

Port of Newport Harbor News

ONE PORT: Reorganization unites our two marinas

For decades, the Port of Newport has managed recreational assets in South Beach and commercial interests off Bay Boulevard, creating the feeling of two separate ports. Retirements followed by internal promotions and reorganization have created a more holistic Port that management believes will create a strong, efficient team.

Standing before the staff at an October gathering, General Manager Paula Miranda captured the feeling, saying simply “We are one Port.” The event was an occasion to officially introduce four individuals in new roles within the organization.

A single harbormaster was the first step in unifying assets on the south and north sides of Yaquina Bay. In May, Kody Robinson took on the role after working at the Port for the past three years. His first stint at the Port was 22 years ago, when he worked at the recreational marina during his high school years. Robinson worked on boats for a number of years, including a nine-year stretch with Oregon State University on research vessels. He also worked in Depoe Bay, both as harbormaster and in public utilities.

Director of Operations Aaron Bretz said Robinson’s background made him the right person to take on the expanded role.

“He has particularly good technical knowledge and experience, and he has the ability to lead crews of people. Kody is one of the area’s most qualified people for that particular role,” he said.

Under the new staffing model, Robinson supervises two assistant



Cameron Brockway
Assistant Harbormaster,
Commercial

Kody Robinson
Harbormaster

Wyman Scarborough
Assistant Harbormaster,
Recreational

“I want employees to know there is always room to grow at the Port of Newport.”

- Miranda

harbormasters, both of whom were promoted from positions already held at the Port of Newport. Cameron Brockway is the assistant harbormaster in the commercial marina and Wyman Scarborough is the assistant harbormaster in South Beach.

The team was joined by a new hire filling a new position when Liz Laver-Holencik was selected as wharfinger. Formerly with the Oregon Fish and Wildlife Department, she was a familiar face on the docks. As wharfinger, she enforces the Port’s facilities code at the commercial marina and manages the

docks on a daily basis with the help of Brockway and the oversight of Robinson.

Creating a larger on-the-dock presence was important, as the Port moves to assigned moorages in the commercial marina. Instead of finding any available slip when they return to Port, vessels will now have assigned locations – something many fishermen had requested and is fairly common on ports all along the western seaboard.

Additionally, employees who work in the marinas and at the international terminal will all be cross-trained so they can easily shift to a different site when staffing issues arise.

“We have put a lot of thought and planning into changes that will create efficiencies and better serve Port customers,” said Miranda. “I am also pleased that it was through internal promotion that we were able to create this team of people. I want employees to know that there is always room to grow at the Port of Newport.”

Sign up for email updates about Port activities at portofnewport.com

Port of Newport
600 SE Bay Blvd.
Newport, OR 97365

POSTAL CUSTOMER

What's New? Assigned moorage in commercial marina

A change in the way the North Commercial Marina is managed will have a big impact on the fishermen who call the Port of Newport home.

Beginning in November, the Port began utilizing a system of assigned moorage, a move designed to address the complaints of fishermen who wanted the consistency of an assigned slip. Those vessels who commit to annual or semi-annual agreements will have the reassurance of a specific spot waiting for them when they arrive back in port.

It wasn't an easy transition for the Port and many of the "bumps" are still being worked out, but the move will make marina operations consistent with what vessels find in most other ports along the West Coast.

"This creates additional work for the Port, but we understand how important it is for our customers to have a place, especially when the migration of vessels from out of state is growing," explained General Manager Paula Miranda. "It provides more security for the home-ported vessels," she added.

Assigned moorage is just one way the Port is trying to demonstrate its commitment to improving infrastructure for customers while

also asking them to help cover some of the costs. For example, users of the commercial marina paid extra fees in recent years to help support investment in electrical upgrades.

"We are always trying to improve our infrastructure for our users, but in order to do that, we have to charge appropriate fees and we also need to show them we are listening to and responding to their needs," Miranda said.

Part of the challenge of assigned moorage is getting the word out to out-of-area vessels that they can no longer dock wherever a space is open.

While both the harbormaster and assistant harbormaster will play important roles in managing the transition to assigned moorage, the Port's new wharfinger will be the person found on the docks to answer questions and assure that everyone follows the new system.



With thanks and appreciation

By Jim Burke

Port Commission President



The level of activity around the Port has been robust in recent years. As the Port Commission president, I want to extend our thanks to the people who have helped the Port improve and experience this period of positive momentum. Our elected officials, specifically state and federal representatives, have been instrumental in our ability to invest in much-needed infrastructure improvements. The hard-working staff and Port management continue to find ways to gain efficiencies, strengthen the services we provide, and take a forward-looking approach to operations.

Together, we are seeing a more resilient Port with an exciting future, thanks to all of these contributors.

In this newsletter, you will read about organizational changes that result in a more cohesive approach to managing the marinas under a single harbormaster. This is a good example of how the Port is willing to look inward and embrace change in order to elevate the organization and the work performed by our staff. I am excited to see the future at the Port of Newport and I thank everyone in the Port district for their ongoing support as we continue to grow and evolve.

NO FISHING IN COMMERCIAL MARINA

Please be advised that the Port of Newport Facilities Code prohibits public fishing or crabbing from any of the Port-owned commercial marina docks or piers located on Bay Boulevard.

Safety is a top priority and the work that happens in this industrial zone makes it unsafe for recreational activities from the docks and finger piers.

There are other options nearby specifically intended for recreational fishing and crabbing. On Bay Boulevard, the City of Newport has two special use parks: the Abbey Street Pier and the Bay Street Pier. Across the bay in South Beach, the Port of Newport's Public Fishing Pier is also available for recreational use.

Seven (dredging) Wonders of Yaquina Bay

The hopper dredge Yaquina is a frequent visitor to its namesake harbor. Owned by the U.S. Army Corps of Engineers (USACE), the dredge and its crew are responsible for maintaining entrance bars, rivers, and harbors along the West Coast. Locally, while the Yaquina is focused on the federal channel, the Port of Newport takes care of any dredging needed for the operation of its marinas, the International Terminal, and the NOAA docks. (The latter two are scheduled to be dredged this winter.)

The Yaquina was commissioned in 1981 and has a unique design that lends itself to this important work, as shown on the diagram.

Want to know more? Here is our version of the seven wonders of the dredging world.

1. The exact length, width, and depth of the Yaquina Bay federal navigation channel is set by Congressional authorization and maintained strictly by the USACE. The approved in-water work period for the Yaquina is June 15 through Oct. 31, but some variances can be allowed if needed.

2. The dredge Yaquina can move 1,000 cubic yards at a time, equivalent to 100 dump trucks worth of river silt. It takes about 90 minutes to “vacuum” up that volume of material.

3. Up to 450,000 cubic yards of sediment can be dredged from Yaquina Bay annually. Between June 15 through October 19 of 2022, a total of 337,000 cubic yards was moved.

4. Dredged sediment is taken to one of two material disposal areas located roughly three miles offshore.

5. The Yaquina is a trailing section hopper dredge, which for the layperson is like laying two vacuums on the carpet and dragging them through the room!

6. A crew of 25 people work aboard the Yaquina at any given time. The dredge operates almost continuously and ties up less than eight hours per week for water, fuel, supplies, and maintenance.

7. The entrance channel of Yaquina Bay is maintained to 40 feet mean lower low water, which is the average of the lower of the two low daily tides over a 13-year period. Starting around the NOAA pier, the depth is maintained to 30 feet mean lower low water all the way to McLean Point.

Many thanks to the USACE for these “wonders” and the work they do to keep Yaquina Bay maintained.

Hopper Dredge Yaquina

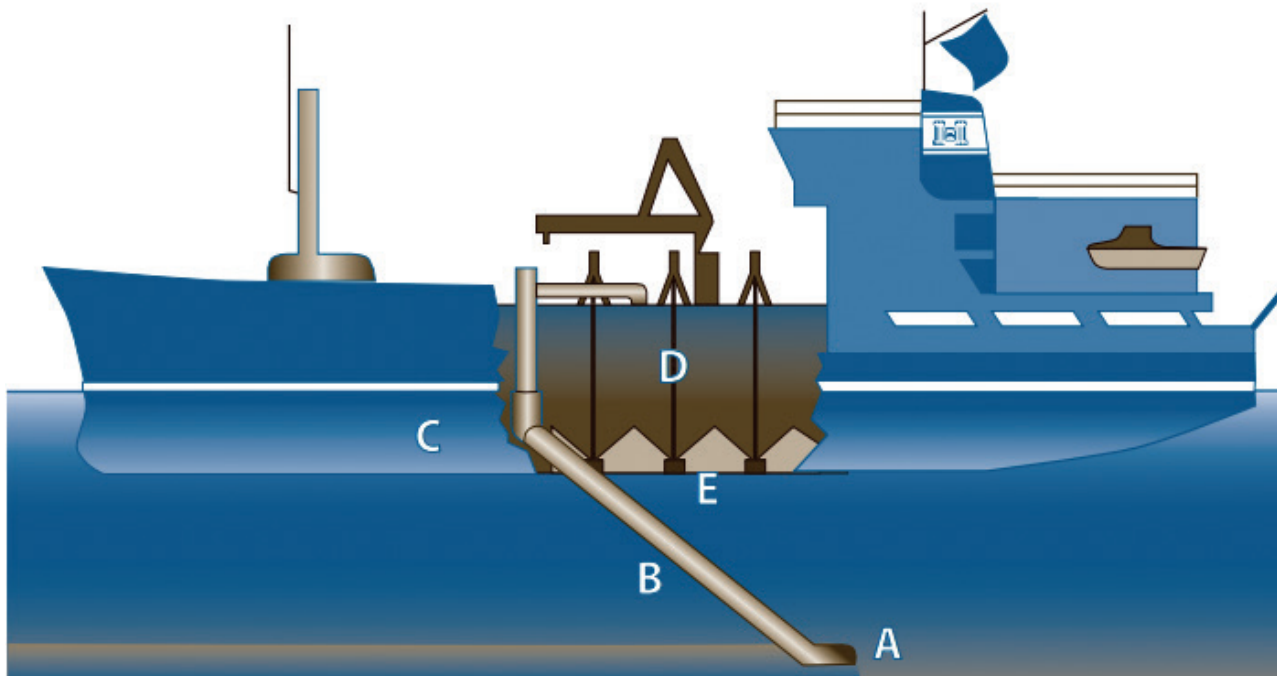


Diagram courtesy of US Army Corps of Engineers

How the Dredge works:

Dragheads with dragarms extend from each side of the ship’s hull. The dragheads are slowly pulled over the area to be dredged. Pumps suction silt or sand up through the arms and deposit in hopper bins. When the bins are full, the dredge sails to the designated disposal area and empties the material through large hopper doors in the bottom of the hull.

- (A)** Dragheads
- (B)** Dragarms
- (C)** Dredge Pumps
- (D)** Hopper Bins
- (E)** Hopper Doors

Celebrating the longevity and generosity of Oregon Coast Aquarium

In honor of its 30th anniversary, the Port of Newport celebrates Oregon Coast Aquarium, one of the Port's leaseholders on the South Beach campus. Since the facility's grand opening on May 23, 1992, the Aquarium has been one of the region's top attractions, while also serving as a wildlife rehabilitation site.

"The Aquarium began as an idea to encourage growth in our coastal communities, and over the last thirty years we've done that and so much more," said Aquarium President and CEO Carrie Lewis. "We've rehabilitated endangered species, we've fostered strong ties with our community partners, and we've introduced millions to Oregon's wildlife. The next thirty years are bound to be just as rewarding."

With a mission to create unique and engaging experiences that connect people to the Oregon coast and inspire ocean conservation, the Aquarium offers three special ways in which locals can enjoy the attraction.

On Sundays, Lincoln County residents are invited to enjoy the Aquarium for a \$5 admission, with proof of residency.

To increase access for underserved families, the Aquarium partnered with public libraries in Newport, Lincoln City, Siletz, and Tillamook to establish the Culture Pass program. Patrons may check out a pass at their participating library, which provides admission for a family of four.

Foster families can also gain free admission, thanks to Karle's Aquarium Fund for Foster Families, which was established in 2022. The fund underwrites the admission for foster families in Lincoln, Linn, Lane, Marion, and Benton Counties. Up to six members of the family can enjoy the Aquarium in a single visit as part of this program.

"We want everyone to have the opportunity to connect with Oregon's coast," Lewis said. "By acknowledging and working to remove barriers to access, we can share the Aquarium experience with those who need it most,

ultimately fostering the next generation of ocean advocates."

The Port of Newport congratulates the Oregon Coast Aquarium on this milestone anniversary and applauds these three programs that further serve the people of our region.

HELP WANTED: Budget Committee

Are you interested in playing a role in the future of the Port of Newport? We are accepting letters of interest from registered voters in the Port District to fill vacancies on the Budget Committee.

No special financial or budgeting skills are needed, but a commitment to familiarizing yourself with the budget process and an interest in the future of the Port are helpful.

**Learn more at
portofnewport.com**

Photo courtesy of Oregon Coast Aquarium

