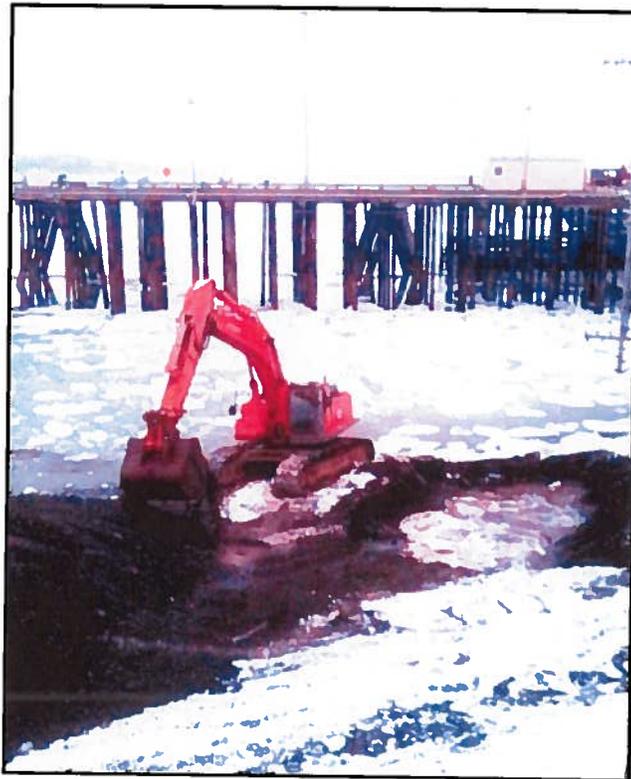


PORT AND HARBOR ADVISORY COMMISSION

Regular Meeting

Wednesday,
December 14, 2011
5:00 P.M.



City Hall Cowles Council Chambers
491 E. Pioneer Ave. Homer, AK 99603



**NOTICE OF MEETING
REGULAR MEETING AGENDA**

- 1. CALL TO ORDER**
- 2. APPROVAL OF THE AGENDA**
- 3. PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA**
- 4. RECONSIDERATION**
- 5. APPROVAL OF MINUTES**
 - A. October 26, 2011 Regular Meeting and November 9, 2011 Special Meeting Minutes **Page 1**
- 6. VISITORS**
- 7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS**
 - A. Port and Harbor Director's Report for December 2011 **Page 13**
- 8. PUBLIC HEARING**
- 9. PENDING BUSINESS**
 - A. Capital Improvement Plan List-Port and Harbor Projects **Page 15**
- 10. NEW BUSINESS**
 - A. Memorandum to Port and Harbor Commission from Port Director Re: Homer Moorage Rates dated November 28, 2011 **Page 33**
 - B. Memorandum to Port and Harbor Advisory Commission regarding amending the Bylaws regarding the Regular Meeting time for the months of May, June, July, and August from 5:00 p.m. to 6:00 p.m. **Page 41**
- 11. INFORMATIONAL ITEMS**
 - A. Monthly Statistical & Performance Report **Page 43**
 - B. Deep Water Dock Report **Page 45**
 - C. Pioneer Dock Report & Ferry Landings Report **Page 49**
 - D. Weekly Crane and Ice Report **Page 53**
 - E. Water Usage 2011 **Page 55**
 - F. Workboats Magazine's "Davy's Demise" Derelict Vessel Salvaging Article **Page 57**
 - G. Memorandum to Port and Harbor Advisory Commission from Port Director Re: 2011 Fish Expo Results Dated December 5, 2011 **Page 61**
 - H. Strategic Plan **Page 63**
 - I. Lease Expirations as of 2/17/11 **Page 65**
 - J. Commissioner Attendance Schedule for City Council Meetings 2011 & 2012 **Page 67**
- 12. COMMENTS OF THE AUDIENCE**
- 13. COMMENTS OF THE CITY STAFF**
- 14. COMMENTS OF THE COUNCILMEMBER *(If one is assigned)***
- 15. COMMENTS OF THE CHAIR**
- 16. COMMENTS OF THE COMMISSION**
- 17. ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR WEDNESDAY, JANUARY 25, 2012 at 5:00 p.m. in the City Hall Cowles Council Chambers located at 491 E. Pioneer Ave, Homer, Alaska.**

Session 11-10, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Acting Chair Howard at 5:00 p.m. on October 26, 2011 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS CARROLL, HARTLEY, HOWARD, WEDIN

ABSENT: ULMER, HOTTMAN, ZIMMERMAN

STAFF: PORT AND HARBOR DIRECTOR HAWKINS
DEPUTY CITY CLERK KRAUSE

AGENDA APPROVAL

The agenda was approved by consensus of the Commission.

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

There were no public comments.

RECONSIDERATION

There were no reconsiderations scheduled.

APPROVAL OF MINUTES

A. September 28, 2011 Regular Meeting Minutes

The minutes were approved by consensus of the Commission.

VISITORS

STAFF AND COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS

A. Port and Harbor Director's Reports for October 2011

Harbormaster Hawkins reviewed his staff report.

In response to questions, Harbormaster Hawkins commented that there will be a little bit of cost savings from Port Maintenance shifting over from Public Works, but the employee wages have always come from the enterprise budget. It will result in a closer working team and they will be able to pool the resources when needed. Question was raised about a skimmer for oil spills in the harbor. Harbormaster Hawkins said there is one that he has been looking at made by the same company that makes a bilge cleaning device for boats.

Commissioner Carroll commented that the barge ramp is a model of capital improvements in the harbor. It didn't have to have engineering and they did a good job installing it. He raised the point that later they will be talking about \$3 million for the load and launch ramp, and the barge ramp cost about \$13,000.

B. Lease Committee

There was no Lease Committee report.

C. Port and Harbor Improvement Committee

Councilmember Wythe reported to the Commission that she did a presentation to City Council and concerns expressed at the meeting were that this process seems like it was fast tracked. She explained that Council approved moving forward with the process and there was no intention of not bringing this to the Commission. The Port and Harbor Commission will be an integral part of the process, but for the initial committee function, the purpose was to determine if it was a financially viable concept to consider bonding at all. She felt she had explained that when she spoke to the Commission before. She explained that she chose items off the CIP that seemed viable and had been on the list for a long period of time. Councilmember Wythe expressed that a primary concern to her is the nature and status of the Port and Harbor building. She doesn't think it is a safe working environment and she feels it is the City Council's responsibility to ensure employees have a safe working environment. The building is her number one priority. The other items need to be done, and reality tells us we are not getting any state or federal funding any time soon. Throughout the process they have found where matching funds may be available, but it still requires the City to have money to match. Councilmember Wythe noted how there is always talk about how vital the port and harbor is as an economic contributor to the City, yet we do nothing to achieve an acceptable level of maintenance for the port and harbor. If projects sit on the CIP list for three to five years waiting for funding, it is not responsible care and maintenance, especially if you feel it is an important economic contributor to the community, and it is time for us to step up and figure out how to do the projects to get it up to a more acceptable standard. She explained the port and harbor's mission plan. It is their purpose as an enterprise fund to use the expenses for the operation and maintenance of the port and harbor and those expenses should be derived from the users of the facility. In exchange for those fees the mission of the port and harbor has been established to be providing a safe port and harbor facility for commercial clients, recreational users, and the general public; to maintain the facility in a cost effective manner; and to administer tariffs and procedures fairly and equitably to all users. In looking at the facility and the unsafe or marginal working environment for employees and public who come in daily to conduct business, it doesn't meet the primary objective. She pointed out that the fees being charged presently are not maintaining the harbor as it exists today, neither the maintenance nor any improvements. The fees are not appropriate with the level of service we are already providing and people frequently ask for better levels of service.

Councilmember Wythe explained that the Committee looked at how to go from where we are, to where would like to be and need to be, in order to be a viable port within the state, attracting and retaining services to the harbor. There was discussion with a bond agent who explained the process for revenue bonding. It is an information piece that will need to come

to the Commission so they will have an understanding as well. In order to establish a bond there needs to be 1.25% of the annual repayment sitting in a reserve fund at the beginning. Secondly a history needs to be developed of revenues to make the bond payment. As the committee considered the bonding process they also identified other projects that need to be taken care of in the harbor and after further consideration looked at what could be done with the amount that could feasibly be bonded for, which is about \$5 to \$6 million. The only item on the list that went to Council that does not have a leveraging option was the port and harbor building. She reviewed the list and the leveraging opportunities each has ranging from a 50% match to even less in some cases. She explained the ranking process the committee used which included health and safety issues, availability of leveraging monies, economic development stimulation, increased revenue potential, improvements in service, and an identifiable revenue streams for users. The committee's recommendation to Council shows what they felt would be financially feasible and would have a nominal financial impact to the harbor users spread over a period of time. Things that still need to be worked out is the best way to increase rates, how to acquire bond funds in a staged manner, re-evaluation of project costs, consideration of other partners like potential lessees of space in new harbor building making it revenue producing, and potential tenants. Her last point to City Council was that if the City wants to consider the port and harbor to be the jewel in our economic crown, then it becomes really important that we invest some time, energy, and effort into knocking off the grime and restoring the gems. These improvements are important if we want to promote it as an economic engine for the community.

Chair Ulmer commented that there are good things in the proposal and it is important to remember the users haven't really been paying for the maintenance and they need to. City Council will need to educate the public. She said she spoke to the owner of the El Pescador building as it had been for sale in the past. For about a third of what it would cost to build a new harbor building, we can recycle and reuse that building. The Commission had a vision of the harbor office being on an overslope, but that is likely 5 or more years out. Councilmember Wythe noted those are ideas the committee talked about as well.

Commissioner Wedin thanked the committee for their work. He expressed that he was surprised when he heard all this was going on, and has since been doing some research. While he doesn't quite understand the bonding process, he recognizes that it is a lot of money and a huge increase to the users. As ambassadors to the other users in the harbor, the Commissioner's hear all the time that we can't raise the rates. He knows the users enjoy low rates comparatively. He commented that this is work the Commission has done over the years and sent resolutions and letters to Council asking for these things, with exception of the harbor office, he questions the grand idea that is presented. He suggests cutting the bonding request in half and funding the top 4. The erosion control is important but there may be other funding mechanisms for it. Lowering the scope would make it more palatable and consider the harbor office as something for the whole community to take on. He appreciates the need for the employees at the harbor office to have a safe working environment, but thinks it is a place that is used on a community level more so than just harbor users. He noted that he is not in favor of subleasing the space. If people are interested in being at the harbor, they can

answer an RFP to lease space and produce their own buildings, as it has worked well for others on the spit. Councilmember Wythe responded that she appreciates the comments but in the absence of the harbor and its users, there would be zero need for an office, so 100% of the need of the office and employees to exist is attached to the harbor enterprise fund. Regarding subleasing she said a lot of state and federal organizations don't build a building and will establish themselves in leased space. The City has been approached from organizations who understand a new building may be built and want to establish a presence in the community. Looking in to ways of bringing in users to help offset costs is a way to help save costs to the users.

Commissioner Zimmerman commented his thoughts are pretty consistent with Mr. Wedin's. He questioned what is unsafe about the building. Councilmember Wythe explained her understanding there have been electrical issues resulting in minor fire issues, which needs to be addressed. Mr. Zimmerman suggested re-wiring the building, painting it, and using the building until the harbor is expanded and put a new office between the two harbors. He is in favor of all the improvements on the list with the exception of the harbor office. We don't need to showcase a new office when revenues are going down and we can't afford it. He takes issue with subleasing in that the City has continuously stood in the way of people wanting to sublease a part of their lease out there and were told they couldn't do it without paying money to the City, and then the City comes in and says its okay for them to do it. He thinks everyone needs to be on a fair playing field. He thanked the Committee for their work.

Councilmember Wythe commented that Council has revisited the lease policies as they pertain to the lots on the spit and has been working diligently for improving the overall ability for the port and its areas to be revenue for the community and allowed for some different opportunities for subletting. She is a 40 year resident and has been on Council for 8 years and while she is frustrated by the way politics work, she wants to see the community grow, thrive, and survive. She wants to see us do things at the port and harbor that are going to support and encourage that. In addition we have a responsibility to provide a reasonable working environment for our employees.

Commissioner Carroll questioned whether some of this could be addressed through the fees that are being collected now, as his understanding is that is what a portion of their fees is for. He is also under the impression that the revenues are up. Harbormaster Hawkins responded that the goal of the enterprise is to take fees and pay operations costs and put money in reserves for future repairs. The core issue is that we have \$44 million worth of property out there we are responsible to maintain. We have a reserve account of just over \$2 million and we contribute annually but the reserve should be at \$10 million. We should be contributing about \$1.5 million annually and at that level, the repairs could be funded one project at a time. That isn't what is being done. We aren't charging enough for our services, therefore not funding enough for repairs. That's how we got to where we are now. Regarding revenue he responded that they are indeed up, but expenses are up as well, for example when he first took over as director, fish dock electricity was \$107,000 for the year and now its \$145,000. He briefly explained his budgeting process, forecasting revenues, and how it

affects retained earnings. Commissioner Carroll expressed his concerns are similar to Mr. Wedin's as well and doesn't feel like it is going to be a good sell to the Commercial fishermen. He will be weighting his opinion on projects that will be income producing. He feels a large boat haul-out is a project to include adding that it would be a significant income producer. Harbormaster Hawkins added that another factor in the committee's consideration of projects was the ability to leverage the load with grant monies. The Municipal Harbors Grant Fund monies are only available for infrastructure that already exists and meets specific criteria, like floats and gangways. Something new can't be built with it.

There was discussion of a previous Commission action regarding a 3% rate increase and what amount would be needed to take care of the maintenance. It was recognized that there needs to be good public education and community involvement. The last harbor project was in 2002 when the TORA project was completed with state funding to fix the harbor after it was deeded to the City. Harbors statewide are struggling with the issues that the harbors were worn out when they were deeded over. It was reiterated that public awareness and education is going to be key to get users involved.

PUBLIC HEARING

There were no public hearing scheduled.

PENDING BUSINESS

No pending business items were scheduled.

NEW BUSINESS

No new business items were scheduled.

INFORMATIONAL ITEMS

- A. Monthly Statistical & Performance Report
- B. Deep Water Dock Report
- C. Pioneer Dock Report
- D. Pioneer Dock Ferry Landings Report
- E. Weekly Crane and Ice Report
- F. Water Usage 2011
- G. Memo to Port and Harbor Commission from Port Admin. Secretary Re: AAHPA Conference Results dated October 19, 2011
- H. Letter to Port and Harbor Commission from Peter Zimmerman and Bill Lovett Re: Harbor Improvements date October 11, 2011
- I. Strategic Plan
- J. Lease Expirations as of 2/17/11
- K. Commissioner Attendance Schedule for City Council Meetings

COMMENTS OF THE AUDIENCE

Dave VanZanten commented that he just moved in to town from Bear Cove and he went in yesterday to try to lease a slip for his boat for 6 months. The cost was around \$500 and he couldn't afford the fee. He asked personnel if he could pay it in installments and they told him no, that it has to be paid up front. He said he has been a harbor customer for 40 years and in looking at his record they would see he has paid everything he owned without late fees. He wonders if something could be changed to be able to make installments for people on a fixed income. When he was in the harbor office, it looked like everyone had enough space to do their job, with plenty of light, nice and warm, and a solid floor. It didn't look to him like his rates should have to go up because of the office. It is fine to him. If there is to be an new office he agrees that it should be up high, above a new Pier 1 theater and a parking garage. The Pier 1 being a tsunami refuge was also part of his daydream. If we are going to encourage more people to be out there it would be a good idea. He said he doesn't want the oil rig to come into the port in January. Regarding parking fees he feels like the south siders and deckhands have been discriminated against. The summer time kiosk people are the ones causing the congestion, not him, and they are getting a free ride. Widen the net to bring everyone in on parking, and then there might be money for improvements.

COMMENTS OF CITY STAFF

Harbormaster Hawkins said they should put parking on the next agenda to review this last year's result. He will include in the packet letters that came through so they can see if there are things that will make it better. He also noted HB 184 which has to do with fish tax, is one that needs the Commissions push and will include it in the next packet. It is getting momentum and it has is being done in a way that no one really loses, makes it more equitable and fair, and definitely benefits Homer. It would be a revenue source that would go to port and harbor revenues and we would see big results from it. He will also note the Representatives to be contacted.

COMMENTS OF THE COUNCILMEMBER

There was no Councilmember in attendance.

COMMENTS OF THE CHAIR

Chair Ulmer expressed her appreciation for everyone's input on what is going on here. The bond will help us get it done. There were some questions about Chair protocol and outlined the order of precedence is based on Commissioner's seniority when the Chair and Vice Chair are absent. There was also brief discussion about the OMA. She would also like to address changing meeting times to meet at 5 p.m. in the winter and 6 p.m. in the summer. She added that Dave Brann would be a the Pratt Museum later that evening to talk about Water Trails.

COMMENTS OF THE COMMISSION

Commissioner Hottman thanked the members who participated on the committee. It's a good thing. He is unavailable to meet on the 16th but could meet earlier in the month.

PORT AND HARBOR ADVISORY COMMISSION
REGULAR MEETING
OCTOBER 26, 2011

Commissioner Zimmerman said he would like to include discussion of ranking of projects by the Harbor Improvement Committee. He proposed a meeting date of November 9th as other members would be absent at the 16th meeting. Everyone was in agreement with the exception of Commissioner Hartley. He thanked the committee members for their good work, there are just a few things to hash out on it.

Commissioner Wedin thanked the committee; it was a heavy and aggressive schedule. He thanked Bryan, Matt Clarke and the other staff for saving his boat this morning from almost destroying the Dragonfly. He was embarrassed that he hadn't been down to check the lines and it had broken free.

Commissioner Carroll thanked the members of the Committee and he liked Mr. VanZanten's idea of a two layer parking garage.

ADJOURN

There being no further business to come before the Commission the meeting adjourned at 6:08 p.m. The next regular meeting is scheduled for Wednesday, November 9, 2011 at 5:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____

Session 11-11, a Special Meeting of the Port and Harbor Advisory Commission was called to order by Chair Ulmer at 5:00 p.m. on November 9, 2011 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS, HARTLEY (telephonic), HOTTMAN, HOWARD, ULMER, ZIMMERMAN

ABSENT: COMMISSIONER CARROLL, WEDIN

STAFF: PORT AND HARBOR DIRECTOR HAWKINS
CITY MANAGER WREDE
DEPUTY CITY CLERK KRAUSE

AGENDA APPROVAL

The agenda was approved by consensus of the Commission.

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

Brad Faulkner, city resident, commented regarding the bond issue. A number of projects are long overdue and have matching funds, but at least half of the money being bonded for is for a new harbormasters office. If a new office is to be built it should not be built between the Salty Dawg Saloon and Hillstrand's property, as it is the most expensive and leasable land in the harbor. It could be built across the way in conjunction with helping cruise ship passengers. He questioned the effect on harbor fees for users, what is envisioned for a new harbor office, and whether there is really a need for one. He disagreed that the City should be building the offices to lease out and compete with private industry. He acknowledged the electrical and replacing wooden floats are items long over due. The voters have voted things like this down, and this is coming out of fisherman's pockets at a time where potential impacts are going to hurt people who make a living out of the harbor. Show the plan and the effect on the slip rate before voting on this.

Todd Hoppe, city resident and commercial fisherman, commented regarding the bond issue. He understands this will increase his rates and he likes to see improvements. He doesn't see the benefit of a new harbor building and he doesn't see anything to improve the moorage for 50 to 60 foot boats. He has a 58 foot boat and is at least 5 years away from getting a slip. He takes issue with going into a new harbor office to pay his increased fees without any solutions for the moorage problems.

RECONSIDERATION

APPROVAL OF MINUTES

VISITORS

A. Representative Seaton or his staff to Report on HB 184

Representative Seaton showed a power point presentation the Commission regarding HB 184 the proposal to rewrite the shared fisheries business and landing tax. He explained current

distribution of the tax money and how HB 184 will change the distribution to better benefit the harbors in the local municipalities.

STAFF AND COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS

A. Port and Harbor Director's Reports for November 2011

Harbormaster Hawkins reviewed his staff report and answered questions from the Commission.

PUBLIC HEARING

There were no public hearing scheduled.

PENDING BUSINESS

No pending business items were scheduled.

NEW BUSINESS

A. HB 184 Fish Tax Landing Fee

The only point raised is that funding for the lobbyist is included in the 2012 budget, so if that passes they will be able to continue to lobby for those funds for the City.

B. Port Improvement Committee Project Ranking and Bonding Process

Commissioner Howard read a letter from Commissioner Hartley and a copy of the letter was included in the record. Councilmembers Wythe and Howard, and City Manager Wrede participated in the discussion.

Discussion points included:

- Cost of these projects needs to be established. You don't ask for money until you know what you really need to ask for.
- It would be beneficial to have a comparison done to establish the best placement for the harbor office, whether to build on the property we have or get an existing building.
- The first phase of the Committee's work was to determine the feasibility of carrying this type of project forward and the conclusion was that it is possibly feasible. The next phase is to break it down, understand the cost, schedules, and how it will come together.
- There are still many steps that have to be done before the City can bond including compiling true numbers, public hearings, and the application process with the municipal bond bank.
- Some Federal agencies have expressed interest in renting office space from the City and the Committee had general discussion that it might be a good idea to have office space in the harbormaster building. Overslope development was also suggested for the building. Taking away those factors could reduce cost.
- There are a lot of user groups in the harbor with different priorities and it is good that people are talking about it now.

C. Draft Resolution Re: 2012 Meeting Schedule

HOWARD/HARTLEY MOVED TO ADOPT THE MEETING SCHEDULE IN THE PROPOSED RESOLUTION WITH THE EXCEPTION THAT THE MEETING IN NOVEMBER BE SCHEDULED ON NOVEMBER 28, 2012.

There was brief discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

INFORMATIONAL ITEMS

- A. Monthly Statistical & Performance Report
- B. Deep Water Dock Report
- C. Pioneer Dock Report
- D. Pioneer Dock Ferry Landings Report
- E. Weekly Crane and Ice Report
- F. Water Usage 2011
- G. Minutes from Port and Harbor Advisory Commission 10/27/10 Re: 3% Rate Increase
- H. Strategic Plan
- I. Lease Expirations as of 2/17/11
- J. Commissioner Attendance Schedule for City Council Meetings

The Commission agreed to include parking on the January agenda. There was also discussion about the stall wait list.

COMMENTS OF THE AUDIENCE

Brad Faulkner, city resident, commented regarding HB 184 and the funding for the lobbyist. He appreciated the information about the bond issue; he has a better understanding that there is more work to be done.

Kevin Hogan commented regarding port and harbor revenues and asked the Commission to pay attention to what is happening with the Board of Fish, which is being heavily lobbied by the Mat-Su Borough to introduce a fisheries management plan. It is a plan that will eliminate landings into Homer by moving the fishery up north. Keep it on the radar because it will have huge impacts. We can't count on those revenues continuing.

COMMENTS OF CITY STAFF

Harbormaster Hawkins noted a correction in the number of harbor employees that utilize the Harbormaster's office is 16, not 6.

COMMENTS OF THE COUNCILMEMBER

There no Councilmember comments.

COMMENTS OF THE CHAIR

PORT AND HARBOR ADVISORY COMMISSION
SPECIAL MEETING
NOVEMBER 9, 2011

Chair Ulmer appreciates the efforts on the bonding. She understands there is no action without a lot of study so she appreciates the Committee's work.

COMMENTS OF THE COMMISSION

Commissioner Hottman commented on something he heard from a long liner regarding the declining halibut stock. Before, there were 4 trips to Homer in a season spending about \$10,000 a trip in ice and fuel, this year it was 2 trips and if they continue to decline, soon it will be one trip. It impacts the harbor and the community.

Commissioner Zimmerman thanked the Councilmembers for coming to help sort this out. He asked if the Commission could discuss a payment schedule for annual and semi-annual moorage.

Commissioner Hartley said he appreciated the opportunity to teleconference.

Commissioner Howard thanked the public for their comments tonight. It was a productive meeting and he looks forward to more in the future.

ADJOURN

There being no further business to come before the Commission the meeting adjourned at 6:37 p.m. The next regular meeting is scheduled for Wednesday, December 14, 2011 at 5:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____



City of Homer

Port / Harbor

4350 Homer Spit Road
Homer, Alaska 99603-8005

Telephone (907) 235-3160
Fax (907) 235-3152
E-mail Port@ci.homer.ak.us
Web Site <http://port.ci.homer.ak.us>

PORT & HARBOR STAFF REPORT

By Bryan Hawkins, Port Director/Harbormaster
Prepared for the December 14, 2011 Port & Harbor Commission Meeting

December 7, 2011

1. Administration

- Staff met with:
 - Lease Committee
 - Snug Harbor Seafoods & City Manager – Future Lease for Lot 13B
 - Staff Meeting
 - Mark Roderick, RC Land Improvements – Log Shipment across the Deep Water Dock
 - Marine Trades Association
 - Meeting Regarding a Customer's in Arrears Account
 - North Pacific Fishermen Association – Commercial Fishing Meeting/Presentation
 - Science Collaborative Meeting
- Bryan Hawkins, Port Director/Harbormaster, attended the 2011 Seattle's Fish Expo from November 16 – 19th.

2. Operations

Mark Whaley, Harbor Officer II, is to be commended for his harbor tug operational efforts while providing assistance to a 175' landing craft in the early morning hours of November 27th. The vessel became trapped on the beach outside of the channel entrance after having been compromised by a swift incoming tide and a 20 knot onshore wind. Whaley effectively towed its stern offshore so that it could regain steering and propulsion. The fact that the Port of Homer maintains an assist tug and trained harbor officers/operators, staffed 24/7, capable of assisting a 175' vessel in an emergency situation provides compelling evidence of our professional operation staff and its dedication to public safety.

November brought an abrupt transition into winter with our first snow fall, unseasonably cold temperatures, an extreme wind storm and small boat harbor ice congestion. The wind storm toppled a shed roof covering the sewage lift station location on the corner of Homer Spit & Freight Dock Road and the high seas provided the final blow to the D/W/D south corner fender; effectively tearing from its pilings and dock surface and sending it to the sea floor (a salvage effort is currently in progress). Harbor officers labored to re-secure several vessels' mooring lines that were damaged during the storm.

The extreme cold weather adversely affected commercial maritime traffic in Cook Inlet causing many of the vessels to seek refuge in Kachemak Bay. During this period, several vessels utilized the D/W/D and P/D. Notable landings included Marine Resource's supply boat Green Provider, Crowley Maritime's Tugs Nachik & Sinuk and Barge 165-1, Boyer Towing's Tug Maia H and Barge Weeks 2701, and Ocean Marine's supply boat Discovery.

Escopeta Drilling has scheduled weekly berthing arrangements on the D/W/D for the supply boat Discovery beginning December 9th through April 13th. The Discovery will be provisioning in Homer and shuttling supplies to the Spartan 151 oil rig currently moored in Port Graham.

On November 15th, the harbor officers' handheld VHF radios were successfully re-programmed to meet the FCC's new narrow band regulations.

On December 6, operations staff responded to a 100' commercial fishing tender whose engine room bilge had flooded. The vessel was successfully dewatered and stabilized. The owner is currently assessing damage.

3. Other

- The Ice Plant has closed ice operations for the season November 21, 2011. Ice Plant's Summer Maintenance Assistant Peter Alfiche completed his work for the year November 20th. David Craig was hired as the Winter Maintenance Assistant.
- The City of Homer, Corp of Engineers, and USCG collaborated to create a sediment trap at the Pioneer Dock. This special project excavated 10,000 cubic yards of materials from between the Hickory berth and the old main dock.

City of Homer Capital Improvement Plan 2012-2017
Port & Harbor Projects

	2012	2013	2014	2015	2016	2017	Total \$
Barge Mooring Facility		400,000					400,000
Deep Water/Cruise Ship Dock Expansion, Phase 1	1,250,000	1,750,000	26,000,000				29,000,000
East Boat Harbor		1,520,000	78,500,000	20,600,000			100,620,000
End of the Road Wayside, Phase 1			1,075,000				1,075,000
Fish Dock Restrooms	86,000						86,000
Fishing Lagoon Restrooms		255,000					255,000
Harbor Improvement Revenue Bond Projects	12,705,000						12,705,000
Harbor Sheet Pile Loading Dock		400,000					400,000
HH Float Improvements				3,000,000			3,000,000
Homer Spit Dredged Material Beneficial Use Project	10,000	970,000					980,000
Ice Plant Upgrade		500,000					500,000
Marine Ways Large Vessel Haulout Facility		3,000,000					3,000,000
Mariner Park Restrooms		475,000					475,000
Truck Loading Facility Upgrades at Fish Dock			300,000				300,000
Total \$	14,051,000	9,270,000	105,875,000	23,600,000	-	-	152,796,000



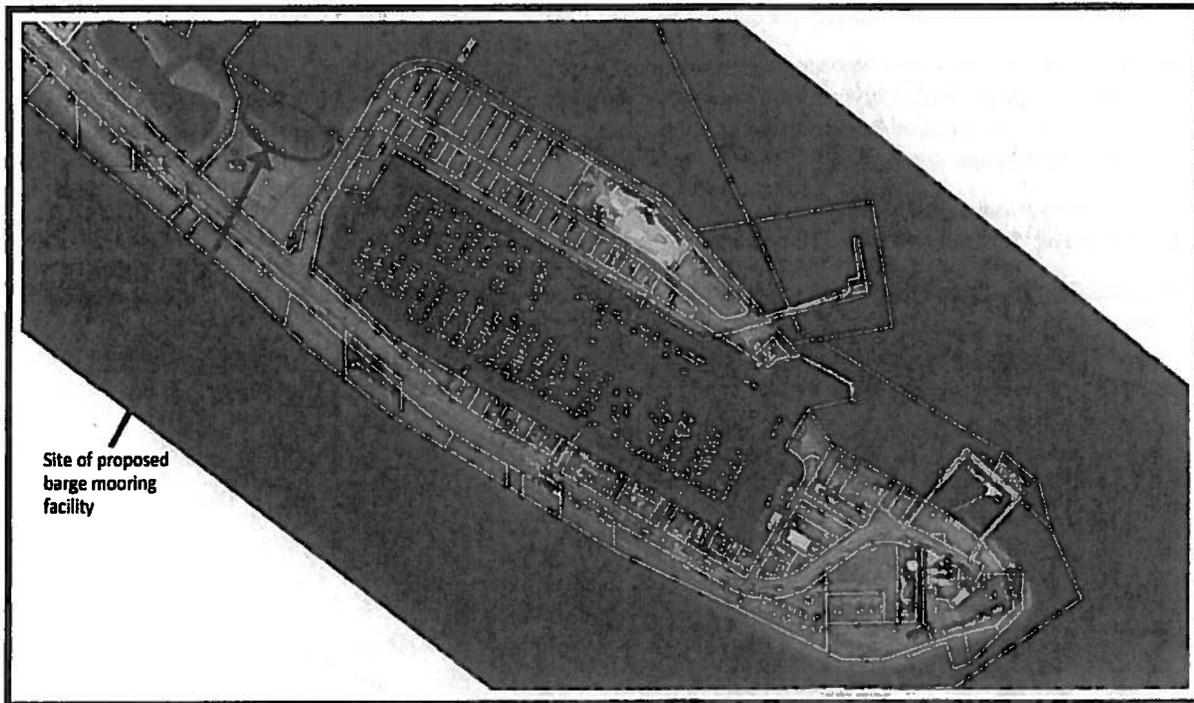
Barge Mooring Facility

PROJECT DESCRIPTION & BENEFIT: This project will meet the needs of existing Homer businesses and attract additional business by constructing a barge mooring facility at Lot TR 1A (east of the Fishing Lagoon). The mooring facility will consist of a row of four or five piles driven perpendicular to the beach, extending down through the tidal area, eliminating the necessity of an offshore anchor and allowing use at various tide levels. Barges and other large shallow-draft vessels will be able to moor at the site while undergoing maintenance/repair work. When used in conjunction with bollard moorings on the beach, the pile moorings will also allow long-term storage at the site.

Cost: \$400,000

Schedule: 2013

Priority: 2





City of Homer Capital Improvement Plan • 2012 - 2017

Deep Water/Cruise Ship Dock Expansion, Phase I

PROJECT DESCRIPTION & BENEFIT: The City of Homer is in the process of completing major infrastructure improvements that will help position Homer as the economic and transportation hub for the Kenai Peninsula.

To provide a full complement of cargo handling facilities at the Port of Homer, upgrades to the Deep Water Dock are necessary. Phase 1 of the project will widen the existing dock to 88 feet and increase overall length to 744 feet, and widen and strengthen the existing trestle. Later phases will expand the dock further, add a terminal building and other upland improvements, and add a rail for a 100-foot gauge gantry crane.

The facility will be capable of handling containerized freight delivery to the Kenai Peninsula, thus reducing cost of delivering materials and supplies to much of the Peninsula. In addition, it will provide staging for barged freight service to the Lake and Peninsula Borough via the Williamsport-Pile Bay Road or other facilities built to meet the needs of future resource development. The City has a 30-acre industrial site at the base of the dock which can support freight transfer operations.

This expanded dock facility will fulfill a contingency planning requirement under Homeland Security provisions. The Port of Anchorage, through which passes 90% of the cargo for the Alaska Railbelt areas and the Kenai Peninsula, is vulnerable. If the Port of Anchorage were to be shut down and/or incapacitated for any reason, the Port of Homer would become even more important as an unloading, staging, and transshipping port.

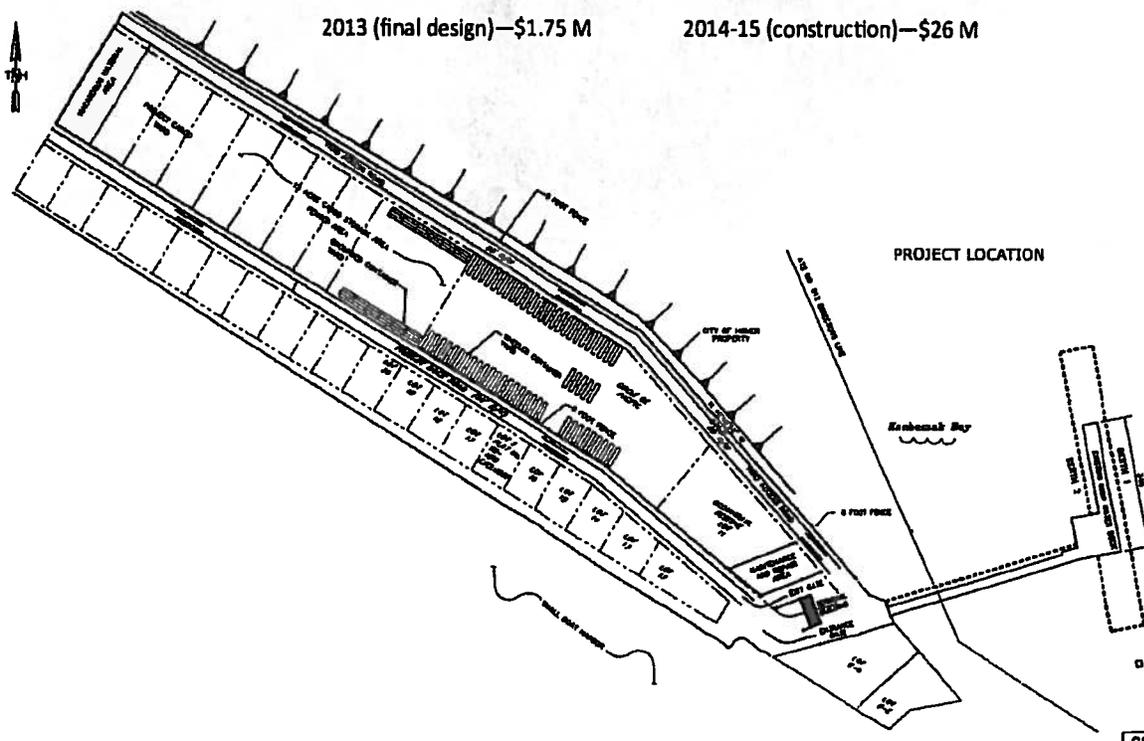
The dock expansion will also enhance cruise ship-based tourism in Homer, by providing moorage at the dock for two ships (a cruise ship and a smaller ship) at the same time, reducing scheduling conflicts.

PLANS & PROGRESS: In 2005 the City of Homer spent \$550,000 for cathodic protection of the existing dock and conceptual design of an expanded dock. \$2 million in federal transportation earmark funds was appropriated for the project for FY 2006, to prepare preliminary design and conduct further economic analysis. The Alaska Legislature appropriated an additional \$1 million for FY 2011. The Homer City Council has authorized the sale of \$2 million in bonds to help fund the construction of this project.

Schedule and Cost: 2012 (feasibility/preliminary design)—\$1.25 M

2013 (final design)—\$1.75 M

2014-15 (construction)—\$26 M



Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



City of Homer Capital Improvement Plan • 2012 - 2017

East Boat Harbor

PROJECT DESCRIPTION & BENEFIT: This project will construct a new harbor ranging in size from 11 to 15 acres. It would enhance harbor capabilities by:

- accommodating the large commercial vessels (fishing vessels, workboats, landing craft, tugs, barges, etc.) that are currently congesting the harbor at System 4 and System 5 transient floats, rafting two and three abreast due to shortage of moorage space at the floats, thus overstressing the floats;
- enabling Homer to accommodate and moor the additional 40 to 60 large commercial vessels that potentially would use Homer Harbor as a home port but which have in the past been turned away due to lack of space;
- providing a long-term solution to mooring problems the USCGC *Hickory* experiences on Pioneer Dock during the northeasterly storm surges and to the security problem faced by both the USCG cutters home-ported at Homer. These vessels are unable to maintain an adequate security zone around their current moorings in the existing small boat harbor (USCGC *Roanoke Island*) and on the Pioneer Dock west trestle (USCGC *Hickory*).

The Port of Homer and Homer Small Boat Harbor are regional facilities serving and supporting the northern Gulf of Alaska, Prince William Sound, Cook Inlet, and Kachemak Bay and are also a "place of refuge" for Gulf of Alaska, Cook Inlet, and Kennedy Entrance

marine traffic in event of severe weather or machinery malfunctions.



Several conceptual designs have been proposed for a new Homer boat harbor. This one would add a new basin with its own entrance adjacent to the existing Small Boat Harbor.

The proposed new harbor basin will be dredged to minus 20 feet Mean Lower Low Water (MLLW) to accommodate large commercial vessels so they will not touch bottom on the lowest tides of the year (minus 5.6 feet). It will need to be dredged to minus 22 feet MLLW in the entrance channel, fairway, and one side of the basin to accommodate the USCGC *Hickory* at the proposed Coast Guard float. The new basin will provide the security zone and private moorings for the U.S. Coast Guard vessels at one side and will accommodate the large, deep draft commercial vessels at the other side.

PLANS & PROGRESS: The Army Corps of Engineers completed a reconnaissance study in 2004 that indicated a federal interest in having a new harbor in Homer; however, subsequent analysis found that the

cost/benefit ratio was too low for the Corps to recommend the project. The City of Homer has requested a technical report from the Corps and is seeking funding from other sources.

Schedule and Cost: 2012- economic analysis
2013 (design and permitting)—\$1.52 million
2014 (breakwater construction and dredging)—\$78.5 million
2015-2016 (inner harbor improvements)—\$20.6 million

Priority Level 2

Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



End of the Road Wayside, Phase 1

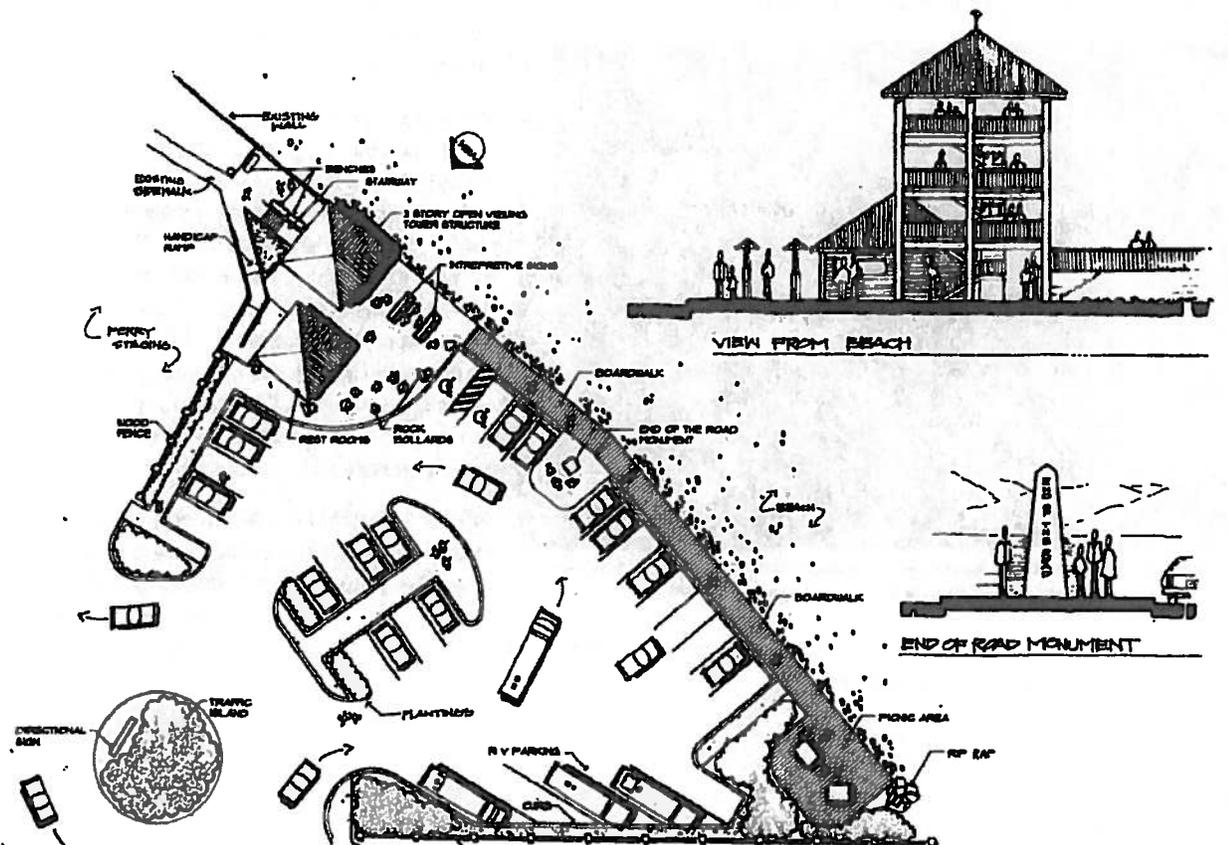
PROJECT DESCRIPTION & BENEFIT: An End of the Road wayside has been envisioned for the end of the Homer Spit (between the ferry terminal and Land's End) since the early 1990s. The City of Homer originally sought Federal Transportation Enhancement funding for the park, which was to be built in conjunction with a marine highway ticket office. But in 1995, the two projects were separated and the park was never built. Since that time, activity on the Homer Spit has increased dramatically, especially in the summer. It is time to replace the existing dusty parking lot with an attractive multi-purpose park that will include landscaping, provide comfortable seating, make the most of the view, and include pavement markings to facilitate traffic movement (e.g., turnarounds). Phase 2 of this project will construct a restroom facility.

PLANS & PROGRESS: The Alaska Departments of Transportation and Natural Resources have provided planning and design assistance in the past for this project, which was expected to serve as the terminus for the Homer Spit Trail. The City of Homer received FY 2010 funding to complete the Spit Trail from the fishing lagoon to the ferry terminal. It is possible that some of that funding can be used for improvements at End of the Road Wayside.

Total cost: \$1,075,000

Schedule: 2014

Priority Level 2



This design for End of the Road Park prepared by ADOT in 1994 features a boardwalk, landscaping, picnic area, restrooms, interpretive signs, and viewing tower along with paved parking.

Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



City of Homer Capital Improvement Plan • 2012 - 2017

Fish Dock Restroom Expansion

PROJECT DESCRIPTION & BENEFIT: This project will take advantage of new space available on the Fish Dock to meet the need for expanded restroom facilities used by commercial fishermen, cash buyers, dock workers, truck drivers, and others who catch, unload, process, and transport millions of pounds of seafood across the dock annually.

In 2011, a new crane access (card reader) system was installed at the Fish Dock, completely replacing the old system which occupied approximately 86 square feet next to the existing restroom. This space is now available for expansion of the restroom.

PLANS & PROGRESS: \$86,000 is available in grant funds to cover project costs.

Cost: \$86,000

Schedule: 2012

Priority Level 1



The Homer Fish Dock is one of the busiest places in the Homer harbor.

Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



Fishing Lagoon Improvements

PROJECT DESCRIPTION & BENEFIT: The Nick Dudiak Fishing Lagoon located on the Homer Spit (also known as the "Fishing Hole") is a man-made marine embayment approximately 5 acres in size that is annually stocked with king and silver salmon smolts to provide sport fishing opportunity. This proposed dredging and bank stabilization project is needed to improve water conditions and salmon returns to the Fishing Lagoon.

The stocking program provides a local, road accessible, shore-based salmon fishery that attracts a wide array of sport anglers, including handicapped accessible and youth-only fishing opportunities. Salmon fishing at the Nick Dudiak Fishing Lagoon brings visitors to Homer throughout the summer and is also popular with city residents. This outdoor recreational activity helps stimulate and diversify local businesses and the economy. During the summer when salmon are returning, up to 250 bank anglers have been present at any one time between 7 a.m. and 10 p.m.

The parking area, shoreline, and tide line 17 feet above mean high water are owned by the City of Homer. Below mean high water, the tidelands and water are owned by the State of Alaska. The City of Homer, Homer Chamber of Commerce, Alaska Fish and Game, and many other supporters have worked to ensure robust salmon runs in the lagoon. In 1990, the City of Homer, South Peninsula Sportsmans Association, and Alaska Department of Fish and Game were co-recipients of a national award recognizing the Nick Dudiak Fishing Lagoon as the best fishery enhancement project in the nation.

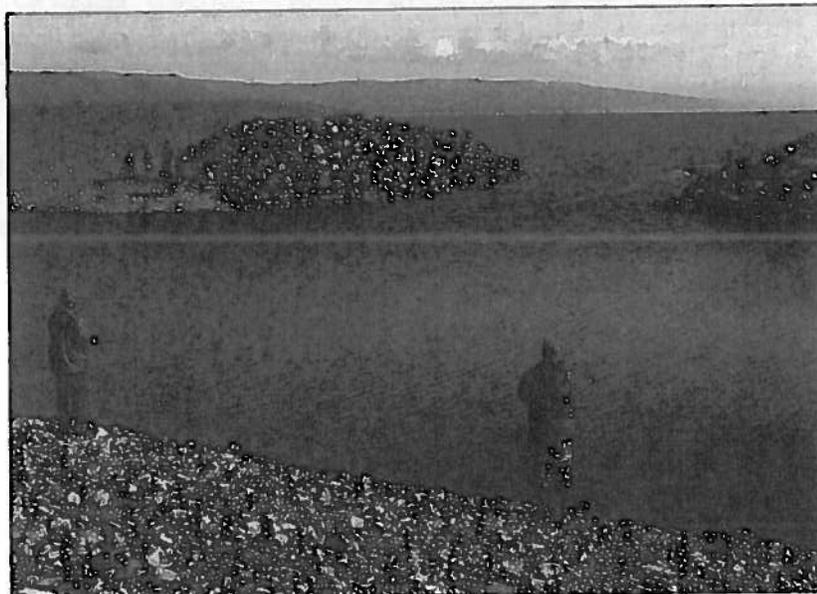
The Nick Dudiak Fishing Lagoon must be dredged to restore the original depth profile of the lagoon and stabilize the inner basin slope to mitigate future sediment filling. The conditions inside the lagoon now favor algal blooms harmful to young fish imprinting to the area while being held in net pens. Recent below-average salmon runs to the lagoon and associated decrease in sport fishing effort are partially attributed to these harmful blooms. In 2009, 2010, and 2011, algal blooms caused young fish to die and delayed stocking, which negatively impacts success of the stocking program.

Hardening of the outer banks and dredging of some small areas of the lagoon occurred in the past 12 years. Now approximately 3 feet of sediment needs to be dredged from the entire lagoon to improve water conditions and fish health.

Total cost: \$255,000

Schedule: 2013

Priority Level 1



Significant improvements were accomplished at the Fishing Lagoon in 2010, including removing a gravel bar that had formed at the north side of the entrance and rebuilding the north berm with armor rock. Additional dredging work is needed now.

Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



Harbor Sheet Pile Loading Dock

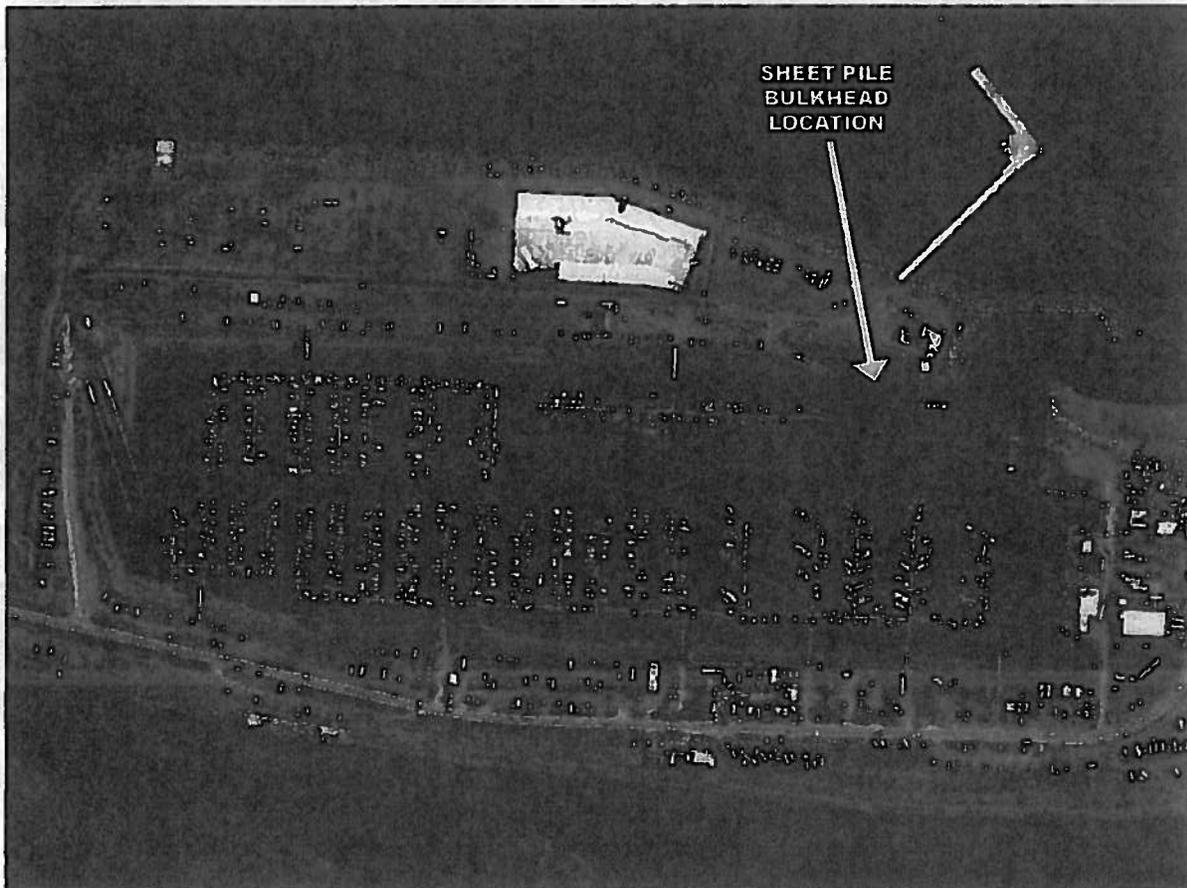
PROJECT DESCRIPTION & BENEFIT: This project will construct a sheet pile loading pier between the existing barge ramp and the fuel dock on the east side of the Small Boat Harbor. It is estimated that the dock will be 225 feet long and dredged to -17 feet. This dock would be used to transfer heavy loads by crane onto barges and landing crafts. It would also serve as mooring for large shallow-draft vessels that are now mooring on the System 5 float. The project will stimulate the shipping and freight sectors of the local economy, creating jobs and providing revenues for Port & Harbor operations.

This project was first identified as a need at the time the State of Alaska transferred ownership of the harbor to the City of Homer in 1999. However, it was dropped from the TORA harbor improvement project list because it was not a repair or replacement item but rather a completely new facility.

Cost: \$400,000

Schedule: 2013

Priority: 2



Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



Harbor Improvement Revenue Bond Projects

PROJECT DESCRIPTION & BENEFIT: This project will utilize municipal revenue bonds along with state and federal grant funds to accomplish six significant harbor improvement projects:

- **Port & Harbor Building**—will replace the existing Port & Harbor building (Harbormaster's Office) constructed in 1983. The building is substandard with electrical, lighting, and heating deficiencies, and does not meet codes and standards for occupancy as an office building. The new building is being planned as overslope development. Cost: \$2,875,000.
- **Harbor Entrance Erosion Control**—will construct a rock revetment to replace the badly damaged and disintegrating log cribbing that was installed as a temporary erosion control measure in 1995. Rip-rap revetment would extend 935 feet from the jetty entrance of the harbor to the existing revetment near the Ferry Terminal, providing critical shore/infrastructure protection. Cost: \$600,000.
- **Ramp 3 Gangway and Approach**—will replace the existing Ramp 3 which dates back to the mid-1960s. This ramp is the steepest ramp in the harbor and difficult to use during very low tides. At 100 feet long, the new ramp will be less steep and therefore ADA compliant. It will be constructed of aluminum and covered by an awning to keep it snow and ice-free for year-round access. The existing Ramp 3 approach, a long narrow wooden structure in poor condition, will also be replaced. Cost: \$1,700,000.
- **Harbor Float Replacement**—will replace some of the oldest and most badly damaged floats in the harbor. These floats are plagued by worn and irregular walking surfaces, bull rails in need of replacement, ice damage to pilings, and broken sidewalks with exposed flotation. A total of 1,706 linear feet will be replaced: A Float, connecting E-J; J Float, R Float, and S Float. Cost: \$3,500,000.
- **Upgrade System 5 – Vessel Shore Power and Water**—will provide System 5, the large vessel float system in the Homer Harbor, with additional power pedestals and a year-round fresh water supply to meet the needs of the large vessel fleet and attract new vessels to be home-ported in Homer. Cost: \$530,000.
- **Load and Launch Ramp**—will reconstruct the entire Load and Launch Ramp facility, replacing all five lanes along with the floats and piles. The existing ramp is suffering from age-related wear and tear and has been judged by the Alaska Dept. of Fish and Game to be in need of replacement. The facility serves small boaters from all over south-central Alaska. Cost: \$3,500,000.

PLANS & PROGRESS: 80% of design and engineering funds have been procured through a Denali Commission Waterfront Development grant for three of the projects: Ramp 3 Gangway and Approach, Harbor Float Replacement, and System 5 Upgrade. The same three projects are also eligible for an Alaska Municipal Harbor Facility grant, which would cover 50% of construction costs. Local revenue bonds can be used to meet the 50% match requirement for this grant program. Load and Launch Ramp reconstruction may be accomplished with a Federal Aid in Sport Fish Restoration Act grant together with state matching funds (provided through the Dept. of Fish and Game).

Total Project Cost: \$12,705,000

Amount covered by existing or projected grant funds = \$6,530,000 as follows:

\$440,000 (Denali Commission grant – already secured)

\$3,377,500 (Municipal Harbor Facility grant – to be requested after revenue bond sale is approved)

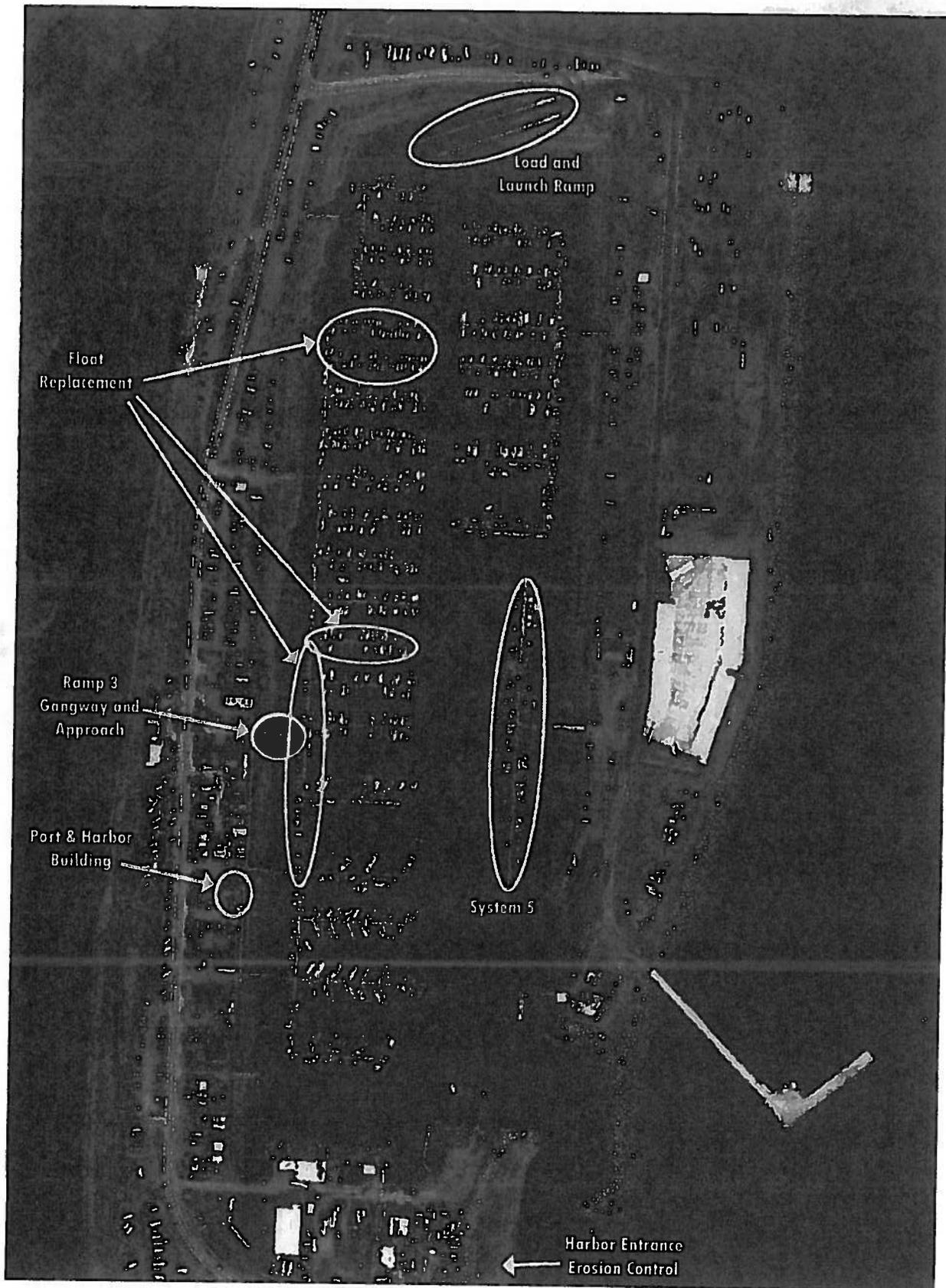
\$2,712,500 (Federal Aid in Sport Fish Restoration Act funds plus state Fish and Game funds)

Remaining (local responsibility) = \$6,175,000

Schedule: 2012-2014

Priority Level: 1

Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121





HH Float Improvements

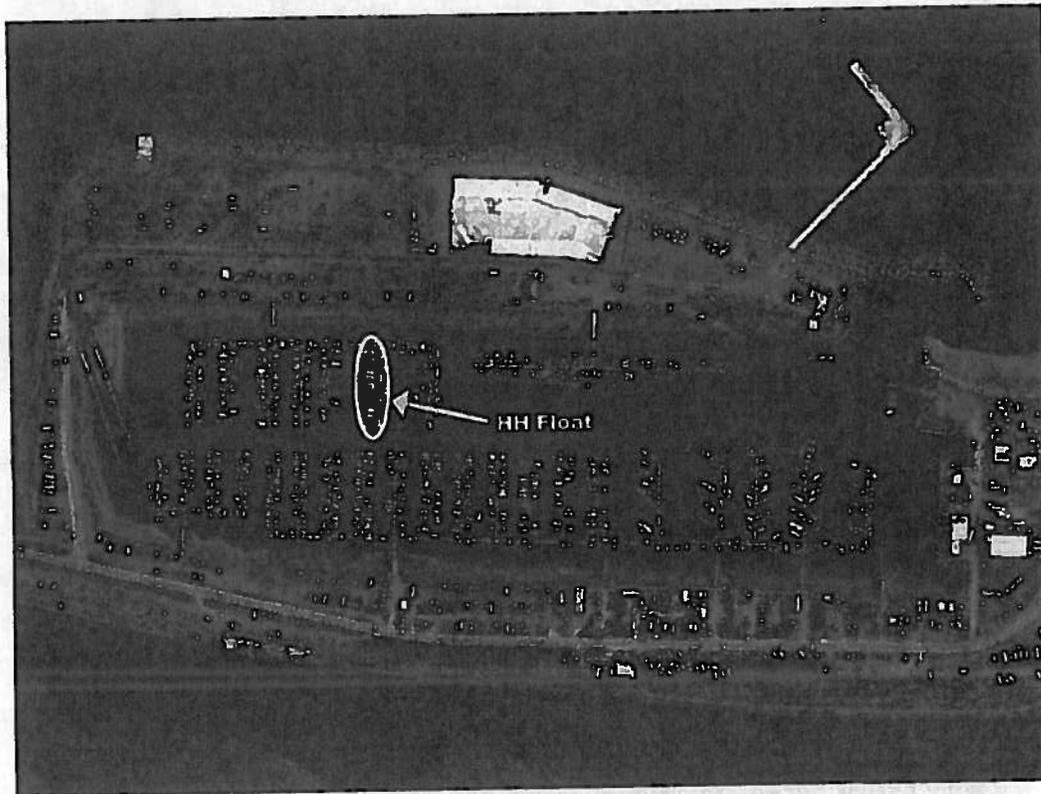
PROJECT DESCRIPTION & BENEFIT: The HH Float in the Homer Small Boat Harbor was part of the original harbor construction in 1964 and is in very poor condition. This project will replace HH with a new float system that provides 50-foot stalls on one side (same as existing HH float) and 60-foot stalls on the other side. The 60-foot stalls would also be extra wide to accommodate wider specialty fishing vessels (e.g., 58-foot super longliners) and pleasure craft that are appearing with increased frequency in the harbor. Deeper dredging will likely be required to accommodate the deeper-draft vessels.

It can be expected that the larger stalls will help attract additional boats and encourage them to home-port in Homer, thus increasing Port & Harbor revenues. The new float will be equipped with modern amenities, e.g., shore power and water. Stall fees for the wide-berth stalls will reflect the increased size and amenities.

Cost: \$3 million

Schedule: 2015

Priority: 2



Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



City of Homer Capital Improvement Plan • 2012 - 2017

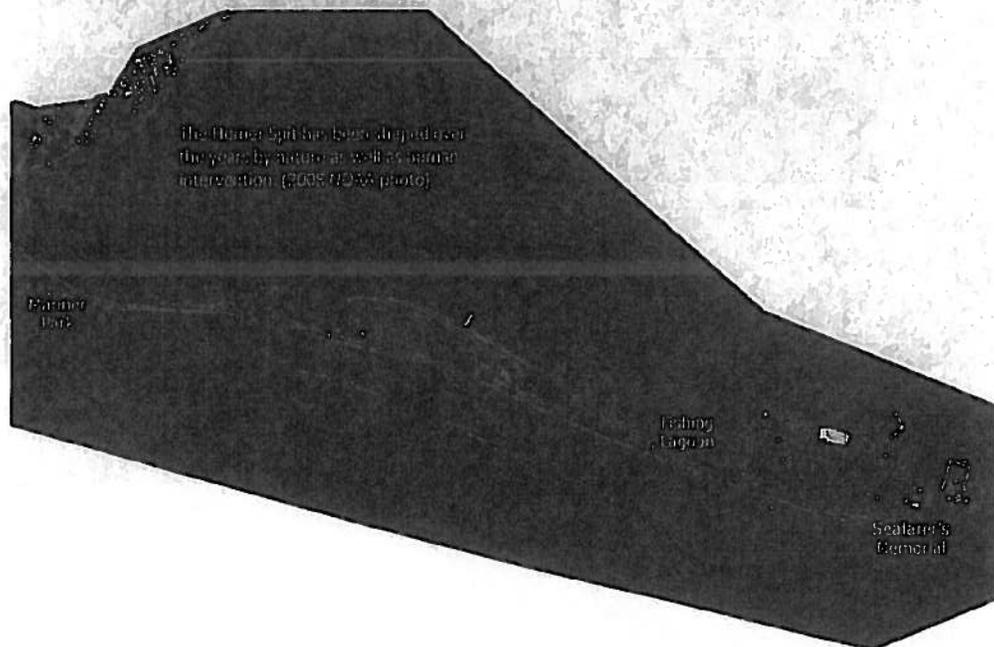
**Homer Spit Dredged Material
Beneficial Use Project**

PROJECT DESCRIPTION & BENEFIT: The purpose of this project is to dispose of dredged material from the entrance of the Small Boat Harbor and the Pioneer Dock berth in a beneficial manner. The material will be used to replenish eroded material along the beaches of the Spit and create additional parking pads on the Spit. The beach replenishment points would be at Mariner Park (replenishing beaches on the west side of the Spit) and just north of the Fishing Lagoon (replenishing beaches on the east side of the Spit). The new parking pads would be created at two locations: one between the Seafarer’s Memorial and the east end of the nearby boardwalk complex, and the other between the west end of the same boardwalk and the next boardwalk to the west. The material will be placed on the beaches as part of the Army Corps of Engineers’ dredging/disposal operations. (Hauling costs would be supplemented by Harbor Funds when hauling to Mariner Park). Material incorporated into the parking pads will be placed as part of the Corps’ dredging/disposal operations; additional City funds will be required to spread, cap and place riprap along the beach where fill is placed near or in the tidal zone. A Corps permit will be needed to accomplish this work.

Schedule: The beach replenishment work would be completed over a ten year period; the parking pads would be constructed over a three year period. Beneficial use of dredged material would begin in 2012 and be completed by 2021.

Cost:	2012	\$ 10,000 – Spread available material in upland parking pad areas
	2013-14	\$ 20,000 – Place and compact all needed material to create parking pads
		\$675,000 – Install 3000 CY of riprap on slopes
		<u>\$ 95,000</u> – Install gravel cap on parking pad area
Total Construction =		\$800,000
Design/Inspection =		\$ 90,000
Contingency =		<u>\$ 90,000</u>
Total Project Cost =		\$980,000

Priority Level: 2



Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



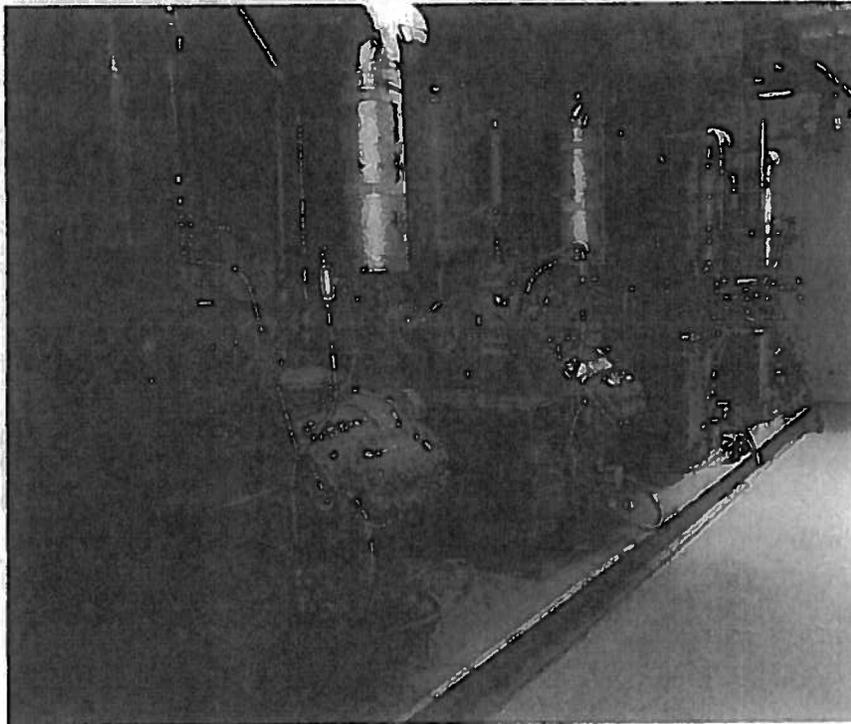
Ice Plant Upgrade

PROJECT DESCRIPTION & BENEFIT: The ice plant at the Fish Dock is a critical component of the overall Port and Harbor enterprise, providing more than 4 tons of flake ice each year to preserve the quality of more than 20 million pounds of salmon, halibut, sablefish, and pacific cod landed at the Port of Homer. Built in 1983, the ice plant is in serious need of an upgrade to increase efficiency and reduce operating costs. This project will replace six of the seven old compressors within the ice plant with two new state-of-the-art high efficiency refrigeration compressors.

Cost: \$500,000

Schedule: 2013

Priority: 2



Four of the Ice Plant's aging compressors are shown here.

Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



Marine Ways Large Vessel Haulout Facility

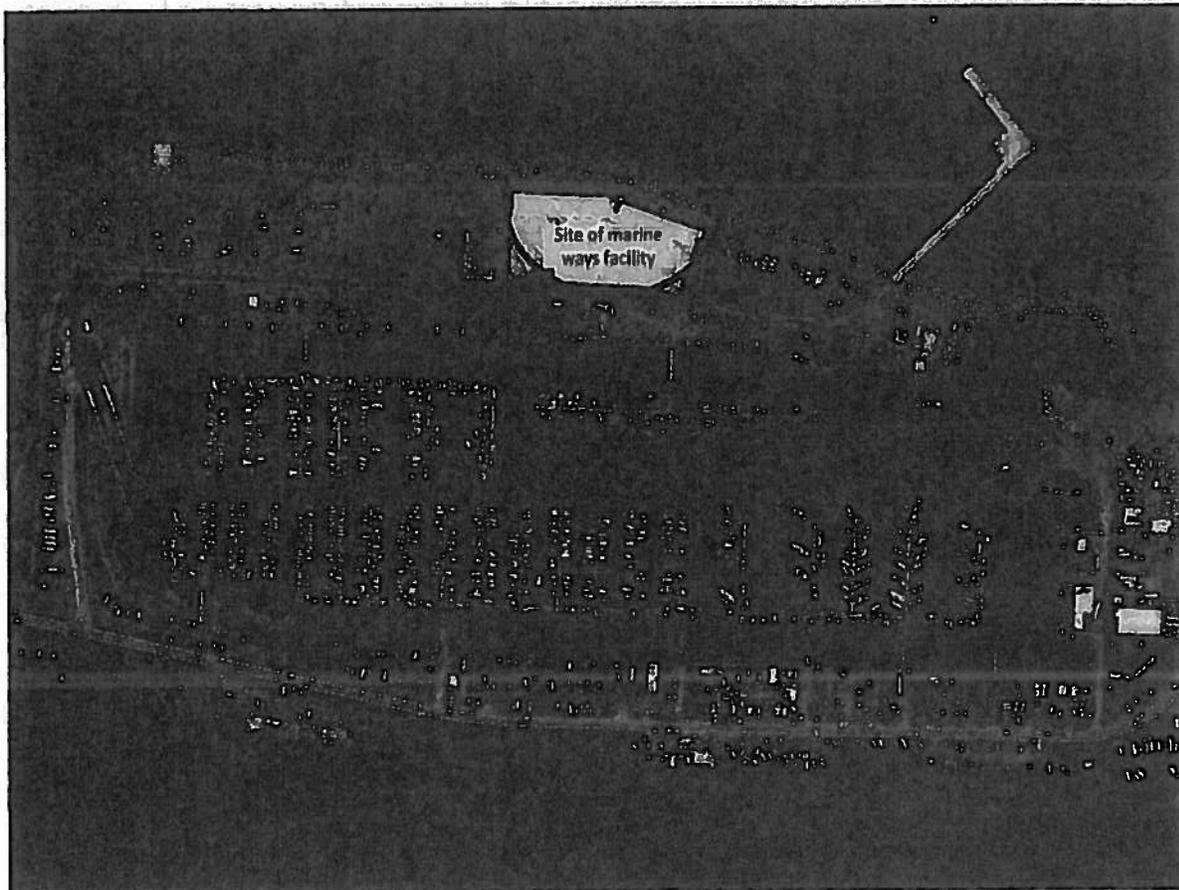
PROJECT DESCRIPTION & BENEFIT: This project will construct a "marine ways" ramp by which large vessels (over 70 tons) can be pulled from the water on rails and dry-docked for maintenance, inspection, and repairs; utilizing the existing 5-acre concrete pad at Lot 12. Currently there are no private facilities in Homer capable of hauling out vessels of this size. With construction of the marine ways facility, the Port of Homer would also be able to serve large freight barges that require inspections in order to be Coast Guard certified for their trade.

Since the wood chip business that formerly used Lot 12 left Homer, the lot and its concrete pad have been underutilized. Construction of the marine ways facility will accomplish a project that has been discussed for years and capitalize on the marine trades skill set that already exists in Homer. It is estimated that the facility would eventually support at least 50 full-time, long-term jobs.

Cost: \$3 million

Schedule: 2013

Priority: 2



Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



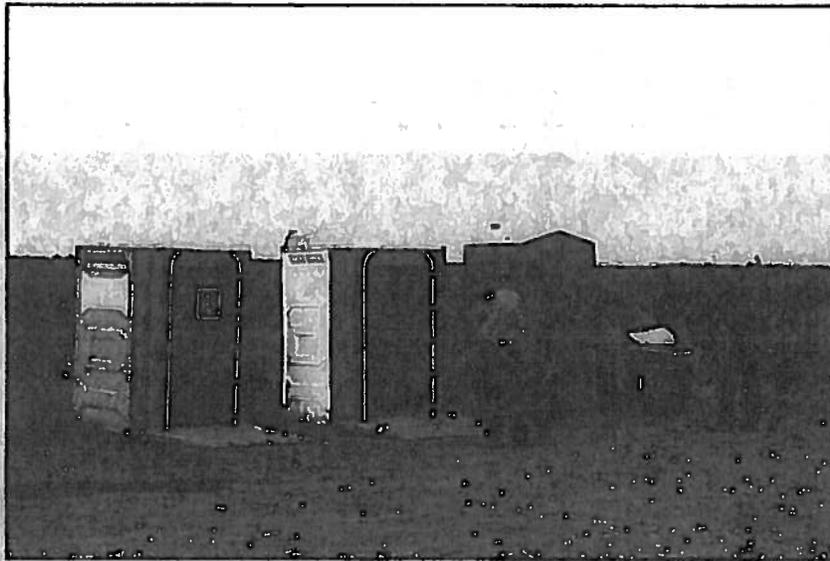
Mariner Park Restroom

PROJECT DESCRIPTION & BENEFIT: As one of Homer's most popular recreation areas, Mariner Park attracts campers, beach walkers, kite-flyers, Spit Trail users, birders, people with dogs, and others who come to enjoy the views and open-air recreation opportunities. This project will accomplish the most pressing need at Mariner Park: the construction of a plumbed restroom to better meet the needs of campers and beach walkers during the busy summer months.

Cost: \$475,000

Schedule: 2013

Priority Level 1



The outhouses at Mariner Park campground get heavy use during the summer season.

Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



City of Homer Capital Improvement Plan • 2012 - 2017

Truck Loading Facility Upgrades at Fish Dock

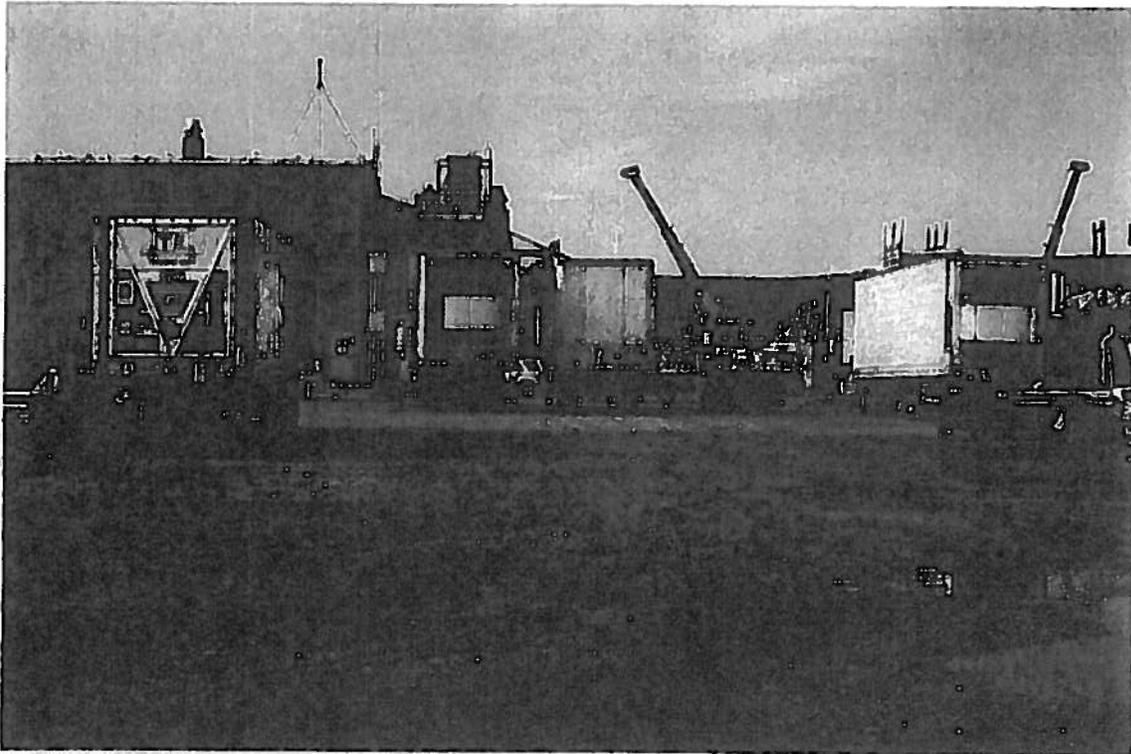
PROJECT DESCRIPTION & BENEFIT: Approximately 22 million pounds of fish are landed at the Homer Fish Dock each year and loaded onto trucks. The resulting truck traffic, fork lift traffic, and human traffic creates considerable congestion as fish buyers jockey for space to set up portable loading ramps. Lack of adequate drainage in the area creates further problems as the vehicles must maneuver in soft and often muddy conditions.

This project will construct a loading dock to facilitate the loading of fish onto trucks. In addition, it will provide for paving of Lot 12-B and other improvements to address the drainage problems that impact the area now.

Cost: \$300,000

Schedule: 2014

Priority: 2



Currently at the Fish Dock, fish buyers have to contend with a muddy lot and lack of a loading dock to facilitate the transfer of fish to trucks.

Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



City of Homer

Port / Harbor

4350 Homer Spit Road
Homer, Alaska 99603-8005

Telephone (907) 235-3160
Fax (907) 235-3152
E-mail port@ci.homer.ak.us
Web Site <http://port.ci.homer.ak.us>

MEMORANDUM

TO: PORT & HARBOR ADVISORY COMMISSION
FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER
DATE: NOVEMBER 28, 2011
RE: PORT COMMISSION QUESTION: WHY CAN'T VESSEL OWNERS PAY ANNUAL OR SEMI-ANNUAL MOORAGE IN MONTHLY INSTALLMENTS?

One of the biggest challenges for any municipally owned Port and Harbor is billing and collections. Our mission is to apply customer use fees equitably to all Port and Harbor users. The sheer number of accounts and transactions we process dictate the need to simplify the billing process as much as possible while maintaining accuracy.

If the attached Port & Harbor Moorage Rate sheet is studied from left to right, you will see that Homer's moorage is based on cost per foot multiplied by the length overall of the vessel. Please note that annual moorage has the least cost per foot rate, semi-annual is next, then monthly and finally daily, which is the most expensive rate on our schedule. Also note that there is a savings using the prepaid option on monthly and daily moorage. This is an important item built into the system to encourage vessel owners to (1) register their vessels with the harbor office and (2) pay their moorage bills on time.

Over the years I have had many conversations with other harbormasters and harbor administrative personnel on the subject of moorage and compared the various rate models. There is never going to be one fee schedule that will please all our customers; but, our goal is to find a compromise that upholds our Mission's goals and that will not result in excessive staff time to administer. The bottom line from our office is the bills must be accurate, fair, and delivered on time, every time. It is what our customers expect. Any business owner will tell you that the accounts receivable and/or delinquent accounts will either make or break you in the end.

Homer's fee schedule has been carefully designed to encourage the vessel owner to purchase as large a block of moorage as they feel they will need ahead of time. By design, this lowers our delinquent/bad debt accounts, helps to lower staff time needed to administer these fees, and increases sales of annual and semi-annual moorage. The built-in late payment penalty fee also helps reduce our delinquent accounts.

By offering a rate for annual, semi-annual, monthly and daily moorage, the Homer Harbor does in fact work to meet the needs of our customer's varied use of the harbor facility. I believe the real question being asked here is "why can't I get the less expensive annual rate or semi-annual rate amortized down to a monthly schedule?" The answer to that is, in doing so it would defeat the purpose of Homer's Moorage Rate Schedule which encourages the use of the harbor on an annual basis. The fiscal impact of a change like this would be difficult to determine but I feel it would be significant. The effect to Administrative staff would be that we would end up trying to manage and collect much of our transient moorage on a month to month basis. What happens when Mr. X misses his monthly payment? Do we call him? Should we apply a fine? This change would take what is now one transaction and turn it into multiple transactions causing an unnecessary increase of staff time for what in the end comes out to the same revenue.

Below are some statistics regarding our monthly billing and collections transactions for transient vessels and our reserved stall and stall wait lists.

Transient Vessels

- Year to date, average number of transient vessels in the harbor by month: **505**
- Highest: June with **852** transient vessels
- Lowest: February with **135** transient vessels
- Note: transient vessels prepay or are billed out for moorage

Reserved Stalls

- Reserved stalls in Homer Harbor currently being leased: **755**
- Note: Reserved stalls are paid annually in October

Reserved Stall Offers 2011-2012

	<u>18'</u>	<u>20'</u>	<u>24'</u>	<u>32'</u>	<u>40'</u>	<u>50'</u>	<u>75'</u>
# of New Stalls Offered	1	4	47	56	7	3	0
# of New Stalls Accepted	1	3	39	50*	7	3	0
# of People on Stall Wait List (as of 11/28/11)	0	1	7	26	24	15	5

*estimated due to pending new stall offers

Transactions

- Year to date, the office averages **706.3** transactions per month for all harbor activity. This does not include normal office counter traffic or telephone calls.
- Highest transaction month: June with **1,167** transactions
- Lowest transaction month: February with **207** transactions

Attached: City of Homer Harbor Moorage Rate Sheet

Commodity Rate		\$35.22	\$23.60	\$5.99	\$1.06	Effective 1/1/11										
Administration Rate		\$50.00	\$33.50	\$8.50	\$1.50											
Sales Tax Rate		7.50%	7.50%	7.50%	7.50%											
				67%		17%								3.00%		
Boat length	Yearly	Sales Tax	Total Yearly	Semi-annual	Sales Tax	Total Semi-Annual	Billed MNTH	Sales Tax	Total Billed MN	Prepay MNTH	Sales Tax	Total Prepaid MN	Daily	Sales Tax	Total Daily	Total Prep Daily
41	1494.02	112.05	1606.07	1001.10	75.08	1076.18	254.09	19.06	273.15	233.59	17.52	251.11	44.96	3.37	48.33	3.00
42	1529.24	114.69	1643.93	1024.70	76.85	1101.55	260.08	19.51	279.59	239.08	17.93	257.01	46.02	3.45	49.47	3.08
43	1564.46	117.33	1681.79	1048.30	78.62	1126.92	266.07	19.96	286.03	244.57	18.34	262.91	47.08	3.53	50.61	3.16
44	1599.68	119.98	1719.66	1071.90	80.39	1152.29	272.06	20.40	292.46	250.06	18.75	268.81	48.14	3.61	51.75	3.24
45	1634.90	122.62	1757.52	1095.50	82.16	1177.66	278.05	20.85	298.90	255.55	19.17	274.72	49.20	3.69	52.89	3.32
46	1670.12	125.26	1795.38	1119.10	83.93	1203.03	284.04	21.30	305.34	261.04	19.58	280.62	50.26	3.77	54.03	3.39
47	1705.34	127.90	1833.24	1142.70	85.70	1228.40	290.03	21.75	311.78	266.53	19.99	286.52	51.32	3.85	55.17	3.47
48	1740.56	130.54	1871.10	1166.30	87.47	1253.77	296.02	22.20	318.22	272.02	20.40	292.42	52.38	3.93	56.31	3.55
49	1775.78	133.18	1908.96	1189.90	89.24	1279.14	302.01	22.65	324.66	277.51	20.81	298.32	53.44	4.01	57.45	3.63
50	1811.00	135.83	1946.83	1213.50	91.01	1304.51	308.00	23.10	331.10	283.00	21.23	304.23	54.50	4.09	58.59	3.71
51	1846.22	138.47	1984.69	1237.10	92.78	1329.88	313.99	23.55	337.54	288.49	21.64	310.13	55.56	4.17	59.73	3.79
52	1881.44	141.11	2022.55	1260.70	94.55	1355.25	319.98	24.00	343.98	293.98	22.05	316.03	56.62	4.25	60.87	3.87
53	1916.66	143.75	2060.41	1284.30	96.32	1380.62	325.97	24.45	350.42	299.47	22.46	321.93	57.68	4.33	62.01	3.95
54	1951.88	146.39	2098.27	1307.90	98.09	1405.99	331.96	24.90	356.86	304.96	22.87	327.83	58.74	4.41	63.15	4.03
55	1987.10	149.03	2136.13	1331.50	99.86	1431.36	337.95	25.35	363.30	310.45	23.28	333.73	59.80	4.49	64.29	4.11
56	2022.32	151.67	2173.99	1355.10	101.63	1456.73	343.94	25.80	369.74	315.94	23.70	339.64	60.86	4.56	65.42	4.19
57	2057.54	154.32	2211.86	1378.70	103.40	1482.10	349.93	26.24	376.17	321.43	24.11	345.54	61.92	4.64	66.56	4.27
58	2092.76	156.96	2249.72	1402.30	105.17	1507.47	355.92	26.69	382.61	326.92	24.52	351.44	62.98	4.72	67.70	4.35
59	2127.98	159.60	2287.58	1425.90	106.94	1532.84	361.91	27.14	389.05	332.41	24.93	357.34	64.04	4.80	68.84	4.43
60	2163.20	162.24	2325.44	1449.50	108.71	1558.21	367.90	27.59	395.49	337.90	25.34	363.24	65.10	4.88	69.98	4.51
61	2198.42	164.88	2363.30	1473.10	110.48	1583.58	373.89	28.04	401.93	343.39	25.75	369.14	66.16	4.96	71.12	4.59
62	2233.64	167.52	2401.16	1496.70	112.25	1608.95	379.88	28.49	408.37	348.88	26.17	375.05	67.22	5.04	72.26	4.67
63	2268.86	170.16	2439.02	1520.30	114.02	1634.32	385.87	28.94	414.81	354.37	26.58	380.95	68.28	5.12	73.40	4.75
64	2304.08	172.81	2476.89	1543.90	115.79	1659.69	391.86	29.39	421.25	359.86	26.99	386.85	69.34	5.20	74.54	4.83
65	2339.30	175.45	2514.75	1567.50	117.56	1685.06	397.85	29.84	427.69	365.35	27.40	392.75	70.40	5.28	75.68	4.91
66	2374.52	178.09	2552.61	1591.10	119.33	1710.43	403.84	30.29	434.13	370.84	27.81	398.65	71.46	5.36	76.82	4.98
67	2409.74	180.73	2590.47	1614.70	121.10	1735.80	409.83	30.74	440.57	376.33	28.22	404.55	72.52	5.44	77.96	5.06
68	2444.96	183.37	2628.33	1638.30	122.87	1761.17	415.82	31.19	447.01	381.82	28.64	410.46	73.58	5.52	79.10	5.14
69	2480.18	186.01	2666.19	1661.90	124.64	1786.54	421.81	31.64	453.45	387.31	29.05	416.36	74.64	5.60	80.24	5.22
70	2515.40	188.66	2704.06	1685.50	126.41	1811.91	427.80	32.09	459.89	392.80	29.46	422.26	75.70	5.68	81.38	5.30
71	2550.62	191.30	2741.92	1709.10	128.18	1837.28	433.79	32.53	466.32	398.29	29.87	428.16	76.76	5.76	82.52	5.38
72	2585.84	193.94	2779.78	1732.70	129.95	1862.65	439.78	32.98	472.76	403.78	30.28	434.06	77.82	5.84	83.66	5.46
73	2621.06	196.58	2817.64	1756.30	131.72	1888.02	445.77	33.43	479.20	409.27	30.70	439.97	78.88	5.92	84.80	5.54
74	2656.28	199.22	2855.50	1779.90	133.49	1913.39	451.76	33.88	485.64	414.76	31.11	445.87	79.94	6.00	85.94	5.62
75	2691.50	201.86	2893.36	1803.50	135.26	1938.76	457.75	34.33	492.08	420.25	31.52	451.77	81.00	6.08	87.08	5.70
76	2726.72	204.50	2931.22	1827.10	137.03	1964.13	463.74	34.78	498.52	425.74	31.93	457.67	82.06	6.15	88.21	5.78
77	2761.94	207.15	2969.08	1850.70	138.80	1989.50	469.73	35.23	504.96	431.23	32.34	463.57	83.12	6.23	89.35	5.86

Commodity Rate		\$35.22	\$23.60	\$5.99	\$1.06	Effective 1/1/11												
Administration Rate		\$50.00	\$33.50	\$8.50	\$1.50													
Sales Tax Rate		7.50%	7.50%	7.50%	7.50%													
				67%		17%												
						3.00%												
Boat length	Yearly	Yearly	Total Yearly	Semi-annual	Sales Tax	Total Semi-Annual	Billed Mnth	Sales Tax	Total Billed MN	Prepay Mnth	Sales Tax	Total Prepaid MN	Total Daily	Ppd Daily	Sales Tax	Total Daily	Total Prep Daily	
78	2797.16	209.79	3006.95	1874.30	140.57	2014.87	475.72	35.68	511.40	436.72	32.75	469.47	90.49	79.18	6.31	90.49	5.94	85.12
79	2832.38	212.43	3044.81	1897.90	142.34	2040.24	481.71	36.13	517.84	442.21	33.17	475.38	91.63	80.24	6.39	91.63	6.02	86.26
80	2867.60	215.07	3082.67	1921.50	144.11	2065.61	487.70	36.58	524.28	447.70	33.58	481.28	92.77	81.30	6.47	92.77	6.10	87.40
81	2902.82	217.71	3120.53	1945.10	145.88	2090.98	493.69	37.03	530.72	453.19	33.99	487.18	93.91	82.36	6.55	93.91	6.18	88.54
82	2938.04	220.35	3158.39	1968.70	147.65	2116.35	499.68	37.48	537.16	458.68	34.40	493.08	95.05	83.42	6.63	95.05	6.26	89.68
83	2973.26	222.99	3196.25	1992.30	149.42	2141.72	505.67	37.93	543.60	464.17	34.81	498.98	96.19	84.48	6.71	96.19	6.34	90.82
84	3008.48	225.64	3234.12	2015.90	151.19	2167.09	511.66	38.37	550.03	469.66	35.22	504.88	97.33	85.54	6.79	97.33	6.42	91.96
85	3043.70	228.28	3271.98	2039.50	152.96	2192.46	517.65	37.50	551.15	475.15	35.64	510.79	98.47	86.60	6.87	98.47	6.50	93.10
86	3078.92	230.92	3309.84	2063.10	154.73	2217.83	523.64	37.50	561.14	480.64	36.05	516.69	99.61	87.66	6.95	99.61	6.57	94.23
87	3114.14	233.56	3347.70	2086.70	156.50	2243.20	529.63	37.50	567.13	486.13	36.46	522.59	100.75	88.72	7.03	100.75	6.65	95.37
88	3149.36	236.20	3385.56	2110.30	158.27	2268.57	535.62	37.50	573.12	491.62	36.87	528.49	101.89	89.78	7.11	101.89	6.73	96.51
89	3184.58	238.84	3423.42	2133.90	160.04	2293.94	541.61	37.50	579.11	497.11	37.28	534.39	103.03	90.84	7.19	103.03	6.81	97.65
90	3219.80	241.49	3461.29	2157.50	161.81	2319.31	547.60	37.50	585.10	502.60	37.70	540.30	104.17	91.90	7.27	104.17	6.89	98.79
91	3255.02	244.13	3499.15	2181.10	163.58	2344.68	553.59	37.50	591.09	508.09	38.11	546.20	105.31	92.96	7.35	105.31	6.97	99.93
92	3290.24	246.77	3537.01	2204.70	165.35	2370.05	559.58	37.50	597.08	513.58	38.52	552.10	106.45	94.02	7.43	106.45	7.05	101.07
93	3325.46	249.41	3574.87	2228.30	167.12	2395.42	565.57	37.50	603.07	519.07	37.50	556.57	107.59	95.08	7.51	107.59	7.13	102.21
94	3360.68	252.05	3612.73	2251.90	168.89	2420.79	571.56	37.50	609.06	524.56	37.50	562.06	108.73	96.14	7.59	108.73	7.21	103.35
95	3395.90	254.69	3650.59	2275.50	170.66	2446.16	577.55	37.50	615.05	530.05	37.50	567.55	109.87	97.20	7.67	109.87	7.29	104.49
96	3431.12	257.33	3688.45	2299.10	172.43	2471.53	583.54	37.50	621.04	535.54	37.50	573.04	111.00	98.26	7.74	111.00	7.37	105.63
97	3466.34	259.98	3726.32	2322.70	174.20	2496.90	589.53	37.50	627.03	541.03	37.50	578.53	112.14	99.32	7.82	112.14	7.45	106.77
98	3501.56	262.62	3764.18	2346.30	175.97	2522.27	595.52	37.50	633.02	546.52	37.50	584.02	113.28	100.38	7.90	113.28	7.53	107.91
99	3536.78	265.26	3802.04	2369.90	177.74	2547.64	601.51	37.50	639.01	552.01	37.50	589.51	114.42	101.44	7.98	114.42	7.61	109.05
100	3572.00	267.90	3839.90	2393.50	179.51	2573.01	607.50	37.50	645.00	557.50	37.50	595.00	115.56	102.50	8.06	115.56	7.69	110.19
101	3607.22	270.54	3877.76	2417.10	181.28	2598.38	613.49	37.50	650.99	562.99	37.50	600.49	116.70	103.56	8.14	116.70	7.77	111.33
102	3642.44	273.18	3915.62	2440.70	183.05	2623.75	619.48	37.50	656.98	568.48	37.50	605.98	117.84	104.62	8.22	117.84	7.85	112.47
103	3677.66	275.82	3953.48	2464.30	184.82	2649.12	625.47	37.50	662.97	573.97	37.50	611.47	118.98	105.68	8.30	118.98	7.93	113.61
104	3712.88	278.47	3991.35	2487.90	186.59	2674.49	631.46	37.50	668.96	579.46	37.50	616.96	120.12	106.74	8.38	120.12	8.01	114.75
105	3748.10	281.11	4029.21	2511.50	188.36	2699.86	637.45	37.50	674.95	584.95	37.50	622.45	121.26	107.80	8.46	121.26	8.09	115.89
106	3783.32	283.75	4067.07	2535.10	190.13	2725.23	643.44	37.50	680.94	590.44	37.50	627.94	122.40	108.86	8.54	122.40	8.16	117.02
107	3818.54	286.39	4104.93	2558.70	191.90	2750.60	649.43	37.50	686.93	595.93	37.50	633.43	123.54	109.92	8.62	123.54	8.24	118.16
108	3853.76	289.03	4142.79	2582.30	193.67	2775.97	655.42	37.50	692.92	601.42	37.50	638.92	124.68	110.98	8.70	124.68	8.32	119.30
109	3888.98	291.67	4180.65	2605.90	195.44	2801.34	661.41	37.50	698.91	606.91	37.50	644.41	125.82	112.04	8.78	125.82	8.40	120.44
110	3924.20	294.32	4218.52	2629.50	197.21	2826.71	667.40	37.50	704.90	612.40	37.50	649.90	126.96	113.10	8.86	126.96	8.48	121.58
111	3959.42	296.96	4256.38	2653.10	198.98	2852.08	673.39	37.50	710.89	617.89	37.50	655.39	128.10	114.16	8.94	128.10	8.56	122.72
112	3994.64	299.60	4294.24	2676.70	200.75	2877.45	679.38	37.50	716.88	623.38	37.50	660.88	129.24	115.22	9.02	129.24	8.64	123.86
113	4029.86	302.24	4332.10	2700.30	202.52	2902.82	685.37	37.50	722.87	628.87	37.50	666.37	130.38	116.28	9.10	130.38	8.72	125.00
114	4065.08	304.88	4369.96	2723.90	204.29	2928.19	691.36	37.50	728.86	634.36	37.50	671.86	131.52	117.34	9.18	131.52	8.80	126.14

Commodity Rate		\$35.22	\$23.60	\$5.99	\$1.06	Effective 1/1/11												
Administration Rate		\$50.00	\$33.50	\$8.50	\$1.50													
Sales Tax Rate		7.50%	7.50%	7.50%	7.50%													
				67%		17%				3.00%								
Boat length	Yearly	Sales Tax	Total Yearly	Semi-annual	Sales Tax	Total Semi-Annual	Billed MNTH	Sales Tax	Total Billed MN	Prepay MNTH	Sales Tax	Total Prepaid MN	Daily	Sales Tax	Total Daily	Ppd Daily	Sales Tax	Total Prep Daily
115	4100.30	307.52	4407.82	2747.50	206.06	2953.56	697.35	37.50	734.85	639.85	37.50	677.35	123.40	9.26	132.66	118.40	8.88	127.28
116	4135.52	310.16	4445.68	2771.10	207.83	2978.93	703.34	37.50	740.84	645.34	37.50	682.84	124.46	9.33	133.79	119.46	8.96	128.42
117	4170.74	312.81	4483.55	2794.70	209.60	3004.30	709.33	37.50	746.83	650.83	37.50	688.33	125.52	9.41	134.93	120.52	9.04	129.56
118	4205.96	315.45	4521.41	2818.30	211.37	3029.67	715.32	37.50	752.82	656.32	37.50	693.82	126.58	9.49	136.07	121.58	9.12	130.70
119	4241.18	318.09	4559.27	2841.90	213.14	3055.04	721.31	37.50	758.81	661.81	37.50	699.31	127.64	9.57	137.21	122.64	9.20	131.84
120	4276.40	320.73	4597.13	2865.50	214.91	3080.41	727.30	37.50	764.80	667.30	37.50	704.80	128.70	9.65	138.35	123.70	9.28	132.98
121	4311.62	323.37	4634.99	2889.10	216.68	3105.78	733.29	37.50	770.79	672.79	37.50	710.29	129.76	9.73	139.49	124.76	9.36	134.12
122	4346.84	326.01	4672.85	2912.70	218.45	3131.15	739.28	37.50	776.78	678.28	37.50	715.78	130.82	9.81	140.63	125.82	9.44	135.26
123	4382.06	328.65	4710.71	2936.30	220.22	3156.52	745.27	37.50	782.77	683.77	37.50	721.27	131.88	9.89	141.77	126.88	9.52	136.40
124	4417.28	331.30	4748.58	2959.90	221.99	3181.89	751.26	37.50	788.76	689.26	37.50	726.76	132.94	9.97	142.91	127.94	9.60	137.54
125	4452.50	333.94	4786.44	2983.50	223.76	3207.26	757.25	37.50	794.75	694.75	37.50	732.25	134.00	10.05	144.05	129.00	9.68	138.68
126	4487.72	336.58	4824.30	3007.10	225.53	3232.63	763.24	37.50	800.74	700.24	37.50	737.74	135.06	10.13	145.19	130.06	9.75	139.81
127	4522.94	339.22	4862.16	3030.70	227.30	3258.00	769.23	37.50	806.73	705.73	37.50	743.23	136.12	10.21	146.33	131.12	9.83	140.95
128	4558.16	341.86	4900.02	3054.30	229.07	3283.37	775.22	37.50	812.72	711.22	37.50	748.72	137.18	10.29	147.47	132.18	9.91	142.09
129	4593.38	344.50	4937.88	3077.90	230.84	3308.74	781.21	37.50	818.71	716.71	37.50	754.21	138.24	10.37	148.61	133.24	9.99	143.23
130	4628.60	347.15	4975.75	3101.50	232.61	3334.11	787.20	37.50	824.70	722.20	37.50	759.70	139.30	10.45	149.75	134.30	10.07	144.37
131	4663.82	349.79	5013.61	3125.10	234.38	3359.48	793.19	37.50	830.69	727.69	37.50	765.19	140.36	10.53	150.89	135.36	10.15	145.51
132	4699.04	352.43	5051.47	3148.70	236.15	3384.85	799.18	37.50	836.68	733.18	37.50	770.68	141.42	10.61	152.03	136.42	10.23	146.65
133	4734.26	355.07	5089.33	3172.30	237.92	3410.22	805.17	37.50	842.67	738.67	37.50	776.17	142.48	10.69	153.17	137.48	10.31	147.79
134	4769.48	357.71	5127.19	3195.90	239.69	3435.59	811.16	37.50	848.66	744.16	37.50	781.66	143.54	10.77	154.31	138.54	10.39	148.93
135	4804.70	360.35	5165.05	3219.50	241.46	3460.96	817.15	37.50	854.65	749.65	37.50	787.15	144.60	10.85	155.45	139.60	10.47	150.07
136	4839.92	362.99	5202.91	3243.10	243.23	3486.33	823.14	37.50	860.64	755.14	37.50	792.64	145.66	10.92	156.58	140.66	10.55	151.21
137	4875.14	365.64	5240.78	3266.70	245.00	3511.70	829.13	37.50	866.63	760.63	37.50	798.13	146.72	11.00	157.72	141.72	10.63	152.35
138	4910.36	368.28	5278.64	3290.30	246.77	3537.07	835.12	37.50	872.62	766.12	37.50	803.62	147.78	11.08	158.86	142.78	10.71	153.49
139	4945.58	370.92	5316.50	3313.90	248.54	3562.44	841.11	37.50	878.61	771.61	37.50	809.11	148.84	11.16	160.00	143.84	10.79	154.63
140	4980.80	373.56	5354.36	3337.50	250.31	3587.81	847.10	37.50	884.60	777.10	37.50	814.60	149.90	11.24	161.14	144.90	10.87	155.77
141	5016.02	376.20	5392.22	3361.10	252.08	3613.18	853.09	37.50	890.59	782.59	37.50	820.09	150.96	11.32	162.28	145.96	10.95	156.91
142	5051.24	378.84	5430.08	3384.70	253.85	3638.55	859.08	37.50	896.58	788.08	37.50	825.58	152.02	11.40	163.42	147.02	11.03	158.05
143	5086.46	381.48	5467.94	3408.30	255.62	3663.92	865.07	37.50	902.57	793.57	37.50	831.07	153.08	11.48	164.56	148.08	11.11	159.19
144	5121.68	384.13	5505.81	3431.90	257.39	3689.29	871.06	37.50	908.56	799.06	37.50	836.56	154.14	11.56	165.70	149.14	11.19	160.33
145	5156.90	386.77	5543.67	3455.50	259.16	3714.66	877.05	37.50	914.55	804.55	37.50	842.05	155.20	11.64	166.84	150.20	11.27	161.47
146	5192.12	389.41	5581.53	3479.10	260.93	3740.03	883.04	37.50	920.54	810.04	37.50	847.54	156.26	11.72	167.98	151.26	11.34	162.60
147	5227.34	392.05	5619.39	3502.70	262.70	3765.40	889.03	37.50	926.53	815.53	37.50	853.03	157.32	11.80	169.12	152.32	11.42	163.74
148	5262.56	394.69	5657.25	3526.30	264.47	3790.77	895.02	37.50	932.52	821.02	37.50	858.52	158.38	11.88	170.26	153.38	11.50	164.88
149	5297.78	397.33	5695.11	3549.90	266.24	3816.14	901.01	37.50	938.51	826.51	37.50	864.01	159.44	11.96	171.40	154.44	11.58	166.02
150	5333.00	399.98	5732.98	3573.50	268.01	3841.51	907.00	37.50	944.50	832.00	37.50	869.50	160.50	12.04	172.54	155.50	11.66	167.16
151	5368.22	402.62	5770.84	3597.10	269.78	3866.88	912.99	37.50	950.49	837.49	37.50	874.99	161.56	12.12	173.68	156.56	11.74	168.30

Office of the City Clerk

Jo Johnson, CMC, City Clerk
Melissa Jacobsen, CMC, Deputy City Clerk II
Renee Krause, CMC, Deputy City Clerk I



491 E. Pioneer Avenue
Homer, Alaska 99603
(907) 235-3130
(907) 235-8121
ext: 2224, 2226, or 2227
Fax: (907) 235-3143
Email: clerk@ci.homer.ak.us

MEMORANDUM

DATE: December 8, 2011

TO: Port and Harbor Advisory Commission

FROM: Melissa Jacobsen, CMC, Deputy City Clerk *by*

SUBJECT: Amendment of Port and Harbor Advisory Commission Bylaws

Chair Ulmer requested the Commission consider amending the meeting time in the summer months as outlined below:

A. REGULAR MEETINGS:

- Fourth Wednesday of each month at ~~5:00 p.m.~~ (Resolution 98-23, 05-110, 10-08); with the exception of the November and December meetings to be held on the Third Wednesday of the month. Meetings will begin at 5:00 p.m. in the months of January, February, March, April, September, October, November, and December; and at 6:00 p.m. May, June, July, and August.
- Agenda deadline is the Wednesday of the week preceding the meeting date at 5:00 p.m.;
- Adding items or removing items from the agenda will be by majority consensus of the Commission;
- Public notice of a regular meeting shall be made as provided in HCC Chapter 1.14.

Recommendation: Approve this memorandum and forward to the January meeting for final action.

Port & Harbor

Monthly Statistical & Performance Report

For the Month of: **November 2011**

<u>Moorage Sales</u>	<u>2011</u>	<u>2010</u>	<u>Stall Wait List</u>	<u>2011</u>	<u>2010</u>
Daily Transient	18	1	No. on list at Month's End		
Monthly Transient	12	2	18' Stall	0	1
Semi-Annual Transient	5	0	20' Stall	2	0
Annual Transient	4	2	24' Stall	8	12
Annual Reserved	42	56	32' Stall	45	43
			40' Stall	27	29
			50' Stall	16	16
			75' Stall	5	7
<u>Grid Usage</u>			Total:	103	108
1 Unit = 1 Grid Tide Use	<u>2011</u>	<u>2010</u>			
Wood Grid	3	2			
Steel Grid	1	2			
			<u>Docking & Beach/Barge Use</u>		
			1 Unit = 1 or 1/2 Day Use	<u>2011</u>	<u>2010</u>
			Deep Water Dock	27	9
			Pioneer Dock	33	14
			Beach Landings	1	0
			Barge Ramp	5	6
<u>Services & Incidents</u>	<u>2011</u>	<u>2010</u>	<u>Wharfage (in short tons)</u>		
Vessels Towed	1	0	In Tons, Converted from Lb./Gal.	<u>2011</u>	<u>2010</u>
Vessels Moved	6	5	Seafood	1,078	11
Vessels Pumped	2	2	*October's Seafood (not incl. in last month's stats)	155	439
Vessels Sunk	0	0	Cargo/Other	368	4,207
Vessel Accidents	0	0	Fuel	*	49,204
Vessel Impounds	0	0	*October's Fuel (not incl. in last month's stats)	24,437	19,464
Equipment Impounds	0	0	<u>Crane Hours</u>	<u>2011</u>	<u>2010</u>
Vehicle Impounds	0	0		42.4	37.8
Property Damage	2	0			
Pollution Incident	2	0			
Fires Reported/Assists	0	0			
EMT Assists	1	0			
Police Assists	0	0			
Public Assists	30	8			
Thefts Reported	0	0			
			<u>Ice Sales</u>	<u>2011</u>	<u>2010</u>
<u>Parking Passes</u>	<u>2011</u>	<u>2010</u>	For the Month of November	16*	18*
Long-term Pass	2	n/a	*Shut Down for Maintenance		
Seasonal Pass	0	n/a	Year to Date Total	2,284	4,385

Difference between
2010 YTD and 2011 YTD: 2,101 tons less

Deep Water Dock 2011

DATE	VESSEL	LOA	TIMES	BILLED	#Dock	\$ Dock	Serv Chg
1/9/11	Pacific Wolf & DBL54	395	1800	K-Sea Transp	1	\$ 896.65	\$ 52.00
1/10/11	Pacific Wolf INSIDE	121		K-Sea Transp	2	\$ 274.67	
1/10/11	DBL 54	300		K-Sea Transp	1	\$ 681.00	
1/11/11	Pacific Wolf INSIDE	121		K-Sea Transp	2	\$ 274.67	
1/11/11	DBL 54	300		K-Sea Transp	1	\$ 681.00	
1/12/11	Pacific Wolf INSIDE	121		K-Sea Transp	2	\$ 274.67	
1/12/11	DBL 54	300		K-Sea Transp	1	\$ 681.00	
1/13/11	Pacific Wolf INSIDE	121	/0600	K-Sea Transp	2	\$ 274.67	
1/13/11	Pacific Wolf & DBL54	395	0630/	K-Sea Transp	1	\$ 896.65	
1/14/11	Pacific Wolf & DBL54	395		K-Sea Transp	1	\$ 896.65	
1/15/11	Pacific Wolf & DBL54	395		K-Sea Transp	1	\$ 896.65	
1/16/11	Pacific Wolf & DBL54	395	/0945	K-Sea Transp	1	\$ 896.65	
1/17/11	Perseverance	189	0705 /	Cispri	1	\$ 429.03	
1/18/11	Perseverance	189	/1115	Cispri	1	\$ 429.03	
1/19/11	Perseverance	189	1630/	Cispri	1	\$ 429.03	
1/20/11	Perseverance	189	/1430	Cispri	1	\$ 429.03	
2/4/11	Pacific Wolf & DBL54	395	0900/1115	K-Sea Transp	1	\$ 896.65	\$ 52.00
2/19/11	Sea Prince & Barge 360	360	0920 /	Crowley	1	\$ 817.20	\$ 52.00
2/20/11	Sea Prince & Barge 360	360		Crowley	1	\$ 817.20	
2/21/11	Sea Prince & Barge 360	360		Crowley	1	\$ 817.20	
2/22/11	Sea Prince & Barge 360	360	/1700	Crowley	1	\$ 817.20	
3/7/11	Pergrine	85	1300/1400	Paragrine Falcon Inc	1	\$ 192.96	\$ 52.00
3/7/11	Katrina Em	101	1500/1600	Alaskan Access Fis	1	\$ 229.27	\$ 52.00
3/15/11	Perseverance	189	1800/	Cispri	1	\$ 429.03	\$ 52.00
3/16/11	Perseverance	189	1500 /	Cispri	1	\$ 429.03	\$ 52.00
3/17/11	Perseverance	189	1615 /	Cispri	1	\$ 429.03	\$ 52.00
3/18/11	Perseverance	189	0800 /	Cispri	1	\$ 429.03	\$ 52.00
3/22/11	Pacific Wolf	121	1200/1300	K-Sea Transp	2	\$ 42.71	
3/25/11	Sinuk tug	82	0830/1030	Crowley	1	\$ 186.14	\$ 52.00
3/28/11	Pacific Wolf & DBL54	395	1615/	K-Sea Transp	1	\$ 896.65	\$ 52.00
3/29/11	Pacific Wolf & DBL54	395	2000/	K-Sea Transp	1	\$ 896.65	\$ 52.00
3/30/11	Perseverance	189	1900/	Cispri	1	\$ 429.03	\$ 52.00
3/30/11	Responder barge	168	1900/	Cispri	1	\$ 381.36	
4/1/11	Perseverance	189	/0830	Cispri	1	\$ 429.03	
4/1/11	Responder barge	168	/0830	Cispri	1	\$ 381.36	
4/6/11	Endurance	207	1000/	Alyeska Pipeline	1	\$ 469.89	\$ 52.00
4/7/11	Endurance	207	all day	Alyeska Pipeline	1	\$ 469.89	
4/8/11	Endurance	207	all day	Alyeska Pipeline	1	\$ 469.89	
4/9/11	Endurance	207	/0705 1630/	Alyeska Pipeline	1	\$ 469.89	
4/10/11	Endurance	207	/1945	Alyeska Pipeline	1	\$ 469.89	
4/25/11	Perseverance	189	2230/	Cispri	1	\$ 429.03	\$ 52.00
4/25/11	Responder barge	168	2230/	Cispri	1	\$ 381.36	
4/26/11	Perseverance	189	/0800	Cispri	1	\$ 429.03	
4/26/11	Responder barge	168	/0800	Cispri	1	\$ 381.36	
4/27/11	Perseverance	189	all day	Cispri	1	\$ 429.03	
4/27/11	Responder barge	168	all day	Cispri	1	\$ 381.36	
4/28/11	Perseverance	189	/0945 1800/	Cispri	1	\$ 429.03	
4/28/11	Responder barge	168	/0945 1800/	Cispri	1	\$ 381.36	
5/3/11	Helenka B	177	1230/1900	Bruce Flannigan	1	\$ 401.79	\$ 52.00
5/6/11	Sea Prince	119	1400/	Crowley	2	\$ 135.06	\$ 52.00

Deep Water Dock 2011

DATE	VESSEL	LOA	TIMES	BILLED	#Dock	\$ Dock	Serv Chg
5/6/11	Barge 360	360	1400/	Crowley	1	\$ 817.20	
5/7/11	Sea Prince	119	/1800	Crowley	2	\$ 270.13	
5/7/11	Barge 360	360	/1800	Crowley	1	\$817.20	
5/17/11	Nachit & BC 152	150	1130/1600	Crowley	1	\$340.50	\$52.00
5/19/11	Pacific Raven & Kays PT	328	0900/1830	K-Sea Transp	1	\$744.56	\$52.00
5/21/11	Amsterdam	781	1000/1800	Holland America	1	\$1,772.87	\$481.53
5/29/11	Silver Shadow	610	1000/1800 est.	AK Maritime Agency	1	\$1,384.70	\$481.53
5/31/11	New Venture	98	1130/2330	Ocean Beauty	2	\$111.23	
6/4/11	Amsterdam	781	1000est/1800	Holland America	1	\$1,772.87	\$481.53
6/9/11	Decatur US Navy	505	1000/	AK Maritime Agency	1	\$1,146.35	\$52.00
6/10/11	Decatur US Navy	505	all day	AK Maritime Agency	1	\$1,146.35	
6/11/11	Decatur US Navy	505	all day	AK Maritime Agency	1	\$1,146.35	
6/12/11	Decatur US Navy	505	/1230	AK Maritime Agency	1	\$1,146.35	
6/18/11	Amsterdam	781	0930/1800	Holland America	1	\$1,772.87	\$481.53
6/20/11	Lisa Gayle	53	0900/1000	Hankins Ent.	2	\$20.05	
6/21/11	Tuman	36	0800/1700	Avram Kalugin	2	\$37.80	
6/21/11	Bad Betty	38	2100/	Lee Martin	2	\$39.90	
6/23/11	IT Intrepid	345	0830/	AK Maritime Agency	1	\$783.15	\$52.00
6/24/11	IT Intrepid	345	/2045	AK Maritime Agency	1	\$783.15	
6/27/11	Tempest	44	0945/1030	Fred Reutov	2	\$15.53	
6/27/11	Blueberry	41	1400/1445	Ivan Reutov	2	\$14.47	
6/28/11	Regatta	592	0710/1815	AK Maritime Agency	1	\$1,343.84	\$481.53
6/29/11	Sam B	76	1200/1730	Brice Marine	2	\$86.26	
6/30/11	Regatta	592	0800/1730	AK Maritime Agency	1	\$1,343.84	\$481.53
7/2/11	Amsterdam	781	0915/1800	Holland America	1	\$1,772.87	\$481.53
7/8/11	IT Intrepid	345	0700/	AK Maritime Agency	1	\$783.15	\$52.00
7/16/11	Amsterdam	781	0930/1815	Holland America	1	\$1,772.87	\$481.53
7/16-29/11	RM Thorstenson	282	1930/	Icecliff Vessel Holding	1	\$8,321.82	\$52.00
7/16/11	American Beauty	108	/0615	American Beauty LLC	2	\$245.16	\$52.00
7/22/11	Regatta	592	0800/1800	AK Maritime Agency	1	\$1,343.84	\$481.53
7/24/11	Regatta	592	0715/1800	AK Maritime Agency	1	\$1,343.84	\$481.53
7/29/11	Alucia	190	0900/1100	Yacht Services of AK	2	\$67.07	
7/30/11	RM Thorstenson	282	/2100	Icecliff Vessel Holding	1	\$640.14	\$52.00
8/8/11	DBL 106	383	1030/	K-Sea Transp	1	\$869.41	
8/8/11	Bismark Sea	125	1100/	K-Sea Transp	2	\$283.75	
8/9/11	DBL 106	383	/2130	K-Sea Transp	1	\$869.41	
8/9/11	Bismark Sea	125	/2130	K-Sea Transp	2	\$283.75	
8/13/11	Amsterdam	781	0845/1800	Holland America	1	\$1,772.87	\$481.53
8/27/11	Amsterdam	781	0830/1800	Holland America	1	\$1,772.87	\$481.53
8/27/11	Scandies Rose	130	2115/2130	Scandies LTD	1	\$295.10	\$52.00
9/1/11	LA B	234	1615/1800	Brice Marine	1	\$531.18	\$52.00
9/1/11	Sam B	76	1615/1800	Brice Marine	2	\$26.82	
9/2/11	Southern Wind	144	1430/1800	Trident Seafoods	1	\$326.88	\$52.00
9/3/11	Scandies Rose	130	1330/2000	Scandies LTD	1	\$295.10	\$52.00
9/9/11	Silver Shadow	610	0730/1730	AK Maritime Agency	1	\$1,384.70	\$481.53
9/9/11	Sam B	76	1800/2000	Brice Marine	2	\$26.82	
9/10/11	Amsterdam	781	1000/1800	Holland America	1	\$1,772.87	\$481.53
9/25/11	Point Barrow	86	1715/	Crowley	1	\$195.22	\$52.00
9/26/11	Pacific Wolf & DBL54	395	0415/	K-Sea Transp	1	\$896.65	\$52.00
9/26/11	Point Barrow	86	/1900	Crowley	2	\$195.22	
9/27/11	Pacific Wolf & DBL54	395	/1900	K-Sea Transp	1	\$896.65	
9/28/11	Tempo Sea	134	1400/1730 inside price	Tempo Sea LLC	2	\$47.30	
9/28/11	Time Bandit	113	1300/1530	Time Bandit LLC	2	\$39.89	
9/30/11	Sam B	76	1300/1730	Brice Marine	2	\$86.26	
10/23/11	Arctic Wolf	129	1300/2330	Michael Terminal	2	\$146.42	
11/1/11	Pacific Wolf 1/2 day	121	0800/1800	K-Sea Transp	2	\$137.34	
11/1/11	DBL 54	300	0730/1800	K-Sea Transp	1	\$681.00	\$52.00

Pioneer Dock 2011

DATE	VESSEL	LOA	TIMES	BILLED	#Dock	\$Dockings	Serv Chg
01/04/11	Pacific Wolf & DBL54	395	1200/1800	K-Sea Transp	1	\$ 896.65	\$ 52.00
01/16/11	Pacific Wolf & DBL54	395	1045/1815	K-Sea Transp	1	\$ 896.65	\$ 52.00
01/20/11	Pacific Wolf & DBL54	395	1240/1800	K-Sea Transp	1	\$ 896.65	\$ 52.00
01/22/11	Vigilant	100	1015/1430	Crowley	1	\$ 227.00	\$ 52.00
01/28/11	Pacific Wolf & DBL54	395	0810/1800	K-Sea Transp	1	\$ 896.65	\$ 52.00
02/08/11	Pacific Wolf & DBL54	395	2300 /	K-Sea Transp	1	nc 1 hr per MC	\$ 52.00
02/09/11	Pacific Wolf & DBL54	395	/0500	K-Sea Transp	1	\$ 896.65	\$ 52.00
02/09/11	Vigilant	100	0800/1200	Crowley	1	\$ 227.00	\$ 52.00
02/19/11	Pacific Wolf & DBL54	395	1220/1930	K-Sea Transp	1	\$ 896.65	\$ 52.00
02/25/11	Pacific Wolf & DBL54	395	0850 /	K-Sea Transp	1	\$ 896.65	\$ 52.00
02/26/11	Pacific Wolf & DBL54	395	/1200 & 1300	K-Sea Transp	1	\$ 896.65	\$ 52.00
03/04/11	Pacific Wolf & DBL54	395	0220/0735	K-Sea Transp	1	\$ 896.65	\$ 52.00
03/11/11	Pacific Wolf & DBL54	395	0440/	K-Sea Transp	1	\$ 896.65	\$ 52.00
03/12/11	Pacific Wolf & DBL54	395	/2030	K-Sea Transp	1	\$ 896.65	\$ 52.00
03/17/11	Perseverance	189	1215/1600	Cispri	1	\$ 429.03	\$ 52.00
03/23/11	Pacific Wolf & DBL54	395	0430/1900	K-Sea Transp	1	\$ 896.65	\$ 52.00
03/28/11	Pacific Wolf & DBL54	395	1100/1600	K-Sea Transp	1	\$ 896.65	\$ 52.00
03/29/11	Pacific Wolf & DBL54	395	2000/	K-Sea Transp	1	\$ 896.65	\$ 52.00
03/30/11	Pacific Wolf & DBL54	395	all day	K-Sea Transp	1	\$ 896.65	\$ 52.00
04/06/11	Pacific Wolf & DBL54	395	1345/1930	K-Sea Transp	1	\$ 896.65	\$ 52.00
04/08/11	John Brix & DBL 79	345	0630/1410	K-Sea Transp	1	\$ 783.15	\$ 52.00
04/15/11	Sinuk	82	0645/	Crowley	1	\$ 186.14	\$ 52.00
04/22/11	Pacific Wolf & DBL54	395	0415/1900	K-Sea Transp	1	\$ 896.65	\$ 52.00
04/28/11	Pacific Wolf & DBL54	395	1215/1840	K-Sea Transp	1	\$ 896.65	\$ 52.00
05/03/11	Pacific Wolf & DBL54	395	1230/	K-Sea Transp	1	\$ 896.65	\$ 52.00
05/09/11	Pacific Wolf & DBL54	395	0820/2000	K-Sea Transp	1	\$ 896.65	\$ 52.00
05/11/11	Pacific Wolf & DBL54	395	0815/1315	K-Sea Transp	1	\$ 896.65	\$ 52.00
05/18/11	Pacific Wolf & DBL54	395	0900/1800	K-Sea Transp	1	\$ 896.65	\$ 52.00
05/31/11	Pacific Wolf & DBL54	395	0900/1300	K-Sea Transp	1	\$ 896.65	\$ 52.00
06/02/11	Pacific Wolf & DBL54	395	1330/1730	K-Sea Transp	1	\$ 896.65	\$ 52.00
06/05/11	Pacific Wolf & DBL54	395	2310 /	K-Sea Transp	1	\$ 896.65	\$ 52.00
06/06/11	Pacific Wolf & DBL54	395	/0500	K-Sea Transp	1	\$ 896.65	\$ 52.00
06/15/11	Pacific Wolf & DBL54	395	2230/	K-Sea Transp	1	\$ 896.65	\$ 52.00
06/16/11	Pacific Wolf & DBL54	395	/0530	K-Sea Transp	1	\$ 896.65	\$ 52.00
06/25/11	Helena B	177	1300/2025	Bruce Flanigan	1	\$ 401.79	\$ 52.00
06/27/11	Pacific Wolf & DBL54	395	/1815	K-Sea Transp	1	\$ 896.65	\$ 52.00
07/07/11	IT Intrepid	345	1400/	AK Maritime	1	\$ 783.15	\$ 52.00
07/08/11	Pacific Wolf & DBL54	395	1415/1900	K-Sea Transp	1	\$ 896.65	\$ 52.00
07/11/11	Pacific Wolf & DBL54	395	0730/1845	K-Sea Transp	1	\$ 896.65	\$ 52.00
07/20/11	Pacific Wolf & DBL54	395	0700/1900	K-Sea Transp	1	\$ 896.65	\$ 52.00

Pioneer Dock 2011

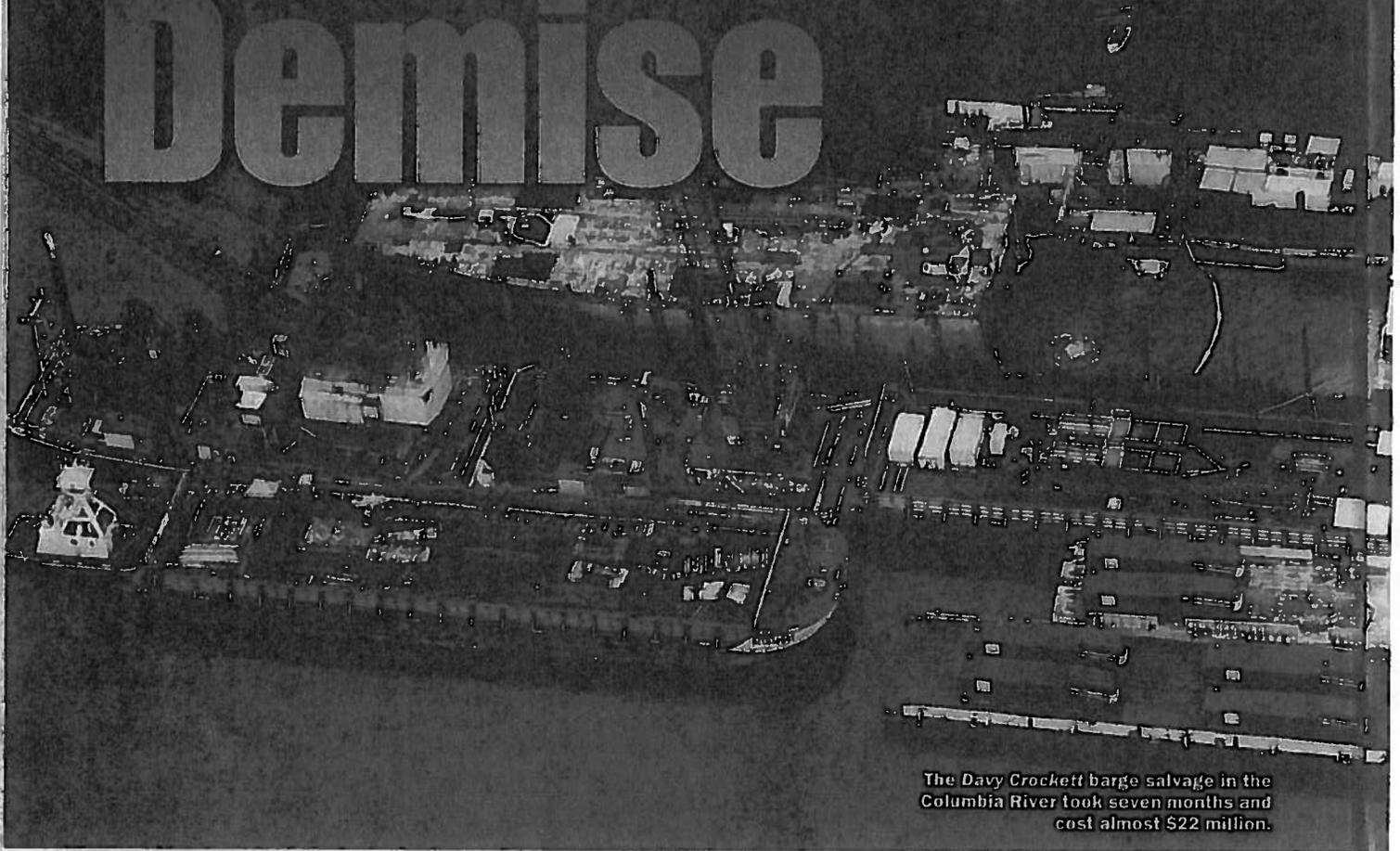
DATE	VESSEL	LOA	TIMES	BILLED	#Dock	\$Dockings	Serv Chg
May	31						
June	22						
July	24						
August	25						
September	24						
October	23		2				
November	21						
December							

Date From	Date To	Crane Hours (Weekly)	Crane YTD	Tons of Ice (Weekly)	YTD Ice
1/3/2011	1/9/2011	6.7	6.7	0 shut down for maintenance	
1/10/2011	1/16/2011	23.5	30.2	0 shut down for maintenance	
1/17/2011	1/23/2011	18.3	48.5	0 shut down for maintenance	
1/24/2011	1/30/2011	18	66.5	0 shut down for maintenance	
1/31/2011	2/6/2011	10.7	77.2	0 shut down for maintenance	
2/7/2011	2/13/2011	19.1	96.3	0 shut down for maintenance	
2/14/2011	2/20/2011	26.8	123.1	0 shut down for maintenance	
2/21/2011	2/27/2011	30.1	153.2	0 shut down for maintenance	
2/28/2011	3/6/2011	58.3	211.5	0 shut down for maintenance	
3/7/2011	3/13/2011	76.3	287.8	57	57
3/14/2011	3/20/2011	79.1	366.9	46	103
3/21/2011	3/27/2011	38	404.9	44	147
3/28/2011	4/3/2011	39.2	444.1	31	178
4/4/2011	4/10/2011	27.1	471.2	21	199
4/11/2011	4/17/2011	56.1	527.3	83	282
4/18/2011	4/24/2011	43.1	570.4	33	315
4/25/2011	5/1/2011	79.7	650.1	81	396
5/2/2011	5/8/2011	62.6	712.7	96	492
5/9/2011	5/15/2011	60.6	773.3	79	571
5/16/2011	5/22/2011	49.7	823	70	641
5/23/2011	5/29/2011	51.9	874.9	97	738
5/30/2011	6/5/2011	73.7	948.6	82	820
6/6/2011	6/12/2011	83	1031.6	77	897
6/13/2011	6/19/2011	91	1122.6	82	979
6/20/2011	6/26/2011	78.1	1200.7	101	1080
6/27/2011	7/3/2011	92.1	1292.8	119	1199
7/4/2011	7/10/2011	75.3	1368.1	133	1332
7/11/2011	7/17/2011	148.5	1516.6	240	1572
7/18/2011	7/24/2011	68	1584.6	462	2034
7/25/2011	7/31/2011	65.3	1649.9	135	2169
8/1/2011	8/7/2011	82.9	1732.8	105	2274
8/8/2011	8/14/2011	88.1	1820.9	137	2411
8/15/2011	8/21/2011	33.7	1854.6	95	2506
8/22/2011	8/28/2011	88.2	1942.8	128	2634
8/29/2011	9/4/2011	50.6	1993.4	68	2702
9/5/2011	9/11/2011	45.8	2039.2	114	2816
9/12/2011	9/18/2011	41.9	2081.1	89	2905
9/19/2011	9/25/2011	36	2117.1	78	2983
9/26/2011	10/2/2011	36.4	2153.5	57	3040
10/3/2011	10/9/2011	43.3	2196.8	74	3114
10/10/2011	10/16/2011	17.6	2214.4	27	3141
10/17/2011	10/23/2011	10.9	2225.3	14	3155
10/24/2011	10/30/2011	16.5	2241.8	11	3166
10/31/2011	11/6/2011	10.8	2252.6	9	3175
11/7/2011	11/13/2011	12.5	2265.1	6	3181
11/14/2011	11/20/2011	10.6	2275.7	0	3181
11/21/2011	11/27/2011	8.5	2284.2	1	3182
11/28/2011	12/4/2011	20.1	2304.3	shut down for maintenance	
12/5/2011	12/11/2011			shut down for maintenance	
12/12/2011	12/18/2011			shut down for maintenance	
12/19/2011	12/25/2011			shut down for maintenance	
12/26/2011	1/1/2012			shut down for maintenance	

Gal.	\$102.00 CONX Charged	194.05 minimum charge	Conx Fee
13720	\$ 532.47	\$ 102.00	\$ 102.00
3000	\$ 194.05	\$ 102.00	\$ 102.00
2950	\$ 194.05	\$ 102.00	\$ 102.00
2000	\$ 194.05	\$ 102.00	\$ 102.00
1370	\$ 194.05	\$ 102.00	\$ 102.00
6000	\$ 232.86	\$ 102.00	\$ 102.00
3900	\$ 194.05	\$ 102.00	\$ 102.00
2270	\$ 194.05	\$ 102.00	\$ 102.00
3000	\$ 194.05	\$ 102.00	\$ 102.00
2000	\$ 194.05	\$ 102.00	\$ 102.00
5000	\$ 194.05	\$ 102.00	\$ 102.00
41540	\$ 1,612.17	\$ 102.00	\$ 102.00
3000	nc		
11000	\$ 426.91	\$ 102.00	\$ 102.00
2000	NC		
4000	NC		
58300	\$ 2,262.62	\$ 102.00	\$ 102.00
44000	\$ 1,707.64	\$ 102.00	\$ 102.00
2000	nc		
2000	nc		
1000		\$ 194.05	\$ 102.00
300	nc		
64600		2507.13	102
3000	NC		
68180		2646.07	102
3000	nc		
5000		194.05	102
0	nc		
53820		2089.92	\$ 102.00
34520		1339.72	\$ 102.00
630	nc		
51240	\$ 1,988.62	\$ 102.00	\$ 102.00
13760	\$ 534.03	\$ 102.00	\$ 102.00
41820	\$ 1,623.04	\$ 102.00	\$ 102.00
3000 est	\$ 194.05	\$ 102.00	\$ 102.00
38,180	\$ 1,481.77	\$ 102.00	\$ 102.00
2,000	NC		

DAVY'S Demise

A barge salvage on the Columbia averts a potential environmental disaster.



The Davy Crockett barge salvage in the Columbia River took seven months and cost almost \$22 million.

By **BRUCE BULLS,**
TECHNICAL EDITOR

Goodbye, *Davy Crockett*. Like your namesake, your life and death is an epic that will go down in history.

The *Davy Crockett* of this story began its saga as one of the first 100 Liberty Ships built during World War II to haul war materiel to Europe and Asia. Between 1941 and 1945, over 2,700 Liberty Ships were built at 18 U.S. shipyards at an average cost of \$1.6 million each.

The 431' *Davy Crockett*, hull number 0096, was built at **Todd Houston Shipbuilding** in Houston in 319 days and delivered in early 1942.

It's highly unlikely that anyone involved in the construction or operation of the *Davy Crockett* could envision the ship still afloat almost 70 years later, let alone a dangerous derelict anchored on the Washington state side of the Columbia River

near Portland, Ore.

After being converted to a deck barge sometime in the '60s or '70s and used for offshore pipe laying, the barge changed hands several times once it reached the Columbia River, which goes back to the early 1980s, according to Robert Mester, who was the ICS (Incident Command System) coordinator for **Ballard Diving & Salvage**. The Seattle company was the primary contractor for the just-completed salvage of the *Davy Crockett*.

The most recent owner was Bret A. Simpson of **Principle Metals** in Ellensburg, Wash. Simpson acquired the barge in 2010 and began salvaging scrap steel from it last December. With no permits and no attempts to remove oil or other potential pollutants on board, Simpson simply deployed a crew to cut chunks of steel from the vessel's mid

Washington Dept. of Ecology

ance policy, Mester concluded, "there was no coverage of any kind, shape or form due to some unusual exclusions in the contract."

THE FEDS STEP IN

Ballard Diving was worried about getting paid. "I told them that there was going to be risk involved, but if this project is federalized, it might be a very good thing in the long run to get a long-term contract, and they might make a million dollars," Mester said. "So the gamble was taken, and it's been considerably more than a million."

About a week after the administrative order was issued, a new, larger sheen was observed and the vessel's bow had sunk. The stern was still floating but listing.

At this point, Simpson walked away from the problem, and the Coast Guard federalized the project. (On Sept. 29, Simpson was indicted by a federal grand jury on two felony violations of the Clean Water Act.)

Federalization opened the door to money from the Oil Spill Liability Trust Fund, which was authorized and funded through the Oil Pollution Act of 1990.

The cleanup project also became organized under terms of the National Incident Management System, which sets up the Unified Command and the Incident Command. The Unified Command consisted of the Coast Guard and representatives from the states of Oregon and Washington. The Incident Command included a representative from Ballard, the primary contractor.

Capt. Daniel LeBlanc, the commanding officer of the Coast Guard's Marine Safety Unit Portland, said that when they took over the job, the *Davy* was essentially "broke in half." It was still connected at the keel, but LeBlanc said that Simpson's crew had cut and removed structural members in the midsection that com-

promised the already ancient vessel's structural integrity and precipitated the buckling.

"It fractured right at the stern side of hold number three just prior to the machinery space, which happens to be the weakest point of the vessel," said Mester. "They [Simpson's crew] made extensive cuts along the sidewalls and when they removed enough, she couldn't stand her own weight. You've heard of the straw that broke the camel's back, well that was the straw that broke the camel's back."

After booming the area and deploying concrete anchors on both sides, the salvors flooded the stern so it, too, was sitting on the river bottom with the bow.

Next came extensive examination, sampling and planning. In mid-February, the Coast Guard commandant ordered the vessel to be removed or destroyed.

DISMANTLE IN PLACE

Removal was the first option, but drydock operators in the area all said no thanks because of pollution liability concerns.

"Our plan was to repair the vessel as best we could," said LeBlanc, "make it watertight so we wouldn't leak any contaminants, and then refloat it and tow it to drydock. But in hindsight, and we found this out as we deconstructed the bow section, the bow section was fractured. There were transverse fractures in many places that would have precluded us from preventing any oil from leaking out of it as we reloaded



section, which were barged to a steel recycler in Portland.

In late January, however, things started to fall apart, literally.

First, an oil sheen was reported coming from the vessel and the U.S. Coast Guard issued an administrative order to clean it up and remove visible oil and oily products from the vessel. Simpson contacted Ballard Diving to see if it could help satisfy the Coast Guard's order and told them he had insurance that might cover the costs.

Ballard Diving contacted Mester, an independent consultant with Northwest Marine Consultants, Kirkland, Wash. After a quick look at the insur-



it and attempted to transit down or upriver. We would have had an open double-bottom tank structure with fractures, and that's where the majority of the oil we found was located, in the double-bottom tanks."

"Sometimes the salvage gods look over our shoulder and do things that we think are a pain in the ass at the time but turn out to be blessings," said Messter. "We had 22 miles to tow a vessel that was built in 1941, was falling apart from electrolysis throughout, that we had to patch to get it to hold water so we could sink it. It was very fragile."

The Unified Command decided to completely dismantle the *Davy Crockett* in place, in the Columbia River, in winter, with unknown quantities of World War II-era bunker fuel hidden in its cracked and corroded steel hull.

To isolate the vessel from the surrounding river, **Bergerson Construction**, Astoria, Ore., built a sheet-pile cofferdam around it. At the Army Corps of Engineers' suggestion, they also installed a sheet-pile breakwater just up river, which was particularly handy during high water in the spring.

LeBlanc said they studied historical river levels at nearby Vancouver, Wash., but found out later that the levels were typically higher at Camas, where the *Davy* was. Consequently, record high water that spring overtopped portions of the cofferdam. However, the silt barrier prevented any contaminants from

getting into the river.

The so-called silt barrier contained a lot more than silt. It was a specially made impermeable curtain that contained all hazardous and corrosive materials. It was suspended by a boom floating around the inside perimeter of the cofferdam and hung down to the mud.

"The silt barrier, in our opinion, was one of the smartest things we did," said LeBlanc. "We certainly believed that it protected the environment from the river bottom all the way up to the water's surface, even when the cofferdam was breached in certain locations by high water."

With the hull encased by these two barriers and a sorbet boom inside of those, the crew from Ballard Diving started cutting the boat into pieces. The steel was loaded onto a deck barge and cleaned before being taken to the scrap yard. All contaminated water from this cleaning as well as stormwater from the *Davy Crockett* and work barges was run through a thorough filtering system with clay and charcoal filters. And although the Coast Guard determined the filtered water was clean enough to return to the river, the Washington State Department of Ecology wanted an extra level of protection and paid for tank barges to hold and transport 1.6 million gals. of filtered water to Portland's municipal wastewater treatment facility.

After removing all the above-water



Washington Dept. of Ecology

steel, the below-water steel was also cut, one piece or section at a time by divers working in 12' to 15' of water with zero visibility and temperatures of 49° to 54°F.

The biggest issue with this part of the salvage was the bunker oil that remained in the ship's double-bottom tanks. No one knew how much oil was there or exactly where it was. Furthermore, the tanks were crossed with framing with lightening holes that had to be patched underwater to contain the oil before the sections were raised.

It turned out that there was a lot more bunker oil on board than had been expected. About 33,500 gals. was recovered.

The salvage also recovered almost 5,000 lbs. of asbestos and about 70 gals. of PCB-laden oily products.

The total amount of steel removed was 4.43 million lbs. Oiled and other debris totaled 838,000 lbs.

NO SPILLS, NO INJURIES

The good news is that all the material was safely cut, collected, washed and disposed of. Nothing spilled into the river, and no one was injured.

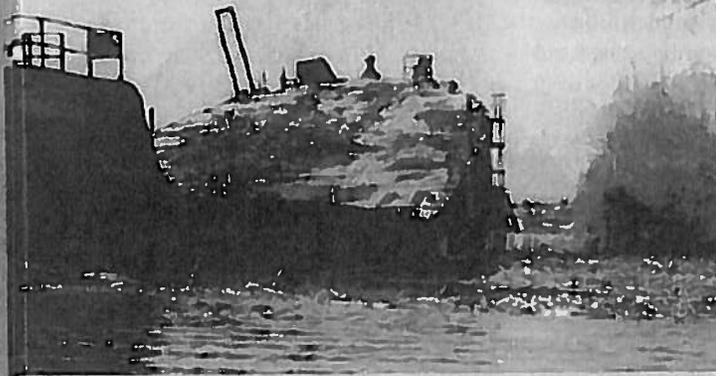
"We pride ourselves on no injuries," said LeBlanc. "I mean we beat the safety drum to death. We've had a safety officer and Ballard had a safety manager on scene the whole time. We did some significant procedures to protect our divers and those working above water, too. At times we were wearing



Divers had to be cleaned after every dive. Note the protective gear on the other workers.

Washington Dept. of Ecology

A failed private salvage left the old converted Liberty Ship broken in the middle.



half-face respirators and pretty significant personal protective equipment in order to protect our workers. When we were finding that some of the burning procedures may be risky to our workers, we quickly switched into protective gear.”

The final piece of the *Davy Crockett*, a section of the double bottom at the bow, was removed on Aug. 25. Since then, the emphasis has been on cleaning the river bottom inside the cofferdam where cutting slag had accumulated. The Coast Guard believed the slag might contain lead from the ship’s paint and PCBs that may have been introduced to the boat during its pipe-laying years. The slag and other debris were being sucked up by divers with suction hoses.

After the bottom was determined to be clean, Bergerson was scheduled to remove the cofferdam, which also was to have been cleaned. As of early October, it was still in place.

As of Sept. 30, the total cost of the dismantling and clean-up was \$21 million. LeBlanc said that he expected the final tally to be less than \$22 million. The scrap steel recouped several hundred thousand dollars, which has been applied to the salvage costs, all of which were carefully audited.

The *Davy Crockett* focused new attention on the derelict vessel problem in the Northwest.

“It is specifically the reason that a regional derelict vessel task force has been initiated,” said LeBlanc. “They are working towards identifying and taking a good look at each one of the known derelict vessels and also completing an extensive inventory within this region of those that may potentially be derelict vessels.”

Mester said that there are other old Liberty Ships still around, especially in Florida. Some of them are leaking and are “time bombs ticking away in our environment.”

Fortunately, the *Davy Crockett* has been defused and destroyed. The job was complex and expensive, but everyone involved is satisfied with the outcome.

“She was deconstructed in the highest technological manner possible today in a very, very difficult and sensitive environment,” said Mester. “You could almost say the way she was removed was very respectful.”

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www.steyr-motors.com



City of Homer

Port / Harbor

4350 Homer Spit Road
Homer, Alaska 99603-8005

Telephone (907) 235-3160
Fax (907) 235-3152
E-mail port@ci.homer.ak.us
Web Site <http://port.ci.homer.ak.us>

MEMORANDUM

TO: PORT & HARBOR ADVISORY COMMISSION

FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER

DATE: DECEMBER 5, 2011

RE: 2011 SEATTLE FISH EXPO RESULTS

Background

The Port and Harbor teamed up with Homer's Marine Trades Association to host a booth in the Seattle Marine Expo this year. The reasoning behind this joint public and private advertising venture is simple: when it comes to the maritime industry, we share the same customers. Working together stretches our advertising dollars but more importantly this one-stop Homer information center presents a location where Port/Harbor, business owners, and vessel owners can meet. That, by the way, is one of Homer's strongest selling points over most Alaska harbors. In Homer, we offer the full package: high quality harbor, full public access docks, competitive fish buyers netting better-than-average prices to the fisherman, longshoring/uplands support, and a service industry that can, will, and does provide the best vessel support in the State.

The Expo was well attended and the Homer booth was well received. I was very impressed by the level of participation from local business who signed up and paid to advertise with Homer Marine Trades this year and by the business owners who both attended the fair and helped out in the booth. I saw many connections being made and we were kept on task nearly nonstop answering questions and handing out information to folks who stopped by. Promoting Homer's Port and Harbor is one of my duties as Harbormaster and I see the Expo as a great value for the Harbor Enterprises advertising dollars.

Recommendation

Informational only

Port and Harbor Advisory Commission Strategic Plan - 2011

Mission statement:

Act in an advisory capacity to the City Manager and the City Council on the problems and development of the City Port and Harbor facilities. Consideration may include the physical facilities, possible future development and recommendations on land use within the Port and Harbor areas.

Overall Goals:

1. Conduct faster, more productive meetings
2. Become a more effective Commission - provide timely, relevant comment to the City Council on Port and Harbor issues
3. Have a better understanding of the budget process
4. Establish committees when needed to work on specific tasks

Short Term Goals - less than 6 months or by the end of 2011 (not prioritized)

1. Conduct more efficient meetings
2. Improve Harbor Recycling Efforts
3. Parking- Encourage administration/Council to gain greater control
4. Gain a better understanding of the budget process, and provide comments to the Administration (Harbormaster, City Manager) in a timely manner for possible inclusion in the 2012 budget.
5. Develop a strategy to work with the City Council
6. Improvements to Barge Ramp - facilities need to be repaired and replaced due to increased usage.

Midterm Goals 1-3 years (2012-2014)

1. Continue to refine City Leasing Policies
2. Continue to understand the budget, include setting fees, and dedication of sales tax
3. Lobby for restroom access on Fish Dock Road
4. Lobby Council for funds to create a port marketing plan
5. Improvements to Barge Terminal Facility
6. Container Freight System - Support Staff in research and market analysis regarding interest, cost effectiveness and benefits to the Kenai Peninsula

Long Term 5 or more years (2016-??)

1. Build a new harbormaster office
2. Encourage the City to lobby ACOE and the state to address erosion control on the Spit, both on the west side and the harbor side
3. Long range harbor planning, east harbor expansion

Action Plan - Who does what, and when?

Staff

- Provide yearly information about the budget
- Inform the Commission of City Council actions and discussion of Harbor issues

Commission

- Attend City Council meetings as assigned
- Attend work sessions and training opportunities
- Come prepared to make a motion for action at meetings, or ask staff before the meeting for more information
- Request a City Council member attend Port and Harbor meetings
- Ask questions about the budget process. Request information from the Harbormaster.

Clerks

- Help the Commission learn to be more efficient and effective
- Help the Commission learn to better communicate with the City Council (Memorandums vs Resolutions and Ordinances)

Homer Spit Lease Expiration Calendar

updated 1/6/11 rev. 2/17/11

Lease Expires	Leaseholder	Details	Action
7/31/2010	Fish Factory	6 mos. Lease Expires	Paying month-to-month til completion of construction brings Lot 12A up to code for lease amendment to include 12B strip
8/14/2010	Alaska Custom Seafoods	lease expires; no options remain	Lease negotiations currently in progress with Alaska Custom Seafoods
9/23/2010	Peninsula Scrap	9 mo. lease expires	scrap meter stored on chip pad
9/30/2010	Snug Harbor	lease expires	Lease negotiations currently in progress with Snug Harbor Seafoods
5/18/2011	Bruin Bay, LLC	lease expires	
9/10/2011	Homer Spit Campground	Approved by Council for New Lease 2/15/11	New Lease 10 yr w/2 five yr options
12/9/2011	Pier One	lease expires	term-5 years; \$1/yr
4/15/2012	Dockside Two	lease expires; no options remain	
3/31/2013	Sportsman Supply	lease expires; one 5 yr option	
3/31/2013	AK High Hopes-Bob's Trophy Charters	lease expires; one 5 yr option	
11/1/2013	Southcentral Radar	lease expires; two 5 yr options	
11/30/2013	Harbor Ent. Coal Pt.	lease expires; one 5 yr option	
3/3/2014	ACS MACTel cellular	lease expires; no options remain	\$12/yr
7/31/2014	Kachemak Port Services	lease expires; two 1 yr options	
12/31/2014	Happy Face Restaurant	lease expires; no options remain	
11/30/2015	Mike Yourkowski	lease expires; one 10 yr option	
2/1/2016	El Pescador	lease expires; no options remain	
9/30/2016	USCG-Pioneer Dock	lease expires; no options remain	
9/30/2016	USCG-Roanoke Is.	lease expires? Not in file	
12/1/2018	Harbor Ent. 30 acres	lease expires; no options remain	
3/31/2020	Fish Factory	lease expires; two 10 yr options	
9/30/2023	USCG-Lot #20 by PD	lease expires; no options remain	
1/31/2026	Salty Dawg	lease expires; no options remain	
3/31/2028	Harbor Leasing LLC	lease expires; two 5 yr options	
1/13/2029	AK Marine Highway	Land Use Permit-NO LONGER IN AFFECT	Superseded by 2010 Lease Agreement
9/14/2029	Icicle Seafoods	lease expires; no options remain	
11/1/2029	Homer Ent. Sport Shed	lease expires; two 5 year options remain	
5/31/2030	Seldovia Village Tribe	Lease Expires, two 5 year options	
4/30/2060	AK Marine Highway	lease expires	

2011 Homer City Council Meetings
Port & Harbor Advisory Commission Attendance

It is a goal of the Commission to have a member speak regularly to the City Council at council meetings. There is a special place on the council's agenda specifically for this. After the Council approves the consent agenda, there is a spot for visitors, and then agenda item number seven, announcements, reports from Commissions, the Borough, etc. That is when you would jump up and speak. If the mayor moves on to public hearings, you have waited too long! Typically if there is no visitor or special presentation, you would be talking within the first half hour (or less) of the Council meeting. The Regular meeting start time is 6:00 p.m.

Each commissioner is assigned a month and is responsible for attending one of the two council meetings, ***OR finding another commissioner to do it in their place*** if they will not be attending the meeting.

<u>Meeting Date</u>	<u>Commissioner</u>
January 10, 24	<u>ZIMMERMAN</u>
February 15, 28	<u>CARROLL</u>
March 14, 29(Tuesday)	<u>WEDIN</u>
April 11, 25	<u>HARTLEY</u>
May 9, 23	<u>ULMER</u>
June 13, 27	<u>HOWARD</u>
July 25	<u>ZIMMERMAN</u>
August 8, 22	<u>ULMER</u>
September 12, 26	<u>SEPTEMBER</u>
October 10, 24	<u>WEDIN</u>
November 28	<u>HOTTMANN</u>
December 12	<u>HOTTMANN</u>

Budget is given to department heads in July, August to return to city manager for first presentation to council on September.

Budget related council meetings, check schedule at that time: October, November, December

The regular December meeting is when the Budget is finally approved by City Council.

Any Special Meetings are usually schedule the first Monday of the month.

2012 Homer City Council Meetings
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