet,*

*but these boats are longer and wider. The replacement dock facilities must take into account the changing sizes of vessels, as well as the on-shore facility needs of the fleet.*

In 2020, port officials began in earnest pursuing both the expertise that would be needed for such a project, and the slow, multi-stage permitting process.

To date, the port has invested more than \$2 million in the necessary steps to make a modernized Port Dock 7 a reality. Some of those expenditures

are listed in the checklist on this page. Additionally, in the past year alone, the Port has spent more than \$250,000 just to keep the dock usable.

It will likely be a couple of years before a new PD7 starts to become a reality. The Port of Newport is committed to the reconstruction of this very important asset. It will take time, money, and patience, but the result will be a commercial marina that secures Newport's identity as one of the West Coast's premiere ports for decades to come.



## PD7 Upland Improvements:

- ⚙️ New hoist dock with utilities
- ⚙️ New swing hoists for loading and unloading
- ⚙️ Used oil/hazardous waste facility
- ⚙️ Paved parking
- ⚙️ Security fencing and gates
- ⚙️ New fiber-optic lines
- ⚙️ New restrooms for moorage holders at PD7 and PD5

## A New Port Dock 7: By the Numbers

**42** Additional Slips  
in New Design

**34', 40', 50' and 60'**  
Slip Lengths

**18'** Draft at mean  
lower low water

**600'** Side Tie space

Projected Cost **\$34.5** million

Construction Starts **2027**  
(hopefully!)

## PROJECT STATUS REPORT

Reconstruction of Port Dock 7 will be a multi-year, multi-layered effort. Here is a quick look at what has been done and what needs to happen before construction begins.

### Completed Work:

- ▶ Engineering Firm Contracted
- ▶ Eel Grass Survey
- ▶ Sediment Sampling and Geotechnical Exploration
- ▶ Survey of Commercial Marina Users

- ▶ U.S. Army Corps of Engineers (USACE) Economic Feasibility Study
- ▶ USACE Engineering Study of the channel
- ▶ Grant Applications:
  - US Dept of Transportation
  - MARAD
  - Connect Oregon

### Next Steps Before Construction:

- ▶ Funding Secured
- ▶ Announcement of Design Criteria
- ▶ Dredging decision from USACE
- ▶ More User Input Gathered
- ▶ Design work complete
- ▶ Permitting process continues

# Shining the spotlight on staffer Don Moon



Don Moon

For nearly a decade, Don Moon has been a reliable, hard-working presence at the Port of Newport.

Initially working in the commercial marina, Moon made the move to the Newport International Terminal (NIT) in 2017, where he worked as the interim supervisor for a year before taking the role permanently.

Long before his employment at the Port, he had a working relationship with the Newport docks. "I was a commercial fisherman for 15 years, mostly shrimping and crabbing. I made a career change when the boat I was working on was sold," he explains.

A 1989 graduate of Toledo High School, his affinity for boats and fishing came naturally, passed from his grandparents who were commercial fishermen out of Coos Bay.

Moon's responsibilities at NIT are all-encompassing and range from managing who is tied up at the docks, delivering the services the vessels require, and managing the maintenance needs for the docks, buildings, and grounds.

When he is not in the driver's seat of a crane or forklift, he also has the typical paperwork responsibilities of a supervisor.

The hours can be long, especially during crab season, but Moon isn't complaining.

"I like that I am still involved in this industry and that I work right by the bay. I also like being a person someone can rely on, and I do my best to give the Port a good name," he remarked.

Moon praised Doug Williams, who works with him throughout the year, and gets extra help during the busiest times of the year from a seasonal employee.

Like Port leadership, NIT staffers are also making plans, which will likely involve welcoming research vessels and cargo ships, while addressing the needs of the distant water fishing fleet.

Director of Operations Aaron Bretz said the Port is a better place, thanks to Moon.

"We got lucky. He has such an extensive background and was immediately able to improve our efficiency. And for dedication, he is second to none. I can't say enough how much we appreciate having him."

## Fresh seafood at the Chelsea Rose

There is a true authenticity that comes from buying fresh fish from a boat, which is one reason the Chelsea Rose is a popular purveyor of seafood for locals and visitors alike.

Co-owners Cody Chase and Cari Brandberg operate both the Chelsea Rose and another barge, named the Patty Mae, at the Port of Newport commercial marina. Both are fish markets offering retail sales of Dungeness crab, albacore tuna, chinook salmon, Oregon halibut, and black cod.

"We offer retail sales and supply some local restaurants with catch from two fishing vessels of our own, as well as more than 20 other local vessels here in Newport," Brandberg explained. "People definitely love to buy straight from the docks and they also like that they can buy a whole fish or live crab."

Both Chase and Brandberg grew up in fishing families and are proud to say their children are also in the business, making them third generation fishers.

"We are both local from Newport and our fathers were Newport fishermen," Brandberg said, noting that the port

was a logical place for the business because "we fished here our whole lives."

The Chelsea Rose Seafood is just one of several businesses with lease agreements at the Port of Newport, each adding to the fabric of the community in a unique way.

The reach of the Chelsea Rose goes far beyond Newport. The business markets thousands of pounds of local catch each year and delivers it on a weekly basis to locations in the Willamette Valley and through monthly pop-up stores in Bend. They have also been featured in regional and national media, most recently featuring their albacore tuna on the Outdoor Channel's *The Fishmonger*.

Although the Chelsea Rose is open year-round, Brandberg says there is no better time than the summer to



**ALL IN THE FAMILY:** Sailor Chase gives dad, Cody, a helping hand with fresh-caught Oregon halibut.

enjoy fresh fish. For updates on what is available, check their Facebook page or visit [Newport-tuna.com](http://Newport-tuna.com).