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ONE DOLLAR



Photos by Colin Murphey/The Daily Astorian

LEFT: Pamela Wev speaks at a campaign event. RIGHT: Peter Roscoe answers emails in his home office.

Commission race comes at a time of change for county government

Wev, Roscoe vie for District 3

By JACK HEFFERNAN
The Daily Astorian

Clatsop County government will have a new look next year. An unusual runoff election for a county commission seat will decide much of what it will look like.

Pamela Wev, a land use consultant, and Peter Roscoe, a former Astoria city councilor and founder of Fulvio's Pastaria, are running to fill the commission's District 3 seat, which will be vacated by Commissioner Lisa Clement.

The runoff in November marks the first in a decade for a county commission seat after neither candidate picked up a majority of votes in the May primary.

The winner will join former Warren-



ton Mayor Mark Kujala on the board as he replaces Commissioner Scott Lee, the board's chairman.

The two candidates, like the current county commissioners, are split on the role of commissioners and the county manager in terms of the level of staff oversight.

Lee, Clement and Commissioner Sarah Nebeker have said the county charter gives the county manager clear authority over daily operations, while Commissioners Kathleen Sullivan and Lianne Thomp-

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Local governments approve enterprise zone expansion in Astoria
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son have called for more commissioner oversight.

While Roscoe's statements on the issue mirror those of the board majority, Wev's have resembled the minority. If Wev wins, she will join a new majority opinion on the issue.

County Manager Cameron Moore, who has clashed with Sullivan and Thompson, announced earlier this month that he will retire in January. Lee has said the next county manager would likely be chosen next year by the new commission.

Wev would like the county to place an emphasis on people with Oregon government experience, she said. She also would like to consider younger applicants.

Moore, a veteran administrator, came to the county in 2016 from a post in Illinois and said when he was hired that it would likely be his "last hurrah."

"I think even those with great aspirations in government can gain a lot from a position like this," Wev said. "I'd love to see us try to attract someone who is not at the end of their career, though experience is important."

Roscoe hopes the contenders will be collaborative and experienced in government management, he said.

"I'm sure there's plenty of candidates out there that are highly qualified," he said.

Experience

Wev has 30 years of land use planning experience in which she has consulted government and private clients on development, zoning and feasibility studies. She also spent five years in former Portland

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Port, Lektro hash out hangar damage

Questions over cracks in concrete slabs

By EDWARD STRATTON
The Daily Astorian

The Port of Astoria and one of its oldest tenants, Lektro Inc., are hoping to solve the issue of sinking and cracking concrete slabs in the hangar the electric airplane tug manufacturer leases without a lawsuit.

Lektro, located in a World War II-era hangar at the Astoria Regional Airport leased from the Port since 1948, recently noticed an expanding crack near the load-

ing dock where it receives equipment and sends out finished airplane tugs.

The company later heard from a general contractor that the sinking concrete could be caused by sinkholes underneath the hangar, while expressing concerns about instability in the foundation walls, piers and footings. The airport was built on dredge spoils. Gary Kobes, the Port's airport manager, said the issue could be with heavy equipment overloading the concrete slab.

After communications with the Port, a lawyer for Lektro, James Zupancic, sent a tort claim notice claiming the Port could be held liable for nondisclosure of a geo-

technical soil defect. A tort claim notice informs a public agency someone believes they have reason to potentially file a lawsuit.

Henry Balensifer, a spokesman for Lektro, said the notice was a formality and that the company is trying to work collaboratively with the Port.

"It's a small issue," Balensifer said of the sinking concrete. "We just want to make sure it doesn't become a bigger issue."

Kobes described the notice as a bit hyperbolic.



Edward Stratton/The Daily Astorian

Lektro, an electric tug manufacturer at the Astoria Regional Airport, has noticed expanding cracks near its loading docks.

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Luke Whittaker/Chinook Observer

The F/V Ashley Nicole was filmed as it pulled into the Port of Ilwaco to offload in August 2017.

Blood, guts and albacore

Netflix's 'Battlefish' a window into fishing

By LUKE WHITTAKER
Chinook Observer

ILWACO, Wash. — It's blood, hooks, aching backs and sunburned skin. And cussing. Lots of cussing.

A new Netflix series, "Battlefish," debuted Friday, giving audiences a raw glimpse into the commercial albacore tuna fishery off the Washington state and Oregon coasts.

The series follows five crews from fishing vessels TNT, Oppor-Tuna-Ty, Intrepid, Judy S and Ashley Nicole from the ports of Ilwaco, Warrenton and Westport during the 2017 albacore tuna season.

California-based Pilgrim Media Group, cre-

ators of other reality shows such as "Wicked Tuna," "The Ultimate Fighter" and "Dirty Jobs," produced the series.

The Chinook Observer interviewed two of the show's participants: Aaron Walker and Craig Brewer, crew of the F/V Oppor-Tuna-Ty.

Q: What's the premise of the show?

Walker: The idea is to show people the real side of albacore fishing, what we go through in our daily grind and battle out on the water both offshore and on. It's the first West Coast tuna fishery show. It's uncensored, raw, savage — an R rated fishing show.

Brewer: The West Coast really doesn't have any (reality fishing) TV shows at all. This is the first. It's "Dexter" meets "Wicked Tuna." It's the same producer.

Q: How did you get involved?

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