

From: Hal Nash <hnash53@peak.org>
Sent: Tuesday, January 19, 2021 5:50 PM
To: Info <info@portofnewport.com>
Subject: RE: Marina pricing letter

Port of Newport,

I am a long term (I keep my sailboat in the water year round, but I do NOT live aboard my boat) moorage holder on C dock in the South Beach marina.

In the letter from Mark Brown written some time in January (there is no date on the actual letter, but I assume the letter was released in January), it says that moorage rates are based on boat length or slip length, whichever is greater. My boat is a sailboat which is 21 feet long. It is in a slip that can accommodate boats up to 25 feet long. It seems that I am being penalized by having to pay the slip rate for a 25-foot boat when my boat is actually only 21 feet long.

Additionally, IF there were shorter slips that would cost less moorage, I would most definitely have my boat in such a slip. But there are no shorter slips that I know of. Again, this seems like a penalty that smaller boat owners have to pay.

Please consider moorage rates that are based on boat length rather than slip length in the commission meeting later this month.

Thank you very much.

Hal Nash
110 NE Waldport Heights Drive
Waldport OR 97394
541 961 1265



STAFF REPORT

DATE: January 25, 2021
RE: Private Aid to Navigation Replacement
TO: Paula Miranda, General Manager
ISSUED BY: Aaron Bretz, Director of Operations

BACKGROUND

The Port is responsible for maintaining the “Boat Basin Warning Marker” LLNR 9657, which warns mariners of a “submerged jetty” at the entrance to the Commercial Marina. The aid consists of a dayboard mounted to a piling. A weld on this piling failed, and the aid came down during a bull ebb on the King Tides.

DETAIL

I secured an emergency permit from the Army Corps and DSL to remove the old piling and drive a new one to support a new aid.

BUDGET IMPLICATIONS:

We would use part of the \$80K in the Capital Outlay in the Commercial Marina that was budgeted for pilings.

RECOMMENDATIONS

I RECOMMEND A MOTION TO AUTHORIZE THE GM TO CONTRACT WITH ADVANCED AMERICAN CONSTRUCTION NTE \$21,650 TO REMOVE THE OLD PILING AND REPLACE IT WITH A NEW ONE FOR THE BOAT BASIN WARNING MARKER.