



Astorian

149TH YEAR, NO. 76

DailyAstorian.com // THURSDAY, DECEMBER 23, 2021

\$1.50

CANNON BEACH

Restaurant owners challenge election

Contest alleges violations of election law

By NICOLE BALES
The Astorian

CANNON BEACH — The owners of a restaurant are asking the Circuit Court to order a new election for a food tax narrowly approved by voters in November.

The controversial tax, designed to raise money for emergency services and city infrastructure, survived a recount earlier this month.

But opponents of the tax have continued to question the integrity of the election, voicing concerns about ballot drop boxes and how ballots were counted.

In an election contest filed in Circuit Court last week against the Clatsop County Elections Division and County Clerk Tracie Krevanko, Megan Miller and Josh Tuckman, the owners of Castaways Global Cuisine & Wine Bar, alleged violations of election law and fraud.

Miller told *The Astorian* that while they were disappointed with the election results, their main concern is the integrity of the election process.

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Seaside fireworks ban shot down

City Council votes 4-2 against the idea

By R.J. MARX
The Astorian

SEASIDE — The city has put to rest a call to ban fireworks.

At last week's City Council meeting, city councilors voted 4-2 against a motion that would have banned the sale of legal fireworks.

"If we ban fireworks, they're just going to go someplace else and bring them back in," City Councilor Dana Phillips said. "And you know what? This is America. The thought of a little child not being able to have a sparkler forever? The illegal fireworks are what we want to get rid of."

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Hyak Maritime pursues grant for critical boat lift

Photos by Lydia Ely/*The Astorian*

Robert Dorn, the CEO of Hyak Maritime, gestures to a ramp that boats use to enter and exit the water at Tongue Point.

Project could offer local repairs, create jobs

By ABBEY McDONALD
The Astorian

If a driver in Astoria gets a flat tire, they can find solace in the fact that they won't need to hitchhike to Seattle to get it fixed.

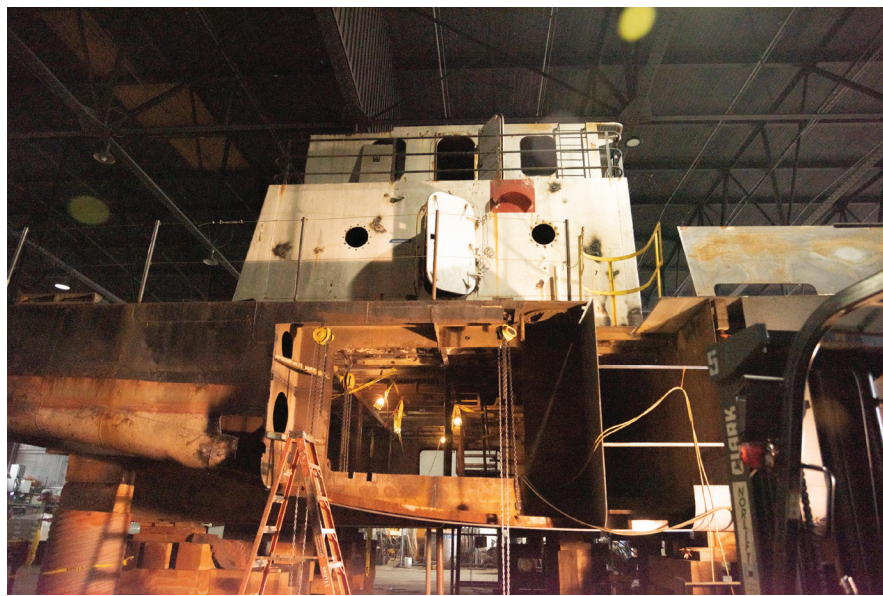
Large boats don't have that luxury. When harsh weather damages a Columbia River Bar Pilots boat, for example, there isn't a repair shop on the shore. The service instead hauls the pilot boat onto another boat, which carries it to the Puget Sound for repairs.

In recent years, federal regulations for boat inspections have also tightened. Boats now must be taken out of the water every 2 1/2 years to be evaluated. Such inspections require special equipment, but after a dozen shipyards in the Pacific Northwest closed in the past two decades, there are few places for operators to go.

Those are the two main factors that Hyak Maritime CEO Robert Dorn says demonstrate the need for a \$21 million, publicly funded boat lift at Tongue Point.

"We have many coastal tugs and barges, many big commercial fishing boats, but very limited options of places to go. We've seen this coming over 20 years, and now it's in crisis mode. It's a flat-out crisis and that's what I'm trying to convey with my ask to the state of Oregon for a grant," he said.

Dorn has applied for nearly \$14



The Sea Horse is being refurbished by WCT Marine & Construction.

million from Connect Oregon, the state's funding program for nonhighway transportation projects. His application was backed by 20 letters of support from boat operators throughout the West Coast, state Rep. Suzanne Weber, former state Sen. Betsy Johnson, the Port of Astoria and other stakeholders.

"Everyone I asked — up and down the coast, up and down the river — offered a letter of support: 'Yes, this is critical, we need someone to do that. Because we're all in line, hoping nothing breaks before we get into our dry-

dock slot in Portland or Seattle. Or more and more, up in Vancouver, B.C. 'We're leaving the country to go fix our boats, which is kind of preposterous,'" he said.

Alternative method

The common technique to get boats out of the water for inspections is dry-docking, which involves draining the water from a section of the port. Dorn said that the process is slow, outdated and ecologically damaging.

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ROBERT DORN HAS APPLIED FOR NEARLY \$14 MILLION FROM CONNECT OREGON, THE STATE'S FUNDING PROGRAM FOR NONHIGHWAY TRANSPORTATION PROJECTS. HIS APPLICATION WAS BACKED BY 20 LETTERS OF SUPPORT FROM BOAT OPERATORS THROUGHOUT THE WEST COAST, STATE REP. SUZANNE WEBER, FORMER STATE SEN. BETSY JOHNSON, THE PORT OF ASTORIA AND OTHER STAKEHOLDERS.

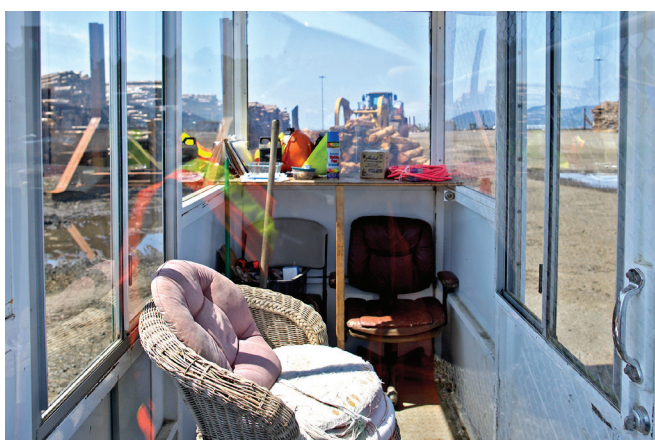
Port files lawsuit against log exporter

Alleges damage to asphalt on piers

By ETHAN MYERS
The Astorian

The Port of Astoria has filed a lawsuit against Astoria Forest Products, a log exporter, for breach of contract.

The suit alleges that the asphalt on Pier 1 and Pier 3 became worn after a decade of log operations and Astoria Forest Products was contractually responsible for



Colin Murphey/*The Astorian*

Log exports at the Port of Astoria declined during a U.S. trade war with China.

repairs. The Port is seeking more than \$1 million.

"We've got to the point where we feel like this is

our only option in terms of recovering some of the cost it would take to restore the facilities as was outlined in

their lease agreement," said Will Isom, the Port's executive director.

The Port and Westerlund Log Handlers LLC entered into a lease agreement for the spaces on Pier 1 and Pier 3 in 2010. In March 2014, Astoria Forest Products — a local subsidiary of Murphy Overseas USA — became a sublessee of the space, soon acquiring most of Westerlund's operation and employees.

The suit claims that the company also inherited the leases of its predecessor, which included an obligation to make any repairs to the premises. Astoria

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Da Yang Seafood fined for wastewater violations

A \$105,000 penalty for the seafood processor

By ETHAN MYERS
The Astorian

The state Department of Environmental Quality has fined Da Yang Seafood \$105,000 for improperly discharging wastewater into the Columbia River.

The violations occurred 32 times between June 2018 and last June from the seafood processor's facility at Pier 2 at the Port of Astoria, according to the state. When the wastewater

was dumped, the state said, Da Yang failed to comply with the permitting limits for effluent.

"Pollutant effluent limits in the permit are set at levels necessary to protect human health and the environment," Kieran O'Donnell, manager for the Department of Environmental Quality's Office of Compliance and Enforcement, said in a letter to Da Yang. "By exceeding these levels, Da Yang created a risk that its effluent would harm water quality and aquatic life."

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