

PORT AND HARBOR ADVISORY COMMISSION

Special Meeting

Wednesday,
October 30, 2013



Harbor Boardwalk Reconstruction

6:00 P.M.
City Hall Cowles Council Chambers
491 E. Pioneer Ave.
Homer, AK 99603



**NOTICE OF MEETING
SPECIAL 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. August 28, 2013 Regular Meeting and October 9, 2013 Special Meeting Minutes **Page 5**
- 6. VISITORS/PRESENTATIONS**
- 7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS**
 - A. Port and Harbor Director's Report for September and October 2013 **Page 15**
- 8. PUBLIC HEARING**
- 9. PENDING BUSINESS**
 - A. Seafarer's Memorial Parking Lot Expansion **Page 19**
 - B. No-Wake Buoy **Page 21**
- 10. NEW BUSINESS**
 - A. Port & Harbor Commission Annual Review of Port of Homer Terminal Tariff No. 600 **Page 23**
 - B. Homer Spit Handicap Parking **Page 25**
 - C. November Meeting Schedule **Page 33**
- 11. INFORMATIONAL ITEMS**
 - A. Monthly Statistical & Performance Report August & September 2013 **Page 35**
 - B. Weekly Crane and Ice Report **Page 37**
 - C. Deep Water Dock Report **Page 39**
 - D. Pioneer Dock Report & Ferry Landings Report **Page 43**
 - E. Water Usage Report **Page 45**
 - F. Letter from City Manager to ADOT Re: Support for Drill Rig Endeavor **Page 47**
 - G. Alaska Dispatch Article Re: Jack-up Rig Returning to Homer **Page 51**
 - H. 2013 Ramp 1-4 Parking Review **Page 53**
 - I. National Fisherman Magazine Article Re: Alaska's Trickle-down Effect **Page 55**
 - J. 2013 Council Meeting Attendance Schedule **Page 57**
 - K. 2013 Strategic Plan **Page 59**
- 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, NOVEMBER 20, 2013 at 5:00 p.m. in the City Hall Cowles Council Chambers located at 491 E. Pioneer Ave, Homer, Alaska.**

Session 13-08 a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Ulmer at 6:00 p.m. on August 28, 2013 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONER CARROLL, HARTLEY, HOWARD, ULMER, STOCKBURGER, ZIMMERMAN

ABSENT: WEDIN

STAFF: PORT DIRECTOR/HARBORMASTER HAWKINS
DEPUTY CITY CLERK JACOBSEN

AGENDA APPROVAL

HOWARD/HARTLEY MOVED TO APPROVE THE AGENDA

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

RECONSIDERATION

There was no reconsideration scheduled.

APPROVAL OF MINUTES

A. July 24, 2013 Regular Meeting Minutes

HARTLEY/HOWARD MOVED TO APPROVE THE MINUTES

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

VISITORS

STAFF AND COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS

A. Port and Harbor Director's Report for August 2013

Harbormaster Hawkins reviewed his report that was included in the packet.

There was discussion regarding the crane regulations and working with the OSHA inspectors, the erosion control project, the CO2 gas issue that cause an evacuation of the Fish Dock and Fish Dock Road, and the scrapping effort for the vessel Kodiak Isle.

PUBLIC HEARING

PENDING BUSINESS

NEW BUSINESS

INFORMATIONAL ITEMS

- A. Monthly Statistical & Performance Report July 2013
- B. Weekly Crane and Ice Report
- C. Deep Water Dock Report
- D. Pioneer Dock Report & Ferry Landings Report
- E. Water Usage Report
- F. Kachemak Bay Research Reserve Summer 2013 Newsletter
- G. Letter From Patti & Brenda Boily Re: Homer Harbor Handicap Parking dated July 24, 2013
- H. 2013 Council Meeting Attendance Schedule
- I. 2013 Strategic Plan

Question was raised regarding wharfage. Harbormaster Hawkins said next month's report should have more accurate numbers.

The Commission agreed to discuss harbor handicap parking at their next meeting.

COMMENTS OF THE AUDIENCE

COMMENTS OF CITY STAFF

Deputy City Clerk Jacobsen reminded the Commission their meetings will begin at 5 starting next month.

Harbormaster Hawkins gave a brief update on the Mariner Memorial Parking Lot project and the Commission agreed that they want to have this on their next agenda.

COMMENTS OF THE COUNCILMEMBER

COMMENTS OF THE CHAIR

Chair Ulmer noted that she would like to talk about the Commission's meeting schedule next month.

COMMENTS OF THE COMMISSION

Commissioner Hartley asked if they would see the Harbor Rate Study next month. Harbormaster Hawkins said if it was ready they would. He noted that Northern Economics will be giving a presentation to Council and he would let the Commission know when that is scheduled.

PORT AND HARBOR ADVISORY COMMISSION
REGULAR MEETING
AUGUST 28, 2013

ADJOURN

There being no further business to come before the Commission the meeting adjourned at 6:53 p.m. The next regular meeting is scheduled for Wednesday, September 25, 2013 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 13-09 a Special Meeting of the Port and Harbor Advisory Commission was called to order by Chair Ulmer at 6:00 p.m. on October 9, 2013 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONER CARROLL, HOWARD, ULMER, STOCKBURGER, ZIMMERMAN

ABSENT: HARTLEY

STAFF: PORT DIRECTOR/HARBORMASTER HAWKINS
DEPUTY CITY CLERK JACOBSEN

AGENDA APPROVAL

HOWARD/CARROLL MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

Kevin Hogan said he appreciated the Finance Director's comments included in the Harbormaster's memo. He said they have had a considerable downturn in IFQ landings and the Port of Homer has dropped to number 3. When he was on Council and attended the IPHC meetings, and an industry spokesman told him they just made Homer number 2 port and said if you don't get your city to start decreasing rates we will make Homer number 3, and that is what they did. You have to be really sensitive to whose toes you are stepping on. In relation to the Northern Economics report he questions the cost estimating approach provided by R&M Consultants, he would like to know if that was part of the contract with Northern Economics or a separate contract the city paid for. He doesn't see \$19,000 worth of work in this presentation, and it's an embarrassment. He understands it's a draft, but if this is what we are getting it should be outsourced to the Junior High. He cautioned the commission regarding rate increases. When he started his business ice was \$45 a ton, and crane \$22 an hour. Now they pay over \$90 an hour for the crane and \$130 a ton for ice. He built an ice plant because he can't afford to utilize the City of Homer's ice for the bulk of his operations, and it is working for him. He hopes they allow public interaction in their discussions. This has to be looked at carefully, especially the fact that rates are not being applied uniformly out there, and he thinks they know what he is talking about.

NEW BUSINESS

- A. Memorandum from Port Director/Harbormaster Hawkins Re: Port of Homer Rate Study
 - a. Port of Homer Rate Study – Northern Economics, Inc.

Harbormaster Hawkins introduced Mike Fisher from Northern Economics, who participated telephonically. Mr. Fisher said he has been with Northern Economics for a little over 12 year, and spent a lot of his time working on ports and harbors. They have probably done a dozen or more rate studies around the state and recently a port in Texas, using five or six different approaches. He explained the

Harbor Economic Impact model is used to look at the effects of the economy on harbor activity. It is something the Harbormaster's Association has pursued with DOT in 2002, and the model was developed and published in 2003. It allows you to enter in fleet information, expenditure patterns for several different members of the fleet, personal craft, commercial fishing, charters, and so forth. It will tell you what kind of output you have, what kind of employment, income, and so forth, are generated throughout the Borough census area as well as the State.

Mr. Fisher said there are two studies in the report. One is development of the lifecycle cost model and rate recommendations based on that model. In the draft he didn't include the spreadsheet that contains the facilities, but will be sending it with the final report, which makes up about \$15,000 of the cost. It also includes a presentation to the City Council. A separate study looks at the economic impact of Buccaneer's rig being in the harbor. They just received data that one of the staff members will be working with that to prepare a standalone report, looking at the impacts within the community of having the rig.

Mr. Fisher reviewed Northern Economics' memo and explained what's included in the total replacement cost is a long list of facilities including estimates in today's dollars to replace them. There are other factors that could come into play that would change the numbers, including changing capital costs. In terms of the engineering work, that was about 25% of the contract that went to R&M to come up with replacement costs for each item. Internal discussion raised the question if it would make sense to get a couple of estimates, but in terms of this study they only used R&M's estimate.

He talked about the life cycle approach, explaining that it looks at the entire lifecycle of an asset from initial planning and construction, into operation and maintenance over its useful life, and it looks at replacement as well as salvage of an asset. In this case it is assumed that the Port and Harbor facilities will continue in perpetuum and looks at annual and major maintenance, as well as replacement, once the time comes. They looked at each of the assets in the port and came up with a time table for those costs. They also looked at operating costs currently, including maintenance and administrative costs, that factor in. For an average over the last 5 years about \$3.5 million goes in to operations and maintenance costs annually. Capital cost vary widely, some years there are none, and others times there may be as much as \$30 million over the course of several years.

In looking at life cycle costs for facilities as well as the operations and maintenance, that is where the \$23 million comes in. It is not a lump sum of everything together it's the present value of all the things, spread out over time. The net present value adjusts for inflation of all the different cash flows over the course of 40 years, and puts them in a single number today. Roughly 30% comes from capital costs and 70% from operations and maintenance. Operation and maintenance seems like a lot, but it includes the target of 3% of capital costs to spend each year on maintenance and setting aside for eventual replacement. This approach create as frame work to analyze costs of all facilities and O&M over time, to bring that to today's dollars, and figure out what it amounts to on an annual basis.

They made the assumption that, with the exception of grants that have been identified for specific projects, user fees would cover 100% of the cost. They also assumed that all transfers the Port currently makes to the City would continue, and maintained that in the model. They used a 40 year period for analysis, and a maintenance cost of 3% of total capital costs. He reviewed other aspects of his memorandum, including the allocation matrix, rate and inflation adjustments, capital cost data, and replacement cost information.

Mr. Fisher explained the end result is an overall rate increase of 57% is required if the port wants to cover all its operations, maintenance, and replacement costs. It varies by facility and they did their best they could with the allocations. If there is a change how overhead costs are allocated it could slightly change the result, but most facilities would require an increase. The fish dock and fish grinder have the largest required increase. After the initial report was submitted there was some internal discussion with staff that questions some of the assumptions including alternative funding besides user costs, harbor matching grants, and so forth. He referenced the sensitivity analysis that addresses ways that the costs could be decreased and the impacts of those changes.

He said they looked briefly at funding considerations and cost associations. They also considered changes in vessel sizes over time, as well as the idea of switching from a linear to a square foot based moorage rate. In instances where vessels are getting wider they have looked at an area based moorage rate multiplying the length and beam to establish a square footage. A tiered or graduated moorage rate is another option to consider.

In response to the questions raised in the Harbormaster's staff report Mr. Fisher commented regarding the new rate effect on consumer behavior. It is an issue that has come up and challenging to address. It isn't only Homer's facilities, but also the competitors. In the case of Sitka there are a lot of harbors around the area, there are also factors of where the fishing areas are and where people spend most of their time. One approach would be a survey of users, but it takes a long time, it's expensive, and people are going to respond in what they perceive to be their best interest. What some facilities have done is communicated well in advance the need to increase rates, and laid out a plan of how those rates will go into effect.

He said that they did not factor in personal property tax on vessels. Commissioner Zimmerman noted that sales tax is shown as a benefit to the City and the personal property tax is another benefit as well.

Mr. Fisher agreed most likely that the current harbor rate structure is market based, rather than a facility replacement rate structure, but he hasn't done the comparison. He understands they don't have automatic increases, but an expectation that each year there will be inflation adjustments. That isn't necessarily what the general market does, and put's Homer harbor in a slightly better position.

In relation to Harbormaster Hawkins' goal of \$1.4 million for depreciation this year, that is a good goal, but it does fall short to some extent. The problem with only relying on the depreciation amount is that inflation works against them. Depreciation will get you part of the way, but not all the way. Depreciation is a good target to start with, and many facilities around the state that don't even cover depreciation.

There was further discussion about revenues, grant funds, and how they tie in with the rate study; also replacement costs, and ways to bring the costs down to lessen the rate increase.

INFORMATIONAL ITEMS

COMMENTS OF THE AUDIENCE

Kevin Hogan commented over the history of the harbor there have been years that deprecation has been funded, and some that haven't. A number of years ago the reserve fund was tapped to pay for the fishing hole and the money hasn't been paid back to the harbor. It became the harbors responsibility,

and there is no revenue generated from it, and would like to see the harbor paid back for that. He appreciated comments about fish tax and is mindful of the fact that the harbor is paying 50% of the city lobbyist fees in order to secure appropriate sharing of the fish tax. He doesn't see that it's been kept on the priority list like it should. He would like to see a renewal of that emphasis and if the people we have in Juneau aren't going to pursue it, then we need to find someone who will. He has had his ear to the track and it sounds like there's a push to bring about a change in the governance structure to a home rule charter. Things change and we need to realize our structure may not be constant and could end up with things being considered differently. We should recognize the idea of a regional port authority managing the port with an expanded tax base. He expressed his concern about fairness in the appropriation of fees, and the fish dock fees he paid in August were 160% over what his competitor pays for the year. If the rates are increased, it needs to be done fairly and evenly for everyone. He encouraged them to keep an open mind and think outside the box.

COMMENTS OF CITY STAFF

Deputy City Clerk Jacobsen commented that the next meeting is October 30 at 5:00 pm in the Council Chambers.

COMMENTS OF THE COUNCILMEMBER

COMMENTS OF THE CHAIR

Chair Ulmer suggested discussing the November meeting schedule at their October 30 meeting.

COMMENTS OF THE COMMISSION

Commissioner Carroll questions the validity of the train of thought that that we are responding to the state's idea some years ago that they are no longer going to fund port and harbor facilities. That is ludicrous, they are doing it now and will continue to. As mentioned in the staff report there is the ferry and Tiglax; as we move up into the North Slope and transportation goes around the top of the world, Homer is still the nearest port with a road to it. Federal and Coast Guard boats are going to look for a place to park and he thinks its backward to think we have to adjust our rates to take care of this. There is nothing in this about increasing additional income. He predicts that in the next few years when Tutka Bay and Port Graham get going there will be 3 to 4 million pinks in each of those facilities making up 24 million pounds of product that will go across the dock, if we are sitting here saying "how can we rape them" they will take it to Seward or Kodiak or do what Trident has done with some of their product, and put it in vans and send it to Bellingham. He feels that if we think in terms of an enterprise and additional funds instead of just in terms of raising taxes and tariff on people, we will find things can be done differently. He questions the idea of comparing other ports and adjusting our rates and management based on that. There are way too many variables. Sitka and Kodiak are completely different than Homer and it isn't an apples to apples comparison. He also questions replacement cost of some of the facilities using a 30 or 40 year replacement cost. The dock for example is concrete and with upkeep and maintenance will be around for a long time. He thinks the study has raised more questions than answers for him.

Commissioner Zimmerman questioned market driven rates versus actual cost for replacement. He thinks market driven is a more realistic approach. Harbormaster Hawkins explained the study is based on life cycle, and in his opinion the current rate structure is based on market driven rates. We are able to

increase our depreciation only because of other revenue. Using the the market approach can paint you into a corner when the facility wears out with no money in the bank to replace it, and have to go out for bonds. There are plusses and minuses on both sides.

Commissioner Zimmerman said it is a lot of information to digest.

Commissioner Howard thanked staff for their effort in analyzing the report. He thinks they raised valid elements of the ocean facilities that are outside the harbor and need to be treated differently than what we have inside. He hopes we can make the adjustments to do that. He agrees this is a lot of information to take in and at the end of the day, we may use a combination of trying to get more revenue and looking at transfers to the general fund. He would like to see transfers taken in to account to in terms of whether or not the harbor can retain more of its revenue for the enterprise. This will be on an ongoing issue and will take quite a while to get through. It sounds like Kodiak went through it and never went anywhere with it. We may wind up in the same situation, but there will be a lot of discussion along the way.

Commissioner Stockburger commented that everyone who is in business basically goes through this same kind of thing trying to find the sweet spot on what you can charge. Sometimes an increase in rates ends up in a decrease in the amount of revenue. Finding the sweet spot is a dynamic amount, changing with the seasons, the years, economy, and lots of different things. Like Glenn pointed out, we are much different than the ports around us for a lot of different reasons.

Harbormaster Hawkins asked Mr. Fisher about the Sitka study. They noted there are 5 harbors in Sitka, but a similar aspect to the studies that it was replacement and not changing facility layouts other than to account for contingency like ADA facilities. They talked about the public meetings that were held. Mr. Fisher acknowledged there was a substantial outreach attempt to keep their Port and Harbor Commission and Assembly up to date. He believes there were six presentations to the groups. The purpose was to walk through the process and getting input ahead of time. Harbormaster Hawkins thinks that public education is key to how this will benefit the enterprise. We need to gain a big picture view of what our responsibilities are as owner of the harbor. He thinks the biggest benefit of the study will be in the public becoming more aware of what our responsibilities are and working out a game plan for completing their mission.

ADJOURN

There being no further business to come before the Commission the meeting adjourned at 6:20 p.m. The next special meeting is scheduled for Wednesday, October 30, 2013 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: _____



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SEPTEMBER 2013 PORT & HARBOR STAFF REPORT

1. Administration

Staff met with:

- Parks Staff Angie & Dave Brand, Kayak Water Trails Group – Water Trailhead Plaque & Kiosk
- US Army Corps of Engineers – Homer Dredged Material Management Plan Worksession/Meeting
- Tidal Energy Incubator Workgroup Meeting
- Public Works Staff & Peter Klauder, Klauder & Co. Architects, Inc. – New Harbormaster’s Office Building
- Tidal Energy Incubator Workgroup & Professor Raven – Tide Monitoring Equipment Installation at DWD
- KBBI Ariel Van Cleave – Interview Re: Port and Harbor Building Task Force
- Julie Harvey & George Mayberry, State Division of Homeland Security – Facility Security Assessment
- Marine Trades Association Meeting
- Public Works Staff & North Star Paving & Construction – Office & Lay down Area Locations
- US Army Corps of Engineers – Meeting Re: Homer Dredged Material Contract
- Deep Water Dock Fender Surplus ITB Closing
- Bill Sullivan & Planning Dept. Dotti Harness – Kachemak Bay Seafoods Lease, Completed CUP Conditions Review
- Islands & Oceans Visitor Center Science Collaborative Meeting

2. Operations

The months of August and September added closure to many of the commercial salmon fisheries and the return of the seine and tender fleets. Harbor Staff has dedicated much time in providing maximum space-use efficiency in the transient moorage areas in order to accommodate the growing demand. Rafting vessels up to four-abreast is common; Harbor officers provided numerous vessel moves, tows, and line handling assists. Vessel landings for all harbor facilities include: The Pacific Wolf & DBL54, M/V Kennicott, M/V Clean Oceans, CISPRI Endeavor, M/V Aquilla, Millennium Star, Gulf Titan, Anna T, Tug Sea Hawk & Barge Rigel, Helenka B, Red Dog, Transporter, Loon, Unimak Trader, Surfbird, Kodiak Isle, Abby M, and F/V Wolf.

- On September 19th, Operation Staff safely towed the 110’ F/V North Pacific out of a transient raft of vessels in order to clear the way for the Tug Augustine. During the same effort, the Tug Augustine successfully removed the Abby M, the last remaining derelict and abandoned vessel in the Homer Harbor. The Abby M is currently slated for scrap.
- Heavy rain storms on August 28th and September 8th caused significant water accumulation aboard small vessels. Operation Staff pumped out numerous vessels associated with the heavy rainfall. During three separate, unrelated incidents, Staff successfully prevented a 24’ pleasure craft, a 30’ charter vessel, and a 40’ commercial fishing vessel from sinking by implementing emergency dewatering equipment.
- Annual fire extinguisher inspections were conducted on September 4th. The Port and Harbor maintains approximately 100 fire extinguishers, which are accessible to the public for emergency response.
- Asphalt painting and striping was completed in ramp access lots 1 – 4 on September 19th and 20th. Fee-parking concluded in these lots on September 3rd.
- “7 Day Parking Limit” signs were installed, delineating the lot boundaries adjoining the South Central Radar, steel grid lots, and the Homer Spit Road right-of-way.
- Deputy Harbormaster Matt Clarke met with HPD personnel to identify seven vehicles that have been abandoned on the port facility. Impounds are pending.
- Parking Enforcement Aide Jack Spencer worked his last day on September 7th. Two remaining harbor assistants will remain on through October 15th.

3. Ice Plant

At this time, ice sales have surpassed last year's numbers. Because of the steady sales each week, we intend to keep the Ice Plant open and making ice until mid November.

4. Port Maintenance

Port Maintenance finished rehabbing the spare Pioneer Dock fender and Deep Water Dock inside berth fender. When fenders currently in use become damaged and are in need of replacement/repair, we can interchange the refurbished fenders into place while the other one is being serviced. The net enclosure at the Ramp 6 fish cleaning table has been complete. It has already received quite a few compliments from harbor users.

Other notable maintenance projects include:

- Removed a driftwood log that was jammed into the old wooden Main Dock
- Weather-sealed the concrete on System 5
- Completed online OSHA training for HazComm



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OCTOBER 2013 PORT & HARBOR STAFF REPORT

1. Administration

Staff met with:

- Rick Thompson, Alaska State DNR – Entrance Erosion Control Project & Hard-Facing
- City Manager & Finance – Port & Harbor’s Annual Budget
- Port & Harbor Building Task Force Meeting
- Daniel Mintz, Pacific Fishing Magazine – Interview for Port of the Month Feature
- Department Head Meeting
- Public Works, IT Staff, & Peter Klauder, Klauder & Co. Architects, Inc. – Teleconference Re: New Harbormaster’s Office Building Design
- Marine Trades Association Annual Meeting – Guest Speaker: Update on Harbor Improvements & Future Plans
- Stacey Buckelew, KBRR Coastal Training Program Coordinator – Science Collaborative Land-Level Change Study
- PND Engineers & Public Works Staff – Teleconference Re: Harbor Float Replacement 99% Design
- City Manager & Personnel Staff – Employee Health Care Meeting
- John Mayer, Captain of AMHS Tustumena – Changes to Tustumena’s Mooring Configurations
- Public Works Staff & Contractors – Weekly System 5 Electrical Project Update
- Public Works Staff & Contractors – Weekly Deep Water Dock & Spit Trails Extension Project Update
- City Attorney – Teleconference Re: Creating a Vessel of Concern Contract
- Alaska Clean Harbors Annual Advisory Meeting

The RFP for Fish Dock Crane 5, 6, and 8 Refurbishment closed Thursday, September 26th. No proposals were received.

2. Operations

Operation Staff has been coordinating efforts with the various contractors and construction projects currently underway within the port and harbor. Such efforts include the installation of sandwich boards, pylons, flagging tape and signage uplands parking lots for areas designated to job-site trailers, equipment, materials, and excavation sites. We have worked closely with Puffin electric and HEA to provide advanced notice of power outages to affected vessels owners utilizing shore power on System 5.

The following vessels conducted landings at the Pioneer and Deep Water Dock: CISPRI Perseverance and Barge Responder, CISPRI Endeavor and Barge 141, Masco Endeavor, Clean Oceans, Discovery, Tug Nordic Wind and Barge Salvation, Ocean Pathfinder, Millennium Star, Anna T, Pacific Wolf & DBL54, and Kennicott. Barge ramp and beach landings included: Helenka B, Tug Sam B, Loon, Transporter, Unimak Trader, Abby M, and Surfbird.

- Potable water inside the harbor basin was shut down for winter on October 2nd. Floats systems have been cleared of debris and abandoned objects in preparation of snow removal. The Eco barge has been removed.
- On October 7th, the tug Abby M was moved to the top of the beach landing on a 21’ high tide. Peninsula Scrap & Salvage is currently wrecking the vessel on site.
- Operation Staff re-secured several vessels’ mooring lines October 9th after a severe wind storm.
- Harbor assistants Matt Jasper and Patrick Cashman’s last day of work was October 15th. Fish cleaning stations are now closed for the season. Load and Launch Ramp fee collection has concluded until April 1st.
- After several months of maintenance in Seward, the Tustumena returned to service on October 19th.
- Seldovia Village Tribe’s Kachemak Voyager concluded its seasonal operations on October 19th.

- Operation, Port Maintenance, and Fish Dock personnel participated in fire extinguisher and stoke litter basket training on October 21st.
- Operation Staff inspected the Surfbird on October 21st after receiving complaints of an oil sheen originating from the vessel. Staff found an open ¾" thru-hull fitting at the keel common with its engine room plumbing. A shut-off valve could not be located, so a tapered wood plug was inserted to stop the leak.
- Harbor officers responded to several EMS calls this month. Notable incidents involved a ship's crew member who had been electrocuted and a patient who suffered a stroke.

3. Ice Plant

Ice Plant and Fish Dock staff is still busy making ice and keeping things running.

4. Port Maintenance

Port Maintenance has been busy with the following projects:

- Swapped out a fender on the Deep Water Dock Inside berth.
- Repaired a section of the chip pad wall.
- Pumped out and removed the ECO barge.
- Worked on improving the line guards on the face fenders of the Deep Water Dock.
- Assisted contractors around the harbor with locates and electrical questions.
- Met with AMHS personnel to discuss proposed changes to the Pioneer Dock.
- Attended weekly meetings for System 5 upgrade and spit trail projects



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Memorandum

TO: PORT & HARBOR ADVISORY COMMISSION
FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER
DATE: SEPTEMBER 18, 2013
SUBJECT: SEAFARER'S MEMORIAL PARKING LOT EXPANSION PROJECT

At the Port and Harbor Commission's July 24, 2013 meeting, City Staff and commissioners walked the area between the Seafarer's Memorial Park and the Hillstrand boardwalk. The group discussed improvements to the property, making it into an off-street parking lot.

I have spoken with ADOT, Corps, and other City Staff regarding this project. The next step in the process is to get the project recognized by City Council and seek funding for design engineering and permitting. The estimated cost for design, engineering, and permitting will be provided to staff by Public Works in time for the meeting.

Regarding the funding for engineering, City Council has been involved in ongoing conversations about road and trail improvement projects. It's possible that this parking expansion improvement project could be a good candidate for funding from the HART fund. This possibility is because expanding the Port and Harbor parking capacity in the Homer Spit's central business area has obvious benefits to the public from a safety and economic growth standpoint.

Recommendation

Port and Harbor Advisory Commission make a motion to City Council recommending they fund the design, engineering and permitting for the Seafarer's Memorial Parking Lot Expansion project. Further, that Council considers funding this first stage of the project using either HART funds or Port and Harbor Reserves.



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Memorandum

TO: PORT & HARBOR ADVISORY COMMISSION
FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER
DATE: SEPTEMBER 18, 2013
SUBJECT: NO-WAKE BUOY IN HOMER HARBOR

Since the Port and Harbor Commission's meeting July 24, 2013, I have met with harbor staff and the USCG Cutter Hickory's crew to work out the details and costs of installing a seasonal, no-wake channel marker for the harbor entrance.

Because this buoy is considered an aid to navigation, Port and Harbor will be required to register its exact location with USCG, follow the rules on reporting and maintaining an aid to navigation, and maintain the required marker lighting. Staff has determined that the buoy will have to be installed every year in the spring and pulled in the fall due to the winter weather. This task can be easily and safely managed in-house using the Harbor Tug and deck winch.

Costs for equipping the harbor with a no-wake buoy are estimated at \$7,000.00.

Recommendation

Port and Harbor Advisory Commission make a motion to City Council recommending this project be funded in the 2014 annual budget under Harbor Reserves account #456-380.



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

Memorandum

TO: CHAIR ULMER AND THE PORT AND HARBOR ADVISORY COMMISSION

FROM: MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

DATE: OCTOBER 24, 2013

SUBJECT: ANNUAL REVIEW OF THE PORT OF HOMER TARIFF NO. 600

Pursuant to HCC 10.04.140 there shall be an annual review of port and harbor rates.

A copy of the Port of Homer Tariff No. 600 is included for the Commissions review, along with a copy of Resolution 13-108 which recommends maintaining the current rates. This resolution will follow the Budget Ordinance 13-44 through the public hearing process.

Recommendation: Review and provide feedback, if any, on the current rates.



City of Homer

www.cityofhomer-ak.gov

Port and Harbor

4350 Homer Spit Road
Homer, AK 99603

port@cityofhomer-ak.gov

(p) 907-235-3160

(f) 907-235-3152

Memorandum

TO: PORT & HARBOR ADVISORY COMMISSION
FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER
DATE: SEPTEMBER 18, 2013
SUBJECT: HANDICAP PARKING SPACES IN GRAVEL PARKING LOTS

Throughout the 2013 summer season, Port and Harbor Staff has received letters from harbor users concerned with the lack of handicap parking spaces available. These letters were forwarded on to the Commission as they were received.

The primary issue brought to Harbor Staff's attention was the lack in handicap spaces in the harbor facility parking lots. Secondary issues include (1) limited and/or lack of handicap spaces in the gravel areas near Ramp 4 and 5, and (2) lack of handicap spaces for individuals with a long-term parking pass, specifically attempting to park near Ramp 3. As per ADA regulations "At least one parking space must be van-accessible, and for every 6 accessible parking spaces, there must be one van-accessible space". The required minimum number of accessible spaces is one space for every 25 total parking spaces provided. See attachment for chart.

In the Homer Spit Comprehensive Plan, estimated parking lot capacities are broken down for each area. The two lots in question are 7a and 7b. 7a lot is located between Ramp 4 and 5 with an estimated 161 spaces. This would mean that there should be at least six handicap spaces. 7b lot is located between Ramp 3 and 4 with an estimated 237 spaces, meaning there should be at least seven handicap spaces. The paved lots at the top of Ramp 3 and 4 include the handicap spaces, which are subject to the \$5/day fee in the summer. These lots, though, as well as the gravel lot between Ramps 3 and 4, do not allow long-term parking May 1st to October 1st.

Recommendation

Staff will review all parking areas on the Spit and bring the Port and Harbor into ADA compliance by designating the appropriate number of handicap parking spaces in each lot before Memorial Day 2014.

Attached: Homer Spit Comprehensive Plan, Pages 14-15
ADA Design Standards for Accessible Parking Spaces
Letter to Port and Harbor Commission & Staff from Donna Matthews dated June 14, 2013
Letter to Port Director/Harbormaster from Patti & Brendan Boily dated July 24, 2013



Homer Spit Comprehensive Plan

Parking Facilities



DAILY PARKING "SNAP-SHOT" - Estimated parking lot capacity and count of all parked vehicles in all public parking areas on an hourly basis, Friday, July 10, 2009

Lot Number	Lot Capacity	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	# & % vehicles parked all day
LOT 1	32	7	7	7	9	3	*	7	8	8	7	
% Occupied		21.88%	21.88%	21.88%	28.13%	9.38%	*	21.88%	25.00%	25.00%	21.88%	*
LOT 4	220	*	141	139	158	160	*	151	152	140	147	
% Occupied		*	64.09%	63.18%	71.82%	72.73%	*	68.64%	69.09%	63.64%	66.82%	*
LOT 6a	66	50	53	57	61	61	*	56	55	49	47	
% Occupied		75.76%	80.30%	86.36%	92.42%	92.42%	*	84.85%	83.33%	74.24%	71.21%	23 - 35%
LOT 6b	108	78	86	87	98	98	*	90	87	79	79	
% Occupied		72.22%	79.63%	80.56%	90.74%	90.74%	*	83.33%	80.56%	73.15%	73.15%	42 - 39%
LOT 6c	72	18	19	19	19	19	*	19	19	19	19	
% Occupied		25.00%	26.39%	26.39%	26.39%	26.39%	*	26.39%	26.39%	26.39%	26.39%	18 - 25%
LOT 7a	161	82	93	97	100	97	*	100	100	97	94	
% Occupied		50.93%	57.76%	60.25%	62.11%	60.25%	*	62.11%	62.11%	60.25%	58.39%	40 - 25%
LOT 7b	237	155	168	177	193	200	*	202	204	204	195	
% Occupied		65.40%	70.89%	74.68%	81.43%	84.39%	*	85.23%	86.08%	86.08%	82.28%	61 - 26%
LOT 8	72	24	25	31	38	50	*	47	49	50	49	
% Occupied		33.33%	34.72%	43.06%	52.78%	69.44%	*	65.28%	68.06%	69.44%	68.06%	12 - 17%
LOT 9	28	13	18	18	21	22	*	24	23	15	19	
% Occupied		46.43%	64.29%	64.29%	75.00%	78.57%	*	85.71%	82.14%	53.57%	67.86%	5 - 18%
LOT 10	77	58	63	70	70	71	*	73	74	73	74	
% Occupied		75.32%	81.82%	90.91%	90.91%	92.21%	*	94.81%	96.10%	94.81%	96.10%	34 - 44%
LOT 11	22	15	16	15	15	15	*	21	19	20	20	
% Occupied		68.18%	72.73%	68.18%	68.18%	68.18%	*	95.45%	86.36%	90.91%	90.91%	11 - 50%
LOT 12	32	5	5	6	9	18	*	23	27	24	21	
% Occupied		15.63%	15.63%	18.75%	28.13%	56.25%	*	71.88%	84.38%	75.00%	65.63%	*
LOT 13	35	28	30	30	30	31	*	30	33	33	31	
% Occupied		80.00%	85.71%	85.71%	85.71%	88.57%	*	85.71%	94.29%	94.29%	88.57%	26 - 74%
LOT 14a	86	76	76	77	84	*	*	85	84	82	82	
% Occupied		88.37%	88.37%	89.53%	97.67%	*	*	98.84%	97.67%	95.35%	95.35%	21 - 24%
LOT 14b	74	49	49	55	65	68	*	71	72	69	70	
% Occupied		66.22%	66.22%	74.32%	87.84%	91.89%	*	95.95%	97.30%	93.24%	94.59%	35 - 47%
LOT 15	21	4	5	6	10	13	*	20	17	17	19	
% Occupied		19.05%	23.81%	28.57%	47.62%	61.90%	*	95.24%	80.95%	80.95%	90.48%	2 - 10%

* No data

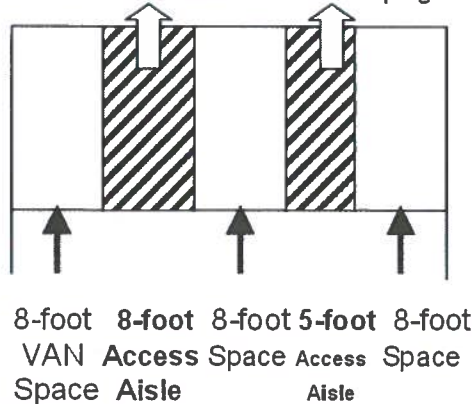
Design Standards for Accessible Parking Spaces

Each accessible parking space must be at least 96 inches (8 feet) wide and shall have an adjacent access aisle. Van-accessible parking spaces must have a 96-inch (8 feet) wide access aisle adjacent to the parking space, and standard vehicle accessible parking spaces must have a 60-inch (5 feet) wide access aisle adjacent to the parking space. The accessible path of travel from the parking space to the building must start from the access aisle (note wide arrows). Access aisles are to be kept clear of all obstructions at all times.

Guidance documents:

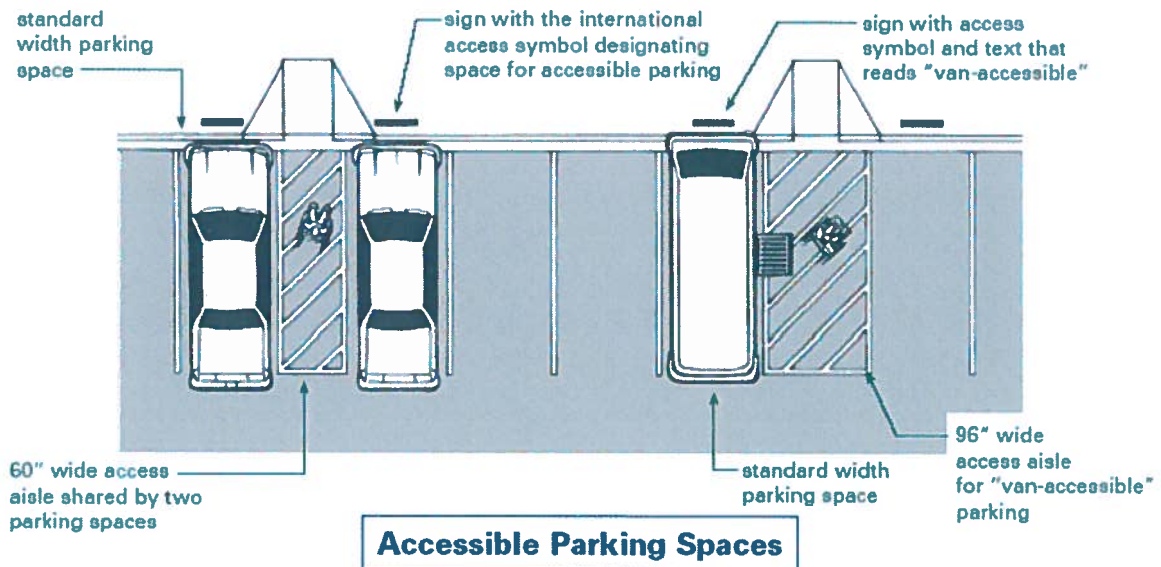
U.S. Access Board Parking Technical Bulletin <http://www.access-board.gov/adaag/about/bulletins/parking.htm>

U.S. Department of Justice - ADA Business Brief - Re-striping Parking Lots <http://www.ada.gov/restribr.htm>



Each accessible parking space must be designated by a sign per **NH RSA 265: 73-a**. Codes require that the sign display of the Universal Symbol of Accessibility and be mounted on a post or on a building wall so that the bottom of the sign is at least 60 inches above the surface of the parking space. Signs are to be located at the head of each accessible parking space. *Please do not use signs that have text with any form of the word "handicapped."*

Access aisles should be marked with diagonal stripes, preferably yellow and are to be part of the accessible route to the building. If possible, a "NO PARKING" sign should be installed.



Reproduction attributed to: The Center for Universal Design, College of Design, NC State University, Raleigh, North Carolina.

Technical Requirements: Refer to IBC 2006 Section 1106, ANSI A117.1 Sections 502 and 503, and the ADA Standards for Accessible Design, Sections 4.1.2 and 4.6.

The amount of accessible parking spaces that must be provided is based on the total number of spaces in each parking lot.

At least one parking space must be van-accessible, and for every 6 (six) accessible parking spaces, there must be one van-accessible space.

TOTAL PARKING SPACES PROVIDED	REQUIRED MINIMUM NUMBER OF ACCESSIBLE SPACES
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total
More than 1,000	20 plus one for each 100 over 1,000

Accessible parking spaces must be located on the shortest accessible route of travel from the parking to an accessible building entrance.

In parking facilities that do not serve a particular building, accessible parking spaces must be located on the shortest route to an accessible pedestrian entrance to the parking facility.

Where buildings have multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located near the accessible entrances. This usually means that the minimum number of accessible parking spaces must be exceeded in order to provide equal access to multiple entrances.

In multilevel parking structures, van-accessible parking spaces may be located on one level.

Committee on Architectural Barrier-Free Design
Governor's Commission on Disability
57 Regional Drive – Suite 5
Concord, NH 03301-8518
Telephone (Voice) (603) 271-4177 or (TTY) (603) 271-2774

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JUL 24 2013

PORT & HARBOR

July 24, 2013

City of Homer Port and Harbor
Port Director/Harbormaster Bryan Hawkins
4350 Homer Spit Road
Homer, AK 99603
(907) 235-3160
(907) 235-3152

Dear Bryan,

Yesterday Brendan tried to go down to our boat in slip P22 and could not find a parking space anywhere that was a reasonable distance for him to walk. As you know he is disabled and has mobility issues. Now, we've brought up the lack of accessible parking on the Spit for harbor users in the past and we feel strongly that it is time for the City to address this issue proactively.

To access our slip we use Ramp 4 which is served by two lots - 7a & 7b. 7a has 161 parking spaces and according to the ADA regulations it should have 6 designated accessible parking spaces. 7b has 237 spaces and should have 7 designated accessible parking spaces.

Ramp 5 does have two designated accessible parking spaces which may be enough to serve its 5 floats (AA, T, U, V & W). Although an additional designated space may be warranted (51 - 75 parking spaces in a lot requires 3 designated accessible parking spaces). It appears to us that the majority of the parking spaces in lot 7a (at least 100 of them) actually serve Ramp 4, which is also served by lot 7b (237 spaces). However, Ramp 4 only has the 2 accessible parking spaces that are in the paved-for-pay lot. There are no designated accessible spaces in the non-paved, non-fee areas which results in inadequate numbers of parking places and unequal treatment of people needing such accommodations. We feel that Ramp 4 should have at least 6 more accessible parking spaces located in the gravel lots adjacent to it. Three on each side of Ramp 4 would be ideal as all accessible parking spaces should be nearest to the accessible routes to the harbor (those being the ramps).

Thank you for your time and attention to this matter.

Patti & Brendan Boily
S/V Gwylan
4935 Clover Lane
Homer, AK 99603
907-235-7391

June 14, 2013

Dear Homer Port and Harbor Commission members:

Harbor Director Hawkins

I am writing to describe the long-term parking dilemma faced by those of us with handicap permits.

I am an example.

Consider, if you will, coming to Kachemak Bay for more than 40 years; purchasing property in Halibut Cove (1969) and then in Bear Cove (1971). You use Homer services, shops, and port facilities. You are young, fit and not deterred by walking boat harbor ramps, entering or exiting boats, or climbing uneven terrain after you cross the Bay. But time passes. Now you are 73, still somewhat mobile, but limited. You have 2 artificial knees and 2 artificial hips, all chewed down by arthritis. Your 3-year-old fake hip has 2 major surgeries in 2012 because of repeated dislocations. In 2013 your 2-year-old hip is analyzed for a possible recall due to deterioration. Imagine that: **RECALLING A BODY PART!**

But you keep coming across the Bay. It revives and heals you.

This year I purchased a long-term spit parking permit, \$200 on June 3 because I knew I'd need to have my solitary Cove time in chunks longer than 7 days. To my dismay, there is **NO** convenient long-term handicap permit parking for my departures via ramp 3.

I discussed this dilemma at length with the harbormaster and staff. Suggestions were made: Have someone else drop me off and park my car; Have the water taxi pick me up at ramp 6 where his other moorage is. Those are not the choices that a handicapped person relishing vestiges of independence should have to make.

Here's a suggestion:

Those of us with handicap permits **AND** long-term parking permits should be able to face the challenge of locating and using any 7-day parking space, providing we display our 2 permits. We would then be able to stay for more than 7 days without penalty. I'm not asking for signed handicap parking, but at least a chance to park near my access to the harbor comparable to those parkers who do not pay anything.

I appreciate your attention to this situation.

Sincerely, Donna Matthews

Donna Matthews

PO Box 6408, Halibut Cove AK 99603

OR 8916 Gloralee St., Anchorage AK 999502

Cell: 907-223-0586

dwmattews@gci.net

cc: Warren Matthews

Mera Matthews

Homer City Council members

Homer City Manager Walt Wrede

Mayor Mary E. Wythe

Port & Harbor Director/ Harbormaster Bryan Hawkins

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JUN 20 2013

PORT & HARBOR



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

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Memorandum

TO: CHAIR ULMER AND THE PORT AND HARBOR ADVISORY COMMISSION

FROM: MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

DATE: OCTOBER 24, 2013

SUBJECT: NOVEMBER PORT AND HARBOR ADVISORY COMMISSION MEETING

The next meeting of the Port and Harbor Advisory Commission is scheduled for November 20th. There have been instances in previous years when this meeting has been cancelled or rescheduled due to Commissioner absences from attendance at the Fish Expo in Seattle and holiday travel.

This year's Fish Expo is scheduled for November 20-22, and Thanksgiving is the following week, November 28th.

Recommendation: Discuss and make a recommendation to reschedule the November Port and Harbor Advisory Commission meeting if necessary.

Port & Harbor

Monthly Statistical & Performance Report

For the Month of: **August 2013**

<u>Moorage Sales</u>	<u>2013</u>	<u>2012</u>	<u>Stall Wait List</u>	<u>2013</u>	<u>2012</u>
Daily Transient	377	340	No. on list at Month's End		
Monthly Transient	268	268	18' Stall	2	1
Semi-Annual Transient	1	1	20' Stall	2	2
Annual Transient	5	6	24' Stall	32	30
Annual Reserved	90	124	32' Stall	47	57
			40' Stall	30	36
			50' Stall	19	18
			75' Stall	8	6
			Total:	140	150
<u>Grid Usage</u>					
1 Unit = 1 Grid Tide Use	<u>2013</u>	<u>2012</u>			
Wood Grid	14	30			
Steel Grid	5	3			
			<u>Docking & Beach/Barge Use</u>		
			1 Unit = 1 or 1/2 Day Use	<u>2013</u>	<u>2012</u>
			Deep Water Dock	88	61
			Pioneer Dock	38	35
			Beach Landings	66	1
			Barge Ramp	12	18
<u>Services & Incidents</u>	<u>2013</u>	<u>2012</u>	<u>Wharfage (in short tons)</u>		
Vessels Towed	1	2	In Tons, Converted from Lb./Gal.	<u>2013</u>	<u>2012</u>
Vessels Moved	25	31	Seafood	338	1,080
Vessels Pumped	24	0	Cargo/Other	3,251	3,646
Vessels Sunk	0	0	Fuel	50,785	53,529
Vessel Accidents	2	3	* Revised <u>July</u> Seafood Stats	901	711
Vessel Impounds	0	0			
Equipment Impounds	10	8	<u>Crane Hours</u>	<u>2013</u>	<u>2012</u>
Vehicle Impounds	0	0		556.6	347.5
Property Damage	1	2			
Pollution Incident	0	1			
Fires Reported/Assists	0	0			
EMT Assists	4	2			
Police Assists	7	2			
Public Assists	38	19			
Thefts Reported	3	2			
			<u>Ice Sales</u>	<u>2013</u>	<u>2012</u>
<u>Parking Passes</u>	<u>2013</u>	<u>2012</u>	For the Month of August	599	341
Long-term Pass	0	2	Year to Date Total	2,340	2,217
Monthly Long-term Pass	3	7			
Seasonal Pass	1	0			
			<u>Difference between</u>		
			<u>2012 YTD and 2013 YTD:</u>	123 tons more	

Port & Harbor

Monthly Statistical & Performance Report

For the Month of: **September 2013**

<u>Moorage Sales</u>	<u>2013</u>	<u>2012</u>	<u>Stall Wait List</u>	<u>2013</u>	<u>2012</u>
Daily Transient	306	196	No. on list at Month's End		
Monthly Transient	233	179	18' Stall	2	1
Semi-Annual Transient	2	4	20' Stall	2	3
Annual Transient	8	10	24' Stall	39	29
Annual Reserved	445	393	32' Stall	53	63
			40' Stall	31	35
			50' Stall	19	18
			75' Stall	8	6
			Total:	154	155
<u>Grid Usage</u>					
1 Unit = 1 Grid Tide Use	<u>2013</u>	<u>2012</u>			
Wood Grid	11	10			
Steel Grid	4	2			
			<u>Docking & Beach/Barge Use</u>		
			1 Unit = 1 or 1/2 Day Use	<u>2013</u>	<u>2012</u>
			Deep Water Dock	22	108
			Pioneer Dock	15	29
			Beach Landings	72	4
			Barge Ramp	18	23
<u>Services & Incidents</u>	<u>2013</u>	<u>2012</u>	<u>Wharfage (in short tons)</u>		
Vessels Towed	0	0	In Tons, Converted from Lb./Gal.	<u>2013</u>	<u>2012</u>
Vessels Moved	29	44	Seafood	276	112
Vessels Pumped	12	17	Cargo/Other	2,060	3,479
Vessels Sunk	0	1	Fuel	31,035	11,071
Vessel Accidents	1	2			
Vessel Impounds	0	1			
Equipment Impounds	5	5			
Vehicle Impounds	0	0			
Property Damage	2	3			
Pollution Incident	2	2			
Fires Reported/Assists	0	0			
EMT Assists	0	0			
Police Assists	3	4	<u>Crane Hours</u>	<u>2013</u>	<u>2012</u>
Public Assists	24	23		164.2	133.5
Thefts Reported	0	2			
			<u>Ice Sales</u>	<u>2013</u>	<u>2012</u>
<u>Parking Passes</u>	<u>2013</u>	<u>2012</u>	For the Month of September	242	134
Long-term Pass	0	0			
Monthly Long-term Pass	0	2	Year to Date Total	2,582	2,351
Seasonal Pass	0	1			
			<u>Difference between</u>		
			<u>2012 YTD and 2013 YTD:</u>	231 tons more	

WEEKLY CRANE TIME / TONS OF ICE
City of Homer - Fish Dock 2013

Date From	Date To	Crane Hours (Weekly)	YTD Crane	Tons of Ice (Weekly)	YTD Ice
12/31/2012	1/6/2013	15.7	15.7	shut down for maintenance	
1/7/2013	1/13/2013	15.5	31.2	shut down for maintenance	
1/14/2013	1/20/2013	9.8	41	shut down for maintenance	
1/21/2013	1/27/2013	12.5	53.5	shut down for maintenance	
1/28/2013	2/3/2013	17	70.5	shut down for maintenance	
2/4/2013	2/10/2013	19.8	90.3	shut down for maintenance	
2/11/2013	2/17/2013	11.1	101.4	shut down for maintenance	
2/18/2013	2/24/2013	30.6	132	shut down for maintenance	
2/25/2013	3/3/2013	41.5	173.5	shut down for maintenance	
3/4/2013	3/10/2013	40.2	213.7	shut down for maintenance	
3/11/2013	3/17/2013	52.8	266.5	shut down for maintenance	
3/18/2013	3/24/2013	32.7	299.2	9	9
3/25/2013	3/31/2013	35.5	334.7	28	37
4/1/2013	4/7/2013	41.4	376.1	38	75
4/8/2013	4/14/2013	32.5	408.6	93	168
4/15/2013	4/21/2013	46.5	455.1	47	215
4/22/2013	4/28/2013	72.1	527.2	27	242
4/29/2013	5/5/2013	71.4	598.6	92	334
5/6/2013	5/12/2013	57	655.6	72	406
5/13/2013	5/19/2013	31.5	687.1	71	477
5/20/2013	5/26/2013	76.2	763.3	54	531
5/27/2013	6/2/2013	63.6	826.9	102	633
6/3/2013	6/9/2013	100.1	927	140	773
6/10/2013	6/16/2013	115.5	1042.5	79	852
6/17/2013	6/23/2013	106.1	1148.6	87	939
6/24/2013	6/30/2013	76.2	1224.8	110	1049
7/1/2013	7/7/2013	104.3	1329.1	117	1166
7/8/2013	7/14/2013	150.2	1479.3	160	1326
7/15/2013	7/21/2013	116.9	1596.2	334	1660
7/22/2013	7/28/2013	84.9	1681.1	81	1741
7/29/2013	8/4/2013	149.5	1830.6	118	1859
8/5/2013	8/11/2013	100.2	1930.8	83	1942
8/12/2013	8/18/2013	124.3	2055.1	144	2086
8/19/2013	8/25/2013	102.1	2157.2	179	2265
8/26/2013	9/1/2013	80.5	2237.7	75	2340
9/2/2013	9/8/2013	47.5	2285.2	47	2387
9/9/2013	9/15/2013	52.4	2337.6	94	2481
9/16/2013	9/22/2013	42.1	2379.7	31	2512
9/23/2013	9/29/2013	22.2	2401.9	70	2582
9/30/2013	10/6/2013	35.9	2437.8	21	2603
10/7/2013	10/13/2013	30.6	2468.4	56	2659
10/14/2013	10/20/2013	10.7	2479.1	15	2674
10/21/2013	10/27/2013				
10/28/2013	11/3/2013				
11/4/2013	11/10/2013				
11/11/2013	11/17/2013				
11/18/2013	11/24/2013			shut down for maintenance	
11/25/2013	12/1/2013			shut down for maintenance	
12/2/2013	12/8/2013			shut down for maintenance	
12/9/2013	12/15/2013			shut down for maintenance	
12/16/2013	12/22/2013			shut down for maintenance	
12/23/2013	12/29/2013			shut down for maintenance	

Deep Water Dock 2013

Date	Vessel	LOA	Times	Billed	#Dock	\$ Dock	Service Chg
12/31/12	Rig Endeavour			Buccaneer Alaska	1	\$ 1,958.38	
1/1 - 1/30/13	Rig Endeavour		\$2582 X 30	Buccaneer Alaska	1	\$ 77,460.00	
1/4/13	Discovery	183	0800/1300	Ocean Marine Services	2	\$ 253.00	na
1/10/13	Discovery	183	0645/0800 am	Ocean Marine Services	2	\$ 78.68	na
1/10/13	Discovery	183	1430/1445 pm	Ocean Marine Services	2	\$ 78.68	na
1/11/13	Discovery	183	0800/1330	Ocean Marine Services	2	\$ 253.00	na
1/18/13	Discovery	183	0830/1630	Ocean Marine Services	2	\$ 253.00	na
1/23/13	Discovery	183	0800/	Ocean Marine Services	2	\$ 506.00	na
1/24/13	Discovery	183	/0815	Ocean Marine Services	2	\$ 253.00	na
1/24/13	Discovery	183	1400/1430	Ocean Marine Services	2	\$ 78.68	na
1/25/13	Discovery	183	0800/1330	Ocean Marine Services	2	\$ 253.00	na
1/27/13	Endeavor	181	0530/1525	Cispri	2	\$ 253.00	na
1/31-2/27/13	Rig Endeavour		\$2582 X 28	Buccaneer Alaska	1	\$ 72,296.00	
1/31/13	Discovery	183	1330/1400	Ocean Marine Services	2	\$ 78.68	na
2/1/13	Discovery	183	0800/1330	Ocean Marine Services	2	\$ 253.00	na
2/7/13	Discovery	183	0615/0800 am	Ocean Marine Services	2	\$ 78.68	na
2/7/13	Discovery	183	1400/1545 pm	Ocean Marine Services	2	\$ 78.68	na
2/8/13	Discovery	183	0745/1245	Ocean Marine Services	2	\$ 253.00	na
2/14/13	Endeavor CISPRI	181	0120/	Cispri	2	\$ 506.00	na
2/15/13	Endeavor CISPRI	181	/0730	Cispri	2	\$ 253.00	na
2/15/13	Discovery	183	0745/1400	Ocean Marine Services	2	\$ 253.00	na
2/15/13	Endeavor CISPRI	181	1430/	Cispri	2	\$ 253.00	na
2/16/13	Endeavor CISPRI	181	/1430	Cispri	2	\$ 506.00	na
2/19/13	Endeavor CISPRI	181	0745/	Cispri	2	\$ 506.00	na
2/20/13	Endeavor CISPRI	181		Cispri	2	\$ 506.00	
2/21/13	Endeavor CISPRI	181	/0645	Cispri	2	\$ 253.00	
2/21/13	Discovery	183	0700/1030 am	Ocean Marine Services	2	\$ 78.68	na
2/21/13	Discovery	183	1350/1630 pm	Ocean Marine Services	2	\$ 78.68	na
2/22/13	Endeavor CISPRI	181	0630/0730	Cispri	2	\$ 78.68	na
2/22/13	Discovery	183	0740/1300	Ocean Marine Services	2	\$ 253.00	na
2/25/13	Endeavor CISPRI	181	0745/	Cispri	2	\$ 506.00	na
2/26/13	Endeavor CISPRI	181		Cispri	2	\$ 506.00	
2/27/13	Endeavor CISPRI	181		Cispri	2	\$ 506.00	
2/28-3/28/13	Rig Endeavour		2582 X 29	Buccaneer Alaska	1	\$ 74,878.00	
2/28/13	Endeavor CISPRI	181	/1600	Cispri	2	\$ 506.00	
3/1/13	Discovery	183	0545/1330	Ocean Marine Services	2	\$ 253.00	na
3/6/13	Endeavor CISPRI	181	0600/? 1/2 per BH	Cispri	2	\$ 253.00	na
3/7/13	Endeavor CISPRI	181	0900/1200	Cispri	2	\$ 78.68	na
3/7/13	Discovery	183	0700/0800	Ocean Marine Services	2	\$ 78.68	na
3/7/13	Discovery	183	1400/1800	Ocean Marine Services	2	\$ 78.68	na
3/8/13	Endeavor CISPRI	181	0630/0730	Cispri	2	\$ 78.68	na
3/8/13	Discovery	183	0745/1430	Ocean Marine Services	2	\$ 253.00	na
3/9/13	Endeavor CISPRI	181	1145/	Cispri	2	\$ 506.00	na
3/10/13	Endeavor CISPRI	181		Cispri	2	\$ 506.00	
3/11/13	Endeavor CISPRI	181		Cispri	2	\$ 506.00	
3/12/13	Endeavor CISPRI	181	/1000	Cispri	2	\$ 253.00	
3/20/13	Endeavor CISPRI	181	0800/1600	Cispri	2	\$ 253.00	na
3/21/13	Discovery	183	0630/0800	Ocean Marine Services	2	\$ 78.68	na
3/21/13	Discovery	183	1345/1415	Ocean Marine Services	2	\$ 78.68	na
3/22/13	Discovery	183	0745/1330	Ocean Marine Services	2	\$ 253.00	na
3/22/13	Millie Cruz&Innoko	144	1430/2100	Jay Brant	2	\$ 253.00	na
3/25/13	Alaska Titan	120	0700/	Buccaneer Alaska	2	\$ 506.00	na
3/25/13	Arctic Titan	120	0730/	Buccaneer Alaska	2	\$ 506.00	na
3/25/13	Ocean Ranger	115	0800/	Buccaneer Alaska	2	\$ 506.00	na
3/26/13	Alaska Titan	120		Buccaneer Alaska	2	\$ 506.00	
3/26/13	Arctic Titan	120		Buccaneer Alaska	2	\$ 506.00	
3/26/13	Ocean Ranger	115		Buccaneer Alaska	2	\$ 506.00	
3/27/13	Alaska Titan	120		Buccaneer Alaska	2	\$ 506.00	
3/27/13	Arctic Titan	120		Buccaneer Alaska	2	\$ 506.00	
3/27/13	Ocean Ranger	115		Buccaneer Alaska	2	\$ 506.00	
3/28/13	Alaska Titan	120		Buccaneer Alaska	2	\$ 506.00	
3/28/13	Arctic Titan	120		Buccaneer Alaska	2	\$ 506.00	
3/28/13	Ocean Ranger	115		Buccaneer Alaska	2	\$ 506.00	
3/29/13	Rig Endeavour		/0830	Buccaneer Alaska	1	\$ 2,582.00	
3/29/13	Discovery	183	0800/1300	Ocean Marine Services	2	\$ 253.00	na
3/29/13	Alaska Titan	120	/0830	Buccaneer Alaska	2	\$ 253.00	
3/29/13	Arctic Titan	120	/0830	Buccaneer Alaska	2	\$ 253.00	
3/29/13	Ocean Ranger	115	/0830	Buccaneer Alaska	2	\$ 253.00	
3/30/13	Alaska Titan	120	1030/	Western Tow Boat	2	\$ 506.00	na
3/30/13	Arctic Titan	120	1030/	Western Tow Boat	2	\$ 506.00	na
3/31/13	Arctic Titan	120		Western Tow Boat	2	\$ 506.00	
3/31/13	Alaska Titan	120	/1630	Western Tow Boat	2	\$ 506.00	
3/31/13	Ocean Ranger	115	1630/	Western Tow Boat	2	\$ 506.00	na
4/1/13	Arctic Titan	120		Western Tow Boat	2	\$ 506.00	
4/1/13	Alaska Titan	120		Western Tow Boat	2	\$ 506.00	
4/1/13	Ocean Ranger	115		Western Tow Boat	2	\$ 506.00	
4/2/13	Arctic Titan	120	/1300	Western Tow Boat	2	\$ 506.00	
4/2/13	Alaska Titan	120	/1300	Western Tow Boat	2	\$ 506.00	

Deep Water Dock 2013

Date	Vessel	LOA	Times	Billed	#Dock	\$ Dock	Service Chg
4/2/13	Ocean Ranger	115	/1300	Western Tow Boat	2	\$ 506.00	
4/3/13	Perserverance	189	2010/	Cispri	2	\$ 84.33	na
4/4/13	Perserverance	189	/1500	Cispri	2	\$ 506.00	
4/8/13	Kittiwake	100	1330/1430	John Rogers	2	\$ 56.31	na
4/12/13	Discovery	183	0640/0730	Ocean Marine Services	2	\$ 84.30	na
4/21/13	Ocean Titan	120	0815/	Western Tow Boat	2	\$ 506.00	na
4/22/13	Ocean Titan	120	/0900	Western Tow Boat	2	\$ 253.00	
4/30/13	American Beauty	108	1730/	American Beauty LLC	2	\$ 253.00	na
5/1/13	American Beauty	108		American Beauty LLC	2	\$ 506.00	
5/1/13	Naknek Spirit	110		Naknek Spirit LLC	2	\$ 506.00	na
5/13/13	Time Bandit	113	1530/1630	Time Bandit LLC	1	\$ 506.00	\$ 52.00
5/14/13	Clean Ocean	146	1100/1645	Blue Ocean Marine	2	\$ 253.00	na
5/15/13	Clean Ocean	146	1100/	Blue Ocean Marine	2	\$ 506.00	na
5/17/13	Clean Ocean	146	1415/	Metson Blue Water	2	\$ 253.00	na
5/18/13	Clean Ocean	146	/0830	Metson Blue Water	2	\$ 253.00	
5/19/13	Silver Shadow	610	0730/1803	AK Maritime Cruise	1	\$ 2,957.00	\$ 481.53
5/20/13	Clean Ocean	146	2200/1215	Metson Blue Water	1	\$ 506.00	
5/21/13	Clean Ocean	146	0900/2345	Metson Blue Water	2	\$ 506.00	na
5/22/13	Clean Ocean	146	1900/	Metson Blue Water	2	\$ 253.00	na
5/23/13	Clean Ocean	146	/0800	Metson Blue Water	2	\$ 253.00	
5/24/13	Clean Ocean	146	0800/1700	Metson Blue Water	2 rate	\$ 253.00	na
5/25/13	Clean Ocean	146	0730/	Metson Blue Water	2 rate	\$ 506.00	na
5/26/13	Clean Ocean	146	/0130	Metson Blue Water	2 rate	\$ 84.30	na
5/26/13	Clean Ocean	146	1430/	Metson Blue Water	2 rate	\$ 253.00	na
5/27/13	Clean Ocean	146	/0930	Metson Blue Water	2 rate	\$ 253.00	
5/28/13	Clean Ocean	146	0630/1300	Metson Blue Water	1	\$ 506.00	\$ 52.00
5/28/13	Masco Endeavor	166	0645/	Metson Blue Water	1	\$ 506.00	\$ 52.00
5/29/13	Masco Endeavor	166		Metson Blue Water	1	\$ 506.00	
5/29/13	Clean Ocean	146	0840/2130	Metson Blue Water	1	\$ 506.00	\$ 52.00
5/30/13	Masco Endeavor	166		Metson Blue Water	1	\$ 506.00	
5/30/13	Clean Ocean	146	1100/2300	Metson Blue Water	1	\$ 506.00	\$ 52.00
5/31/13	Masco Endeavor	166	/0500	Metson Blue Water	1	\$ 506.00	
5/31/13	Clean Ocean	146	1400/2030	Metson Blue Water	1	\$ 506.00	\$ 52.00
6/1-2/2013	Clean Ocean	146	1330/0300	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
6/1/13	Taurus	58	1100/1345	Veerhusen	2	\$ 56.31	na
6/2-3/2013	Clean Ocean	146	1900/0930	Buccaneer Alaska	1	\$ 1,012.00	\$ 52.00
6/4/13	Clean Ocean	146	2345/1000	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
6/4-5/13	Sea Trader	278	1740/?	Trident Seafoods	1	\$ 1,576.00	\$ 52.00
6/4-5/13	Clean Ocean	146	2215/0045	Buccaneer Alaska	2	\$ 84.30	na
6/5/13	Clean Ocean	146	1800/1900	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
6/6/13	Clean Ocean	146	1215/1910	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
6/6/13	Tempo Sea	134	1000/	Tempo Sea LLC	2	\$ 506.00	na
6/7/13	Clean Ocean	146	0730/1800	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
6/8/13	Clean Ocean	146	0730/2000	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
6/9-10/13	Clean Ocean	146	1600/0600	Buccaneer Alaska	1	\$ 1,012.00	\$ 52.00
6/10/13	Sea Trader	278	0800/1630	Trident Seafoods	1	\$ 788.00	\$ 52.00
6/10/13	Pacific Wolf	121	1730/1930	Kirby Offshore	2	\$ 84.30	na
6/11-12/13	Clean Ocean	146	2130/1100	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
6/16-17/13	Clean Ocean	146	1515/0600	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
6/17/13	Clean Ocean	146	1430/2000	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
6/17/13	Sea Trader	278	0615/1400	Trident Seafoods	1	\$ 788.00	\$ 52.00
6/18/13	Clean Ocean	146	? / 2030	Buccaneer Alaska	1	\$ 506.00	
6/18/13	Lazy Bay	104	1030/1330	Lazy Bay LLC	2	\$ 84.30	na
6/19-20/13	Clean Ocean	146	1945/1000	Buccaneer Alaska	1	\$ 1,012.00	\$ 52.00
6/20/13	Katrina Em	101	1030/1200	Alaskan Access	2	\$ 84.30	na
6/21/13	Clean Ocean	146	1700/2330	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
6/23/13	Clean Ocean	146	2200/1000	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
6/24/13	Clean Ocean	146	2245/	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
6/25/13	Clean Ocean	146	1500/2150	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
6/26-27/13	Clean Ocean	146	2345/2230	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
6/28/13	Clean Ocean	146	1400/1630	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
6/28/13	Polar Bear	152	1645/1845	AK Marine Transp.	1	\$ 506.00	\$ 52.00
6/29/13	Clean Ocean	146	1530/2200	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
7/1-2/13	Clean Ocean	146	1100/1600	Buccaneer Alaska	1	\$ 1,012.00	\$ 52.00
7/3-4/13	Clean Ocean	146	1800/1030	Buccaneer Alaska	1	\$ 1,012.00	\$ 52.00
7/4/13	Red Dog	98	1015/1100	Buccaneer Alaska	1	\$ 338.00	\$ 52.00
7/4-5/13	Clean Ocean	146	1900/1415	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
7/6/13	Clean Ocean	146	0745/1600	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
7/6/13	Red Dog	98	2020/2130	Buccaneer Alaska	2	\$ 56.31	na
7/7-8/13	Clean Ocean	146	0815/0730	Buccaneer Alaska	1	\$ 1,012.00	\$ 52.00
7/7/13	Red Dog	98	2115/2210	Buccaneer Alaska	2	\$ 56.31	na
7/9/13	Clean Ocean	146	/ 1800	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
7/10/13	Red Dog	98	1100/1300	Buccaneer Alaska	1	\$ 338.00	\$ 52.00
7/10-11/13	Clean Ocean (also PD)	146	1950/1100	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
7/11-26/13	R M Thorsenson	135	1330/1750	Icicle	1	\$ 16,080.00	\$ 52.00
7/11/13	Red Dog	98	1045/1145	Buccaneer Alaska	2	\$ 56.31	na
7/12/13	Clean Ocean	146	/1130	Buccaneer Alaska	2	\$ 506.00	na
7/12/13	Red Dog	98	1145/1430	Buccaneer Alaska	2	\$ 56.31	na
7/13/13	Red Dog	98	1215/1430	Buccaneer Alaska	2	\$ 56.31	na

Deep Water Dock 2013

Date	Vessel	LOA	Times	Billed	#Dock	\$ Dock	Service Chg
7/13/13	Clean Ocean	146	1930/2345	Buccaneer Alaska	2	\$ 253.00	na
7/14/13	Red Dog	98	1300/1400	Buccaneer Alaska	2	\$ 56.31	na
7/14/13	Red Dog	98	1715/1945	Buccaneer Alaska	2	\$ 56.31	na
7/14/13	Clean Ocean	146	2245/	Buccaneer Alaska	2	\$ 84.30	na
7/15/13	Clean Ocean	146	/0300	Buccaneer Alaska	2	\$ 253.00	na
7/15/13	Red Dog	98	1415/1530	Buccaneer Alaska	2	\$ 56.31	na
7/16/13	Clean Ocean	146	/1800	Buccaneer Alaska	2	\$ 506.00	na
7/16/13	Red Dog	98	1815/2015	Buccaneer Alaska	2	\$ 56.31	na
7/17/13	Clean Ocean	146	/0900	Buccaneer Alaska	2	\$ 253.00	na
7/17/13	Red Dog	98	1740/1820	Buccaneer Alaska	2	\$ 56.31	na
7/18/13	Clean Ocean	146	/2220	Buccaneer Alaska	2	\$ 506.00	na
7/20/13	Polar Bear	152	0845/1400	AK Marine Transp.	2	\$ 253.00	na
7/20/13	Clean Ocean	146	1600/2350	Buccaneer Alaska	2	\$ 253.00	na
7/21/13	Clean Ocean	146	2050/	Buccaneer Alaska	2	\$ 84.30	na
7/22/13	Clean Ocean	146	/0145 2030/	Buccaneer Alaska	2	\$ 253.00	na
7/23/13	Clean Ocean	146	/2145	Buccaneer Alaska	2	\$ 506.00	na
7/24/13	Clean Ocean	146	1130/1800	Buccaneer Alaska	2	\$ 253.00	na
7/25/13	Clean Ocean	146	1000/1545	Buccaneer Alaska	2	\$ 253.00	na
7/26/13	Clean Ocean	146	1815/2200	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
7/27/13	Clean Ocean	146	1200/1600	Buccaneer Alaska	2	\$ 84.30	na
7/28/13	Sunset Bay	124	1500/1700	Icicle Seattle	1	\$ 506.00	\$ 52.00
7/28/13	Clean Ocean	146	1115/2000	Buccaneer Alaska	2	\$ 253.00	na
7/29/13	Clean Ocean	146	1300/1600	Buccaneer Alaska	2	\$ 84.30	na
7/30/13	Clean Ocean	146	0100/1800	Buccaneer Alaska	2	\$ 506.00	na
7/31/13	Perserverance	189	1500/	Cispri	1	\$ 506.00	\$ 52.00
7/31/13	Clean Ocean	146	1720/	Buccaneer Alaska	2	\$ 253.00	na
8/1/13	Perserverance	189	/1600	Cispri	1	\$ 506.00	
8/1/13	Pacific Wolf & DBL 54	395	1930/2155	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
8/1/13	Clean Ocean	146	/0300 1810/	Buccaneer Alaska	2	\$ 253.00	na
8/2/13	Clean Ocean	146	/0300	Buccaneer Alaska	2	\$ 84.30	na
8/2/13	Clean Ocean	146	1835/	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
8/3/13	Clean Ocean	146	/1630	Buccaneer Alaska	1	\$ 506.00	
8/3/13	Pacific Wolf	121	1430/1600	Kirby Offshore	1	\$ 506.00	\$ 52.00
8/4/13	Clean Ocean	146	0015/0045	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
8/5/13	Clean Ocean	146	0700/1900	Buccaneer Alaska	2	\$ 253.00	na
8/6/13	Clean Ocean	146	0700/1900	Buccaneer Alaska	2	\$ 253.00	na
8/7/13	Clean Ocean	146	0830/1830	Buccaneer Alaska	2	\$ 253.00	na
8/8/13	Clean Ocean	146	0900/1610	Buccaneer Alaska	2	\$ 253.00	na
8/9/13	Polar Bear	152	0800/1315	AK Marine Transp.	1	\$ 253.00	inside rate MC
8/9/13	Clean Ocean	146	0900/1610	Buccaneer Alaska	2	\$ 253.00	na
8/10/13	Clean Ocean	146	0730/1320	Buccaneer Alaska	2	\$ 253.00	na
8/11/13	Endeavor	181	0015/	Cispri	1	\$ 506.00	\$ 52.00
8/11/13	Clean Ocean	146	1430/1730	Buccaneer Alaska	2	\$ 84.30	na
8/12-17/13	Anna T 6 days	99	0945/1100	Amak Towing	1	\$ 2,028.00	\$ 52.00
8/12/13	Clean Ocean	146	1330/1700	Buccaneer Alaska	2	\$ 84.30	na
8/13/13	Clean Ocean	146	1230/1900	Buccaneer Alaska	2	\$ 253.00	na
8/14/13	Lindsey Foss	138	2355/0345	Foss Maritime	1	\$ 506.00	\$ 52.00
8/14/13	Clean Ocean	146	2115/0045	Buccaneer Alaska	2	\$ 84.30	na
8/15/13	Gulf Titan	112		Western Tow Boat	1	\$ 506.00	
8/15/13	Red Dog	98	1200/1730	Buccaneer Alaska	2	\$ 169.00	na
8/15/13	Clean Ocean	146	1900/	Buccaneer Alaska	2	\$ 253.00	na
8/16/13	Gulf Titan	112		Western Tow Boat	1	\$ 506.00	
8/16/13	Clean Ocean	146	/1100	Buccaneer Alaska	2	\$ 253.00	na
8/16/13	Red Dog	98	1915/2050	Buccaneer Alaska	2	\$ 56.31	na
8/17/13	Gulf Titan	112	/1230	Western Tow Boat	1	\$ 506.00	
8/17/13	Clean Ocean	146	0700/1800	Buccaneer Alaska	2	\$ 253.00	na
8/18/13	Rigel barge	316	1000/	Kirby Offshore	1	\$ 1,005.00	\$ 52.00
8/18/13	Clean Ocean	146	1000/1715	Buccaneer Alaska	2	\$ 253.00	na
8/19/13	Rigel barge	316		Kirby Offshore	1	\$ 1,005.00	
8/19/13	Red Dog	98	1500/1800	Buccaneer Alaska	2	\$ 56.31	na
8/20/13	Rigel barge	316		Kirby Offshore	1	\$ 1,005.00	
8/20/13	Clean Ocean	146	0030/1300	Buccaneer Alaska	2	\$ 506.00	na
8/21/13	Rigel barge	316		Kirby Offshore	1	\$ 1,005.00	
8/21/13	Clean Ocean	146	0900/1945	Buccaneer Alaska	2	\$ 253.00	na
8/22/13	Rigel barge	316		Kirby Offshore	1	\$ 1,005.00	
8/22/13	Clean Ocean	146	1245/1900	Buccaneer Alaska	2	\$ 253.00	na
8/23/13	Rigel barge	316	/1730	Kirby Offshore	1	\$ 1,005.00	
8/23/13	Clean Ocean	146	2020/	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
8/24/13	Anna T	99		Amak Towing	1	\$ 338.00	
8/24/13	Pacific Wolf	121	0900/1600	Kirby Offshore	1	\$ 506.00	\$ 52.00
8/24/13	Clean Ocean	146	/0200	Buccaneer Alaska	2	\$ 84.30	na
8/25/13	Anna T	99	/1230	Amak Towing	1	\$ 338.00	
8/25/13	Ocean Titan	120	2150/	Western Tow Boat	1	\$ 506.00	\$ 52.00
8/25/13	Clean Ocean	146	/1130	Buccaneer Alaska	2	\$ 506.00	
8/26/13	Anna T	99	/1000	Amak Towing	1	\$ 338.00	
8/26/13	Ocean Titan	120	/1000	Western Tow Boat	1	\$ 506.00	
8/26/13	Clean Ocean	146	/0145	Buccaneer Alaska	2	\$ 84.30	na
8/27/13	Clean ocean	146	/1815	Buccaneer Alaska	2	\$ 506.00	na
8/28/13	Ocean Titan	120	0745/1000	Western Tow Boat	1	\$ 506.00	\$ 52.00

Pioneer Dock 2013

Date	Vessel	LOA	Times	Billed	#Dock	\$ Dock	Service Chg
01/02/13	Perseverance	189	1645/2245	Cispri	1	\$ 506.00	\$ 52.00
01/03/13	Nunaniq	155	2300/0900	Northland Holdings	1	\$ 506.00	\$ 52.00
01/09/13	Perseverance	189	0730/?	Cispri	1	\$ 506.00	\$ 52.00
01/10/13	Millenium Star	105	0645/1640	Olympic Tug	1	\$ 506.00	\$ 52.00
01/11/13	Millenium Star	105	0630/1000	Olympic Tug	1	\$ 506.00	\$ 52.00
01/11/13	Pacific Explorer	105	1245/	Buccanneer AK	1	\$ 506.00	\$ 52.00
01/12/13	Pacific Explorer	105		Buccanneer AK	1	\$ 506.00	
01/13/13	Pacific Explorer	105		Buccanneer AK	1	\$ 506.00	
01/14/13	Pacific Explorer	105	/0530	Buccanneer AK	1	\$ 506.00	
01/14/13	Perseverance	189	0830/	Cispri	1	\$ 506.00	\$ 52.00
01/15/13	Perseverance	189	/1900	Cispri	1	\$ 506.00	
01/22/13	Pacific Wolf & DBL 54	395	0815/1640	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
01/24/13	Sisuaq	292	1330/2300	Harvey Gulf	1	\$ 788.00	\$ 52.00
01/30/13	Pacific Wolf & DBL 54	395	1300/	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
01/31/13	Pacific Wolf & DBL 54	395	/1830	Kirby Offshore	1	\$ 1,206.00	
02/07/13	Pacific Wolf & DBL 54	395	0745/1610	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
02/15/13	Pacific Wolf & DBL 54	395	1400/2245	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
02/21/13	Endeavor CISPRI	181	0700/1415	Cispri	1	\$ 506.00	\$ 52.00
03/04/13	Pacific Wolf & DBL 54	395	0300/2030	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
03/08/13	Discovery	183	1630/2015	Ocean Marine	1	\$ 506.00	\$ 52.00
03/13/13	Ocean Eagle/St Alias	335	1235/1730	Jay Brant Const.	1	\$ 1,005.00	\$ 52.00
03/18/13	Pacific Wolf & DBL 54	395	0900/1930	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
03/30/13	Millie Cruz	92	2100/2330	Cruz Marine	1	\$ 338.00	\$ 52.00
04/02/13	Pacific Wolf & DBL 54	395	0645/1630	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
4/3-11/2013	Endurance \$788x9	207	2015/1200	Alyeska Pipeline	1	\$ 7,092.00	\$ 52.00
04/04/13	Discovery	183	0700/0800	Ocean Marine	1	\$ 506.00	\$ 52.00
04/05/13	Discovery	183	0800/1500	Ocean Marine	1	\$ 506.00	\$ 52.00
04/12/13	Discovery	183	1445/1700	Ocean Marine	1	\$ 506.00	\$ 52.00
04/18/13	Discovery	183	0600/0800	Ocean Marine	1	\$ 506.00	\$ 52.00
4/18-29/13	Perseverance \$506X12days	189	1400/	Cispri	1	\$ 6,072.00	\$ 104.00
04/22/13	Pacific Wolf & DBL 54	395	0740/1500	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
04/28/13	Nunaniq	155	0615/1130	Northland Holdings	1	\$ 506.00	\$ 52.00
04/28/13	Clean Ocean	146	2205/	Blue Ocean Mar	1	\$ 506.00	\$ 52.00
04/29/13	Clean Ocean	146		Blue Ocean Mar	1	\$ 506.00	
04/30/13	Perseverance	189		Cispri	1	\$ 506.00	
04/30/13	Clean Ocean	146	/1600	Blue Ocean Mar	1	\$ 506.00	
05/01/13	Perseverance	189	/1800	Cispri	1	\$ 506.00	
05/02/13	Pacific Wolf & DBL 54	395	0600/1300	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
5/6-12/13	Clean Ocean 7dayX\$506	146	0700/2105	Blue Ocean Mar	1	\$ 3,542.00	\$ 52.00
05/09/13	Polar Bear	152	0230/0600	AK Marine	1	\$ 506.00	\$ 52.00
05/09/13	Polar Bear	152	2245/	AK Marine	1	\$ 506.00	\$ 52.00
05/09/13	Millennium Star	105	1200/	Olympic Tug	1	\$ 506.00	\$ 52.00
05/10/13	Polar Bear	152	/0230	AK Marine	1	\$ 506.00	
05/12/13	Polar Bear	152	2015/2200	AK Marine	1	\$ 506.00	\$ 52.00
05/13/13	Clean Ocean	146	1030/2200	Blue Ocean Mar	1	\$ 506.00	\$ 52.00
05/14/13	Pacific Wolf & DBL 54	395	0900/1945	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
05/17/13	Polar Bear	152	0815/1000	AK Marine	1	\$ 506.00	\$ 52.00
05/18/13	Clean Ocean	146	0845/1300	Metson Blue Wat	1	\$ 506.00	\$ 52.00
05/20/13	Clean Ocean	146	1215/1500	Metson Blue Wat	1	\$ 506.00	\$ 52.00
05/30/13	Pacific Wolf & DBL 54	395	1000/	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
06/03/13	Pacific Freedom	120	0800/1315	Kirby Offshore	1	\$ 506.00	\$ 52.00
06/06/13	Clean Ocean	146	0600/1200	Buccanneer AK	1	\$ 506.00	\$ 52.00
06/07/13	Pacific Wolf & DBL 54	395	0900/2000	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
06/10/13	Pacific Wolf & DBL 54	395	0800/1615	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
06/11/13	Pacific Wolf & DBL 54	395	/1045	Kirby Offshore	1	\$ 1,206.00	
06/11/13	Guardian	99	1400/1700	Giles, Gordon	1	\$ 338.00	\$ 52.00
06/17/13	Clean Ocean	146	0645/1420	Buccanneer AK	1	\$ 506.00	\$ 52.00
06/19/13	Pacific Wolf & DBL 54	395	0030/1330	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
06/22/13	Liberty & Col.Newark	343	1245/1810	Foss	1	\$ 1,005.00	\$ 52.00
06/26/13	Pacific Wolf & DBL 54	395	0345/1645	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
07/06/13	Pacific Wolf & DBL 54	395	0005/1920	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
7/8-9/2013	Pacific Wolf & DBL 54	395	1415/1515	Kirby Offshore	1	\$ 2,412.00	\$ 52.00
07/11/13	Clean Ocean	146	1100/1630	Buccanneer AK	1	\$ 506.00	\$ 52.00
07/13/13	Coastal Merchant	220	0615/1800	Coastal Transp.	1	\$ 788.00	\$ 52.00
07/16/13	Red Dog	98	1530/1800	Buccanneer AK	1	\$ 338.00	\$ 52.00

Pioneer Dock 2013

Date	Vessel	LOA	Times	Billed	#Dock	\$ Dock	Service Chg
07/17/13	Pacific Wolf & DBL 54	395	1045/1740	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
7/20-21/13	American Beauty	108	1020/1300	American Beauty	1	\$ 1,012.00	\$ 52.00
07/20/13	Clean Ocean	146	1050/1415	Buccanneer AK	1	\$ 506.00	\$ 52.00
07/22/13	Pacific Wolf & DBL 54	395	0130/0700	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
07/25/13	Millenium Star	105	1330/1930	Olympic Tug	1	\$ 506.00	\$ 52.00
07/26/13	Clean Ocean	146	0900/1730	Buccanneer AK	1	\$ 506.00	\$ 52.00
07/31/13	Pacific Wolf & DBL 54	395	1015/2200	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
08/01/13	Perseverance	189	1610/1915	Cispri	1	\$ 506.00	\$ 52.00
08/03/13	Pacific Wolf & DBL 54	395	1115/1940	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
08/11/13	Endeavor CISPRI	181	1600/1850	Cispri	1	\$ 506.00	\$ 52.00
08/14/13	Gulf Titan	112	0655/1730	Western Tow	1	\$ 506.00	\$ 52.00
08/15/13	Pacific Wolf & DBL 54	395	0830/1500	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
08/18/13	Anna T	99		Amak Towing	1	\$ 338.00	
08/18/13	Gulf Titan	112		Western Tow	1	\$ 506.00	
08/18/13	Millenium Star	105	0900/	Olympic Tug	1	\$ 506.00	\$ 52.00
08/19/13	Anna T	99		Amak Towing	1	\$ 338.00	
08/19/13	Gulf Titan	112		Western Tow	1	\$ 506.00	
08/19/13	Millenium Star	105		Olympic Tug	1	\$ 506.00	
08/20/13	Anna T	99		Amak Towing	1	\$ 338.00	
08/20/13	Gulf Titan	112		Western Tow	1	\$ 506.00	
08/20/13	Millenium Star	105		Olympic Tug	1	\$ 506.00	
08/21/13	Anna T	99		Amak Towing	1	\$ 338.00	
08/21/13	Gulf Titan	112	/1430	Western Tow	1	\$ 506.00	
08/21/13	Millenium Star	105		Olympic Tug	1	\$ 506.00	
08/22/13	Anna T	99		Amak Towing	1	\$ 338.00	
08/22/13	Millenium Star	105	/1500	Olympic Tug	1	\$ 506.00	
08/23/13	Anna T	99	/0900	Amak Towing	1	\$ 338.00	
08/23/13	Millenium Star	105	/0900	Olympic Tug	1	\$ 506.00	
08/23/13	John Brix	136	0915/	Kirby Offshore	1	\$ 506.00	\$ 52.00
08/24/13	Pacific Wolf & DBL 54	395	0800/0900	Kirby Offshore	1	\$ 506.00	\$ 52.00
09/14/13	Pacific Wolf & DBL 54	395	0945/1745	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
09/18/13	Millenium Star	105	1145/1545	Olympic Tug	1	\$ 506.00	\$ 52.00
09/24/13	Pacific Wolf & DBL 54	395	0015/1520	Kirby Offshore	1	\$ 1,206.00	\$ 52.00
			Year to Date Totals:		98	\$ 84,738.00	\$ 3,536.00
10/24/13							
Ferry Landings Pioneer Dock 2013:			DWD 2013:				
January	4						
February	6						
March	5						
April	7						
May	11						
June	6						
July	6						
August	6						
September	7						
October							
November							
December							

Water Usage 2013

		PIONEER DOCK		\$ 194.05 min chrg		\$102.00 CONX				DWD			
DATE	VESSEL	Begin Read	End Read	Gal.	Charged	Conx Fee	DATE	VESSEL	Begin Read	End Read	Gal.	Charged	
01/03/13	Nunahiq	2071600	2074300	2700	\$ 194.05	\$ 102.00	1/5/13	Rig Endeavour	2296000	2347000	51000	\$ 194.05	\$ 194.05
01/13/13	Pacific Explorer	2074300	2077800	3500	\$ 194.05	\$ 102.00	1/11/13	Millenium Star	2347000	2351000	4000	\$ 194.05	\$ 194.05
01/22/13	Pacific Explorer	189600	192600	3000	\$ 194.05	\$ 102.00	1/18/13	Discovery	2351000	2385000	34000	\$ 1,319.43	\$ 1,319.43
02/15/13	Pacific Wolf & DBL 54	192600	195200	2600	\$ 194.05	\$ 102.00	1/24/13	Rig Endeavour	2385000	2444000	59000	\$ 2,289.79	\$ 2,289.79
02/21/13	Endeavor CISPRI	2077800	2086400	8600	\$ 333.77	\$ 102.00	1/25/13	Discovery	2444000	2461000	17000	\$ 659.77	\$ 659.77
03/18/13	Pacific Wolf & DBL 54	195200	203900	8700	\$ 337.65	\$ 102.00	2/1/13	Discovery	2461000	2479000	18000	\$ 698.58	\$ 698.58
04/02/13	Pacific Wolf & DBL 54	203900	207700	3800	\$ 194.05	\$ 102.00	2/2/13	Millenium Star	2479000	2482000	3000	\$ 194.05	\$ 194.05
04/05/13	Discovery	207700	247300	39600	\$ 1,536.88	\$ 102.00	2/7/13	Rig Endeavour	2482000	2534000	52000	\$ 2,018.12	\$ 2,018.12
4/15/13	Tiglux	247340	250530	3190	\$ 194.05	\$ 102.00	2/15/13	Rig Endeavour	2534000	2573000	39000	\$ 1,513.59	\$ 1,513.59
4/28/13	Nunahiq	250,500	256865	6365	\$ 247.03	\$ 102.00	2/19-20/13	Rig Endeavour	2573000	2620000	47000	\$ 1,824.07	\$ 1,824.07
4/29/13	Clean Ocean	256800	300850	44050	\$ 1,709.58	\$ 102.00	2/25-26/13	Rig Endeavour	2620000	2666000	45400	\$ 1,761.97	\$ 1,761.97
4/30/13	Perseverance	2086400	2127900	41500	\$ 1,610.62	\$ 102.00	3/1/13	Millenium Star	2666000	2670000	4000	\$ 194.05	\$ 194.05
5/2/13	Pacific Wolf & DBL 54	2127900	2131600	3700	\$ 194.05	\$ 102.00	3/3-4/13	Rig Endeavour	2670000	2709000	39000	\$ 1,513.59	\$ 1,513.59
5/9/13	Polar Bear	300800	314300	13500	\$ 523.93	\$ 102.00	3/6/13	Rig Endeavour	2709000	2711800	2800	\$ 194.05	\$ 194.05
5/13/13	Clean Ocean	2142800	2177500	34700	\$ 1,346.71	\$ 102.00	3/7/13	Discovery	2711800	2,745,000	32200	\$ 1,288.49	\$ 1,288.49
5/14/13	Pacific Wolf & DBL 54	314300	316900	2600	\$ 194.05	\$ 102.00	3/9/13	Rig Endeavour	2,745,000	2,797,000	52000	\$ 2,018.12	\$ 2,018.12
5/30/13	Pacific Wolf & DBL 54	316900	318900	2000	\$ 194.05	\$ 102.00	3/18/13	Rig Endeavour	2797000	2848000	51000	\$ 1,979.31	\$ 1,979.31
6/5/13	wash down	2177500	2180700	3200	na		3/20/13	Endeavor CISPRI	2848000	2857000	9000	\$ 349.29	\$ 349.29
6/5/13	wash down	318900	319800	900	na		3/22/13	Discovery	2857700	2,892,000	34300	\$ 1,331.18	\$ 1,331.18
6/19/2013	Pacific Wolf & DBL 54	319800	321900	2100	\$ 194.05	\$ 102.00	3/24-25/2013	Rig Endeavour	2892000	2,924,000	32000	\$ 1,241.92	\$ 1,241.92
6/22/2013	Liberty & Columbia Newark	2,183,100	2184700	1600	\$ 194.05	\$ 102.00	3/27/13	Millenium Star	2924000	2,928,000	4000	\$ 194.05	\$ 194.05
7/11/2013	Millenium Star	2,187,900	2,192,500	4,600	\$ 194.05	\$ 102.00	3/29/13	Discovery	2928000	2,963,000	35000	\$ 1,358.35	\$ 1,358.35
7/13/2013	Coastal Merchant	2,192,500	2194000	1500	\$ 194.05	\$ 102.00	4/15/13	Millenium Star	2963350	2,969,000	5650	\$ 219.28	\$ 219.28
7/16/2013	Red Dog	321,900	323200	1300	\$ 194.05	\$ 102.00	5/8/13	Hopkins Const.	2969000	2,976,000	7000	nc const	
7/22/2013	Pacific Wolf & DBL 54	323,263	325800	2537	\$ 98.46	\$ 102.00	5/8/13	Millenium Star	2976000	2,990,000	14000	\$ 543.34	\$ 543.34
8/1/2013	Perseverance	3,743,000	3,749,000	6000	\$ 232.86	\$ 102.00	5/13/13	Millenium Star	2990600	2,993,000	2,400	\$ 194.05	\$ 194.05
8/15/2013	Pacific Wolf & DBL 54	2,205,800	2,208,200	2400	\$ 194.05	\$ 102.00	5/14/13	Clean Ocean	2993000	3,036,000	43,000	\$ 1,668.83	\$ 1,668.83
				0	\$		5/15/13	Clean Ocean	3036000	3,078,000	42,000	\$ 1,630.02	\$ 1,630.02
				0	\$		5/17/13	wash down	3076000	3,082,000	6000	nc	
				0	\$		5/17/13	Clean Ocean	3082000	3,111,800	29,800	\$ 1,156.54	\$ 1,156.54
				0	\$		5/19/13	Silver Shadow	3116000	3,184,000	68,000	\$ 2,639.08	\$ 2,639.08
				0	\$		5/20/13	Clean Ocean	3184000	3,197,900	13,900	\$ 539.46	\$ 539.46
				0	\$		5/20/13	Clean Ocean	3202000	3,216,600	14,600	\$ 566.63	\$ 566.63
				0	\$		5/25/13	Millenium Star	3226000	3,237,000	11,000	\$ 426.91	\$ 426.91
				0	\$		5/30/13	Masco Endeavor	3243000	3,246,000	3,000	\$ 194.05	\$ 194.05
				0	\$		5/31/13	Clean Ocean	3252850	3,303,000	50,150	\$ 1,946.32	\$ 1,946.32
				0	\$		6/2/13	Clean Ocean	3303200	3,324,000	20,800	\$ 807.25	\$ 807.25
				0	\$		6/11/13	Clean Ocean	3325800	3,382,000	56,200	\$ 2,181.12	\$ 2,181.12

Water Usage 2013

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City of Homer

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September 23, 2013

Mr. Randy Bates

Director

Habitat Division

Alaska Department of Fish and Game

P.O. Box 115526

1255 W. 8th St.

Juneau, AK. 99811-5526

SUBJECT: Drill Rig Endeavor / Letter of Support for Buccaneer Permit Application

Dear Director Bates:

The City of Homer was recently contacted by Buccaneer Energy Inc. about the prospect of mooring the Drill Rig Endeavor at the Deep Water Dock this winter for maintenance and repair. Buccaneer stated that it would like to tie up there on or about November 1, 2013. The City has informed Buccaneer that it would need to apply for the required permit(s), including a permit from the Department of Fish and Game pursuant to requirements contained in the Fox River and Kachemak Bay Critical Habitat Area Plan. Buccaneer has indicated that it intends to apply for a permit from Fish and Game and we anticipate that the Kenai/Soldotna Area Management Biologist will be contacted shortly.

The purpose of this letter is to express the City of Homer's support for Buccaneer's permit application. We are writing to you initially because it is the City's understanding that a permit application of this nature is likely to be elevated and because time is of the essence. We are hoping for an expedited review. November 1 will arrive quickly and we cannot afford a lengthy review process. Buccaneer's alternatives are to tow the rig to either Seward or Port Graham. Neither of these alternatives makes sense from a safety, environmental protection, or economic perspective. Mooring the rig at the Port of Homer is the best choice for the company and for the State of Alaska which has an ownership interest. Please consider the following:

- The safest place for the rig to spend the winter is at the Port of Homer. Given the recent experience with the Kullik, it is hard to imagine that towing the rig to Seward, past the Barren

Islands and Gore Point, could be approved without the use of an expensive, heavy lift vessel. Mooring the rig at Port Graham requires frequent and expensive trips by support vessels. Housing, food, and other logistics are a problem, as is mounting a response to an emergency. Homer has the necessary infrastructure, tug boats, personnel and expertise to respond to most safety and environmental emergencies. Homer's other significant advantages include an excellent airport and road access to Anchorage and Kenai.

- The Critical Habitat Plan addresses long term storage of Drill Rigs in Kachemak Bay. Mooring at the City's Deep Water Dock for maintenance and repair is not storage in our view. Extending the legs at a marine industrial dock facility is not the same as extending the legs in environmentally sensitive areas of the Bay. Maintaining this rig to high standards at a facility equipped for such work is essential for safety and environmental protection in Cook Inlet and Kachemak Bay. It also protects the State's investment.
- The Department required that Buccaneer pay for a study by a qualified third party consultant when the Rig left the dock this spring. The study confirmed that extending the legs did not result in any long term environmental or habitat damage. Therefore, there is no reason to expect negative environmental impacts this time either.
- There are significant economic impacts associated with mooring the rig in Homer. First, Homer is the cheapest and most efficient of all of the alternatives and provides the best level of services. As mentioned above, Homer has the infrastructure, support vessels, and marine trade personnel that would be required. These personnel and vessels do not have to be flown in or imported from elsewhere. The impacts to the local economy from having the rig here are substantial. The fiscal impact of Endeavor's last visit is currently being documented by Northern Economics.

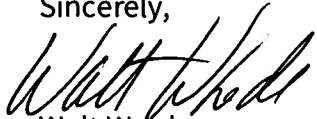
In light of recent developments, it seems reasonable to assume that there will be increased oil and gas exploration and production activity in lower Cook Inlet. Homer is the gateway to Cook Inlet. It is the only year-around deep water, ice free port on the Inlet. It has been designated as a Port of Refuge by the Coast Guard and it already provides a wide variety of support services to the oil and gas industry. Support vessels serving the Endeavor while it was drilling at the Cosmopolitan site were based in Homer and departed from there frequently. LNG tankers routinely anchor in Kachemak Bay waiting for Coast Guard or Customs inspections, a pilot, or dock space in Nikiski. As oil and gas activity expands to the lower Inlet, pressure on Homer to provide services to the industry will only increase. It is the logical choice. Therefore, it is imperative that the question about whether drilling rigs can moor at City port facilities must be resolved. This is not likely to be an isolated or short term problem.

The City of Homer's Port and Harbor has been financed and constructed in order to accommodate and stimulate commerce. The City is interested in doing business with all potential customers provided that they do not pose safety issues or cause environmental harm to Kachemak Bay. Based upon our experience last winter and the study results referenced above, the City believes that drilling rigs can moor at City docks safely and without causing harm to the environment. It is the City's understanding that those who were involved in crafting the critical habitat plan did not

anticipate or intend that its boundaries would include Homer's Port and Harbor. In fact, the Plan clearly states that federal and municipal lands are excluded. We hope to work with the Legislature to resolve the perceived inconsistency between the Critical Habitat Area Plan and relevant statutes. In the meantime, the City hopes you will consider all of the facts and special circumstances here and use your discretion to grant Buccaneer's application.

Thanks for your time and consideration. Please do not hesitate to contact me if you have any questions or wish to discuss this matter further.

Sincerely,

A handwritten signature in black ink, appearing to read "Walt Wrede". The signature is fluid and cursive, with the first name "Walt" being more prominent than the last name "Wrede".

Walt Wrede
City Manager



48°F

Arctic News Wire



SECTIONS

Homer wants Endeavour jack-up rig to spend winter in city harbor again

Naomi Klouda | Homer Tribune | September 25, 2013

Tweet 2

HOMER -- The Buccaneer jack-up rig Endeavour Spirit of Independence likely will be docked at the Homer harbor again this winter, a deal not completed yet but embraced by city officials.

City Manager Walt Wrede told the Homer City Council and the public he is involved in talks with the jack-up rig owners about winter dockage. He wrote a letter of approval to the Alaska Department of Fish and Game as part of Buccaneer's permit application to spend another winter in the harbor.

"This is in discussions again this year. I took from our discussions last year that the Homer Port is open for business," Wrede said.

The Endeavour spent from late August 2012 to late May of this year at the Homer Deep Water Dock while completing preparatory work on the rig to make it suitable for Alaska's harsh environment and deal with other safety requirements. "Fish and Game did require a study by a third party that concluded there was no long-term harm to the environment generally. I wrote a letter to Fish and Game supporting Buccaneer's proposal -- this is the safest place for it to be," Wrede said.

Last winter's lesson regarding Shell's rig Kulluk, a giant oil-drilling platform used in Arctic drilling, illustrated what could happen if one of these pieces of equipment got caught in heavy windstorms while traveling to winter storage, Wrede said. The Kulluk broke free and grounded on Sitkalidak Island near Kodiak.

"They could tow it to Seward. Or they could put it at Port Graham, which would require a lot of daily support service. Maintaining the rig in safety is in the best interest of Lower Cook Inlet, and I think this is the best place for it to be," Wrede said. "That's the way (Harbormaster) Bryan (Hawkins) and I intend to proceed."

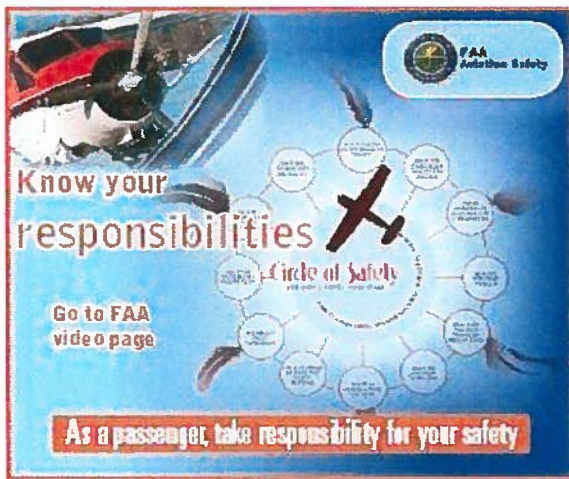


Buccaneer Energy's Endeavor jack-up rig in Homer last year.

Courtesy Peter Law

The Endeavour reported a successful drilling season at both the nearby Cosmopolitan offshore Cook Inlet prospect and northern Cook Inlet's Southern Cross natural gas wells, according to announcements this summer by Buccaneer CEO Curtis Burton. The company intends to supply natural gas to southcentral Alaska utilities.

"Cosmo has turned out to be substantially nicer than we had ever hoped for," Burton said in a Sept. 10 conference with shareholders. Buccaneer moved the Endeavour jack-up rig from the Cosmopolitan site in early summer to its Southern Cross prospect in north Cook Inlet, then back to the Cosmo Unit, where it is located now. Buccaneer is part-owner of the Endeavour rig along with Ezion Holdings of Singapore and the Alaska Industrial Development and Export Authority, the state development finance corporation.



The Coast Guard requires rigs to curtail their work during heavy ice-pan conditions in the inlet, around Nov. 1.

"What I've heard is they plan to come out of the inlet Nov. 1. There's nothing for sure about their coming to Homer yet," Harbormaster Hawkins said. "They've been making inquiries. The plan is to stay about four months."

Wrede emphasized to the council that the rig won't be "stored" at the dock. That implies it's just sitting there. In fact, crews will be working on the rig like last year, efforts that boosted Homer's economy. "This is for maintenance and repair -- ours is a working dock, not a storage yard. We don't want to impede commerce just because someone is parked

there," he said. The arrangement proved lucrative to the City of Homer and the Homer Port and Harbor. Last spring the city transferred revenues generated above what it budgeted.

Buccaneer's dockage fees of \$577,000 were deposited into the Port and Harbor Reserves. More revenue flowed in this summer that has not yet been calculated for tugs' supply wharfage and dockage. The City of Homer collected the rig's property taxes of \$181,087, now set aside as savings for rainy-day use. Another \$9,054 went to the Homer Foundation, which supplies funds for the city's nonprofits, for investment.

"Business was brisk all winter long. It wouldn't have been as brisk without the jack-up rig," Hawkins said. Lessons learned last winter will be taken into this next season, he added.

"We have no illusion that the rig can stay at the dock in any other configuration than with the legs down. That is something we learned last year. When winds started coming up, we had no choice but to put the legs down," Hawkins said. The 40-story high rig lowered the legs at least 18 feet, and often more, during big tides for stability.

A Kachemak Bay Critical Habitat Plan forbids setting jack-up rig legs down in critical habitat, though there was some debate about whether the harbor itself is part of the critical habitat area.

"The main takeaway for us is the environmental assessment of having the legs down. The result is that there was no lasting environmental impact," Hawkins said, referring to a study completed when Buccaneer hired URS Environmental Consultants for an independent study.

The city will learn more about a possible winter docking lease in the weeks ahead as Fish and Game considers permitting.

Ramp 1 - 4 Parking Revenue

Marina Account #9748

		Past Year Comparison												
		Memorial Day to Labor Day												
		Ramp 1	Ramp 2	Ramp 3	Ramp 4	2013	2012	2011	2010	2009	2008	2007	2006	
May		\$144.32	\$302.32	\$246.52	\$52.09	\$745.25	\$710.68	\$683.72	\$590.00	\$362.78	\$359.95	\$560.54	\$155.54	
Env. Count:		30	58	48	8	144	136	130						
June		\$837.21	\$1,413.02	\$1,006.26	\$223.23	\$3,479.72	\$3,587.02	\$3,114.86	\$3,394.00	\$2,784.09	\$3,250.56	\$3,853.54	\$4,027.06	
Env. Count:		168	281	187	62	698	694	613						
July		\$1,680.03	\$1,986.51	\$2,239.82	\$462.32	\$6,368.68	\$6,268.65	\$8,041.97	\$7,783.75	\$5,891.39	\$6,185.02	\$7,324.48	\$7,893.35	
Env. Count:		349	364	451	89	1,253	1,230	1,575						
August		\$1,033.49	\$1,434.43	\$1,306.28	\$244.63	\$4,018.83	\$3,696.34	\$3,993.71	\$4,643.00	\$3,939.28	\$3,921.73	\$4,001.81	\$4,849.64	
Env. Count:		210	275	273	58	816	730	795						
September		\$0.00	\$51.16	\$65.11	\$7.44	\$123.71	\$203.72	\$374.65	\$395.00	\$449.28	\$421.38	\$538.02	\$521.10	
Env. Count:		0	9	15	1	25	44	74						
		Year Total					\$14,736.19	\$14,466.41	\$16,208.91	\$16,805.75	\$10,642.73	\$14,138.64	\$16,278.39	\$17,446.69
		Envelope Total					2,936	2% increase	11% decrease	4% decrease	20% increase	5% decrease	13% decrease	2006 to 2007= 6% decrease

Alaska's trickle-down effect



By Andy Wink

Andy Wink is a seafood analyst with McDowell Group and served as the lead analyst on this project.

The Alaska Seafood Marketing Institute recently commissioned McDowell Group to analyze the economic impact of the Alaska seafood industry. The report, titled "Economic Value of the Alaska Seafood Industry," explains the economic effects of the industry on Alaska, Washington and the country as a whole. McDowell Group is Alaska's oldest research and consulting firm and has conducted similar reports on the state's visitor, mining and petroleum industries.

National driver

Alaska's commercial fisheries, pro-

cessors and direct seafood support sector (fishery management, hatcheries and tenders) employed 68,900 people in 2011. Another 25,100 Americans distributed, sold or served Alaska seafood. In total, the Alaska seafood industry created jobs for 165,800 Americans and \$6.4 billion in labor income during 2011 (including multiplier effects). Jobs and income associated with fishing and processing do not just go to Alaska resi-



dents. In fact, every U.S. state contained at least three residents who participated in Alaska's commercial fisheries. These workers bring their earnings back home

each year, meaning every state benefits directly from Alaska seafood.

Roughly two-thirds of the seafood caught in Alaska is exported. Export-oriented industries bring new money into the economy, providing significant economic benefits for countries like ours, which is a net importer. Alaska accounts for 58 percent of all U.S. seafood exports (more than \$3.2 billion in 2011).

Nearly 80 percent of the seafood eaten by Americans is imported. Alaska fisheries account for another 10 percent. So even though two-thirds of Alaska seafood is exported, the state is still the largest supplier of domestically produced seafood to the U.S. market. Alaska seafood also provides American consumers with a wild, sustainable product from a pristine environment that helps support U.S. jobs from fisherman to retailer.

Continued on page 42

➤ In Search of THE SIMPLE LIFE

Bye-bye to big fish?



By Roger Fitzgerald

Roger Fitzgerald has been covering the Alaska fishing industry since 1976.

Maybe you saw the picture on the Internet of a German fellow embracing a 103-pound Atlantic cod that he caught in the Norwegian Sea, breaking the previous record of 97 pounds held by a New Hampshire man? That's a lot of fish and chips, but apparently the monster cod is being donated to a museum for the admiration of future generations, who, from what I'm reading, will live in a world of smaller fish.

Take, for example, this article in the *Independent* by Steve Connor entitled "Global Warming 'May Lead to Smaller Fish'" in which the author predicts a 25 percent drop in size of some 600 species, including Atlantic cod and haddock, by the year 2050.

So there you go. Now you can blame it all on global warming. I read this stuff with my crap detector turned on high, but I have to say I wouldn't argue the opposite: that fish are getting bigger.

Not in Alaska, anyway. Take king salmon, for instance, the money fish of the trolling industry. I called up Dennis Watson in Craig, the town's perennial mayor and veteran salmon troller: "Yes, smaller. We long for the days of sling-ing big Columbia River slabs aboard. I personally believe it's a sign of the



COURTESY ROGER FITZGERALD

Skipper Brian Walker of the US Liberator holds up a couple of "bucketheads" — big cod from the Aleutian Islands.

times. Much of the king salmon habitat has been destroyed or denigrated to the point where... hatchery fish are keeping us in business."

So how many hatchery kings does

Continued from page 10

Alaska's economic engine

Seafood is the second largest industry in Alaska in terms of production value and employment, behind the oil and gas industry. The industry directly employs 63,100 people in Alaska. One out of every eight Alaska workers earned money directly from the seafood industry in 2011. The industry relies heavily on nonresident workers, but still employed a total of 27,230 Alaska residents in commercial fish-

ing, processing and direct support jobs. An estimated 41,530 Alaska resident workers owe their job to Alaska seafood. These are remarkably high employment figures, given that more than 90 percent of Alaska's seafood (5 billion pounds) is caught in regions containing less than 15 percent of Alaska's total population.

Alaska's commercial fisheries produced 5.5 billion pounds of fish and shellfish in 2011. Since most seafood is shipped south or overseas, this creates significant backhaul revenue for barge companies that ship consumer goods and other freight into Alaska. One major barge company estimated northbound rates to Alaska coastal communities would be 10 percent higher on average if not for the backhaul provided by seafood. Commercial seafood also lowers the cost of living by providing larger economies of scale for local utilities and fuel providers.

The seafood industry pays for its own management and contributes to tax revenues in Alaska. During fiscal year 2011, the Alaska seafood industry contributed \$32 million to the Alaska general fund and \$90 million to local governments. In addition, the industry paid \$27 million in self-assessments and state fees to pay for fishery management, salmon hatcheries, and other industry-related activities.

Jobs for Washington residents

Alaska's seafood industry is estimated to have created 33,920 jobs and \$1.9 billion in labor income for Washington residents — some located in Alaska and some in Washington — about 1 percent of all Washington jobs. This is more than the state's own seafood industry and more than the logging industry.

This report confirms what many *National Fisherman* readers already know: The Alaska seafood industry is an important economic engine. This study outlines for the general public — for the first time — about a wide-ranging industry that is typically discussed in terms of specific regions or fisheries.

The full report is available on the Alaska Seafood Marketing Institute website. In addition to the topics discussed here, the report also includes information about the impact on various regions within Alaska, an economic summary of the industry and general reference information. NF

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2013 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 14, 28	<u>CARROLL</u>
February 11, 25	<u>STOCKBURGER</u>
March 11, 26(Tuesday)	<u>ZIMMERMAN</u>
April 8, 22	<u>HARTLEY</u>
May 13, 28(Tuesday)	<u>HOWARD</u>
June 10, 24	<u>ULMER</u>
July 22	<u>WEDIN</u>
August 12, 26	<u>CARROLL</u>
September 9, 23	<u>STOCKBURGER</u>
October 14, 21	<u>ZIMMERMAN</u>
November 25	<u>HARTLEY</u>
December 9	<u>HOWARD</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.

Port and Harbor Advisory Commission Strategic Plan - 2013

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. Provide timely, relevant comment to the City Council on Port and Harbor issues.
2. Have a better understanding of the budget process
3. Establish committees when needed to work on specific tasks

Short Term Goals - less than 6 months or by the end of 2013 (not prioritized)

1. Create additional Harbor recycling station and improve current station
2. Address placement and improvements to the parking between the Seafarers Memorial and the Boardwalk.
3. 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.
4. Develop a strategy to work with the City Council
5. Improvements to Barge Ramp - facilities need to be repaired and replaced due to increased usage.
6. 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
7. Lobby for restroom access on Fish Dock Road
8. Improvements to Barge Terminal Facility

Midterm Goals 1-3 years (2013-2016)

1. Continue to refine City Leasing Policies
2. Continue to understand the budget, include setting fees, and dedication of sales tax
3. Lobby Council for funds to create a port marketing plan
4. Container Freight System - Support Staff in research and market analysis regarding interest, cost effectiveness and benefits to the Kenai Peninsula
5. Prepare to seek Deep Water Dock Improvements funding with State and Federal entities.
6. Build New Harbormasters Office.

Long Term 5 or more years (2018-??)

1. 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
- Ask questions about the budget process. Request information from the Harbormaster.
- Invite Council members to visit the Port & harbor to view projects progress, have ribbon cutting ceremonies on projects.

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)

