

# Port Side

Road building material is loaded on the M/V Amderma for shipment to Chukotka. A gold mine is being built there, and the Port of Everett is the chosen port for shipping to the region.

## Port of the Year!

Port of Everett wins state-wide award for public involvement

Public outreach efforts involved in three major waterfront redevelopment projects led the Washington Public Ports Association to give its President's Port of the Year Award to the Port of Everett.

WPPA President Bob Edwards, a Port of Seattle Commissioner, made the announcement during the association's annual meeting Dec. 1-3, 2004 at the Hyatt Regency in Bellevue.

"The Port of Everett's efforts for public outreach, access and involve-

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- Executive Director's Report: Future of business 
- Pigeon Creek access built 
- Sea Scouts open doors to help more youth 
- Log exports increase 
- Russell promoted to Director of Properties and Development 

# Taking Care of Business

### Activity at the Port Terminals increasing with shipping and other marine business

Logs. Mining equipment. Fruit. Airplane parts. Ship repair. It's a busy place these days at the Port of Everett Terminals. That's how the Port likes it. And it's fully expected that as the economy picks up from its recent agonizing slump, business will only get better.

"Timber was our first industry, and one we are happy to see continue," said Carl Wollebek, Port of Everett Director of Marine Terminals. "But

times are changing, and our business model has had to change and grow, as well."

He said the Port of Everett specializes in supporting the Boeing Company, shipping oversized pieces and other specialized cargoes, catering to small and medium sized shipping lines, supporting its traditional timber and fruit industries, and ship repair work.

Dunlap Towing and Formark are busy running timber through the Port of

Everett Terminals, sending several ships to Japan. Wollebek expects to see even more business in the years to come.

A new gold mine in Chukotka, the Russian Federation territory nearest the United States geographically, promises ships in this and future years as the mine is developed and the gold is extracted. Last year saw the shipment

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## USS MOMSEN welcomed to homeport of Everett

USS MOMSEN Commanding Officer, Cmdr. Edward Kenyon, right, shakes hands with Port of Everett Commission President Don Hopkins. Hopkins and fellow Commissioner Phil Bannan gave the Maiden Voyage Award to Cmdr. Kenyon, who accepted on behalf of his ship and crew. Traditionally, the award is given to commercial vessels newly homeported in Everett. Hopkins, however, says the tradition needs changing. "We want every ship that comes to Everett to be treated the same way," he said. The award will be on display on board the MOMSEN.

-- Photo Courtesy of Daniel Sanford

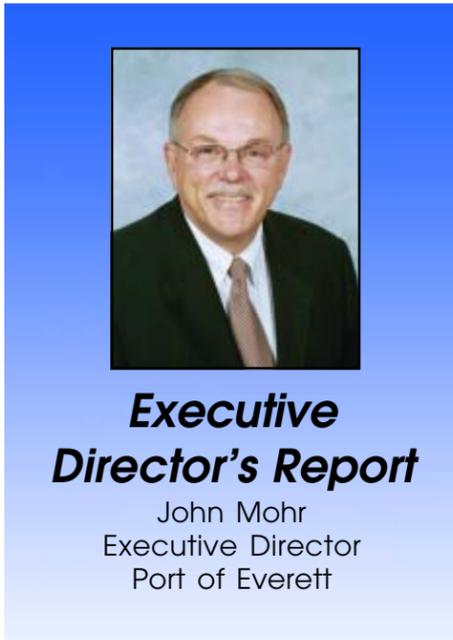


# Plate is set to reap benefits as economy improves

What does the future hold? It's a question asked many times over, especially by political pundits following an election. But it is asked, as well, by the average person whose future is held in the hands of politicians and whose job depends upon the future of our economy.

Here at the Port of Everett, we too ask that question. Because, even though the future is as unknown to us as it is to everyone else, we have to plan for it. The past has seen many declines based on economic forces out of our control. But through these tough times, we have managed to remain profitable at our Terminals, and we are getting more cargo through our Port, all the while upgrading and building out our facilities to bring in more jobs.

In the Port business, once you get a base cargo coming through, it makes it easier to attract other types of business. Roughly 26 Boeing containers were shipped from Everett to Nagoya and Hiroshima in Japan as a trial run last October. The ship also carried other oversized cargo – a niche



## Executive Director's Report

John Mohr  
Executive Director  
Port of Everett

business at the Port of Everett. Steamship lines try to maximize port calls. We are optimistic that as more ships come here, more cargo will be loaded as well. You have to set the plate. Those ships will encourage more cargo.

We grew up as a timber port and while we will continue to provide services to that industry, we have to

change our business model to accommodate a new economy. We have identified our niches, including oversized cargos, and we are going to expand on that into the future.

At the Port we have significant properties as well, and it is our mandate to stimulate the economy and maximize the potential of our property. We are in a prime position to do that. Over the years, we have assembled and trained a staff that has skills unique to waterfront property development.

Many developers would not touch the properties we work with because of the heavy regulations surrounding shorelines. And the business model we have developed with Everett Maritime – leasing property to a developer who then completes and operates the project – should serve us well into the future.

The Port is currently using its expertise to develop the Baywood property into a site that would accommodate an RV Park. But it is not our intention to become RV Park operators. Rather, when the logistics have

been worked out, we could contract with a park developer who would lease the property and run the park on its own.

Riverside Business Park works on the same basic model – we are not looking to build structures for businesses, rather develop the infrastructure of the property, work through the regulatory maze, and prime the property for a business that would lease it from us and develop it to suit their own needs.

With the economy picking up, and these many projects underway, our property development capacity should increase by as much as 30 percent over the next couple years. And that leaves room for even more growth.

With our outstanding staff and the groundwork already laid for substantial development, the Port of Everett is ready to take advantage of this upswing and to provide untold benefits to our community.



# Port gets over half of Round IV funds for security

Over half of this region's most recent round of federal funding grants for port security will go to the Port of Everett.

In September 2004, Round Four of the Port Security Grants Program awarded \$2.8 million to the Ports of Seattle, Tacoma and Everett, which submitted a joint grant application through the Transportation Security Administration. Everett's Port is receiving \$1.3 million of that funding for a Security Surveillance System, and \$220,000 for Access Control Gates for its Marine Terminals.

The Port's Deputy Executive Director, Ed Paskovskis, said the Port is requesting proposals for the surveillance system. The system would provide cameras and monitoring equipment over the Marine Terminals and Marina areas that the Port operates.

"Ultimately we want this system to be integrated with police, fire and other agencies that have an interest in maintaining security levels," said Paskovskis. "We are going to look at the best available technology to accommodate that."

The access control gates complete the installation of the security fencing, which was installed in 2004 as a result of Round Two federal funding. Fencing was installed along the perimeter of the Marine Terminals, meeting Coast Guard requirements for enhanced Port security. More than 6,000 linear feet of barbed-wire topped cyclone fence was required by the Maritime Security Act



The Port installed security fencing along the Terminals, meeting Coast Guard requirements while allowing Public Access to the newly created Pigeon Creek beach access, where these walkers have taken their dogs.

of 2003. Also installed were access control features for an automatic gate to allow for railroad intermodal cars for aerospace and other containerized cargo. The automated gates were funded in Round Four.

The Port of Everett funding requests are combined with grant applications from the Ports of Seattle and Tacoma under the umbrella of "STEPS" (Seattle, Tacoma, Everett Port Security). The Port of Seattle is taking the lead in submission of the

grant applications as a collective group.

"The Port of Everett is very appreciative of the strong support from Senator Patty Murray and Representative Rick Larsen in obtaining these grants. Senator Murray in particular has been a major force in providing security funding for all of our nation's ports," said Port Commission President Don Hopkins.

Adds Paskovskis, "Security from the Port's standpoint is a federal mandate, so we are really seeking the

assistance of our Legislators to continue as strong advocates for providing the necessary funding."

In Round Three of grants, \$61,000 was awarded to Everett for back-up electrical power. Paskovskis said the work has recently begun which will provide the ability to hook up portable generators at several key locations.

*"We are going to look at the best available technology for our surveillance system."*

**Ed Paskovskis**

**Port of Everett  
Deputy Executive  
Director**





# Pigeon Creek beach access open

## Trail leads to developed beach at Terminals' end

With a railroad track on one side and busy Port Terminals on the other, the paved path seems to go nowhere in particular. Until you get there. The fencing ends and the view begins.

The Pigeon Creek Public Access Trail opens to Pigeon Creek Delta, a small oasis of water and beach. The Public Access viewpoint at the delta is roughly one third of an acre of elevated beach. The Port allocated the property, and the beach was built this past year.

The public access path runs along Bond Street and the Port shoreline property to the new beach view point created by the Kimberly-Clark Outfall Project.

The Port awarded a nearly \$48,000 contract to Glenbrook Services of Lake Stevens to landscape the viewpoint. Signs announcing the

public access trail were recently placed.

More than a dozen Port of Everett projects promise greater public access to the waterfront and Port properties, adding paths, park improvements, and community gathering places.

The Port's long-standing policy of setting aside 2 percent of capital project funds to enhance public access has helped with these projects. It is also part of the Port's Strategic Plan for 2004-2007, the Comprehensive Scheme of Harbor Improvements, and in line with the City of Everett's Public Access Plan.

"The Port of Everett Commission is committed to providing public access

and continues to work toward that goal," said Port Commissioner Jim Shaffer.



*Pigeon Creek Public Access Trail leads to a beach developed at the south end of the Port of Everett Terminals. Jon and Grace Watson enjoyed the beach on a recent sunny day.*



# Award: Port wins accolades from WPPA for public outreach

*Continued from Page 1*

ment stand as a model for ports across the state," said Edwards. "As a result, it has led to outstanding leadership in community economic development."

The Port utilized its public outreach efforts as a cornerstone with three major projects: the \$250 million North Marina public-private partnership; the multi-million dollar Mukilteo Tank Farm site redevelopment to a transportation/mixed-use hub; and the \$15 million Rail/Barge Transfer Facility critical to The Boeing Company's 7E7 effort.

For the North Marina project, more than 100 public meetings were conducted over a two-year period, prior to mandatory environmental scoping meetings earlier this year. Similar efforts took place with the other



*Port of Everett accepted the award for Port of the Year from the Washington Public Ports Association. From left to right are Port of Everett Executive Director John Mohr, Port Commissioner Don Hopkins, Graham Anderson, Susan Brokaw, Eric Russell, and Ed Paskovskis.*

projects.

"For the Port, public outreach is the cornerstone of what we do in our

community," said John Mohr, Executive Director for the Port of Everett. "Our Commission's directive is to involve the

public early and often."

The Port has also spent more than \$1.4 million on public access improvements since 1988. The projects have included the Union Slough Salt Marsh access and Jetty Island Public Dock, among others.

Begun in 1987, the Port of the Year Award recognizes a port association member that has performed economic development that led to favorable public attention in the port community. The association's Executive Committee judges the winners.

The WPPA represents 76 public port districts throughout the state of Washington and serves as the hub through which ports work cooperatively to share information and address issues on trade, transportation, and the environment.



# Union Slough Salt Marsh dedicated to Olson with plaque

*The Union Slough was dedicated last November to Jack Olson, the Port of Everett's lead engineer until his retirement at the age of 70 in 2001. Olson died in 2003. His family attended the dedication. A plaque was mounted on a granite boulder next to the marsh which Olson helped to restore as a wetland habitat.*



Port of Everett dedicated the Union Slough Salt Marsh to Jack Olson. It was one of his last projects before he retired from the Port as its Director of Engineering. And one that was close to his heart.

"It was clearly a special place to him," said the Port's Executive Director John Mohr, adding that Olson was often seen enjoying the restored wetland.

Last November a plaque honoring Olson was unveiled. It was mounted on a granite boulder next to the marsh. The Port Commission previously dedicated the restoration project to Olson, who retired from the Port in 2001 and passed away in 2003.



# Marina News

## Marina is 'The Boater's Choice'

The Port of Everett Marina has a lot going for it, including its helpful staff, excellent facilities, and a determination by management to be innovative in its mission to serve the boaters. Guaranteed guest moorage, for example, and other details make the Port of Everett Marina *The Boater's Choice*.

"The Boater's Choice, as a motto, is appropriate because our vision, and my direction from the Port Commission and the Port Executive Director, is to make this the premiere large marina in Puget Sound. I think that we have a great location and a great facility, and that it's only going to get better," said Kim Buike, Port of Everett Marina Director.

The value has always been there, said Buike. But when the Commission decided to raise the moorage rates to more appropriately recover operating and

maintenance costs, Buike said he wanted to take extra steps to ensure that customers are getting the service they're paying for.

"We realize that if you are going to charge people more, you need to work every day harder and harder to ensure that the customers feel that they are getting value for their moorage dollar," said Buike.

### Keeping Data

The excellent staff at the Marina has always been valuable to boaters. But better communication is among Buike's goals. Frequent newsletters are helping to achieve that. Port staff also survey the opinions of people who end their moorage at the Port. And they

See Choice, Page 8

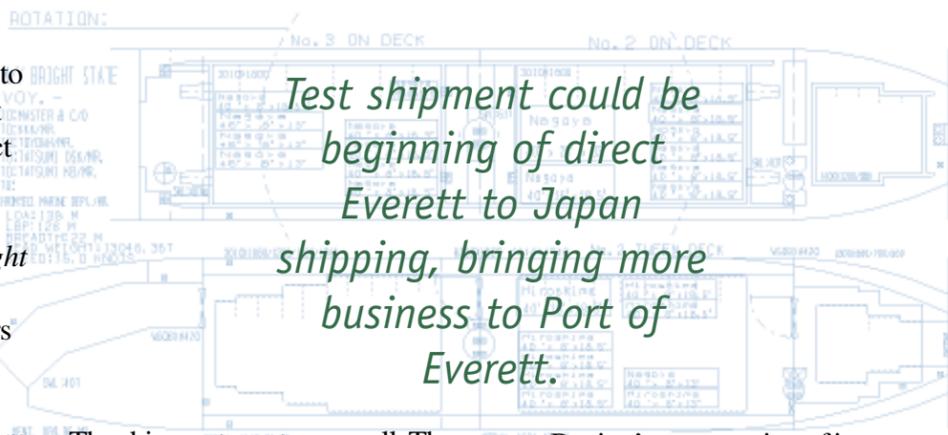
# Terminal News

## Boeing container shipment first from Everett direct to Hiroshima

A shipment of Boeing containers to Hiroshima directly from Everett marks what may be the start of direct Boeing shipments between the two cities.

Last October on a trial run, *Bright State*, an Eastern Car Liner ship (ECL), carried 26 Boeing containers from Everett to Nagoya and Hiroshima, Japan.

Shipments destined for Japan from Everett usually move by barge from Everett to Seattle and Tacoma; they are then loaded on to ships to Nagoya and Kobe for further movement by small vessel to Hiroshima via Kobe. "We have had direct shipments to Nagoya and Kobe before from Everett but this marks the first time a vessel has called Hiroshima direct from Everett," said Carl Wollebek, the Port of Everett's Director of Marine Terminals.



The shipment went very well. The vessel arrived at the Port's Pacific Terminal at 7 a.m., finished loading at 4 p.m. and sailed for Japan at 6 p.m., said Wollebek. Stevedoring for the vessel was provided by SSA Marine of Everett.

Boeing is studying shipping options for now and the future. "We hope to establish regular direct shipping service between Everett and Japan," said Wollebek. Such shipments would serve

Boeing's construction of its current lines, including the 777, 767 and 747 aircraft, as well as the development of its new 7E7.

In addition to the Boeing cargo, ECL loaded 16 pieces of oil field equipment for Exxon/Mobil destined for Sakhalin Island in the Russian Far East. This marked the second Exxon shipment destined for the oilfields of Russia in 2004 via the Port of Everett.

## Rail/Barge Transfer Facility design in final stages

Design of the new Rail/Barge Transfer Facility near Mukilteo is on schedule. The final Environmental Impact Statement has been issued and the Port is obtaining permits for construction.

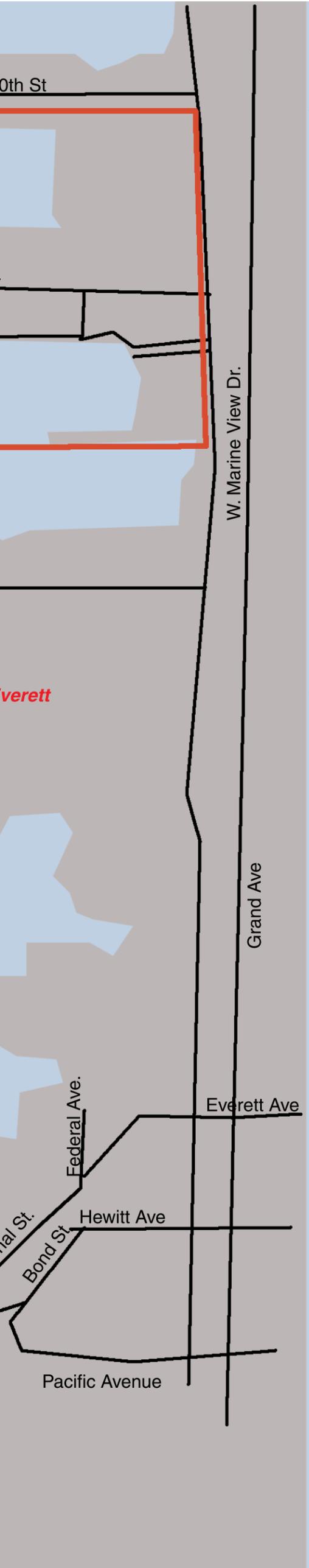
"If everything goes as planned, we'll be getting construction bids soon and starting construction early this summer," said Port of Everett Director

of Engineering John Klekotka.

The dock is planned to receive barge containers, including the oversized containers Boeing plans for shipping partially assembled airplane parts for construction of the new 7E7 airliner. Currently, transporting oversized containers blocks BNSF rail line traffic at least two hours a day. The Rail/Barge Transfer Facility is designed to

accommodate the current over-sized 747, 767, and 777 containers, larger ones required by the 7E7, and, potentially, even larger containers for all four aircraft lines, allowing for flexibility in the growth of the aerospace industry.





The Sea Scouts are busy preparing for their March and April regattas, and welcome other boys and girls to participate in on-water sailing and cruises, learning boat maintenance and repair, water survival skills, navigation, small boat handling, water safety, nautical customs, and many other nautical skills.

The Sea Scouts are a co-ed division of the Boy Scouts of America, and share the same principles and goals: to prepare male and female youth to make ethical choices over their lifetimes by instilling in them the values of the Scout Oath, Scout Law and the Sea Promise.

As part of the nation's foremost youth program, Sea Scouts experience character development and

## The Sea Scouts recruit boys, girls for education, fun

acquire life skills and leadership skills through a program of responsible fun and adventure, organizers say.

Everett Sea Scout Ship #226, "Clewless," owns two sailboats: a 24 foot San Juan sloop and a 27 foot Cascade ketch.

In addition to weekly meetings, the Everett Ship races in the Friday evening Log Dodge races during summer months, and conducts a day sail once each month on weekends during the school year. Major events with other ships during the year include a Bridge

*See Sea Scouts, Page 8*

## Everett is Port of Choice for Chukotka

The Port of Everett has established itself as the port of choice for shipping to Chukotka Autonomous Region, part of the Russian Federation.

Bema Gold Corporation of Canada announced high-grade drill results from Chukotka and is shipping mining equipment there through the Port of Everett.

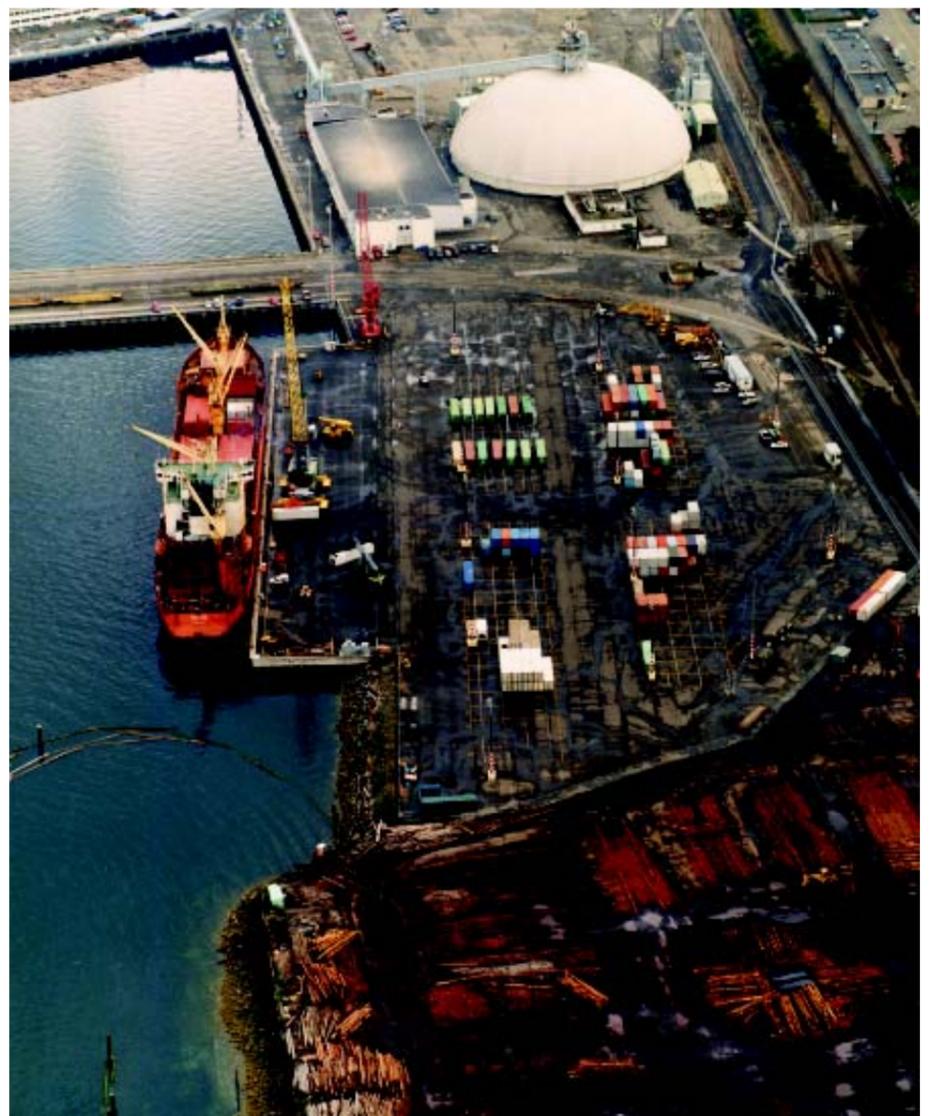
"They are developing a gold mine from scratch," said Port of Everett's Director of Marine Terminals Carl Wollebek. "They have to ship everything up there during the summer months."

Bema and one of their contractors, Orocon, delivers equipment to land leased at the Port Terminals and contractors there clean and prepare it for shipment to Chukotka. Local vendors, such as Everett Engineering, Propulsion Controls Engineering, Labor Ready, the International Longshore and Warehouse Union, and Port maintenance staff are doing the work.

Wollebek said they will continue until next August's shipping season to Chukotka. Ice build-up makes shipping to the region impossible in the winter, he said.

Next summer will see as many as four more ships for the mining operation. "As this mine develops, we are looking forward to the next five years of getting three to four vessels every year," said Wollebek.

Most equipment sent this year was loaded on to the M/V AMDERMA,



*The M/V AMDERMA is loaded with supplies for the Chukotka region.*

owned and operated by Far Eastern Shipping Company, at the Port's Pacific Terminal, and will be used to build the road – 300 miles of it – from the Chukotka peninsula port to the mine.

"We are the Port to go to Chukotka," Wollebek said, adding that Bema Gold is the Port's fourth customer to ship its supplies from Everett

*See Chukotka, Page 7*



## TerminalNews

# Business at Terminals picks up as economy turns

## Log exports up as Formark gains market share

While the Port of Everett looks to other industries to maintain and even increase business at the Port Terminals, its first business was logging. And while nobody expects to see the kind of logging business that once helped to create the very city of Everett, Formark continues with this tradition.

The company recently made a large log purchase and several ships loaded up the logs and headed to Japan this past year.

"We are looking forward to some increased log business," said Carl Wollebek, the Port of Everett's Director of Marine Terminals.

Two years ago, Scott Hagerman noted there were only a couple other players in the industry outside of Weyerhaeuser. And, he said, "It's a big gap from Weyerhaeuser to us. We are a major supplier of logs to sawmills in the Pacific Northwest. There's fewer players, and new customers. We can pick up some of the slack," he said.

In the last two years, said Hagerman, Formark has picked up all of the slack, increasing its business by 70 percent. There is little, if any, competition left, he said.

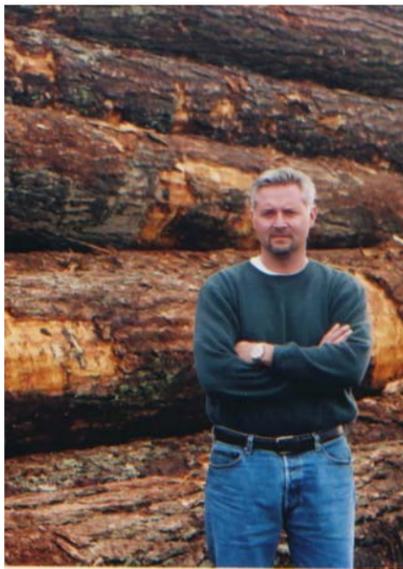
A recent purchase of 20 million board feet of timber in Baring will keep them busy at the Port of Everett for the next couple years. The logs will be delivered to Japan and Oregon, he said. Hagerman just returned from a trip to Japan, where he travels three or four times a year to develop the market there and in Korea and China.

Next year Hagerman said he expects to send 10 ships out of the Port of Everett loaded with timber. "For me, it's all about market share," he said.

The Port of Everett leases its log yard to Dunlap Towing, which operates the yard. Dunlap sorts the logs and brings them to the ship. SSA Marine of Everett performed stevedoring work for the operation this past summer. Dunlap employs six full-time workers in the yard when a ship is loading. And when a ship is in port, it takes 30 to 40 people to load as much as 2 million board feet per shipment.



Scott Hagerman, right, says increasing business is "all about market share," which Formark is gaining. Above, a ship is loaded with logs for its trip to Japan. Formark's recent purchase of timber will keep the Port of Everett Terminals busy with log exports for the next couple years.



"Timber was our first industry, and one we are happy to see continue. But times are changing, and our business model has had to change and grow, as well."

**Carl Wollebek**

**Port of Everett  
Director of Marine Terminals**

### Taking Care of Business

The Port of Everett is mining every opportunity for growth at its Terminals.

**Forestry:** Formark is growing every year, exporting logs to Japan.

**Chukotka Region:** Everett has become the Port of Choice for shipping to the icy Russian region.

**Fruit Ships:** New Zealand shippers continue to choose Everett for unloading and storing fresh fruit.

**Airline Industry:** Boeing tests shipment from Everett directly to Japan, setting the plate for more cargo.

## Port maintains fruit business, adds containers

New Zealand apples and pears were unloaded and distributed from April to October on Everett docks, and stored in the Port of Everett cold storage facility before being shipped to their destination markets throughout the Western United States.

The Port has welcomed back the fruit shipment business in the past two years, unloading five vessels carrying 5,200 pallets in 2004. About 300 additional pallets were shipped via container through the Port of Seattle.

"Containerization is something we have seen in a lot of our product lines.

It is why we have to keep efficient and keep our costs down, we would prefer to see product arrive at the Port in refrigerated vessels rather than in containers unloaded at another port," said Port of Everett Director of Marine Terminals Carl Wollebek.

Cost effective work is vital to the success of Port Terminal operations, since the Port of Everett competes with container shipping in the fruit business.

"Operationally we had a great year. The maintenance guys kept the refrigeration running non-stop. The Longshoremen were experienced with the operation and the process was even

more efficient this past season," said Wollebek.

The shipments keep four people employed full time for the Port during the fruit shipping season, and when a ship is in port, roughly 30 Longshoremen are working. Vessel stevedoring was handled by Jones Stevedoring for the second year.

Wollebek said it's impossible to predict next year's fruit or market conditions, but he is confident that the Port will see more fruit shipments through the Port Terminals again in 2005.

## Terminals: Business increases in variety of areas

*Continued from Page 1*

of equipment for building 300 miles of road to the mine. The mining equipment will be shipped in the coming years.

Everett Shipyard continues to do maintenance on the Washington State Ferries fleet, and Nichols Brothers of Whidbey Island will be docking its new X-Craft in Everett next month for final top-side work before delivering the high speed boat to the U.S. Navy.

Everett Shipyard currently has a \$12.2 million contract to retrofit the ferry *Chelan*, replacing decks and the engines, and refurbishing the passenger area. The company did not win a

recent contract for building new state ferries, but is confident that once it moves to its new location and constructs a bigger facility, such contracts will be within reach.

And then there's the airline industry. In a trial-run, 26 Boeing containers were shipped from Everett to Nagoya and Hiroshima, Japan.

Currently, said Wollebek, most of the Boeing parts make it to Everett from Japan after first going through the Ports of Seattle and Tacoma. Boeing is trying to move its material directly from Japan to Everett without the stop in Seattle. This shipment marks the first time a ship has gone from Everett to

Hiroshima directly. Cargo for Hiroshima is usually routed via the Port of Kobe by small coastal feeder vessels. "This shipment was very important to Hiroshima," said Wollebek.

And it was important to the Port of Everett, as it will lead to more business, said Wollebek. He pointed out that the ship to Japan also loaded other oversized pieces of machinery destined for Russia.





Personnel News

# Port employee, new citizen casts her first ballot

## She votes to make her voice heard

Carmen and Victor Gaspar's 3-year-old son thought the electronic polling machine was a video game, until the young mother explained to little Anthony that this was no game. In fact, she takes voting very seriously. It is, after all, the first time she has ever been able to vote in the United States.

She became a United States citizen in 2003, making her eligible for the first time to vote in the past election.

Carmen, who works as receptionist and administrative assistant at the Port of Everett administration offices, was thrilled to be able to cast her ballot, making her voice heard. A native of El Salvador, she came to this country when she was just 14 years old, a couple years after her father died and her mother emigrated to make a better life for her children.

It's one thing to work, marry, and raise a child in a country – and it's another to be a citizen of that country, with the right to express your opinions

where it counts – in the polling booth.

"It was real exciting," said Carmen, 25. "I wanted to do it for a long time."

She said becoming a citizen gives her a chance to help make a positive change. While she wants to live here, and feels it is the best place to raise her son, providing more educational opportunities than her native El Salvador, or her husband's native Mexico, she believes there are always things that can be improved. And voting is the way to be heard.

"One person can make the difference," she said.

"For me, it is really important, not just because of that, because you can make change happen. You have a say in what you think about: the parties, new



Carmen Gaspar, an administrative assistant at the Port of Everett, became a U.S. citizen in time to vote in the 2004 presidential elections. "If you want to live in a better country, you need to go ahead and vote," she said.

regulations, laws that need to pass. I think that's really important.

"If you want to live in a better

country, you need to go ahead and vote."



# Russell promoted to properties director, new staff hired

The Port of Everett welcomes new staff:

The new **Marine Terminals Manager** is **Scott Grindy**. He was most recently the facility maintenance tech and part-time robotics instructor at Forest Ridge School of the Sacred Heart, and previously the physical plant manager at the University of Washington Bothell Campus.

**Eric Russell**, who has been with the Port of Everett since March of 1996, was promoted in August of this year to the **Director of Properties**

**and Development**. This position reports directly to the Executive Director and is responsible for overseeing all commercial and industrial real estate property management, marketing, and development for the Port.

Russell earned a Bachelor of Science degree in both Business and Accounting from Central Washington University, and is a Certified Public Accountant. He replaces **Bob McChesney**, who became Executive Director for the Port of Port Angeles.

**Robert Marion** will replace Eric

Russell as the new **IS/Manager/Senior Accountant**. Marion joined the Port of Everett Dec. 1, 2004 and comes to the Port from Josephine Sunset Home in Stanwood, where he was Chief Financial Officer since 1987. Marion was also responsible for all of the Information Technology for all workgroups and users at Josephine Sunset Home. He earned his Associates of Arts degree in Business from Everett Community College, and his Bachelors of Science degree in Finance from Central Washington University.

**Matt Frisinger** and **Brian Bakken** were hired for the **Marina Maintenance apprentice program**.

**Heather Coleman** is the new **Marina Marketing and Office Administrator**.

**Mathew Bliss** joined the Port of Everett as a part-time **temporary office assistant** for the administration offices.

**Snita Pawavichahn** joined the Port of Everett Marina as a part-time **temporary office assistant**.



# Chukotka: Everett is 'Port of Choice' for shipping to Russian region

Continued from Page 5

to the Arctic region over the past 10 years. "We're an attractive port to use," he said. "We have the right equipment and talented Longshoremen." Stevedoring for the vessel was

performed by SSA Marine who lease and operate the Port's Pacific Terminal.

Chukotka is in the northeastern area of Russia, including the Chukotka peninsula across the Bering Strait from Alaska, and an adjoining portion of the mainland. In 1992, Chukotka was

separated from the Magadan Region and is currently one of 89 Russian regions.

The region has learned over decades to work around its extraordinarily severe climate conditions and has developed mining, reindeer breeding,

hunting, and fur trade as its economic basis. It is distinguished by gold ore deposits and rich natural resources which form a basis for potential profitable business cooperation.



## X-Craft arriving soon for top-side work

Nichols Brothers Boat Builders in Freeland on Whidbey Island is completing the Navy's X-Craft, the latest in the Navy's development of the combat ship. Next month it will be brought to the Port of Everett where final top-side work will be completed.

The X-Craft is a high-speed catamaran engineered with an alumi-

num hull to travel at speeds in excess of 50 knots. The ship will help to test new mechanical and electrical concepts. It holds a combined diesel/gas turbine allowing for efficient cruising at low speeds and rapid acceleration through its water jet propulsion system. The vessel has landing spots for two SH-60-sized helicopters.



## Snohomish River Channel to be dredged

The Corps of Engineers will oversee the maintenance dredging of the Snohomish River Navigation Channel, which could start immediately.

Dutra, a dredging contractor out of the San Francisco Bay area, will conduct clamshell dredging in the downstream basin, while sub-contractor Ross Island will complete the

upstream basin using hydraulic dredging.

Once the dredging starts, it will be a 24 hours a day, seven days a week operation until midnight of Feb. 14. The Port of Everett is the local sponsor for this project.





# Big winners at Northwest's largest derby

## Good sport award given to honest dad

The 11<sup>th</sup> Annual Everett Coho Derby is still the biggest salmon derby on the West Coast, and the fish keep getting bigger, too.

Ken Zukowski brought in an 18.14-pound hooknose from the Snohomish River to take the top prize at the derby last summer. Several years ago, a 10 pound fish might have won.

The derby is sponsored by the Snohomish Sportsmen's Club and the Everett Steelhead and Salmon Club as a fundraiser for their conservation and education programs.

The second-largest fish caught by an adult also came from the river – a 16.33 pound Coho caught by Jack Danhof. Ironically, it wasn't actually the second largest fish caught altogether. Ryan Mally, a youngster who entered in the 12 and under youth division, caught a 16.45 pound salmon, taking a \$100 prize. Event coordinators noted that his father could have claimed the fish as his own catch and received the \$1,500 that Danhof won instead. But for his honesty, they awarded Mally's father a special "good sport" prize of \$500.

Third, fourth and fifth place Coho



A fisherman holds his catch at the annual Coho Salmon Derby. More fish over 10 pounds were caught this year than in previous years.

were caught by Michael Cook, James Jenkins and Bob Schemp, respectively.

In the youth division second and third were taken by David Carson and Denic Stevenson. Jim Wilson of Lynnwood won the raffle for a boat and motor.

## Choice: Guest moorage, great staff help make Everett Marina tops

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keep data on trends such as wait lists, vacancy rates and boat yard usage.

Such data helps them make decisions that benefit the Port District as well as the Marina customers. As an example, the Port recently established a monthly yard rate for the winter. Last summer's 50 cents/foot/day yard rate made more money but served fewer customers, he said. Looking for a more optimal mix of revenue and customers served, and using the data collected, the Port Commission just approved a monthly winter yard rate for those who want to keep their boat out of the water longer. The new rate is \$9/ft/month. While the rate of 50 cents/day still applies, after a boat is in the yard three weeks the rate converts to the cheaper monthly plan.

"Hopefully, it will mean there are boats in the yard over the winter and we should still not see any revenue drop. That was an idea proposed by the staff and is one example of where collecting some statistics helps us to make decisions," said Buike.

### Guaranteed Guest Moorage

"We guarantee to have space for

any visitor," Buike said and the Shared Moorage program is one way we serve more customers. Regular moorage customers who leave their slips empty in the summer allow the Marina to rent their space to others, and are credited for every day the slip is rented.

The Marina bears administrative costs of taking reservations for these spaces and loses some Guest Moorage income, but more boaters are served.

Buike is also communicating with the many boating clubs of Puget Sound, encouraging club cruises to Everett, and taking the unusual step of reserving space on the guest dock for them.

### Maintaining Facilities, Adding Slips

While the Port is spending significant energy and money on new facilities, including the redevelopment of the North Marina, Buike said the Port is also mindful of maintaining the facilities they already have.

They also have recognized the reality of the declining Purse Seiner fleet and have been consolidating the remaining seiners onto several floats and converted one float to accommodate recreational boaters.

## Marina makes changes for seamless event

The Port of Everett Marina staff made a few changes this year to make the 11<sup>th</sup> Annual Everett Coho Derby run a little smoother. And it seemed to work.

"We made a concerted effort to encourage participants in the salmon derby to keep their boat in the water overnight in the Marina. Salmon derby organizers advertised that people could reserve space in advance through our Shared Moorage program," said Port of Everett Marina Director Kim Buike.

Regular moorage customers who leave their slips empty from Memorial Day weekend through the end of September sometimes allow the Marina to rent their space to another boater through Shared Moorage. The customer is credited for each day the slip is rented to someone else. The

Marina manages this program by taking reservations for these spaces.

"Boaters who want to visit us through the summer can actually call and reserve a spot. There is no additional fee for the service, they know they have a spot when they come to visit, and they are in a slip, which is preferred by some boaters over the guest dock," said Buike.

During the derby, the Marina filled every available Shared Moorage spot as well as vacant moorage space. The second day of the derby saw more than 200 visiting boats accommodated in the Marina.

"That's a lot of visiting boats. It eased the pressure on the boat launch and made it less crowded at the ramps," said Buike.

## Sea Scouts: Boating and fun are taught

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and Ball ceremony in February, the Mert Wells Regatta in March, and the Northwest Area Regatta in April.

The ship also conducts occasional weekend overnight cruises to other locations in the Sound and a week-long cruise in late summer. All activities must have at least two scouts present, are conducted under the Youth Protection Program, and have at least two adult

leaders. Overnight events have two each of both male and female leaders.

Interested parties should contact Skipper Clay Canfield at (425) 471-6578 or attend a weekly meeting at the Milltown Sailing Association clubhouse, north of D dock in the north Everett Marina. Eligible youth must be 14 years old and graduated from the eighth grade.

## Your Port of EVERETT

Port of Everett  
2911 Bond St., Suite 202  
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Everett, WA 98206

**Port Commissioners:** *(Elected for six-year terms)*  
**James P. Shaffer**, President, District 2  
**Philip B. Bannan**, Vice President, District 1  
**Don Hopkins, Jr.**, Secretary, District 3

The Commission meets at 9 a.m. on the first and second Tuesday of each month at the Port Administration Building, 2911 Bond St. Meetings are open to the public.

**Port Staff:**  
 John M. Mohr, Executive Director  
 Ed Paskovskis, Deputy Executive Director  
 Karen Clements, Director of Finance and Administration  
 Eric Russell, Director of Properties and Development  
 Carl Wollebek, Director of Marine Terminals  
 Kim Buike, Marina Director  
 John Klekotka, Director of Engineering and Planning  
 Graham Anderson, Senior Planner

**Let Us Know What You Think!**  
 The Port of Everett wants to hear from you. And it's easy to get in touch with us. Call, write, or e-mail. We appreciate your taking the time to let us know what you think!

Write to us at the above address, phone (425) 259-3164, or e-mail [gen@portofeverett.com](mailto:gen@portofeverett.com)