

# Vessel Haul-Out Task Force

**Final Report**  
September 22, 2014



## Task Force Members:

Bryan Hawkins ◇ David Lewis ◇ Mike Stockburger ◇ Mike Pate  
Ian Pitzman ◇ Glen Carroll ◇ Barbara Howard

# Contents

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- ❖ Vessel Haul-out Task Force Presentation
- ❖ Final Report to Homer City Council
- ❖ Large Vessel Haul-out Questionnaire & Letter
- ❖ Memo to VHOTF from Bryan Hawkins, Port Director Re: Questionnaire Results dated May 9, 2014
- ❖ Business Performa
- ❖ Capital Improvement Projects
- ❖ Overview of Haul-out Area

# LARGE VESSEL HAUL- OUT FACILITY



© Scott Dickerson

- Local fleet of larger vessels wanting to stay local for services
- Locally available marine trades
- Great Location

**WHY NOT HOMER!**

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# VESSEL HAUL-OUT TASK FORCE: PURPOSE & MISSION

**Resolution 14-015: Make recommendations to City Council on a large vessel haul-out & repair facility**

- Discuss possibility of such a facility at the Port
- Explore the benefits & challenges
- Review & discuss all facets of a vessel haul-out & repair facility
- Provide recommendation by October 1, 2014



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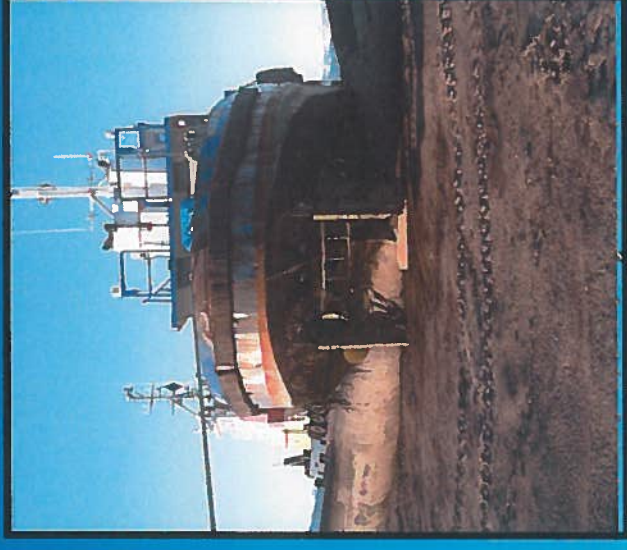
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# TASK FORCE ACCOMPLISHMENTS

- Sent survey of interest to vessel owners & fleet managers
- Reviewed repair yard management plans/policies
- Reviewed methods/costs for hauling vessels
- Developed short and long-term goals
- Developed business performance
- Held 12 public meetings



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# WHO BENEFITS?

- Larger vessels that currently have to travel for services
- Local marine trades people
- Other business owners
- City of Homer



**Homer, Alaska**

Port & Harbor : [www.cityofhomer-ak.gov/port](http://www.cityofhomer-ak.gov/port)  
Marine Trades Association : [www.homer-marinetrades.com](http://www.homer-marinetrades.com)

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# WHERE?

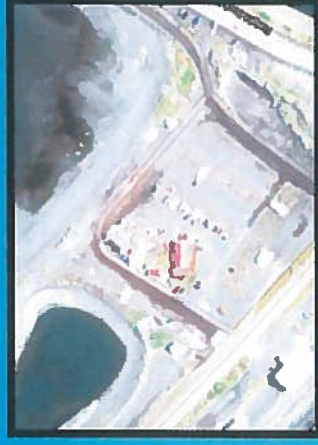
## Option 1 – Barge Haul-Out Area (between Fishing Hole & Harbor)

- Gently sloping beach – optimal 5% slope
- Lowest uplands elevation = less lifting
- Marine Industrial zoning
- Electricity & water available



## Option 2 – Concrete Pad & Adjoining Areas

- Large (5 acre industrial pad)
- Run-off water treatment development easier to achieve in this location
- Lot 21 – currently set aside for boat lift



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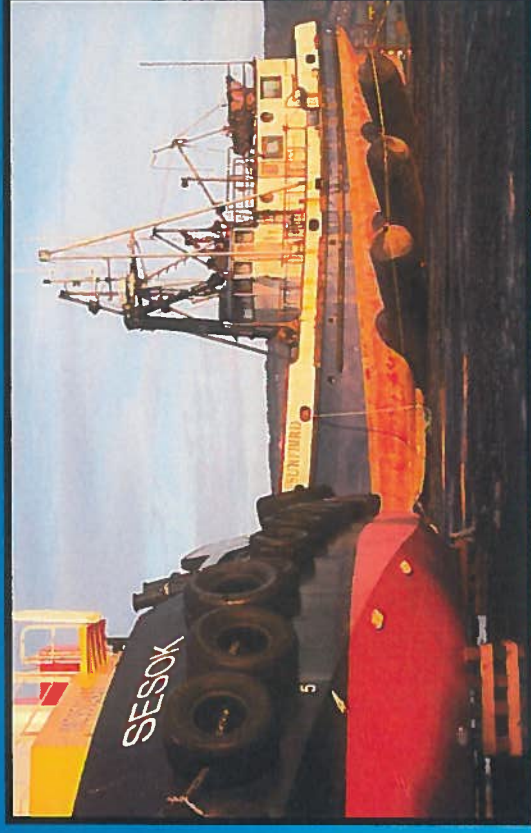
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## WHEN?

### A.S.A.P.

- Seven large vessels were hauled out spring 2014
- Growing list of requests for upcoming fall 2014
- Multiple projects on the horizon for Cook Inlet
- Revenue opportunities for the community



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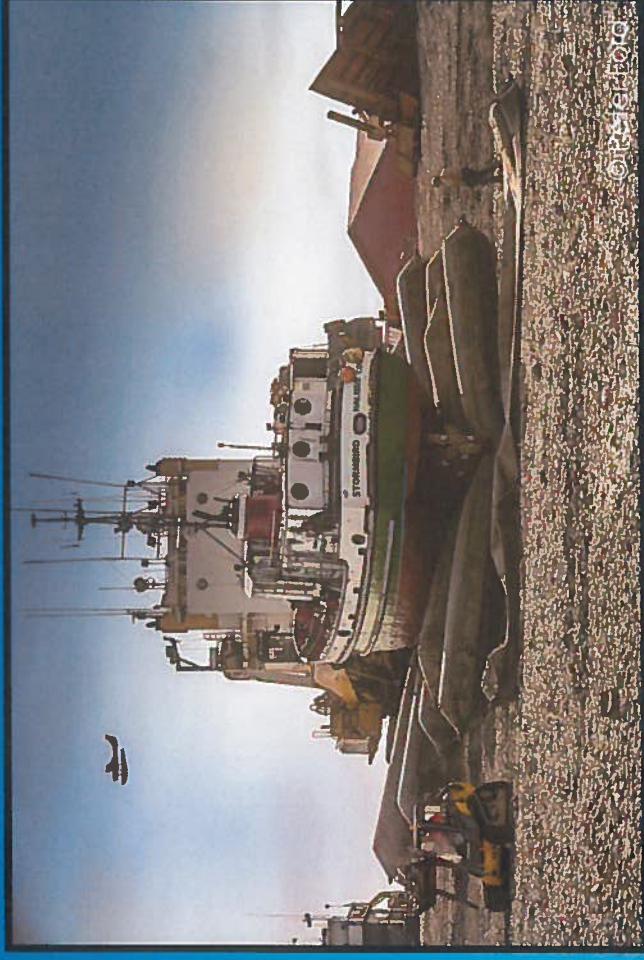
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# HOW?

## METHODS USED TO HAUL OUT LARGE VESSELS:

- Marine Ways – Railway to pull boat out
- Lifts – Traveling or Stationary
- Trailers – Towed or Self Propelled
- Pneumatic Bags
- Combinations of the Above



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# VESSEL REPAIR YARD MANAGEMENT OPTIONS

## Open Yard vs. Closed Yard

- **Open yard:** vessel owners are allowed to work on their own vessels & hire contractors from an approved list of vendors
- **Closed yard:** vessel owners contract with the repair facility for all repairs; yard employees perform the work

## Public, Private, Co-op, or Other

- **City-managed facility:** a new department within the Port & Harbor created specifically for running & maintaining the yard
- **Privately-managed facility:** a privately owned business operates the yard under a long-term lease with the City

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# TASK FORCE RECOMMENDATIONS

1. Continue large vessel haul-out at Barge Haul-out Area September through May
2. Resolve land use issues to provide for year-round use
3. Support the Barge Mooring & Marine Ways CIP's
4. Fund the design, engineering, & permitting for upland improvements for repair yard
5. Develop and advertise an RFP for developing the facility



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## RFP GOALS

Key points to include in the RFP:

- ✓ Haul-out facilities for local & new, large vessel customers
- ✓ Safe environment for workers completing maintenance tasks
- ✓ Develop environmentally-approved, full service facilities
- ✓ Encourage year-round job growth in the marine trades & support the industry
- ✓ Promote marine trade skills & job training in Lower Kenai Peninsula schools & colleges
- X City does not want to compete with established, privately-owned & operated haul-out facilities. City wants to bring new business into community & work to keep large vessel maintenance from leaving town.

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# FUTURE NEED FOR THE TASK FORCE

The task force's mission has been accomplished, but is there more work to be done?

What should be done with the Vessel Haul-out Task Force?

- A. Disband the task force, or
- B. Remain formed to meet only when needed

Special & Related Projects:

- Develop an RFP for a large vessel haul-out & repair facility
- Act as a review panel for RFP applications
- Act as a review panel for capital improvement proposals
- Other future needs relating to the haul-out facility

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# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

Port and Harbor

4350 Homer Spit Road  
Homer, AK 99603

[port@cityofhomer-ak.gov](mailto:port@cityofhomer-ak.gov)

(p) 907-235-3160

(f) 907-235-3152

## Memorandum

TO: MAYOR BETH WYTHER & HOMER CITY COUNCIL  
FROM: VESSEL HAUL-OUT TASK FORCE  
DATE: SEPTEMBER 22, 2014  
SUBJECT: FINAL REPORT

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**Executive Summary:** After careful research, discussion and evaluation the Vessel Haul-Out Task Force presents the following for your consideration.

The need for a vessel haul-out facility of some configuration is highly desired by the commercial fishing fleet; deep v-haul and wide body vessels and barges. The amenities of good weather, ice-free harbor area, marine services and upland facilities make the Port of Homer a very attractive consideration for general maintenance work as well as emergency repair work. During the shoulder months of 2013-2014 in the beach area near Lot TR1-A, approximately seven vessels of various types were hauled out for repairs. Two additional vessels were turned away.

The skilled jobs this created, along with additional income to the Harbor Enterprise fund, was a welcomed economic surge. Because of this unexpected activity the task force was organized to dream about the "what if's". Bottom line is: the perfect all-accommodating haul-out facility is not in the near future for the Homer Harbor because of the tremendous, upfront facility costs. What is feasible is to improve what we have going for us by beefing up the beach mooring system, establishing electrical power hook-up service, and building an environmentally adequate wash-down facility. The task force's research gives up the cost to be about \$650,000.00. The upgrades needed are on the existing CIP list and we recommend prioritizing these projects for this year.

**RECOMMENDATION:** Approve the CIP beach and harbor improvements as described in CIP Barge Mooring Facility Phase II in the amount of \$105,000.00 with the funding source to be from the general fund balance account. Instruct staff to apply and receive all necessary permits this type of marine activity requires. Further, it is recommended the public involvement is restricted to scheduling and supervising rules and regulations, leaving the balance of the activities to the private sector as an open shop. The task force recommends a tariff rate schedule for this new harbor service to be developed and approved. Finally, instruct staff to write and advertise a Request for Proposal for developing the facility.

**Background:** At the December 4, 2013 meeting of the Port and Harbor Commission, Port Director/Harbormaster Hawkins presented the concept of a vessel haul out facility that is further described in a supporting memorandum. In addition to the commissioners' comments, several members of the community (user groups) identified the need to provide a service to the larger vessels. City Manager Wrede also spoke about the projects potential. The commission requested the City Council form a committee to research the possibilities of a vessel haul-out repair facility.

On January 7, 2014 the City Council adopted Resolution No. 14-015 authorizing the formation of the Vessel Haul-Out Task Force.

The Task Force has held twelve meetings and made one presentation to the Port and Harbor Commission. All meetings were well attended by members of the public and government agencies. The staff members for the City Clerk; Finance; Planning; Public Works and Port and Harbor provided valuable and timely information requested.

Members of the Task Force were selected as a good representation of the user groups and interested parties: Glen Carroll; David Lewis; Ian Pitzman; Mike Stockburger; Mike Pate; Bryan Hawkins and Barbara Howard were appointed by the mayor to serve on the task force.

**Recent Haul-Out Activities:** During March through May 2014, as many as six large vessels of various types were on the beach area of Lot TR1-A. Tugs, barges, and other fishing vessels were being hauled out on air bags and tractors for maintenance and repair. Economically, this activity was a welcome boom to the shoulder months for all marine trades of the Homer area. Income generated by the mooring for the enterprise fund was approximately \$18,000. This amount is low because we did not have a tariff schedule to reflect the true value of the facility. As many as twenty workers were on-site doing high, wage-earning work. Welders, carpenters, mechanics, painters, and other services were readily working for three months. The restaurants and other businesses noted a welcomed increase to business during this period. The beach area was restored to “better than before” status by May 20<sup>th</sup> in plenty of time for Parks and Recreation staff to prepare the area for campground use and other recreational activities.

**Result of Research:** As part of our research, we developed and sent out a questionnaire to the user groups of approximately 300 vessel owners/operators. We received 44 replies. Copies of the questionnaire and staff memo of the results are included with this report. The need for such service was once again confirmed.

**Management Options:** A Business Performa was developed as a guiding tool for our assumptions and timeline. A copy of this document is included as well.



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(f) 907-235-3152

April 4, 2014

Re: Large Vessel Haul-Out Facility – Potential Future Facility & Questionnaire

Dear Vessel Owner,

Homer City Council has formed a task force focused on the possibility of building a large vessel haul-out and repair facility on the Homer Spit. The task force is made up of two City Council members, two Port and Harbor Advisory Commissioners, two members of Homer Marine Trades Association, and the Port Director/Harbor Master. This group has been assembled to review/discuss the possibility of a large vessel haul-out and repair facility, the benefits and challenges of building such a facility, and the options of the facility being owned privately or by the Harbor Enterprise.

The task force's goal is to utilize the existing fenced-in, 5 acre, concrete pad located on the Homer Spit for a year-round facility (see map on other page). Nearby lots 10 and 11 may also be utilized. Due to limited space, the City is only interested in creating a vessel maintenance and repair facility, not a vessel storage yard. A rate structure would be established to encourage vessel owners to accomplish their boat projects on an efficient and timely basis.

To better aid the task force in determining the potential market for a large vessel haul-out and repair facility, we are asking for your input via a questionnaire. We have chosen to send this letter to you because:

- You are the owner of a vessel that is 58 to 300 feet in length
- Your vessel may be too wide (beamy), and too heavy (over 70 displacement tons) for other haul-out facilities
- You have utilized Homer's harbor and/or port
- You may have difficulty finding local facilities that can haul your vessel out for repairs and maintenance

If this description applies to you, then we are very interested in hearing more about your vessel and your willingness to use a Homer-based, large vessel haul-out facility. We are also interested in your opinion of who the potential owners/financers should be, such as: the City of Homer, a private business, or a private group (i.e. local businesses and vessel owners forming a cooperative).

**Enclosed with this letter is a brief questionnaire. Please complete the form and return to the Harbor Office by May 5, 2014 by the following methods:**

- **Mail** – City of Homer, Port and Harbor 4350 Homer Spit Road, Homer, AK 99603
- **In Person** – Office located at the above address; at the top of Ramp 2
- **Email** – Scan and email to [rtussey@ci.homer.ak.us](mailto:rtussey@ci.homer.ak.us)

This questionnaire is available online at:

<http://www.cityofhomer-ak.gov/port/large-vessel-haul-out-facility-questionnaire>

It is also available at the following Survey Monkey link:

<https://www.surveymonkey.com/s/352RNL6>



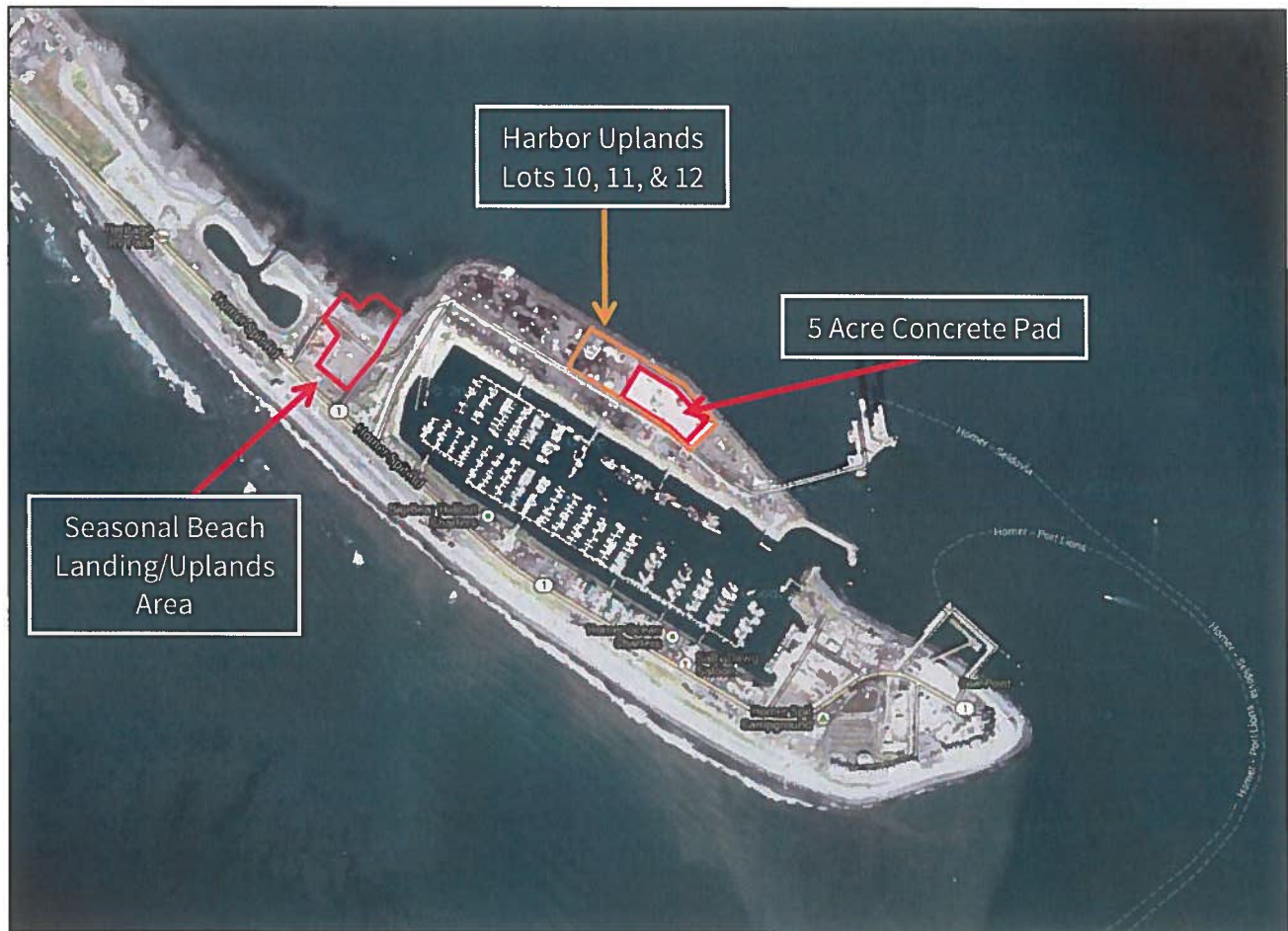
We appreciate your time and hope to hear what you have to say on the subject by May 5<sup>th</sup>!

Sincerely,



Bryan Hawkins  
Port Director/Harbormaster

Encl. Large Vessel Haul-Out Questionnaire





## City of Homer Vessel Haul-Out Task Force

### Large Vessel Haul-Out Facility Questionnaire

**\*Please Complete & Return to the Harbor Office by Monday, May 5, 2014**

Hello and thank you for taking a moment to complete the following questionnaire! The information you provide will be used by the Vessel Haul-Out Task Force for the sole purpose of conducting research for potential users of a large vessel haul-out and repair facility, located on the Homer Spit. This fact-finding questionnaire is designed to help decision-makers move in the right direction with this proposed project; your participation will not obligate you in any way. We thank you for your time and input!

Name of Owner: \_\_\_\_\_

Vessel Name: \_\_\_\_\_ Home Port: \_\_\_\_\_

Vessel Length: \_\_\_\_\_ Beam: \_\_\_\_\_ Displacement Tonnage (actual weight): \_\_\_\_\_

Type of Vessel:  Tender  Fishing Vessel  Landing Craft  Barge  Tug  Other: \_\_\_\_\_

Hull Shape:  Deep Draft, Single Keel  Shallow-Draft, Flat Bottom, Twin Engine  Other: \_\_\_\_\_

Hull Material:  Steel  Aluminum  Wood  Fiberglass  Other: \_\_\_\_\_

1. When looking for a place to haul out, what motivates you to choose one facility/location over another?  
(Rate the following choices, **1** being most important and **5** being less important)

\_\_\_ Geographic Area

\_\_\_ Price

\_\_\_ Marine Industry Support

\_\_\_ Harbor Amenities

\_\_\_ Local Services

2. If this kind of facility existed in Homer, would you use it?

Absolutely

Possibly

I don't know

No

3. What is your preferred method for removing the vessel from the water?

Trailer

Dry Dock

Travel Lift

Air Bags

Other: \_\_\_\_\_

4. In regards to your maintenance/repair schedule, how often would you have your vessel hauled?

Annually

Every Other Year

Once Every 3-5 Years

Other: \_\_\_\_\_

5. What time of the year would you like to be hauled out?
  - Spring
  - Summer
  - Fall
  - Winter
  
6. How long would you like to be hauled out?
  - Days
  - Weeks
  - Months
  
7. While hauled out, what kind of boat work are you looking to have done? (select one or more)
  - Hull Maintenance – sandblasting, painting, zincs, etc.
  - Mechanical – props, shafts, engines, etc.
  - Fabrication – fiberglass, welding, etc.
  - Inspection Purposes – USCG, insurance, etc.
  - Other: \_\_\_\_\_

For the next few questions, let's focus on who will own this facility, who will oversee operations/maintenance, and where the funding will come from to build such a facility. Please select the answer you agree with best.

8. Let's say that the City of Homer Port and Harbor offered specific lots in the harbor, at a reasonable lease rate and term, to establish the facility. How would you suggest a facility such as this be funded and owned?
  - The City of Homer Port and Harbor, funded through state grant appropriations
  - A private business
  - A cooperative consisting of local businesses and vessel owners interested in investing
  - Other: \_\_\_\_\_
  
9. If the facility is built, who do you think should operate the haul-out equipment, run the office, and manage the facility overall?
  - The City of Homer Port and Harbor, working as another branch of the Port and Harbor department
  - A private business that is the owner AND operator
  - A private business that operates through a contract under the ownership of another entity (such as the City)
  - A cooperative consisting of local businesses and vessel owners
  - Other: \_\_\_\_\_
  
10. If you were given the opportunity to be a part of a cooperative effort (involving local businesses and vessel owners) that owned, operated, managed, and maintained a large vessel haul-out facility, would you be interested in being a part of it?
  - Yes
  - No

Please provide other comments you may have:

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Port and Harbor

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## Memorandum

TO: VESSEL HAUL-OUT TASK FORCE

FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER & RACHEL TUSSEY,  
ADMINISTRATIVE SECRETARY

DATE: MAY 9, 2014

SUBJECT: REPORT ON THE LARGE VESSEL HAUL-OUT QUESTIONNAIRE RESULTS

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This memorandum presents the findings of a market research and opinion study that Port and Harbor Staff conducted for the Large Vessel Haul-Out Task Force. Information on how the questionnaire was conducted and how responses were compiled are presented first, followed by the findings of the questionnaire. Staff's comments on the questionnaire's results are discussed lastly.

### Questionnaire Conduction & Response Compilation

To determine the potential market group for a large vessel haul-out and repair facility, staff formulated a questionnaire (see attached). This questionnaire and a letter (see attached) was mailed and emailed to recipients using Port and Harbor Marina account information, and also posted on the City of Homer website as a pop-up quiz (link: <https://www.surveymonkey.com/s/352RNL6>). Our targeted group's characteristics included the following:

- The owner of a vessel that is 58 to 300 feet in length
- The vessel may be too wide (beamy), and too heavy (over 70 displacement tons) for other haul-out facilities
- The owner has utilized Homer's harbor and/or port
- The owner may have difficulty finding local facilities that can haul-out their vessel

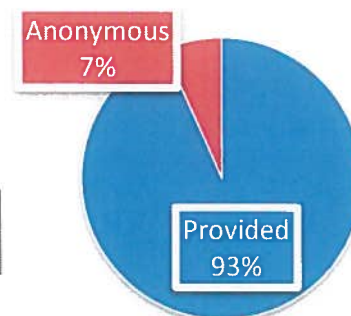
All questionnaires were sent out April 4, 2014 with a 30-day period for collecting, ending May 5, 2014. Combining all questionnaires received in person, by mail, by email, and via the link to the online Survey Monkey, there was a response rate of 22% (45 of 209). All responses were entered into an Excel spreadsheet where total numbers were calculated. Because some questions had more than one response (or none at all), findings are based on the total number of responses given to that particular question.

### Findings

#### Vessel Information

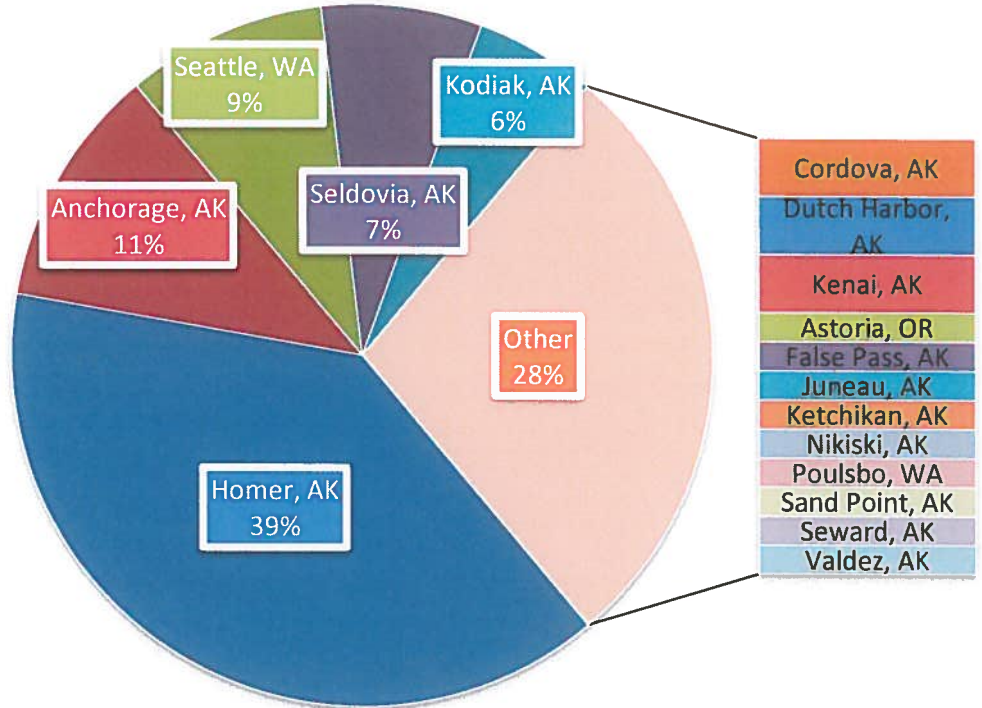
##### Question 1 & 2: Provided Owner & Vessel Name

Provided	42
Anonymous	3



**Question 3: Home Port**

Homer, AK	21
Anchorage, AK	6
Seattle, WA	5
Seldovia, AK	4
Kodiak, AK	3
Cordova, AK	2
Dutch Harbor, AK	2
Kenai, AK	2
Astoria, OR	1
False Pass, AK	1
Juneau, AK	1
Ketchikan, AK	1
Nikiski, AK	1
Poulsbo, WA	1
Sand Point, AK	1
Seward, AK	1
Valdez, AK	1

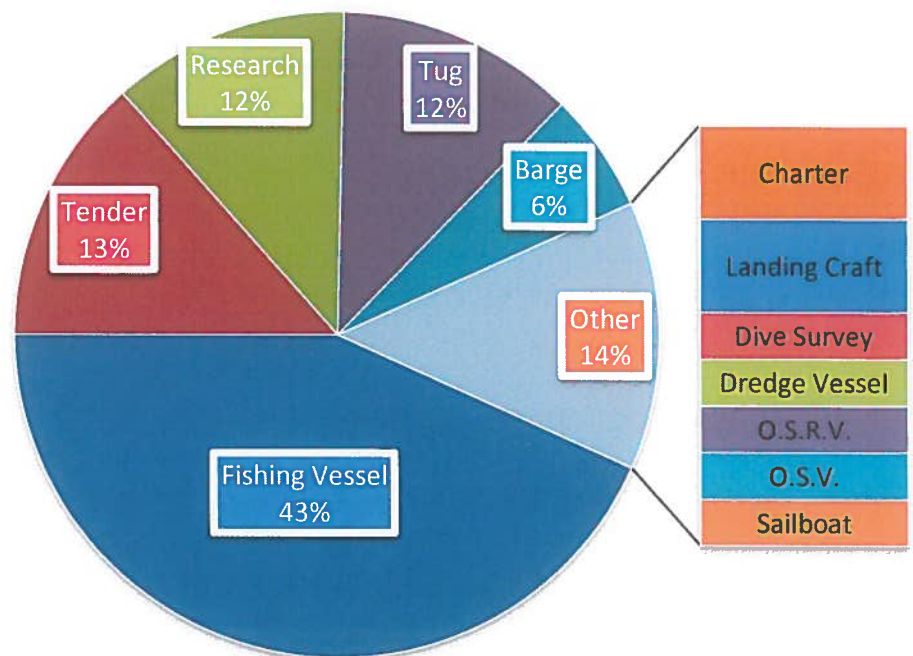


**Question 4, 5, & 6: Vessel Length, Beam, & Displacement Tonnage**

	Vessel Length	Beam	Displacement Tonnage
Min	58	17	30
Average	101	27	248
Max	250	60	1,500
Most Common	58	20	85

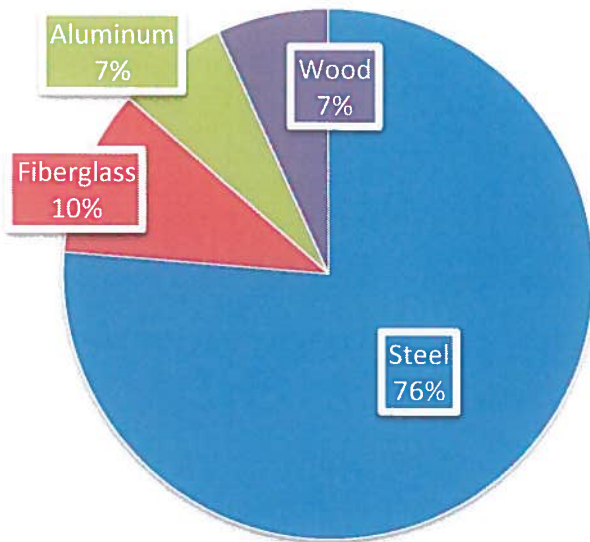
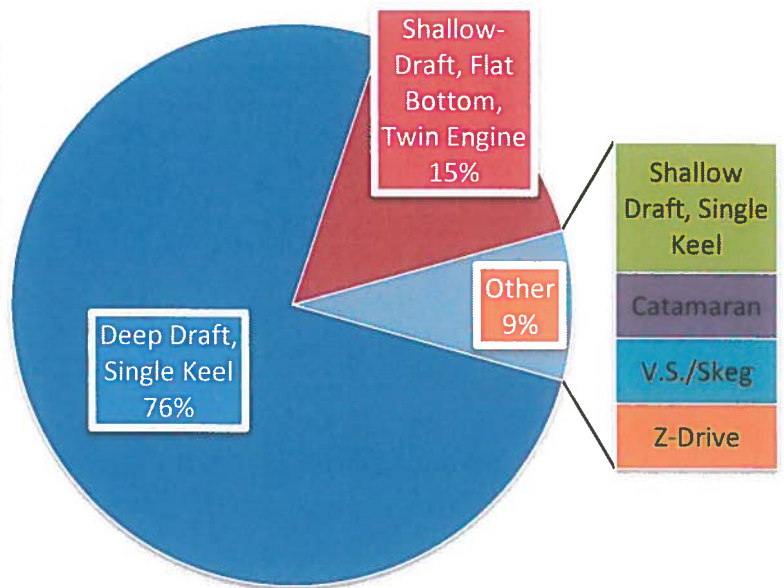
**Question 7: Type of Vessel**

Fishing Vessel	29
Tender	9
Research	8
Tug	8
Barge	4
Charter	2
Landing Craft	2
Dive Survey Vessel	1
Dredge Vessel	1
Oil Spill Response Vessel	1
Offshore Supply Vessel	1
Sailboat	1



### Question 8: Hull Shape

Deep Draft, Single Keel	44
Shallow-Draft, Flat Bottom, Twin Engine	9
Shallow Draft, Single Keel	2
Catamaran	1
Voith Schneider/Skeg	1
Z-Drive	1

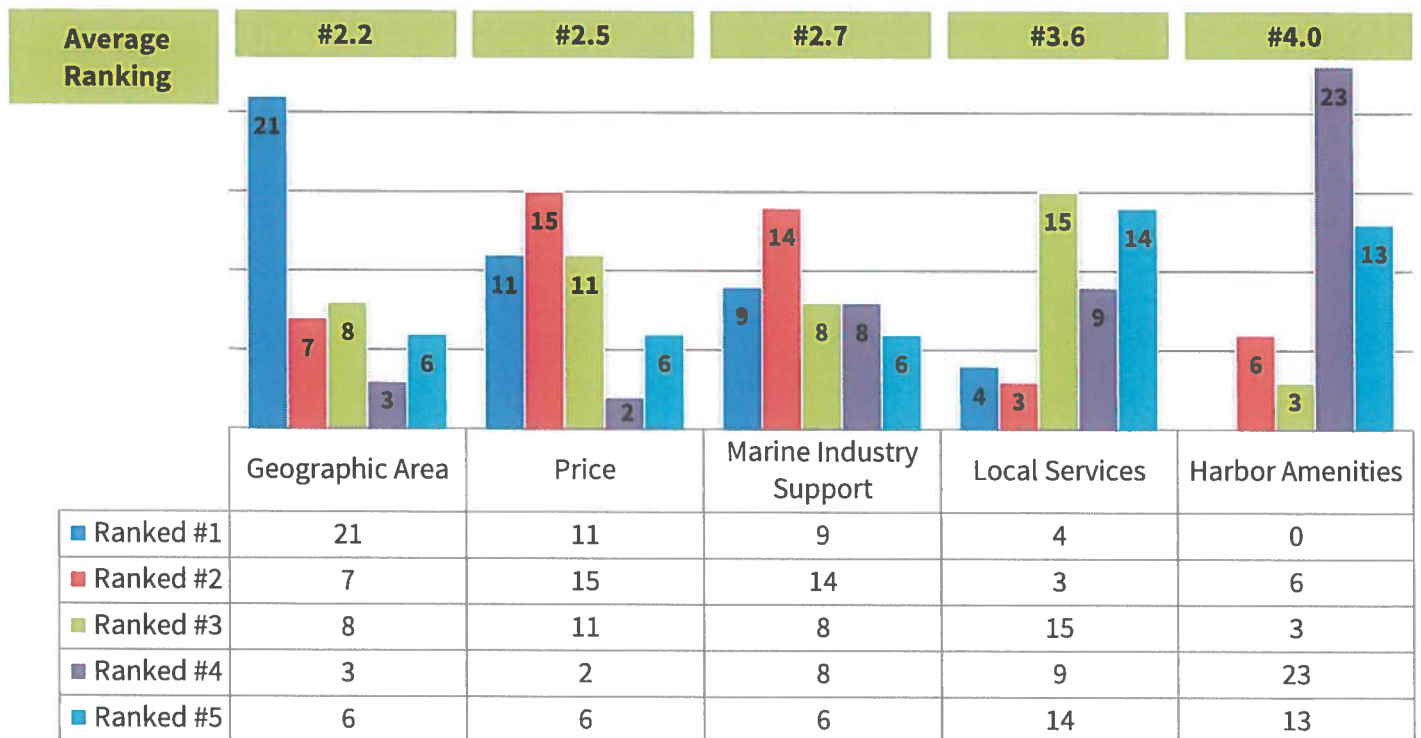


### Question 9: Hull Material

Steel	45
Fiberglass	6
Aluminum	4
Wood	4

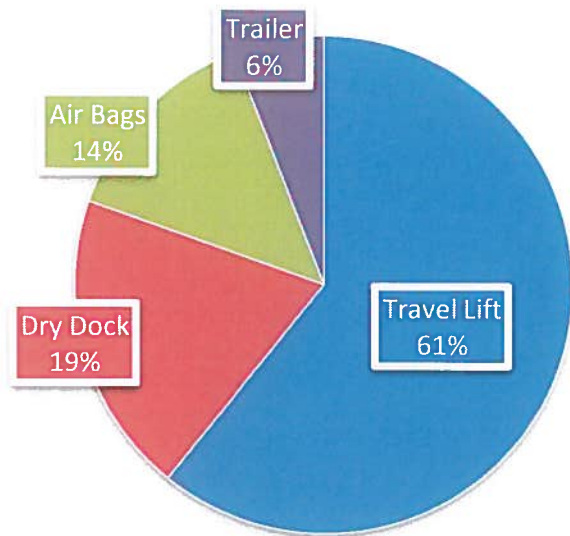
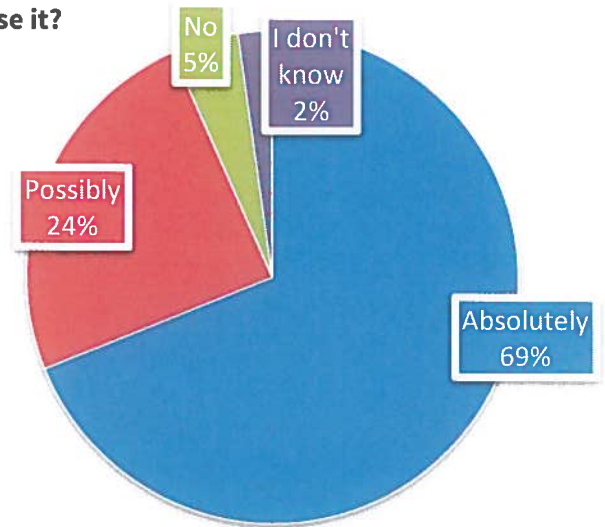
### Haul-Out Preferences

Question 10: When looking for a place to haul out, what motivates you to choose one facility/location over another?



**Question 11: If this kind of facility existed in Homer, would you use it?**

Absolutely	31
Possibly	11
No	2
I don't know	1

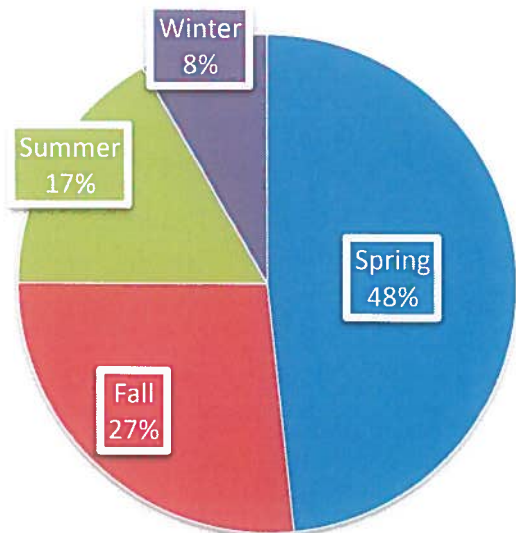
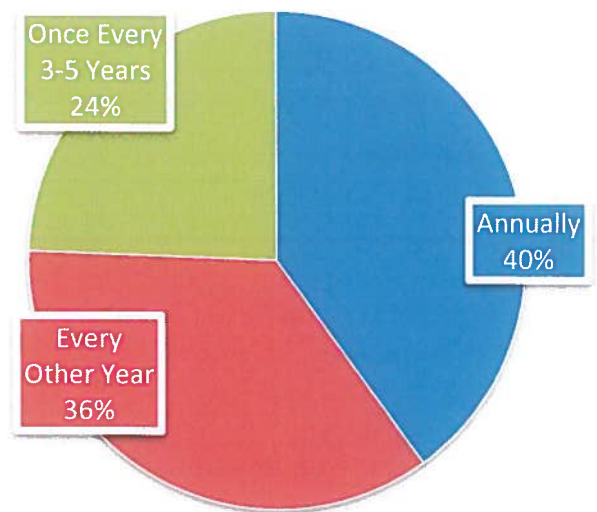


**Question 12: What is your preferred method for removing the vessel from the water?**

Travel Lift	31
Dry Dock	10
Air Bags	7
Trailer	3

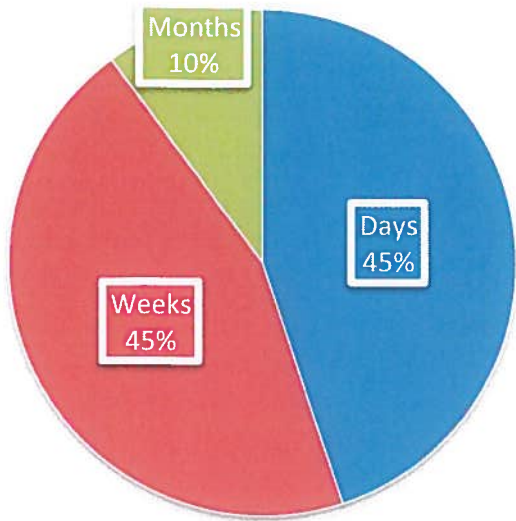
**Question 13: In regards to your maintenance/repair schedule, how often would you have your vessel hauled?**

Annually	18
Every Other Year	16
Once Every 3-5 Years	11



**Question 14: What time of the year would you like to be hauled out?**

Spring	29
Fall	16
Summer	10
Winter	5

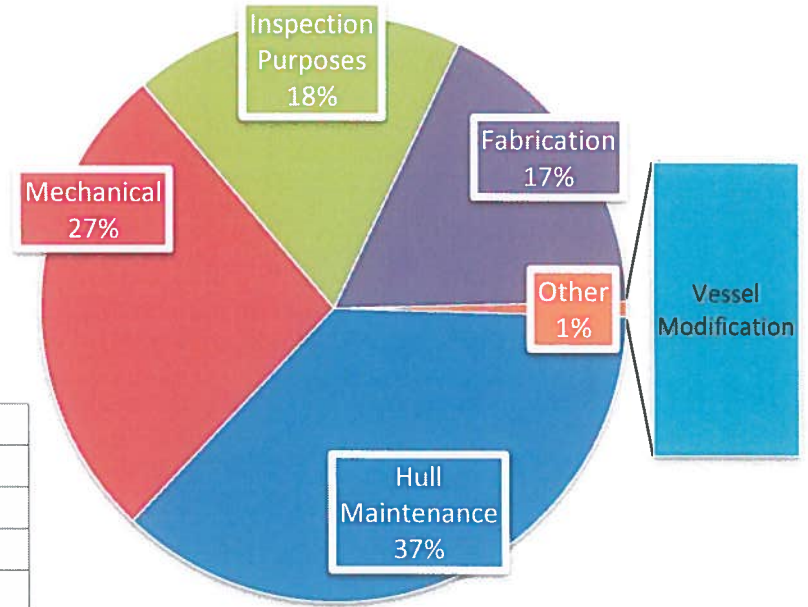


**Question 15: How long would you like to be hauled out?**

Days	22
Weeks	22
Months	5

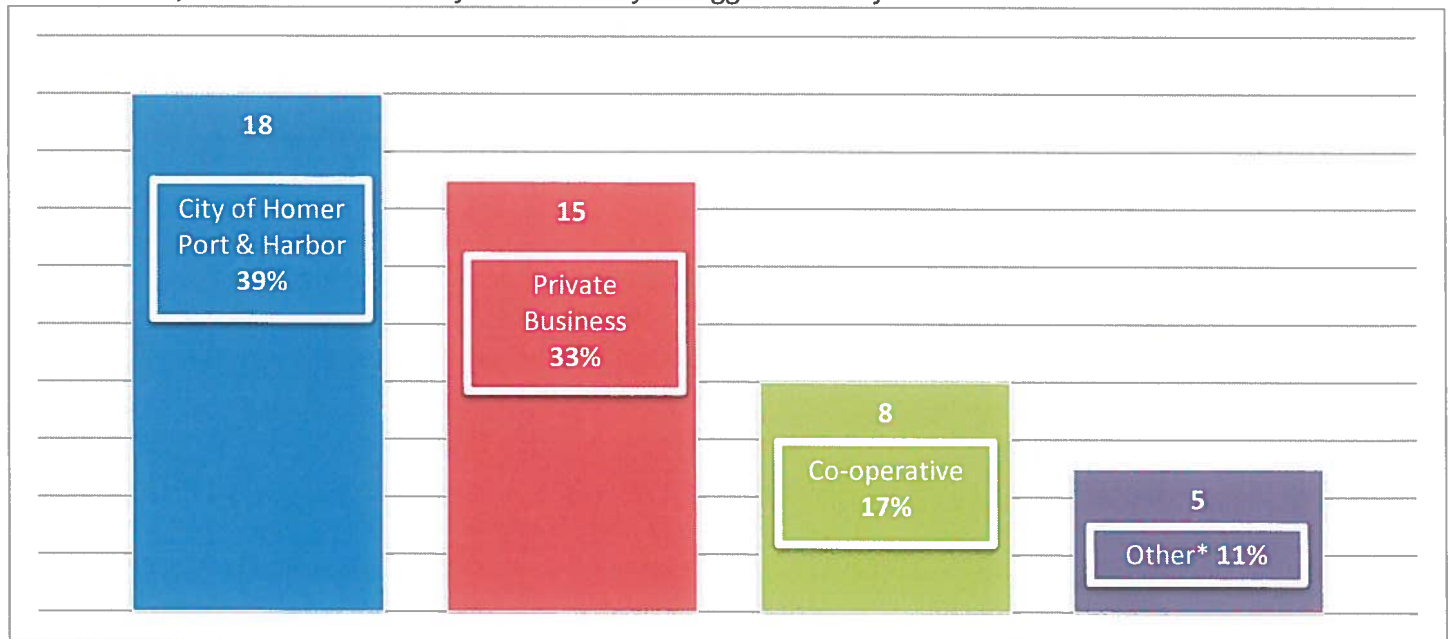
**Question 16: While hauled out, what kind of boat work are you looking to have done?**

Hull Maintenance	44
Mechanical	32
Inspection Purposes	22
Fabrication	21
Vessel Modifications for Research Charters	1



**Financing & Ownership of a Homer Spit Haul-Out Facility**

**Question 17:** Let's say that the City of Homer Port and Harbor offered specific lots in the harbor, at a reasonable lease rate and term, to establish the facility. How would you suggest a facility such as this be funded and owned?

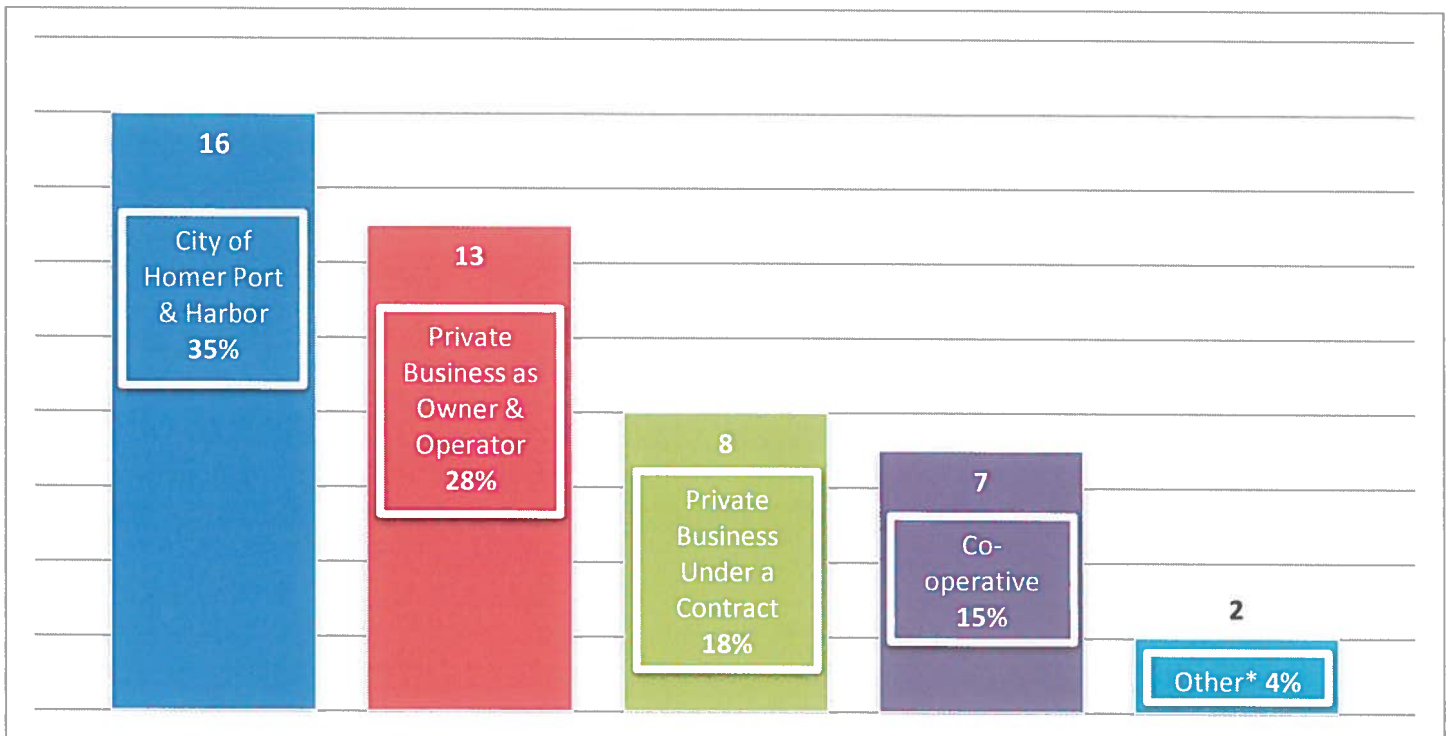


\*(1) All of the above but all have problems. Homer would have a short window but fairly decent summer weather. Price is the main deal breaker. Can you afford such a facility to be used 3 months a year?



* (2)	I believe the Homer Harbor and Spit should remain a facility to service the commercial and recreational boating community. An industrial barge facility with sandblasting, welding, and heavy industrial use is not the direction the harbor should go. An educational facility to attract visitors, instead of repelling visitors, should be considered.
* (3)	I kind of like what is available right now. A couple of small but capable air bag-pulling companies. They have, or seem to find, the appropriate equipment, and the City leases the ground for them to work on.
* (4)	A facility like the Port Townsend, WA boat yard.
* (5)	Unsure - I have no faith the City of Homer can pull of any project. Seaton has no stroke.

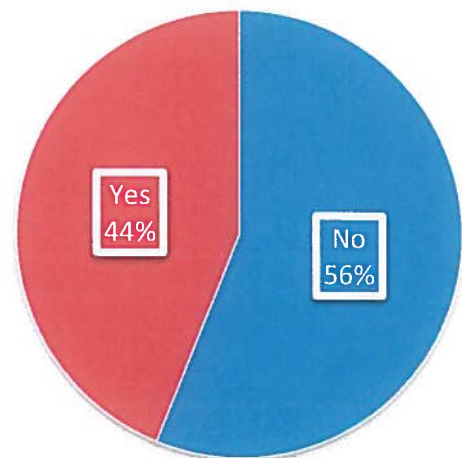
**Question 18:** If the facility is built, who do you think should operate the haul-out equipment, run the office, and manage the facility overall?



* (1)	Do not build this facility.
* (2)	Whoever has the best plan for cost effective services.

**Question 19:** If you were given the opportunity to be a part of a cooperative effort (involving local businesses and vessel owners) that owned, operated, managed, and maintained a large vessel haul-out facility, would you be interested in being a part of it?

No	23
Yes	18



## **Additional Questionnaire Comments**

For **Question 20**, space was given for recipients to leave further comments. Below are all comments, in verbatim, that were submitted to staff.

•	Needed
•	Great project - Keep it moving
•	I would haul out more frequently if haul-out was easily available. Currently I have to leave area so requires great deal of organization and effort to be effective with time and money. Operation and management should clearly be monitored by Port and Harbor. I do not wish project to be delayed while waiting for grants and state funding. Give private enterprise or cooperative opportunity to move it forward.
•	I'm going to King Cove for next haul out; there last year; Kodiak the year before
•	Dry storage lot for large vessels with travel lift service i.e. for winter storage & summer vessel modifications. I have had the R/V Thunder in Seward for 2 years as they offer these services & Homer does not have a good large vessel haul out facility.
•	Homer needs a big haul out. I'm 100% for it. Most fisher men that have boats do their work in the fall are spring, so you know Alaska weather, snow, rain, wind, cold, so it would be nice to have like some kind of shelters, and more than one. Not one haul-out in Alaska that I know of have heated, and more than one kind of shelters. Haul outs need shelters; it's a must for the kind of weather we have. If you can have more than one kind of shelter, the haul out will be the best in Alaska and do really good. Thank you.....
•	I understand price of travel lift is not economical; air bags would be ok.
•	As of now, I wouldn't participate in a cooperative effort.
•	Kodiak's facility, although very nice, runs in the red constantly. Prices keep going up with no end in sight. Poor management, too many people wearing harbor dept. clothes, ancillary charges escalating (electric boxes etc.)
•	In the present summer facility you should be concerned about the environmental protection that needs to be in place in order to protect the surrounding area from sand blasting a high pressure cleaning remnants and overspray of paint. Using dry cloths under vessels will not in my opinion provide protection from chips and marine growth, etc. staying in that area.
•	Homer prides itself in being the "Halibut Capital" and a leading visitor attraction. Creating an industrial shipyard adjacent to the small boat harbor is not the best use of the property. Consider an educational facility to attract visitors from around the world.
•	I agree that a travel lift facility is needed however most likely cost prohibitive. Homer has grids that service the fleet now and it is doubtful to me the cost of a travel lift facility could be profitable. You need at minimum a 300 ton lift probably a 500 but then you can end up like Kodiak with a too expensive of a project so the fees are too high and only those that have to go there.
•	Sand Blasting would have to be part of the facility.
•	A large vessel haul out would be an asset to the City of Homer.
•	I may be selling my boat shortly. If you still want to consider my comments, it would be helpful to have a large boat haul out in Homer. Presently, I would have to go somewhere else to haul out. Price is a huge consideration and makes a difference on where I haul out. Please keep the application short. One place has a 19 page application that discourages use of the application and facility; tell your lawyer to keep it short (1 or 2 pages). If a travel lift or crane is used, have flat straps. One place had only round straps that greatly increased the risk of strap chafing on boat edges and keels. Have chocks available publicly. Public ownership is better than private, as private facilities don't seem generally to be as available and affordable as public facilities for whatever reason.
•	We currently operate two barges and 3 tugs in Cook Inlet. We now take our tugs to Kodiak to service them. Seward ships has been an expensive and dysfunctional owner but preferable to Kodiak because it is on the road system. Homer is attractive because it is close and on the road system.
•	We have tugs from 45 feet to 205 and also some smaller barges too. Always looking for a new idea and a place closer than Seattle / Ketchikan to do the work.
•	I would love to see a haul out facility in Homer that could be used at all or most tides. I have 3 similar boats that

	would all use the facility. If the city runs it they should be similar to Northern Enterprises and not the City of Seward. Owners must be able to work on their own boats and prices should be reasonable. This facility would attract more business and more opportunity to Homer. Especially in the off season.
•	I would have re-powered in Homer if you had a travel lift. The port is well run, you should run the lift.
•	I have done vessel work in other communities and Homer has the best marine trade services but no haul out. I have voiced my preference but would be willing to do most anything to make one available in Homer. This would be a huge benefit to the local economy.

## **Staff's Review of Questionnaire Results**

In reviewing the results of the questionnaire, the task force should keep in mind the 22% response rate. This rate does not surprise staff as we have often found this to be the case when trying to survey our workboat fleet. The problem is that they are busy working and many of these owner/operators simply do not have the time, or they are out of town during the survey period.

The results do support the need for hauling both large, deep-draft vessels and large, shallow-draft vessels. And certain comments in the Additional Questionnaire Comments section reflect concerns over the high costs a haul-out facility could bring to vessel owners and the Harbor Enterprise. These concerns just show that our user groups are educated on the challenges and pitfalls involved with bringing this service to Homer.

Overall, this questionnaire supports the haul-out concept. The task force and staff should continue researching haul-out machinery alternatives that provide the service and keep costs affordable for both the user and the Port and Harbor Enterprise. It always comes down to money. If our goal is to run the Harbor Enterprise as a business, Harbor Staff has concerns about justifying a standard haul-out machinery method, such as a travel lift, because of the number of users and the upland's capacity.

Attached: Large Vessel Haul-Out Questionnaire  
Letter to Vessel Owners Re: Questionnaire dated April 4, 2014

**Business Performance  
Large Vessel Haul Out  
Assumptions and Projections**

**ASSUMPTIONS**

- 1. Minimal construction to include excavation and improving the existing beach site, installing a permanent ramp area, driving mooring pilings, and investigating and/or constructing and/or purchasing a cradle and/or trailer to assist in pulling vessels with deeper hull designs.**
- 2. Future projects and needs include improving the present storage area adjacent to the ramp for larger vessels, rebuilding the existing access road from the current beach site to the concrete pad, installing the necessary drains and catch systems at the pad, considering permanent and/or portable structures at the pad, considering other means of pulling vessels, i.e. a travel lift.**
- 3. The City of Homer will continue to own and maintain the ramp area, the storage area and the concrete pad.**
- 4. The City of Homer will administer the use and occupancy of all areas, will establish minimum qualifications for all users, will monitor all related activities and will gain remuneration from user fees, rental agreements and/or leases.**

## **PROJECTIONS**

### **Phase I**

- 1. Cost of ramp construction.**
- 2. Cost of piling installation.**
- 3. Cost of storage area improvements.**
- 4. Cost of purchasing a saddle or trailer for deeper draft vessels.**
- 5. Cost of additional working necessary on site, i.e. lighting, power, etc.**
- 6. Deferred maintenance expenses related to noted improvements.**
- 7. Cost of related debt service.**
- 8. Projected administrative expenses for the City of Homer.**
- 9. Expected annual remuneration from all user fees.**

### **Phase II**

- 1. Cost to rebuild and improve existing road from ramp site to existing pad.**
- 2. Cost of improving pad and installing a catch system for waste fluids and/or materials.**
- 3. Additional equipment and/or improvements necessary to operate and maintain pad area.**
- 4. Deferred maintenance expenses related to noted improvements.**
- 5. Cost of related debt service.**
- 6. Projected administrative expenses for the City of Homer.**
- 7. Expected annual remuneration from all user fees.**



## Barge Mooring Facility

**Project Description & Benefit:** Constructing a barge mooring facility at Lot TR 1A (east of the Nick Dudiak Fishing Lagoon) will meet the growing freight needs of existing Homer businesses and attract additional large vessel business. Phase 1 of the mooring facility will consist of a row of piles driven perpendicular to the beach that extend down through the tidal area in conjunction with a stern anchoring system and bollards above the high water line. This will provide secure moorings for vessels that cannot currently be accommodated within the harbor's basin due to lack of space. Phase 2 includes uplands support facilities such as a wash down pad and stormwater pollution prevention plan (SWPPP). The project is a response to requests from vessel owners and managers seeking safe moorage and uplands haulout area for large shallow draft vessels.

**Total Project Cost (2014):** \$1,850,000

Phase 1 - Pilings and Bollards

Design/Engineering/Permitting/Geotechnical (2015): \$250,000

Construction - (2016): \$1,000,000

Phase 2 - Uplands Improvements

Design/Engineering/Permitting (2018): \$105,000

Construction - (2019): \$495,000



Site of proposed barge mooring facility

Added a phase 2 to the project.



A ramp has been 'roughed in' at the site of the barge mooring facility allowing for the Sesok and Surfbird, pictured left, to undergo winter repairs in Homer. The proposed improvements would greatly expand the capacity of the Homer Port for large vessel haul out and maintenance.



## Marine Ways Large Vessel Haulout Facility

**Project Description & Benefit:** This project will construct a “marine ways” facility for hauling out large vessels (over 70 tons) for dry-dock, 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.

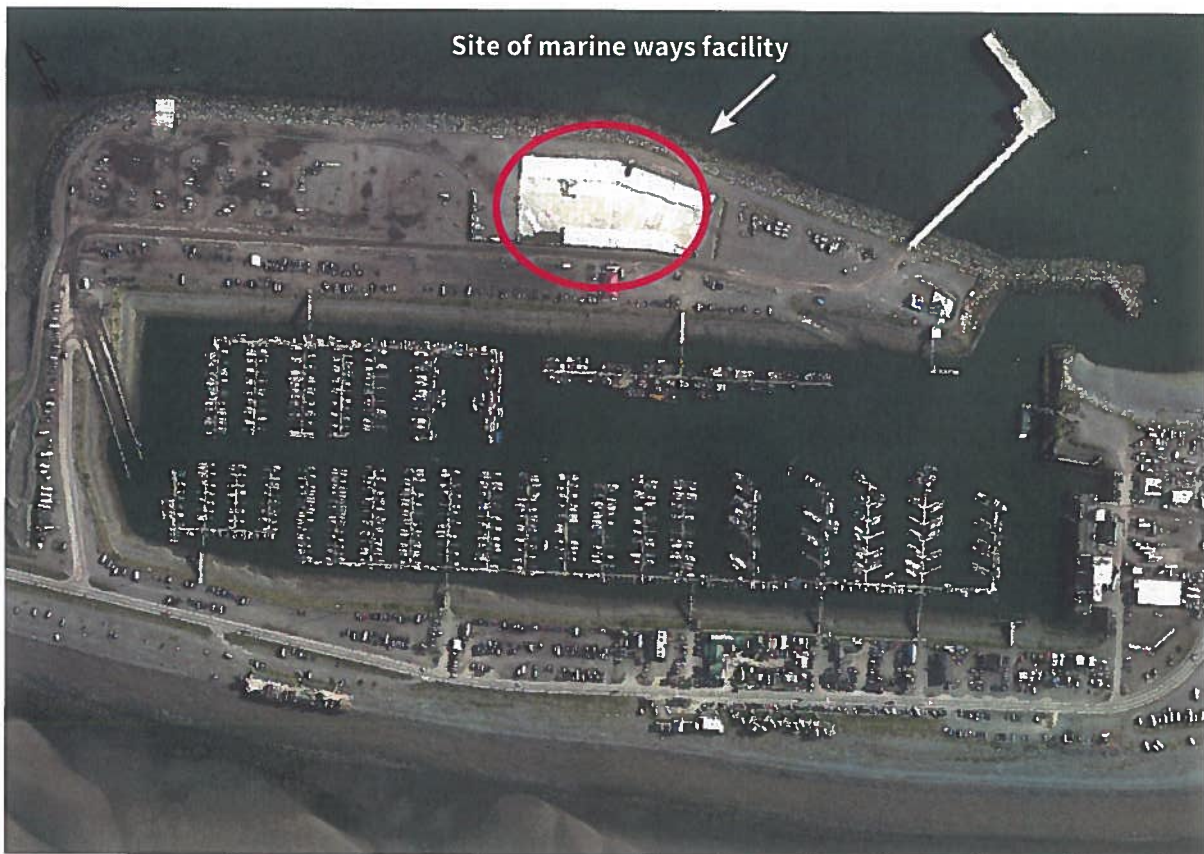
Since the wood chip business that formerly used Lot 12 left Homer, the lot and its concrete pad have been under utilized. Construction of the Marine Ways facility will accomplish a project that has been discussed for years and capitalize on the marine trades skill set that already exists in Homer. It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

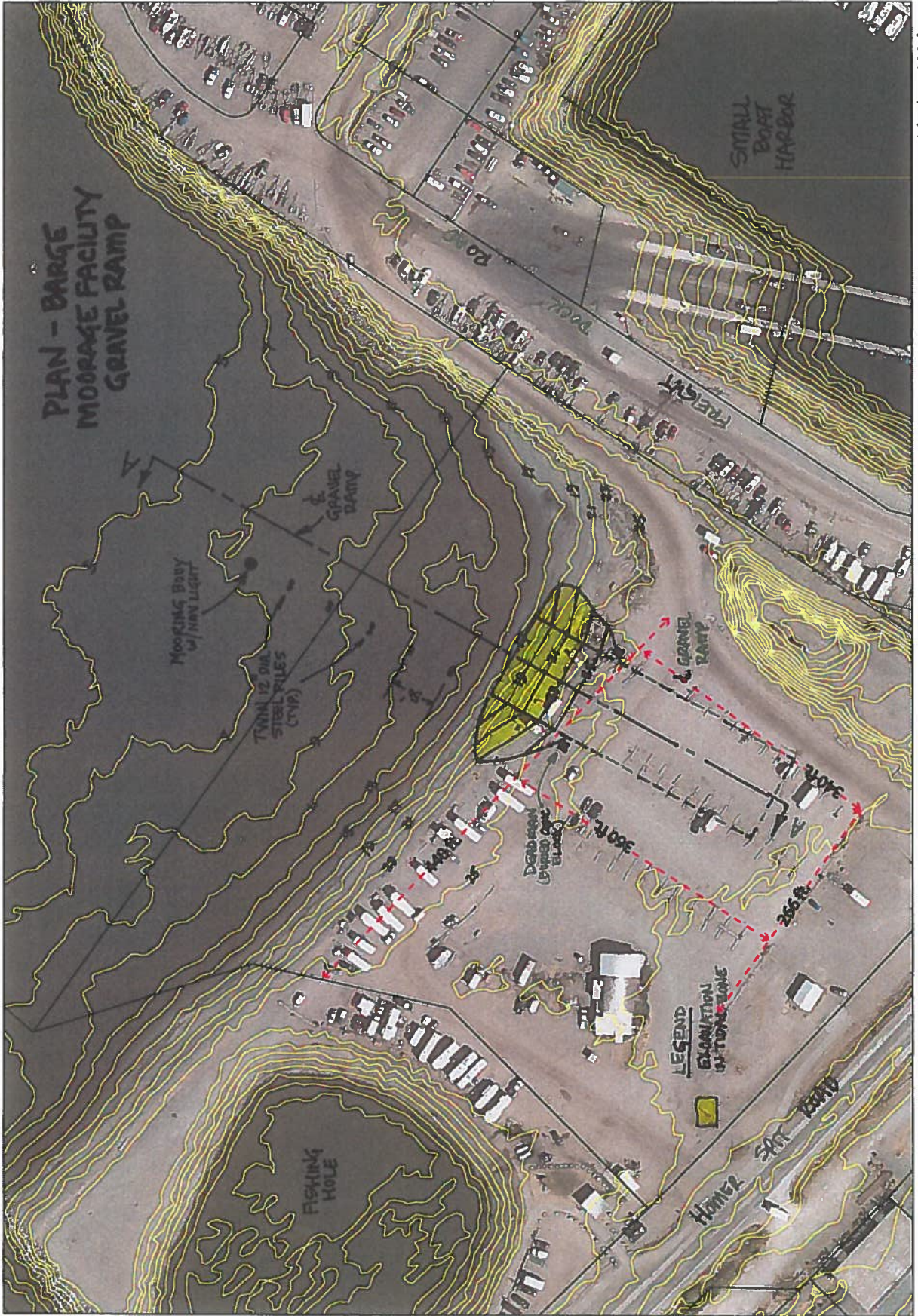
**Plans & Progress:** A Large Vessel Haulout Task Force has been established to discuss how best to meet the need of this class of vessels. Different haulout options are being considered to serve our large vessel fleet, such as a travel lift, cylindrical air bags, a large vessel boat trailer, or possibly creating long ramp and marine ways to the East of the Chip pad that would allow operators to pull these vessels from the bay on rails up onto the chip pad for repair.

**Total Project Cost:** \$6,000,000 - \$10,000,000  
(Project cost is dependent on method of haulout chosen)

**Schedule:** 2016

**Priority Level:** 2





1 inch = 100 feet