

COMMERCIAL FISHING USERS GROUP COMMITTEE

Wednesday, June 24, 2026, 9:00 a.m.
600 SE Bay Blvd.
Newport, OR

This will be a hybrid meeting, which means you can attend in-person, or you can view the livestream of this meeting on <https://www.portofnewport.com/2026-06-24-commercial-fishing-users-group-committee-june-24-2026-9-00-a-m>

Anyone interested in making virtual public comment must complete the form on our website and submit it by 11:00 a.m. on Tuesday, June 23, 2026.

I. Call to Order

II. Changes to the Agenda

III. Approval of Minutes

A. January 22, 2026Page 2

IV. Derelict Crab Pot Storage, Distribution, and Disposal – Eder

V. Vandalism in Restrooms – BretzPage 7

VI. Hoist Dock Operations - Bretz

VII. Public Comment (3-minute limit per person)

VIII. Adjournment

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MINUTES

January 22, 2026

Port of Newport Admin Building, 600 SE Bay Blvd, Newport

This is not an exact transcript. The video of the meeting is available on the Port's website.

CALL TO ORDER

Committee Vice Chair Bob Eder called the Commercial Fishing Users Group Committee Meeting to order at 9:02 a.m.

Committee Members Present: Mike Pettis (Pos. #2); Cari Brandberg (Pos. #4); Gary Ripka (Pos. #6); Roy Hale (Pos. #8); Bob Eder (Pos. #9); Dean Fleck (Pos. #10); and Jim Seavers (Pos. #11).

Alternates Present: Bob Kemp (Alt. #8); John Holt (Alt. #7); and Mike Retherford Sr. (Alt. #2).

Committee Members Absent: John Moody (Pos. #3); Doug Ison (Alt. #11); John Wagner (Alt. #6); and Corey Rock (Pos. #7). Mark Cooper (Alt. #5).

Port Commission Liaisons: Kelley Retherford

Presenters and Staff: Paula Miranda, Executive Director; Aaron Bretz, Director of Operations/Deputy Executive Director; Mark Brown, Finance Director; Don Moon, NIT Facility Manager; Kody Robinson, Harbormaster; and Roy Emery, SDAO Representative.

Members of the Public and Media: Angela Nebel, Summit PR Representative.

CHANGES TO THE AGENDA

Miranda recommended moving SDAO Presentation after Port Dock 7 update. The Committee Vice Chair moved the agenda item.

APPROVAL OF MINUTES

MOTION was made by Fleck, seconded by Pettis, to approve the minutes of September 30, 2025. Pettis, Brandberg, Ripka, Hale, Eder, Fleck, Seavers, Kemp, Holt, and Retherford Sr. voted in favor.

DISCUSSION ITEMS

Port Dock 7 Project Update. Eder introduced the agenda item. Bretz presented his report included in the packet. Miranda reported the Port is also trying to redo the

service dock, which was pulled out when the Rogue Sewall was redone. She noted the Port will need grants for that [project]. Eder clarified with staff the location of the service dock. Retherford asked will the Port have to dredge South Beach before moving the vessels. Bretz replied he would like to get that done. He stated in the event that the Port can't, the Port should be able to get smaller boats in there. He explained J Dock, which is toward the north end of the marina and across from fuel dock, gets shallower. Robinson explained the west end of J Dock, closer to shore, will be draft dependent. He noted further into the marina, it gets more comfortable. He stated at the service dock, the Port does have 200 feet. He indicated staff are trying to keep [boats] condensed, so that recreational is still separated from commercial.

Ripka asked if there are derelict vessels in South Beach. Bretz replied there are a total of 16 in both marinas, 10 are in South Beach. Holt asked if there are a total of 18 that are supposed to go away this year. Bretz replied 17 is possible, and with the timing of this project, there will be more. Brandberg confirmed with staff Eclipse used to be a part of the list. Eder noted with the temporary extension of Swede's Dock, that area by the end of it is pretty shallow because of the outflow. He asked what happens after it is dredged. Bretz replied [the Army Corps] are supposed to dredge by the hoist dock itself, but that silt is coming in because of that stormwater outfall. He explained staff are planning to put these pilings out far enough that intermediate boats can tie up. He added it is a concern staff have. Eder noted it's going to keep getting shallower. Bretz replied another depth survey is planned.

Ripka asked how deep South Beach is overall. Bretz replied it depends on where you are at. He stated there are shallow spots on the north side, H and J, which are 4 feet at minus 3-foot tides. Ripka noted there has been a couple out-of-town crab boats parked there this season, so there must be fairly decent water there. Robinson replied the ones there were only drawing 6 or 7 feet on low tide. Retherford Sr. confirmed with staff the depths are based on mean low water. Bretz added most are 9 foot mean lower low water, but some are 4 foot during the lowest tides. Retherford Sr. clarified with staff it's good to hug the east side of the docks on the shallow side of the marina. Bretz noted if the Port gets the funds, then it will be dredged to minus 8 foot mean lower low water. Miranda noted the Port has been trying for the past three years to get funding. She added staff were thinking about just doing it, and not depending on grants, but there is no way the Port can do it this year with Rogue closing.

Retherford noted at the last meeting they talked a little bit about the design. She asked if the Port was able to do any tweaking on the design. Bretz replied he sent all that feedback to the engineers, and they said it will not be a problem. He noted the permit consultant didn't have an issue either. Miranda overviewed funding efforts for the project. She noted the Army Corps is getting close to moving forward on the project, but they are doing that in concurrence with the Port Dock 7 project, so if the Port doesn't get the grant, they will delay.

Eder stated it is important to have a plan for moving all these Port Dock 7 boats, but every crab season there are visitors. He noted if there is a good albacore market, he has seen 400 boats in the summer. He emphasized it's not predictable. He indicated it sounds like the Port can barely accommodate 6-month and annual moorages. He asked what is the policy going to be for [transient] boats. Bretz replied staff don't know year to year, if the marina will be extra full or empty. He explained any spots that are empty, the

wharfinger can get visiting vessels into those spots to moor while they are gone. He noted if the Port gets an influx of boats, they will have to do a lot of side ties and shuffle them into any spot. He indicated the Port will add temporary moorage where possible, like by Swede's Dock. He added it is possible to get so many boats, that it is doublewide everywhere. Eder stated there would not be a policy change, and, hopefully, the annual permit holders won't be on the outside of the double, triple ties. Bretz replied the Port's policy is to prioritize moorage holders, and there's always a possibility that the Port will get filled up. Miranda noted at this point it doesn't make sense to have a [formal] policy. She added the Port hired a wharfinger in order to stabilize things and make sure moorage holders have first priority. She stated it is important [vessels] let the Port know when they are not around, so the wharfinger can accommodate others. She explained, meanwhile, the Port tries to do its best. She indicated once the Port gets the dock redone, there is an opportunity to determine a policy for transient vessels.

Brandberg emphasized the importance of supporting the wharfinger position. She asked if some people who aren't always here, still have an annual moorage. She asked how it works for vessels that come to Newport every year, if they also have annual or semi-annual moorage, and if not, are they going to be accommodated. Brown replied the facility code specifies that semi-annual and annual moorage is reserved for residents. Miranda noted resident means the boat is homeported here. Bretz replied staff do their best to make sure the long-term moorage holders have a spot. He added it will get easier, if the Port can build some docks. Brandberg stated she was thinking that might be a buffer, if some of those boats may not have a moorage. Miranda explained maintaining the docks costs more than moorage holders can pay, so the Port needs grants and other customers, such as transients to help cover the maintenance costs.

Pettis suggested when the wharfinger wants to fill spaces, the wharfinger communicates with captains or owners on how long a boat is going to be gone. He also suggested a basic survey of the estuary for optimal places to anchor. He recommended some kind of sign, and in an extreme situation, maybe have a shuttle service that would go back and forth to the docks. Miranda noted the Port can talk to the Army Corps to install anchors for vessels.

Retherford stated doing this project at Port Dock 7, no one likes to be inconvenienced. She noted the more the fleet understands the process, what's happening, and the importance of it, the more the fleet can meet the needs of those that don't understand. She explained as a user group, they are the first voice to the fleet. She indicated any transition that happens is ugly. She added if the people are for this project, then they can be advocates on the docks for the process. She stated if everyone is working in the same direction, then everyone is willing to be inconvenienced at the same time.

Hale suggested moving derelict boats in shallow water or by the bank. He noted mooring buoys can be approved temporarily. He asked what the Port spends on water since so much is leaking on Dock 7. He stated the spigots need washers. He emphasized he is talking about gallons a day. He indicated he doesn't understand why that can't be fixed. He indicated the school district hired a licensed plumber. Robinson explained repair difficulties. Bretz added [Hale's] point is well taken. He stated the Port spends a lot on water every month, and staff will take another look at leaks. He explained for individual usage, he wants to get meters put on every single [space]. He added it's not going to be

popular, because it will raise individual bills based on what they use. Miranda stated the Port is also thinking about putting meters in South Beach. She explained [contractors] have to be budgeted, and the Port does that for electricians and doesn't have a lot of room on the plumbing side. She noted it's a balancing game staff do constantly. She stated the Port cannot handle all the work. She noted when she started the Port had 20 people, and now it has 30. She indicated the Port probably could use 40 people. She added with the loss of Rogue, the Port can't hire anyone extra. She stated the Port will try to address the water issue, and please be patient.

Brandberg stated she has looked at the Port's budget. She noted sometimes you save money on the water bill by paying a plumber. She indicated over the summer when there was a large leak, because the Port's people are overwhelmed, [it wasn't fixed quickly]. She noted fishermen were angry, and several complained to her. She added hiring 10 more people is not necessarily a licensed plumber. She stated the budget is going out in water, and it is wasting the city's water when the city is having a drought problem. She noted it's not a good look for the Port. She added it is not financially a good decision. Miranda replied this is a discussion staff have. She explained Commissioners know it is a constant battle on where to put money first, on what to fix first. She emphasized she gets their point. Bretz stated the problem is the Port needs a whole new manifold. He explained regardless of who does the work, it's going to still need to be replaced. He noted this may be a priority issue, and maybe this needs to move up. He indicated staff will take a look at it. He encouraged members to participate at the budget meetings and when they have complaints, to call him [directly]. Miranda added the Port put \$300,000 toward that dock, knowing it is going to be replaced. Discussion ensued on finding bigger issues when looking into small problems. Ripka asked what is the annual water bill. Brown stated he would provide the number.

Retherford Sr. asked if the Port will turn people away if there is no dock space. Bretz replied the Port will do that, but a problem staff run into, is people tie up without permission. Retherford Sr. suggested using channel 12 again. He noted mooring buoys are a great idea. He explained California ports have many set up, and to tie up in California, vessels have to give a week or longer notice, otherwise, they don't have a place. He asked is that going to happen here during this transition. Bretz replied he would love to be able to do that and wants to be able to do that. Retherford Sr. added communication is going to be key. Ripka asked what about boats that have large outstanding debt who still park. Miranda replied staff are addressing that.

Retherford Sr. stated for the water issue, the Port should think about putting a shut off valve from main water line to docks from 9 p.m. to 6 a.m. He confirmed with staff they are thinking about meters for every spigot. Brown reported the cost is \$250,000 a year Portwide for water. Hale noted now people share hoses because they take up room on the dock. He asked if there are more hoses, is there going to be a way to hang them up and move them off the dock. Bretz replied that is part of the design for the new dock. He added these are all things staff appreciate being brought up.

Public Meetings Law Training. Eder introduced the agenda item. Eder, Ripka, Holt, and Hale stayed for the training. Emery presented the training.

Rates and Fee Schedule Update. Brown recommended tabling the item to the next meeting. The Committee Vice Chair tabled the item.

ADJOURNMENT

Having no further business, the meeting adjourned at 12:17 p.m.

ATTESTED:

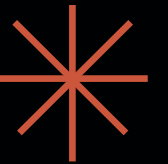
Bob Eder, Vice Chair

Paula J. Miranda, Executive Director

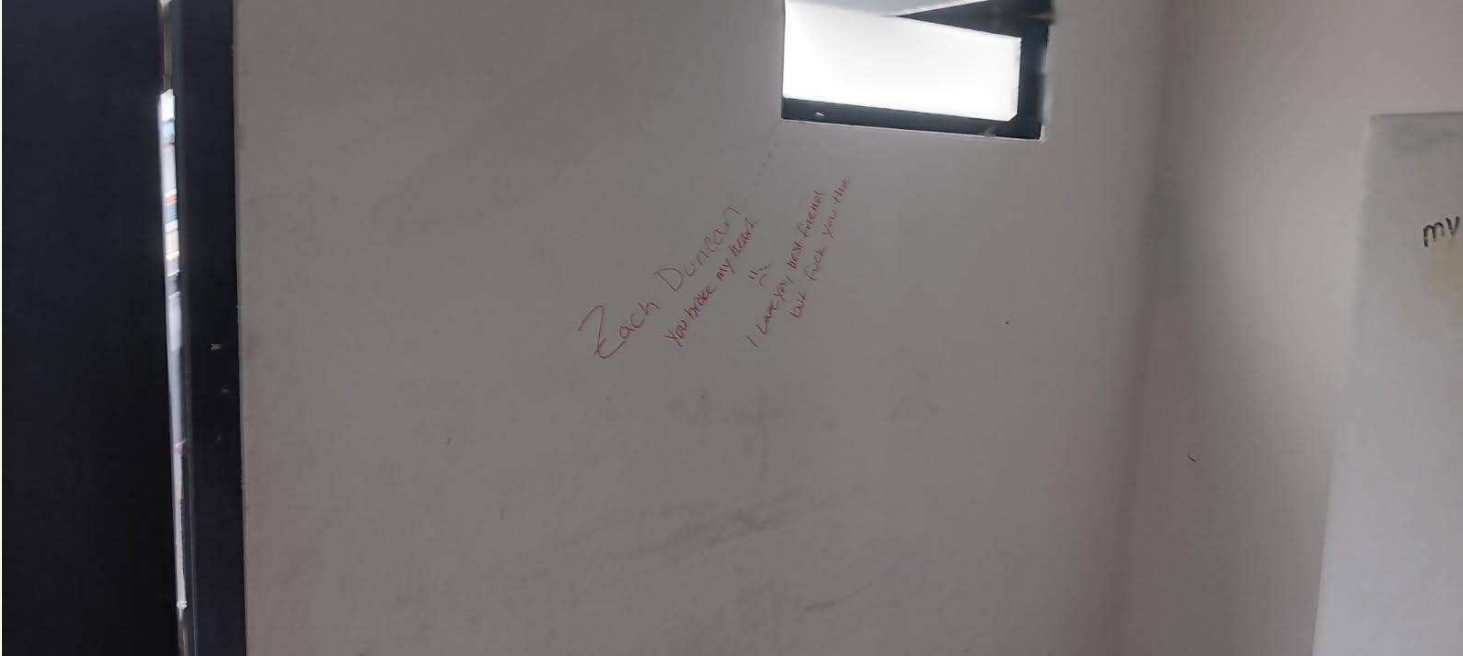
VANDALISM

Port of Newport
Aaron Bretz

June, 2026



COMMERCIAL MARINA



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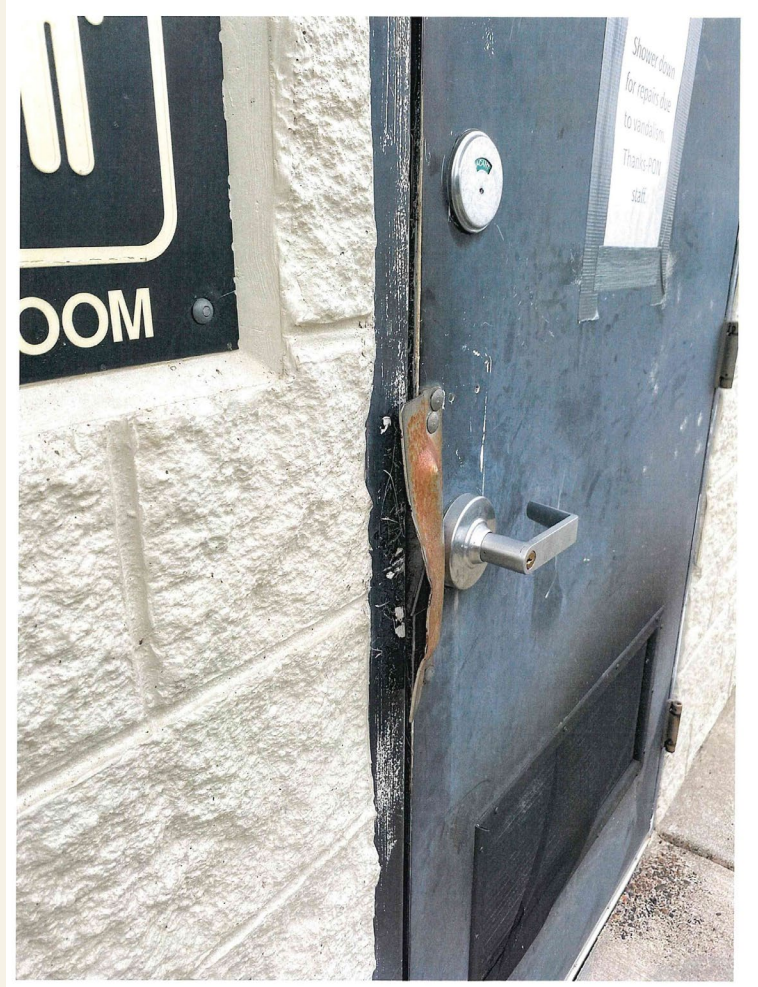
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VANDALISM

