OREGON INTERNATIONAL PORT OF COOS BAY
BOARD OF COMMISSIONERS

ACTION/DECISION REQUEST

DATE: November 19, 2026

PROJECT TITLE: 2026Res12: Ratification of Declaration of Emergency – Anchor Pile Replacement for Marine Ways

ACTION REQUESTED: Adopt resolution 2026Res12 ratifying the declaration of emergency for the replacement of the winch anchor pile for the Marine Ways

BACKGROUND:

On October 8, 2026, Port staff was notified that the anchor pile for the winch assembly of the Marine Ways had been broken, rendering the Marine Ways inoperable, halting all vessel movement on the Ways. An inoperable Marine Ways directly negatively impacts jobs in the shipyard, the viability of the fishing fleet, and the economy of the community.

Port Staff immediately worked with Giddings Boat Works owner Ray Cox and Billeter Marine to identify the needed repairs. It was determined that the best course of action was to install a new 12" steel pile at the terminus of the ways, cut the pile off at the mudline, and re-attach the pulley to the pile. Once the repairs were identified, Port Staff applied for emergency permits to conduct the in-water work.

On Thursday, November 12, Port Staff received authorization from the US Army Corps of Engineers to conduct the requested maintenance on the Marine Ways. Port Staff met with the Department of State Lands on Wednesday, November 18, to further discuss the project and permitting needs.

In anticipation of receiving the necessary permits, on Monday, November 16, Chief Executive Officer Lanelle Comstock declared an emergency and authorized the Port to enter into an emergency contract with Billeter Marine to perform the replacement of the anchor pile and reattachment of the winch cable. Billeter Marine has extensive construction knowledge of marine construction, has been involved with vessel movements on the Ways, and has the ability and work force to complete these repairs in an expeditious manner. The contracted total price of the project is estimated to be $30,000, which includes mob/demob, pile driving, and divers. Billeter Marine can begin work immediately upon issuance of the final permit.

RECOMMENDED MOTION:

Adopt resolution 2026Res12 ratifying the declaration of emergency for emergency anchor pile replacement for the Marine Ways, and awarding Billeter Marine with an emergency contract to complete the needed repairs.

RESOLUTION 2026Res12

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE OREGON INTERNATIONAL PORT OF COOS BAY

ACTING IN ITS CAPACITY AS ITS OWN LOCAL CONTRACT REVIEW BOARD

RATIFYING THE EMERGENCY DECLARATION EMERGENCY REPAIRS TO THE MARINE WAYS IN THE CHARLESTON SHIPYARD

WHEREAS, the Board of Commissioners of the Oregon International Port of Coos Bay (hereinafter "Port"), pursuant to ORS 279A.060 is the Local Contract Review Board (hereinafter LCRB) for the Oregon International Port of Coos Bay; and

WHEREAS, the LCRB on April 21, 2011 adopted revised Permanent Public Contracting Rules and Rules of Procedure for Public Contracting for the Oregon International Port of Coos Bay which repeals all prior public contracting rules and procedures; and

WHEREAS, the Chief Executive Officer of the Port has authority under ORS 279C.320, ORS 279B.080, and Section 4.6.3 of the Port's local public contracting rules to declare the existence of an emergency and authorize entry into an emergency procurement for public improvement contracts; and

WHEREAS, in making the findings required by ORS 279B.080, OAR 1 37-049-0150 and Section 4.6.5 of the Port's local public contracting rules the Chief Executive Officer of the Port may consider the circumstances creating the Emergency and the anticipated harm from failure to enter into Emergency Repair Contracts and such other factors as may be deemed appropriate; and

WHEREAS, the Board of Commissioners of the Oregon International Port of Coos Bay, acting in its capacity as its own LCRB, has determined that emergency circumstances did exist which required the Port to promptly solicit and execute an emergency contract for the repairs to the Marine Ways in the Charleston Shipyard.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The recitals above are true and accurate and are incorporated herein by this reference.

2. The findings contained in the Emergency Declaration by Port Chief Executive Officer, Lanelle Comstock, identified as Exhibit "A" to this resolution, attached hereto and incorporated herein by this reference, document the nature of the emergency and describe the methods used by the Port for the selection of Billeter Marine for emergency repairs of the Marine Ways, are hereby adopted and ratified by the LCRB for the Oregon International Port of Coos Bay.

3. Based upon the contents of Exhibit "A", the LCRB hereby ratifies the declaration of an emergency by the Chief Executive Officer of the Port and further authorizes and ratifies the decision of the Chief Executive Officer, to solicit and enter into a contract with Billeter Marine for emergency repairs of the Marine Ways. The Port LCRB also ratifies the decision of the CEO to exempt the contract for the repairs from the competitive bidding requirements of ORS Chapter 279C. The LCRB finds that the documents supporting this emergency declaration fully meet and satisfy the requirements of ORS 279C.320 (1), ORS 279B.080 and OAR 137-049-0150, as well as the requirements of LCRB Rule 4.6.3.

APPROVED AND ADOPTED, by the Board of Commissioners of the Oregon International Port of Coos Bay this 19th day of November 2026.

_____ _____

Kyle Stevens, President Nick Edwards, Vice President

DECLARATION OF EMERGENCY CIRCUMSTANCES
REGARDING EMERGENCY REPAIRS TO THE MARINE WAYS
IN THE CHARLESTON SHIPYARD

RECITALS

1. The Oregon International Port of Coos Bay (Port) is an Oregon State Port organized and operated pursuant to ORS 777.915 to 777.953.

2. The Port of Coos Bay owns the Charleston Shipyard.

3. On October 8, 2026, Port staff was notified that the piling that anchors the winch pulley for the Marine Ways was broken and no longer serviceable, thereby rendering the Ways inoperable.

4. Upon closer inspection by Port staff, along with Billeter Marine, it was determined that the best course of action was to install a new 12" steel pile at the terminus of the ways, cut the pile off at the mudline, and re-attach the pulley to the pile.

5. Until repairs are made the Marine Ways are out of service which directly affects Giddings Boatworks ability to haul and repair vessels, which affects the Charleston fishing fleet.

6. On November 16, Port staff determined it is in the public's best interest to sole source to Billeter Marine affect the repairs to the Marine Ways, pursuant to ORS 279B.075, based on the following:

    a. Repairs must be expedited in an effort to mitigate the time-of-service interruption.

    b. Billeter Marine has extensive construction knowledge of marine construction in general and has the ability and workforce to effect repairs to the marine ways in the time frame necessary to limit the down time to our fishing fleet, lessee, and community.

Therefore, pursuant to Local Contract Rule 4.6.3:

1. I find the above recitals are true and accurate and are incorporated herein by this reference.

2. I declare an emergency existed that required the Port to immediately repair the damage to the Marine Ways to eliminate the threat of future economic loss to the Port, the Charleston Shipyard, Port customers, and the community.

I hereby award an emergency contract to Billeter Marine to affect the repairs to resolve this emergency condition. This declaration shall be placed before the Port Commission for ratification by Resolution at its next regularly scheduled meeting.

Lanelle Comstock

By: Lanelle Comstock
Chief Executive Officer