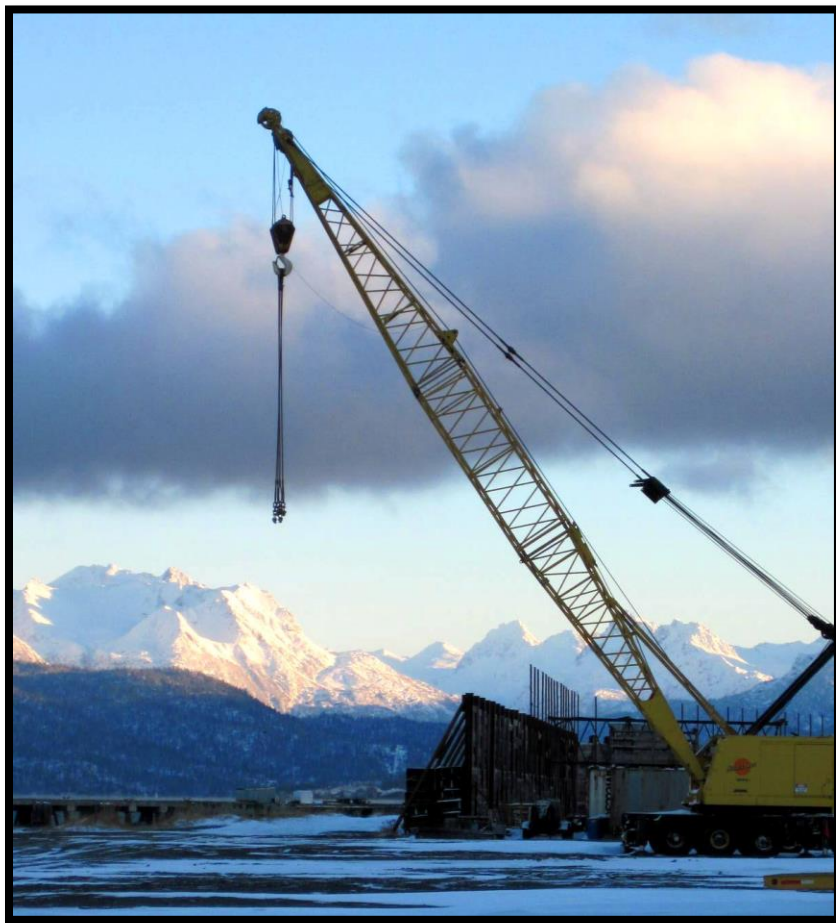


PORT AND HARBOR ADVISORY COMMISSION

Regular Meeting

Wednesday,
January 22, 2014



5:00 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. December 4, 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 January 2014 **Page 13**

- 8. PUBLIC HEARING**

- 9. PENDING BUSINESS**

- 10. NEW BUSINESS**
 - A. Port and Harbor Building Progress Report and Consideration of Project Funding **Page 15**
 - B. Memo from Port Director/Harbormaster Re: Load & Launch Ramp Renovation Project date January 13, 2014 **Page 25**
 - C. 2014 Strategic Plan **Page 61**
 - D. 2014 City Council Attendance Schedule **Page 63**

- 11. INFORMATIONAL ITEMS**
 - A. Monthly Statistical & Performance Report **Page 65**
 - B. Weekly Crane and Ice Report **Page 69**
 - C. Deep Water Dock Report **Page 71**
 - D. Pioneer Dock Report & Ferry Landings Report **Page 79**
 - E. Water Usage Report **Page 85**
 - F. 2013 Load & Launch Revenues & Statistics **Page 89**
 - G. 2013 Parking Revenue & Statistics **Page 91**

- 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, FEBRUARY 26, 2013 at 5:00 p.m. in the City Hall Cowles Council Chambers located at 491 E. Pioneer Ave, Homer, Alaska.**

Session 13-11, a Special Meeting of the Port and Harbor Advisory Commission was called to order at 5:03 p.m. by Chair Ulmer on December 4, 2013 at the City Hall Upstairs Conference Room located at 491 E. Pioneer Avenue, Homer, Alaska.

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

STAFF: HARBORMASTER HAWKINS
CITY MANAGER WREDE
DEPUTY CITY CLERK KRAUSE

Chair Ulmer recognized and welcomed Commissioner Donitch

APPROVAL OF THE AGENDA

HOWARD/HARTLEY – MOVED TO APPROVE THE AGENDA.

There were no discussions.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA *(3 Minute Time Limit)*

There were no comments from the public at this time.

RECONSIDERATION

There were no items for reconsideration.

APPROVAL OF MINUTES

A. Special Meeting Minutes for October 30, 2013

HOWARD/STOCKBURGER - MOVED FOR APPROVAL OF THE MINUTES AS WRITTEN.

There was one correction noted.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

VISITORS

There were no visitors scheduled.

STAFF & COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS

(Chair set time limit not to exceed 5 minutes)

A. Staff Report for November 2013

Harbormaster Hawkins provided a summary on his report included in the packet. He additionally provided some details on the following:

- A meeting with contractors on the System 5 project
- The weekly meeting on the Deep Water Dock and Spit Trails Project
- Tidal Incubator Teleconference
- Details regarding creating a Vessel of Concern Contract
 - have denied access to unwanted vessels
 - established a security bond level that a firm can be hired
 - The State is pretty defenseless regarding derelict vessels
 - A Task Force is being created by the State to address the problem and create a plan of action
- Attended Car Rental Training – very informative provided some industry do and don't and what to watch out for on the contracts that are signed
- Meeting of the Harbor Office Task Force
 - Participated in a teleconference with Nelson Engineering & Public Works
 - Determine a more appropriate location for the communication towers used by Fire & Police
 - Issues with the tower being on the building under the high mast lights
 - Consideration is being given to locating the tower at the load and launch ramp
 - will increase the cost of the building if included
- Met the new plant manager for Pacific Star Seafoods interested in short term lease as a fish buyer
- Attended a Marine Trades Association meeting
 - There is a meeting tomorrow evening at 6:00 p.m. Northern Enterprises, Bulletproof Nets Shop
- participated in a teleconference with Katie Koester and Buccaneer Alaska on the Endeavor Rig returning to the Harbor.
 - It is the intent to go straight from Port Graham to the Stariski job site.

Mr. Hawkins commented on the recent Expo in Seattle he attended and the AAHPA conference in Valdez. The partnership at the Expo with the Marine Trades Association has been beneficial for both the vendors and the Port. The Docks continue to be very busy with business from the oil trades.

There was a brief discussion on changing over to LED lighting for the harbor. There is a cost up front but maintenance and cost is where the savings will be. There will be a 3 year period to recoup the costs. A brief statement on the winter power usage and number plugged in to the meters.

PUBLIC HEARING *(3 minute time limit)*

There were no public hearings scheduled.

PENDING BUSINESS

There were no items to address under Pending Business.

NEW BUSINESS

- A. Memorandum from Port Director/Harbormaster Re: Potential Port of Homer Haul-out and Repair Facility dated November 26, 2013

Chair Ulmer introduced to item and invited Mr. Hawkins to open discussion on it.

Mr. Hawkins reviewed the memorandum and discussion was entertained on the pros and cons for building a Haul-out and Repair Facility. The commissioners entertained comments from the audience members in an open discussion format.

Mr. Hawkins stated that there is a real economic and market for the creation of the business. It would benefit the entire community. It was noted that it would create justification for a larger harbor.

Some points discussed or noted were:

- Ability to offer full service facility for the larger vessels
- Creates a new revenue stream for the Port
- How to best operate a facility
 - Cooperatives
 - City
 - Private enterprise
- Travel lifts are extremely expensive
- Barge fleet, tug fleet, crab boats
- On the road system, climate, services are local
- Types of systems that could be employed
- Beneficial for the entire community bringing additional year round employment

Chair Ulmer after numerous comments stated she would like to see a committee formed to address this idea and to work on the details and bring their recommendations back to the commission.

Mr. Hawkins commented that he has talked with the City Manager regarding redefining the Capital Improvement Project. He then commented on the use of bags for servicing barges.

Further comments were offered on the use of different methods to lift or move vessels, also what value the City will bring to the table and if the city should manage and operate it. He requested some direction and expression of support for the project from the commission. It was noted that Council would have to approve making a project out of this idea.

City Manager Wrede confirmed that council would have to approve the project but until it was ready for that having another sub-group formed to look into the options would be important to answer what would be the city's investment in this project. They could answer some economic questions related to the operation. He agreed that it was an exciting project and that the interest and market was there. He further noted that if the commission did the research then submit the recommendation to council to change the project on the CIP and then a strategic plan could be addressed which would include the economic advantages, etc.

Further discussion ensued regarding the pros and cons of having a Haul Out and Repair Facility and whether the city does this or it is provided by a private business or a cooperative is formed. It was noted that this was big business for the city and the Chamber should be involved. The CIP project for a railway could be changed to Haul-out Facility was confirmed by the City Manager and Mr. Hawkins. Conversations must be held with the larger vessel owners to see if they would provide a commitment to get this project going.

Chair Ulmer further added that it would be great to see the Harbormaster involved or one of his staff and members of the community plus someone from the Marine Trades Association. She believed that the number should be around 5 but no greater than 7 members to be effective.

CARROLL/HARTLEY – MOVED TO FORM A COMMITTEE TO LOOK INTO THE DETAILS OF HAVING A HAUL-OUT AND REPAIR FACILITY.

There was a brief discussion and comments from Billy Squires. The committee should be comprised of at minimum five members with the harbormaster involved. Additional discussion on getting the word out there that there is a committee being formed and allowing participation to represent the Marine Trades. The committee should also report back to the commission. Commissioner Stockburger and Carroll will be on the committee. It was requested to send notice to the public.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

B. 2014 Port and Harbor Budget

Chair Ulmer read the title into the record. She asked who would be guiding the commission through the document. Mr. Hawkins would do his best to explain the document.

The commissioners disseminated the proposed budget inquiring about items related to the following:

- Projected revenue for 2014
- Projected revenue from the Deep Water Dock
 - Mark Up the Water Sold
- Pioneer Dock and Fishdock are being subsidized
 - the Ice Plant and Cranes raise the costs
 - both would be costly to replace
 - there is a huge depreciation
- Berth rent
- Other Charges (Administrative Fees)
 - why the \$130,000 increase in fees
 - this was explained as services provided by other departments that would otherwise be contracted out by the enterprise.
 - represent 33% of labor costs
 - Cost Allocation Sheet showed that the following percentages are allocated as follows:
 - 11.3% Mayor & Council - Example of classic overhead costs
 - 26% to City Clerk
 - 26% to City Manager
 - 16% to Personnel – Harbor personnel issues or concern
 - 16% to IT
 - 10% to Finance
 - 15% to Janitorial
 - 9% to Public Works
 - if there were steps that could be implemented to reduce this cost to the enterprise fund

Mr. Hawkins understood the concerns expressed by the commission and explained that it takes the whole organization to properly run the Enterprise. He provided an example regarding the Project Manager for the Construction Projects.

A brief discussion on the inclusion of administrative fees in construction projects and including increases for health care costs.

- What is the Advertising costs
 - this covers advertisements in publications
 - the Expo
- Credit Card Fees
 - recommended shopping again for lower fees
 - increase in usage
 - increase in fees
 - lower costs in collection services or fees
- Port & Harbor Administration maintenance
- Fish Dock revenue is down
- Reserves are increased
 - will make another contribution to reserves in the Spring

Upgrades to Bike Path were funded by the \$6 Million dollar Cruise Ship Passenger Improvement Grant for Emerging Ports. It was based on the efforts of the lobbyist who jumped on an opportunity.

C. Memorandum from City Clerk Re: 2014 Meeting Schedule

Chair Ulmer read the title into the record and inquired if everyone was able to attend the dates as written. There was no objection presented.

Ms. Krause requested a motion to approve the schedule.

HOWARD/STOCKBURGER – MOVED TO APPROVE THE 2014 MEETING SCHEDULE AS PRESENTED.

There was no discussion.

VOTE. YES. UNANIMOUS CONSENT.

Motion carried.

D. Memorandum from Deputy City Clerk Re: Consideration of December 18th Regular Meeting

Chair Ulmer requested comment from the commission on the need for another meeting.

Commissioner Howard will be out of town for the meeting.

A brief discussion on the need for a meeting and if there would be enough materials for a meeting.

HOWARD/DONATCH – MOVED TO CANCEL THE DECEMBER 18, 2013 MEETING OF THE PORT & HARBOR COMMISSION.

There was no further discussion.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

INFORMATIONAL MATERIALS

- A. Monthly Statistical & Performance Report October 2013
- B. Weekly Crane and Ice Report
- C. Deep Water Dock Report
- D. Pioneer Dock Report and Ferry Landings Report
- E. Water Usage Report
- F. 2013 AAHPA Resolutions
- G. 2013 Council Meeting Attendance Schedule

Chair Ulmer commented on the purpose of the Attendance Schedule and requested the commissioners to attend the Monday Council meeting. Ms. Krause inquired if there was a volunteer to attend the January Council meetings since the commission will not be meeting again this year to update the schedule. Chair Ulmer stated she would attend the meeting on January 13th and encourage other commissioners to attend the second council meeting. This will be on the January agenda to update.

There was no further discussion.

- H. 2013 Strategic Plan

Chair Ulmer requested that the Clerk update all the dates on the strategic plan and add the Haul-out and Repair Facility to the plan. The Clerk noted that it can be added to the January agenda for the Commission to take action on updating the Strategic Plan.

Commissioner Zimmerman inquired about the status of the parking lot between the Seafarer's Memorial and the boardwalk. This project will be using funds from the HART which is a long shot. It is understood that the commission believes the funding should come from the General Fund. A resolution is going before Council at the next meeting.

Commissioner Stockburger commented on a vendor at the Expo promoting an epoxy that can solidify gravel parking lots at a greatly reduced cost. The product is water based too.

COMMENTS OF THE AUDIENCE

Todd Hoppe, resident, running boats and now operating a boat. We are in the Banana Belt and have great weather. There was a lot of excited when Herndon dug that hole. He stated that Kodiak was destined to fail from the get go since they based their business on the big trawl fleet which of course then sails south for whiting. He further commented that the air bladder system can handle deep draft vessels such as he has although he would have to be sedated the first time his boat is hauled out. In Asia and Europe that is all they use. He felt that the travel lift would be too expensive but the bag system would work. A concrete pad and step wall is all that is needed. He has tried working in Seward but it rains so much there and hard you can't weld there. Here it doesn't rain that hard and you can.

There is never a perfect yard but if you can offer both then you can have constant revenue. You have to either bring everything over with you plus have the cost of a hotel stay. Seward has become very complicated and Kodiak has some pluses too. Here he could go home at night.

Gary Squire commented that he recalled losing only 12 days due to weather, he further noted that he has been out on the spit sand blasting in April. Our weather is the best. You can't find anything in Seward. In Homer they will discount rates in the hotels and you find cheap lodging.

Billy Greenstreet, Jr. employed by In Demand Marine stated that the services they have here and accessibility to the highway and the airport we definitely have a better harbor and area here to the work and even Anchorage can't offer anything. He was really amazed that Juneau hard to find anything. We have a lot here to offer if you haul out here.

Kate Mitchell, city resident & owner of Nomar Manufacturing, stated that the Marine Trade Association is a 501c6 organization and is comprised of 168 members. They have been meeting on a monthly schedule. She commented that they must thank Northern Enterprises for having the facilities that they do, she recounted how it was when they arrived here in the 1970's from Ketchikan. She commended the work done on the Harbor. Anything the Marine Trades can do to make this happen let them know. They are extremely happy to see this on the agenda and that there are several motivated people in this town. The strength and the community is the harbor. Having the haul out and repair facility in Homer would keep those big boats here. She recommended that the air bags may be a start but with all the regulations that come down they need to plan for a facility because those regulations are heading this way. She went on to state that even if it is a private enterprise it would mean more revenue for the city. Ms. Mitchell noted that it is a progressive thing and it is good to see some progress on it.

Matt Alward, fisherman, owner of Bulletproof Nets, Vice President of the Marine Trade Association he commented that there is a need and is pretty confident that if they have a facility here it will be used. There is a lot of work to do to figure it out but he knows there are a lot of people willing to do the work.

COMMENTS OF THE CITY STAFF

Ms. Krause commented that as always it was pleasure to work with the commission.

Mr. Hawkins stated that the No Wake Buoy has been ordered and will be placed in the spring; he suggested attendance at the next Council meeting on Monday to speak in favor of the parking lot improvements. Mr. Hawkins noted that Homer has worked hard to provide and keep an open facility for everyone. His goal is to make sure that it would be open access but that there may be a preferred contractors list. He wanted to make sure that there was competitive pricing from the contractors because that benefits the customers and the Harbor is representing the customers. Mr. Hawkins did state that on the chip pad there is an engineering project now to treat the water runoff from that parcel. This will also fit nicely with the future use as far as the Haul out goes.

Mr. Wrede appreciated the conversation, it was good to hear. The Chip Pad is the long term project but reinforces for him that they are doing the right thing on the Pier One parcel and it is generating more and more business not inconceivable that they can do some improvements there in fact Brian has suggested installation of mooring buoys, making it easier to haul vessels up and it is not out of the

question that a building could be constructed in that location within a shorter time period. Mr. Wrede commented that it was nice to see Marine Industrial being conducted on that parcel reclaiming the area. Mr. Wrede noted that there was support from the Mayor to include a member of the Marine Trades Association on the Economic Development Commission.

COMMENTS OF THE CHAIR

Chair Ulmer commented that she appreciates all the comments and the public for coming to the meeting. She welcomed Commissioner Donatch. She also appreciated all the efforts from the staff to help them understand all this stuff.

COMMENTS OF THE COMMISSION

Commissioners Zimmerman commented that they should rename the Chip pad the Haul-Out Pad or something more appropriate.

Commissioner Hartley appreciated the folks coming and commenting on the project and offering their assistance and support.

Commissioner Howard asked if there was anything in the budget to help out the Marine Trades Association. It was noted that the general fund supports the Chamber and he wondered if the City should support this organization. He noted that he did know a Councilmember that would possibly support that recommendation and he will talk to them about that possibility.

Commissioner Donatch had no comments.

Commissioner Stockburger is really excited to see this coming together.

Commissioner Carroll echoed Mr. Stockburger sentiments on the project and committee and looked forward to seeing all the "what ifs" and funding possibilities come together.

ADJOURN

There being no more business to come before the Commission Chair Ulmer adjourned the meeting at 7:28 p.m. The next regular meeting is scheduled for January 22, 2014 at 5:00 p.m. in the City Hall Cowles Council Chambers, 491 E. Pioneer Avenue, Homer, Alaska.

RENEE KRAUSE, CMC, DEPUTY CITY CLERK I

Approved: _____



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

JANUARY 2014 PORT & HARBOR STAFF REPORT

1. Administration

Staff met with:

- Puffin Electric – Location of Electrical Equipment for System 5 Improvements
- Public Works Staff & Contractors – Weekly System 5 Electrical Project Update
- Public Works Staff & Contractors – Weekly Deep Water Dock & Spit Trails Extension Project Update
- Homer Harbor Facilities Improvements – 2014 Pre Bid Conference
- Marine Trades Association – Annual Roundhaul Meeting
- Department Head Staff Meeting
- Representative Paul Seaton – Ice Plant Tour
- Public Works Staff – New Harbormaster’s Office Building
- Bob Shavleson, Cook Inletkeeper – Critical Habitat Boundaries
- Marianne Alpin, Islands & Ocean Visitor Center – Interpretive Signage for the Spit Trails
- Public Works Staff & Klauder & Company – Teleconference Regarding New Harbormaster’s Office
- Harbor Staff & Contractors – Mandatory Pre-Bid meeting for the Crane Refurbishment Project
- Port & Harbor Building Task Force Meeting
- Puffin Electric & City Staff – Logistics of a Three Week Power Outage for System 5 Electrical Project
- Jo Earls, Finance Dept – Cruise Ship Head Tax Monies
- Katie Koester, Community & Economic Development Coordinator & Planning Dept – Critical Habitat Boundaries
- Harbor Staff, IT, & E-Maintenance – New Port Maintenance Work Order Software
- Tabor Ashment, The Sports Shed – Storm Damage

Port and Harbor solicited to eight companies for the refurbishment of three Fish Dock cranes. The bid closed on Friday, December 27 at 4:30 pm and two complete bids were received. After careful review of both bids, staff conducted a facility inspection of one of the bidder’s shops located in Kenai, made their recommendation to City Council, and Council awarded the contract to Oil & Gas Supply’s shop in Kenai. Work on the first crane is scheduled to begin by February 2014.

2. Operations

The manic weather and ambient temperatures of December necessitated a variety of services from the operations staff. Operation Staff coordinated with Port Maintenance, fish buyers, contractors, and longshoremen, to designate snow removal corridor lanes on Fish Dock Road, System 5, and the demurrage lots adjacent to the Deep Water Dock. Harbor Officers also provided several tows to the Load and Launch Ramp in order to facilitate winter haul-out for several vessels that were affected by cold temperatures and rendered inoperable. Rapid warming trends and rain in late December, preceded by the deep freeze, presented the possibility of vessels flooding and sinking. Harbor Officers pumped out a 35’ pleasure craft as a result, saving it from sinking.

Pioneer, Deep Water Dock, Barge Ramp, and beach landings included the following vessels: Tustumena, Pacific Challenger & DBL 54, Nathan Stewart & DBL55, Discovery, Champion, Sovereign, Nordic Wind, Barge Salvation, Red Dog, Helenka B, Loon, and Unimak Trader.

- There are currently 63 vessels participating in the Winter Metered Power Program.
- On December 9th and 10th, Operations, Fish Dock, and Port Maintenance Staff attended an OSHA 10-hour safety class.
- Operation Staff assisted UAF to deploy and retrieve its tidal current monitoring station, located at the Deep Water Dock.
- A new 90HP Honda outboard engine was installed on the harbor patrol skiff.
- A new MB Snow Sweeper was purchased in January and is now currently in service on System 5.
- Operation Staff is currently in the process of renewing its FCC licensing for its marine and land/mobile radio frequencies.
- On November 15th, a graveyard shift Harbor Officer stopped work on an unauthorized sand blasting operation aboard a commercial fishing vessel tied to the Fish Dock.
- On December 17th, Harbor Officers responded to a diesel fuel spill aboard a 50' pleasure craft.
- On Christmas Eve, the Tustumena had a delayed departure due to high northeast winds.
- On January 4th, a Harbor Officer assisted EMS hoist a crewmember from a tug boat, who was suffering from heart conditions, with the Deep Water Dock crane and a stokes litter basket.

3. Ice Plant

The Ice Plant is very happy to welcome Burt Gregory, fulfilling the permanent, full-time position for Ice Plant Operator. Our other new employee is Grant Wilkins, our new temporary winter Fish Dock Tech. The Port and Harbor is excited to have skilled workers such as Burt and Grant on Team Ice.

We are also looking into options for new Fish Dock lighting, rebuilding the valve system on one of our 16 cylinder compressors, and working on our ice delivery system.

4. Port Maintenance

In conjunction with staying busy with the usual snow removal and sanding, Port Maintenance:

- Repaired multiple transition plates on the Pioneer Dock fenders from vessel damage.
- Recharged and repaired Deep Water Dock mooring buoy and dolphin marker lights.
- Finished OSHA consultation requirements and programs.
- Sent a large volume of used oil to Emerald Alaska for disposal.
- Started working with new maintenance management software company.
- With Ice House staff, met with LED lighting reps.



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: JANUARY 16, 2014

SUBJECT: PORT AND HARBOR BUILDING PROGRESS REPORT CONSIDERATION OF PROJECT FUNDING

The Port and Harbor Building Task Force and staff have been working to develop a Port and Harbor Building project that is adequate for the current Harbor staff and functions and will also accommodate expansion as needed in the future. They have also been working to get the costs to a minimum.

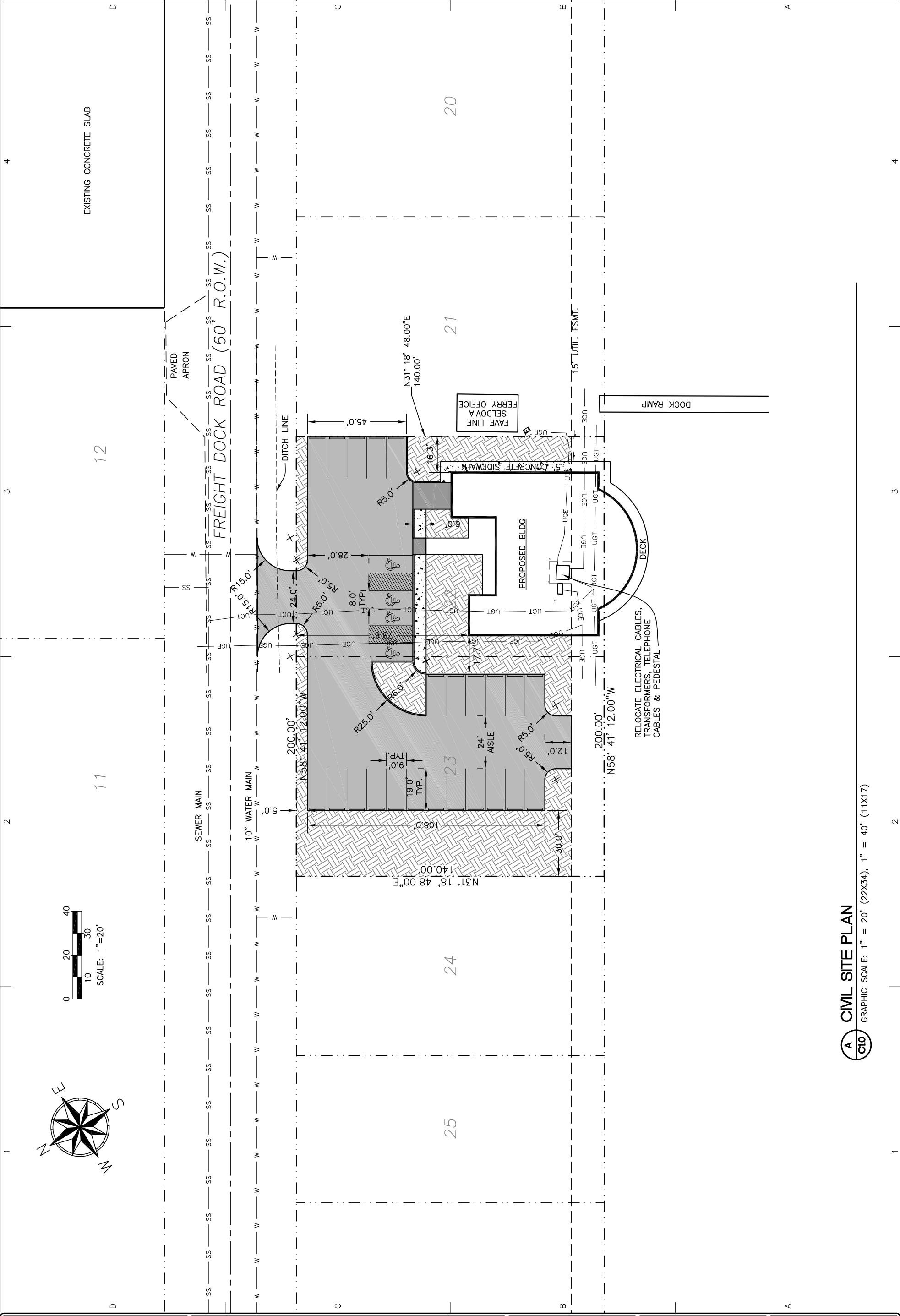
At the Commission meeting Commissioner Hartley will be giving a report on the Task Force work.

Staff will attend to talk about funding and the following ordinances which are scheduled for introduction at the January 27th City Council meeting:

- A. **Ordinance 14-**, An Ordinance of the Homer City Council Appropriating \$500,000 from Port and Harbor Reserves as a Local Match for the Port and Harbor Building. City Manager. Recommended dates: Introduction January 27, 2014, Public Hearing and Second Reading February 10, 2014.

- B. **Ordinance 14-**, An Ordinance of the Homer City Council Issuing a \$300,000 Loan from the General Fund for the Port and Harbor Building. City Manager. Recommended dates: Introduction January 27, 2014, Public Hearing and Second Reading February 10, 2014.

Recommendation: Discuss and make recommendation with regard to funding.



A CIVIL SITE PLAN
 C10 GRAPHIC SCALE: 1" = 20' (22X34), 1" = 40' (11X17)

CATEGORY:	SHEET:
C 1.0	
SHEET CONTENTS:	
CIVIL SITE PLAN	

DESIGN BY:	WJN
DRAWN:	MZD
CHECKED:	WJN
JOB NO:	1325
DATE:	NOV 19th, 2013
REVISIONS:	

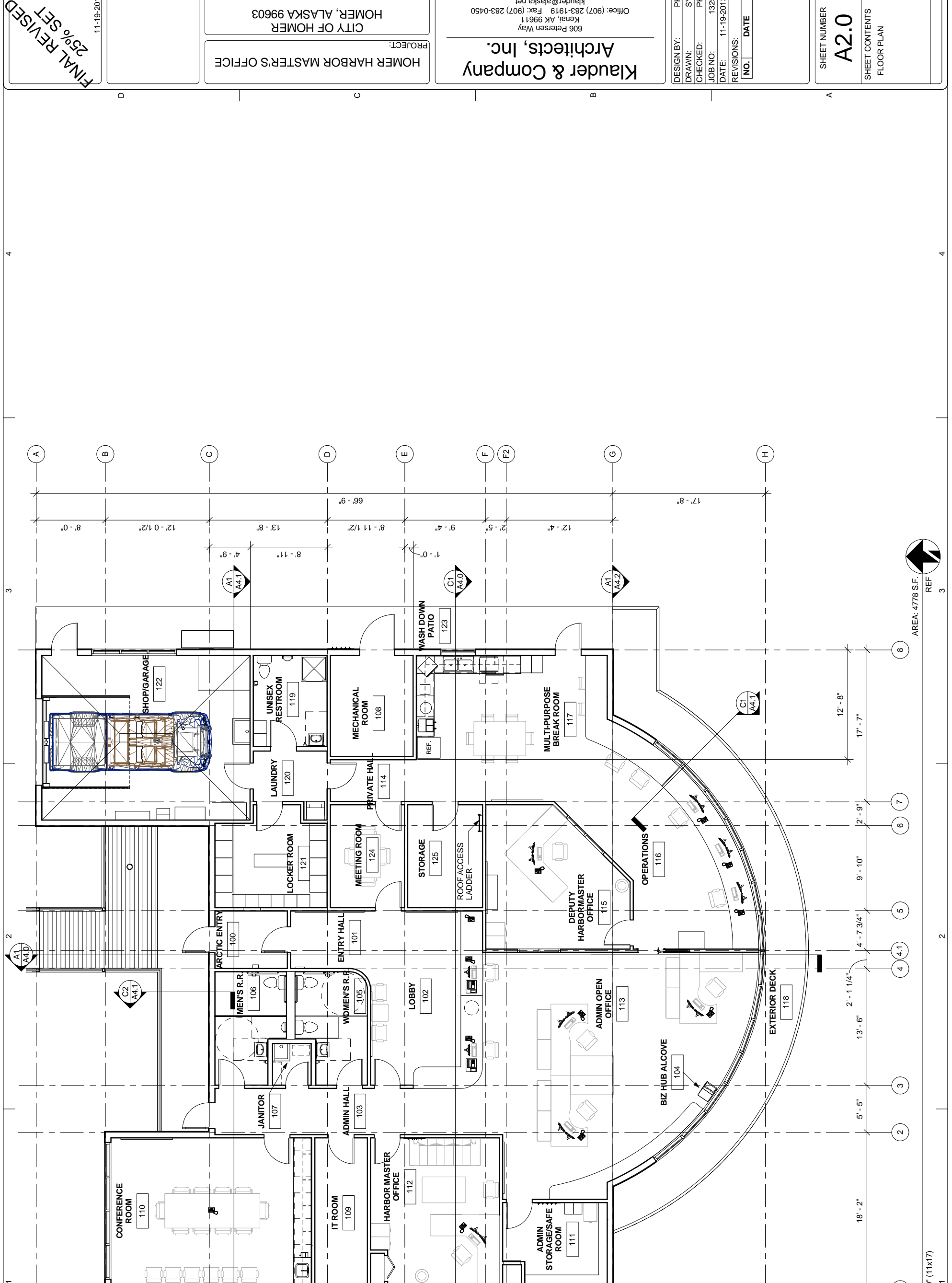
KLAUDER & COMPANY
 ARCHITECTS, INC.
 606 Petersen Way
 Kenai, Alaska 99611
 Tel (907) 283-1919 : Fax (907) 283-0450
 klauder@alaska.net

PROJECT: HOMER HARBOR MASTERS OFFICE
 CLIENT: CITY OF HOMER
 HOMER, ALASKA 99603



PRELIMINARY

A1 A2.0	FLOOR PLAN		1
	3/16" = 1'-0" (22x34); 3/32" = 1'-0" (11x17)		



SHEET NUMBER A2.0	SHEET CONTENTS FLOOR PLAN

<p>606 Petersen Way Kenai, AK 99611 Office: (907) 283-1919 Fax: (907) 283-0450 Klauder@alaska.net</p>	<p>Klauder & Company Architects, Inc.</p>
<p>PROJECT: HOMER HARBOR MASTERS OFFICE</p>	<p>CLIENT: CITY OF HOMER HOMER, ALASKA 99603</p>

11-19-2013
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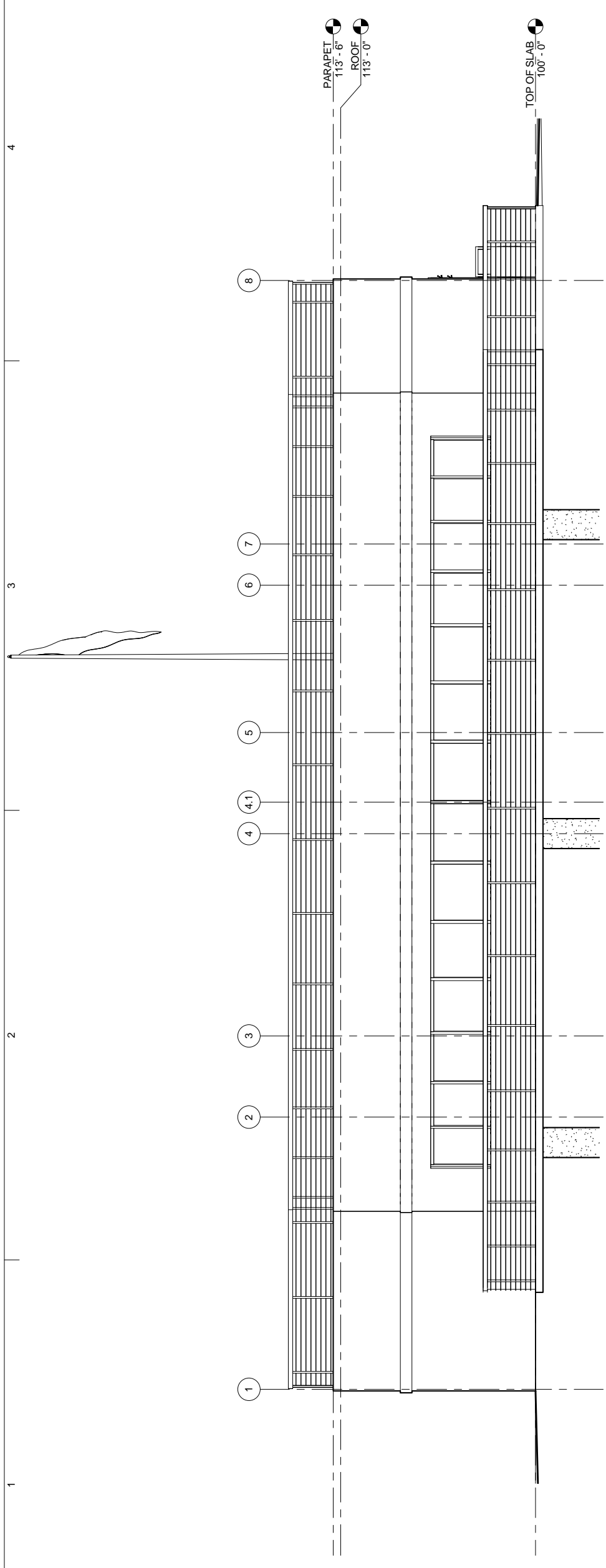
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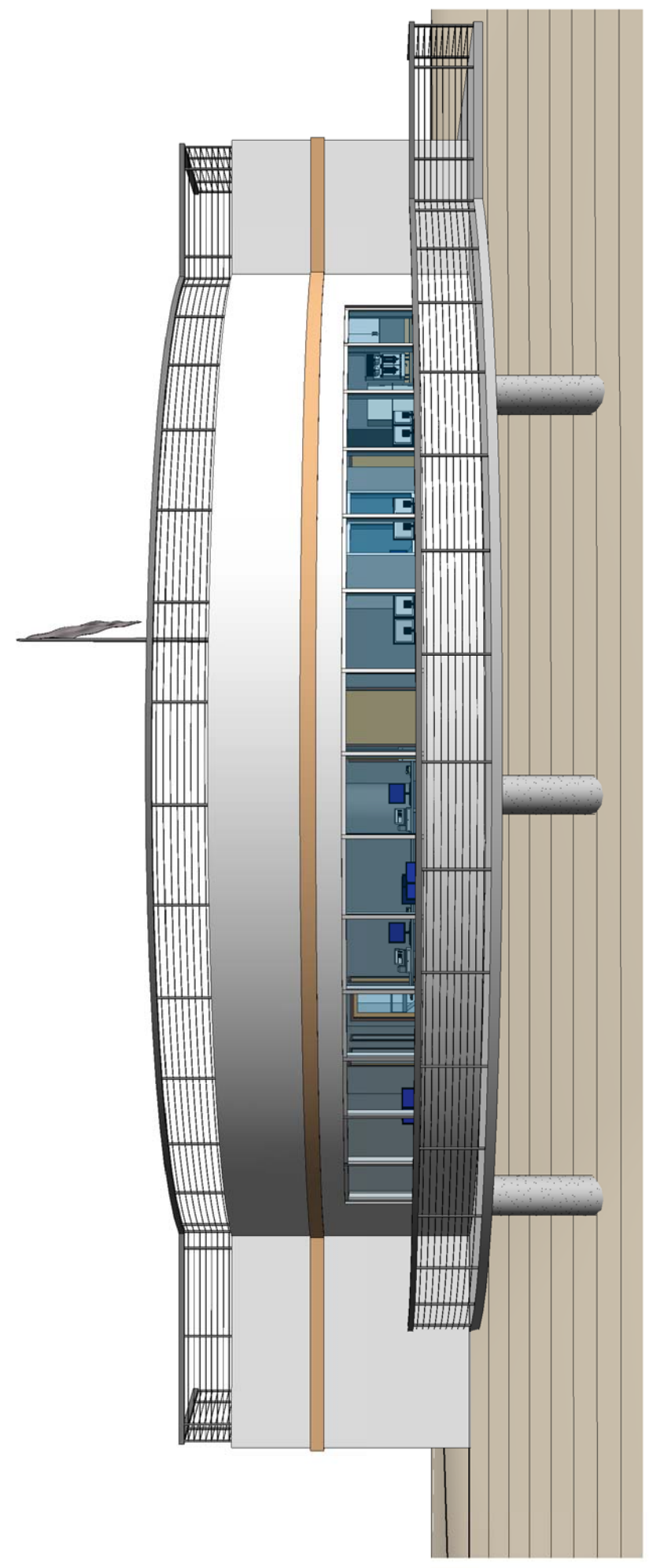
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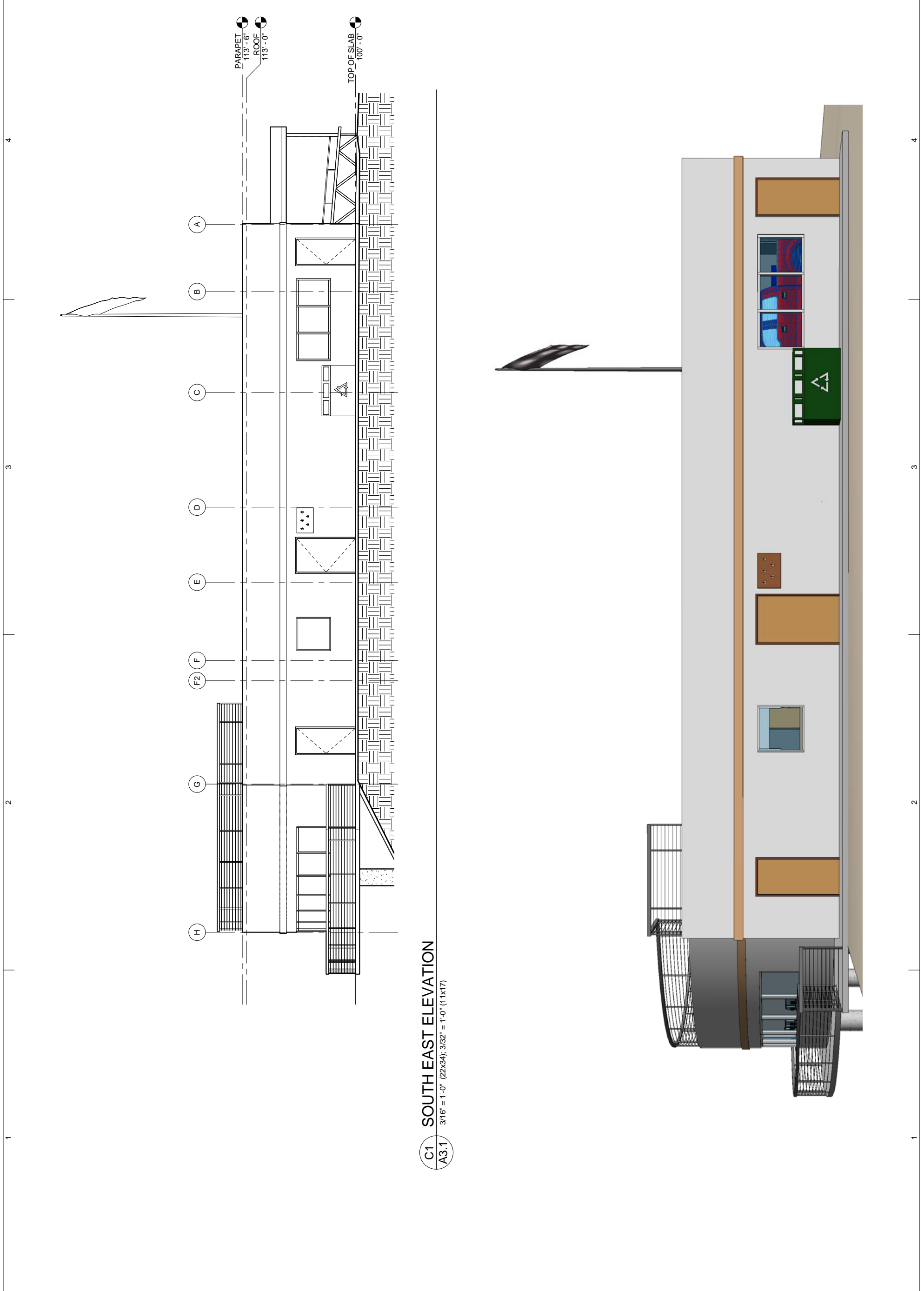
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CHECKED:	PK
JOB NO:	1325
DATE:	11-19-2013
REVISIONS:	
NO.	DATE

SHEET NUMBER
A3.0
SHEET CONTENTS
ELEVATIONS



B1 SOUTH WEST ELEVATION
A3.0 1/4" = 1'-0" (22x34); 1/8" = 1'-0" (11x17)





C1 SOUTH EAST ELEVATION
 3/16" = 1'-0" (22x34); 3/32" = 1'-0" (11x17)

FINAL REVISED 25% SET 11-19-2013	PROJECT: HOMER HARBOR MASTERS OFFICE	CLIENT: CITY OF HOMER HOMER, ALASKA 99603	DESIGN BY: PK DRAWN: SY CHECKED: PK JOB NO: 1325 DATE: 11-19-2013 REVISIONS: NO. DATE	SHEET NUMBER A3.1 SHEET CONTENTS ELEVATIONS
	PROJECT: HOMER HARBOR MASTERS OFFICE		606 Petersen Way Kenai, AK 99611 Office: (907) 283-1919 Fax: (907) 283-0450 Klauder@alaska.net	Klauder & Company Architects, Inc.

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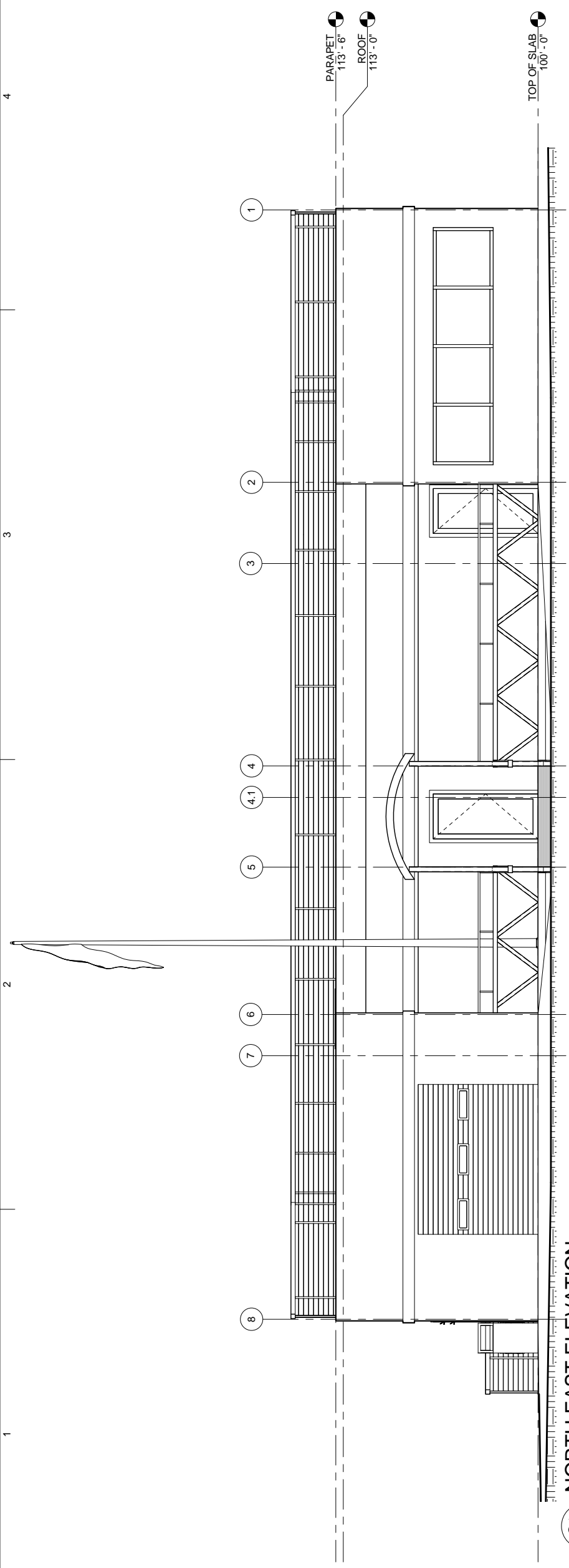
PROJECT:
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HOMER, ALASKA 99603

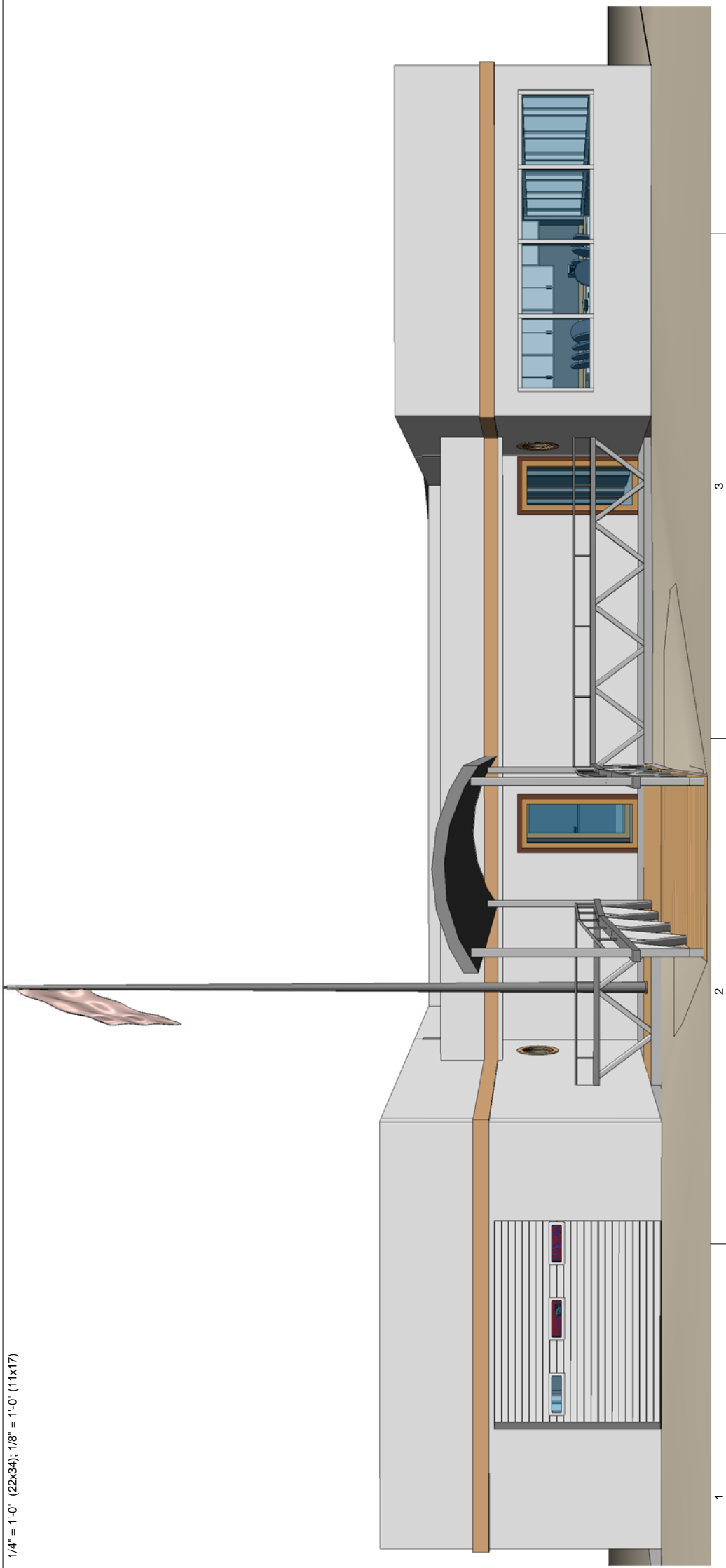
Klauder & Company
Architects, Inc.
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Klauder@alaska.net

DESIGN BY: PK
DRAWN: SY
CHECKED: PK
JOB NO: 1325
DATE: 11-19-2013
REVISIONS:
NO. DATE

SHEET NUMBER
A3.2
SHEET CONTENTS
ELEVATIONS



C1 NORTH EAST ELEVATION
A3.2 1/4" = 1'-0" (22x34); 1/8" = 1'-0" (11x17)



NOT FOR CONSTRUCTION

PLOTTED 1/2 SCALE

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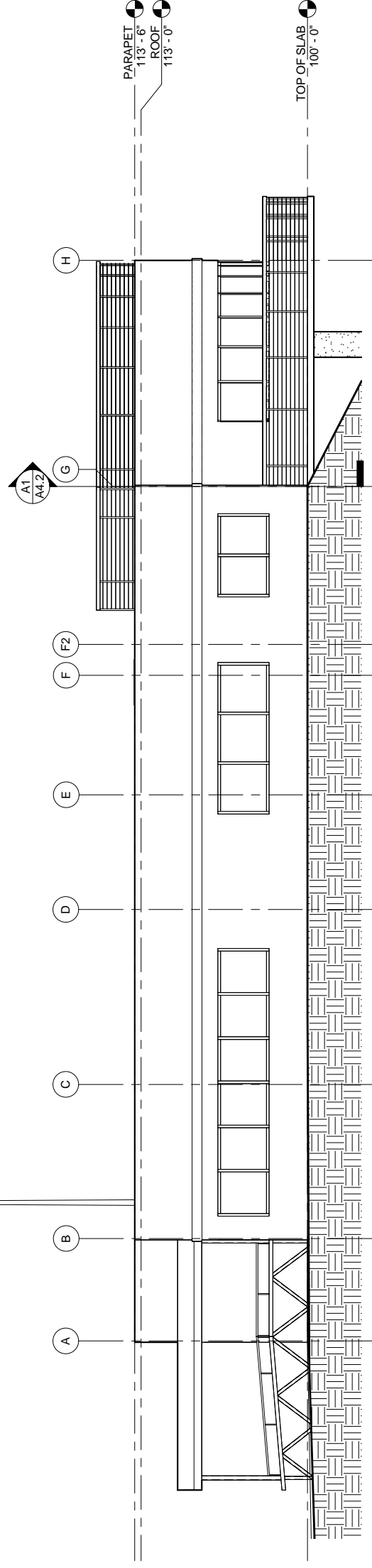
HOMER HARBOR MASTERS OFFICE
PROJECT:
CITY OF HOMER
HOMER, ALASKA 99603
CLIENT:

Klauder & Company
Architects, Inc.
606 Petersen Way
Kenai, AK 99611
Office: (907) 283-1919 Fax: (907) 283-0450
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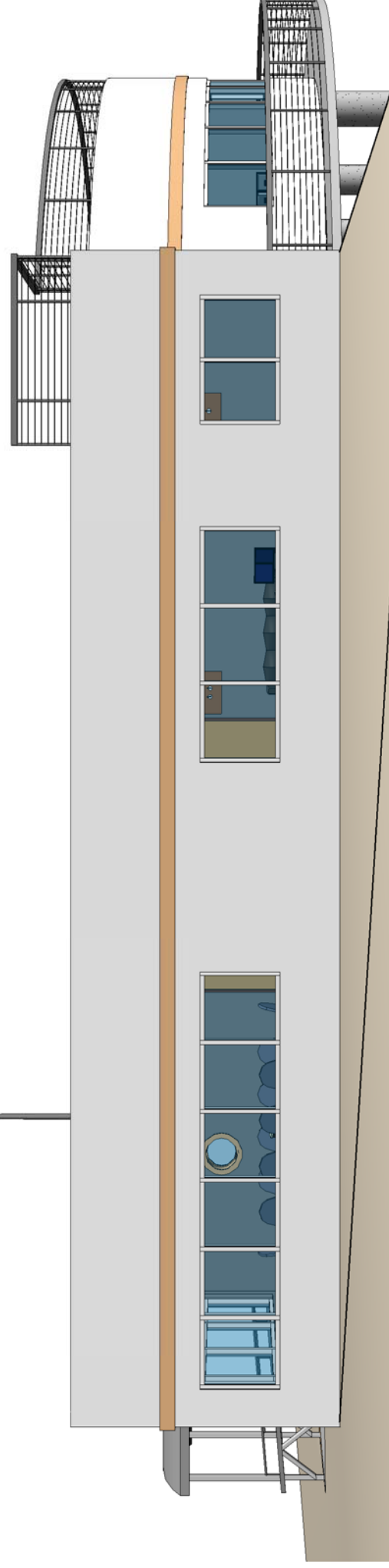
DESIGN BY:	PK
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CHECKED:	PK
JOB NO:	1325
DATE:	11-19-2013
REVISIONS:	
NO.	DATE

SHEET NUMBER
A3.3
SHEET CONTENTS
ELEVATIONS

4 3 2 1 4



C1 NORTH WEST ELEVATION
A3.3 3/16" = 1'-0" (22x34); 3/32" = 1'-0" (11x17)





Memorandum 14-003

TO: Port and Harbor Building Task Force (PHBTF)
 THROUGH: Bryan Hawkins - Harbormaster
 FROM: Dan Nelsen – Project Manager
 DATE: December 20, 2013
 SUBJECT: Project Budget – New Harbormaster’s Building

In December 2012, the design team looked at three alternatives regarding a new Harbor-master’s building. The preferred alternative was the construction of a new facility (project cost is shown below as 2012 budget). In November 2013, a 25% design and budget was presented to the PHBTF (project cost is shown below as 2013 budget).

Recently, the design team has made significant progress in limiting the scope of the project and reducing the cost (project cost is shown below as 2014 budget) ed site plan, floor plan and building elevations.

	2014 Budget	2013 Budget	2012 Budget
Design	\$180,000	\$285,000	\$214,000
Construction	\$1,788,883	\$3,040,925	\$1,848,805
Inspection	\$75,000	\$90,000	\$75,000
Furnishings	\$30,000	\$30,000	\$30,000
City Admin	\$24,000	\$26,000	\$24,000
1% for Art	\$20,000	\$30,000	\$21,000
Contingency	\$178,888	\$410,525	\$292,578
Total Cost	\$2,296,772	\$3,912,450	\$2,505,383
Bldg Square Footage	4778	4778	5077
Bldg Cost/SF	\$416	\$722	\$422
Bldg Const Only	\$1,967,772	\$3,451,450	\$2,141,383
Total Project Cost	\$2,296,772	\$3,912,450	\$2,505,383
Current Budget Authority	\$2,000,000	\$2,000,000	\$2,000,000
Addn Funding Needed	\$296,772	\$1,912,450	\$505,383

decrease in the per square footage cost, a reduction in the overall project cost and a reduction in the need for additional funding beyond that currently authorized. This project will need additional funding above that currently authorized (\$350,500).

The current project includes over-slope development, but the second floor has been removed, the maintenance shop size was reduced, and the administrative areas were decreased.

Further reductions in the cost of this project would most likely include elimination of over-slope development and building square footage reductions that would negatively impact current and future building functionality.

Recommendation: The Port and Harbor Building Task Force approve the budget for this project in the amount of \$2,297,000 (as shown above), approve proceeding with 65% design based on this budget, and support the acquisition of the additional required funding.



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Memorandum

TO: PORT & HARBOR ADVISORY COMMISSION

FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER 

DATE: JANUARY 13, 2014

SUBJECT: LOAD & LAUNCH RAMP RENOVATION 35% DESIGN UPDATE

On October 31, 2013, City staff met with PND Engineers and ADF&G to discuss the Alternative Analysis Report prepared for the Load and Launch Ramp Renovation project. The 25% design drawings were reviewed by Port and Harbor staff, Public Works staff, and ADF&G. It was agreed that PND Engineers could proceed to the 35% design phase, and include the following in the next drawings:

- **Number of Lanes** – Currently there are five lanes. PND asked if we wanted to expand this out to a six, or even seven, lane system. Cost to construct weighed in heavily as well as actual available space. Staff directed the engineers to focus on replacing the existing system with a ramp that kept the same foot print of five lanes.
- **Lane Placement** – Currently the fifth lane is located between the floats. PND asked if changing the configuration was of interest. We requested that their drawings include one option of the placement as-is, and another option with the new, non-float-supported lane on the outside of the system closest to W Float.
- **Wood Floats with Poly Tubs**
- **Concrete Planking** – This type of planking is the same that was designed and installed in Whittier.

A notable spec included in the current drawings is a new slope grade of 13%, an improvement from the current 10 – 11% grade. Thirteen percent has become an industry standard, and has proven to be optimal for the intended use of launching small boats. Additional specs include a radius transition at the top of the ramp, and more rip rap will be added to the base of the ramp to address the wash-out issue attributed to “power loading”.

Most of these revisions were implemented and the 35% design drawings were presented to City Staff for further review.

Attached: Load & Launch Ramp Renovation 35% Designs
Proposed Concrete Planking Designs

HOMER SMALL BOAT HARBOR LAUNCH RAMP RENOVATION ALTERNATIVE ANALYSIS REPORT

Prepared for:



**Alaska Department of Fish and Game, Sport Fish
525 West 67th Ave. , Anchorage AK 99518**



**City of Homer
Homer, AK 99603**

Prepared by:



ENGINEERS, INC.

**PND Engineers Inc.
1506 W. 36th Ave.
Anchorage, Alaska 99503**

December 2013

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- Appendix A: Conceptual Boat Launch Ramp Drawings and Float Details
- Appendix B: Launch Ramp Alternatives ROM Cost Estimates

ABBREVIATIONS & ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
ADF&G	Alaska Department of Fish and Game
CIP	Cast-In-Place
PND	PND Engineers, Inc.
ROM	Relative Order of Magnitude
USGS	U.S. Geological Survey

EXECUTIVE SUMMARY

This report has been prepared for the Alaska Department of Fish and Game, Division of Sport Fish (Sport Fish) and the City of Homer (City) with the purpose of providing an analysis for the replacement of a boat launch ramp used by year-round recreational boaters in Homer Harbor. The boat launch experiences large increases in use during summer holidays at which time the capacity of the existing launch is strained. The current boat launch ramp had an original design life of 20 years and has been in place for over 30 years. Signs of wear and degradation are apparent and illustrates that the launch has reached the end of its service life and is in need of replacement.

Four alternative layouts for the new replacement ramp were examined. Components of design that were considered as part of the comparison process include float and ramp layout, pile design, erosion control, cut and fill requirements, and dredging requirements. The objective of the design comparison is to evaluate relative ramp capacity, ease of vessel launch and retrieval, permitting considerations and cost of replacement.

Comparison of the alternative layouts were performed, including a summary of advantages and disadvantages and a relative order of magnitude (ROM) cost comparison. A summary of the estimated costs, based on timber float units, are shown in Table 0-1: Cost Comparison Summary.

Alternative	Description	ROM Cost
1	Existing Configuration (5 lanes / 2 Floats)	\$3,603,800
2	Lane Reconfiguration (5 lanes / 2 Floats)	\$3,603,800
3	One Lane Expansion (6 Lanes / 3 Floats)	\$4,960,500
4	Two Lane Expansion (7 Lanes / 3 Floats)	\$5,640,100

Table 0-1: Cost Comparison Summary

Introduction

The Homer Small Boat Harbor Launch Ramp, shown in Figure 0-1, is a major access point for a multitude of users to Kachemak Bay and lower Cook Inlet. The launch ramp provides for a diversity of use including launch and retrieve of trailerable recreational vessels, load/offload of materials and supplies, commercial use for fishing activities as well as a variety of other uses. The ramp is open year-round for the launch and retrieval of many vessels. The launch ramp was installed nearly 30 years ago and has long surpassed the original 20 year design life. After many years in use the condition of the launch is deteriorating and is due for replacement and possibly an expansion to allow for continued recreational access to the waters surrounding Homer, Alaska.

This report is divided into 4 sections. Section 1 describes the existing site conditions and details issues with the existing ramp that necessitate replacement. Section 2 compares the advantages and disadvantages of four alternate launch ramp layouts and float configurations. Section 3 details the various types of materials that can be used for float and launch ramp construction. Finally, Section 4 presents boat launch alternative ROM cost estimates and comparisons.

The general components that comprise each boat launch alternative include float and ramp quantities and layout, pile quantities, embankment erosion control measures and general site condition improvements, cut and fill requirements, and dredging needs.



Figure 0-1: Project Location

1 Existing Site Conditions

1.1 Boat Launch Ramps Physical Condition

The existing Homer Small Boat Harbor Launch Ramp consists of a five lane, 96-foot wide by approximately 350-foot long concrete launch ramp with two 8-foot wide timber floats.

The existing launch facility is used year-round, even in winter as weather conditions allow, and over time has experienced damage from heavy use and from winter ice in combination with the large tidal range of the area. During winter, the existing floats periodically freeze hard to the ramp, inhibiting floatation and are sometimes damaged when they suddenly release due to the incoming tide eventually breaking them loose. During peak times of the summer season, the facility becomes impacted by heavy launch traffic, reducing the level of service and causing delays in vessel launch and retrieval.

The Homer Small Boat Harbor Launch Ramp Facility, shown in Figure 1-1 was originally constructed in 1986 by the State of Alaska Division of Harbors. Now, nearly 30 years old, the boat launch ramp has exceeded its 20-year life expectancy and the float exhibits insufficient floatation and damage, and the concrete ramp planks are seriously deteriorated and have exposed rebar.



Figure 1-1: Existing Homer Boat Launch Ramp

The degradation of the launch ramp and surrounding areas are apparent and a replacement is warranted. The float timbers show considerable wear from years of heavy use and general long-term exposure to a marine environment. Freeze-thaw cycles and wear have caused spalling of the concrete ramp planks exposing sections of rebar. The surface of the concrete panels exhibits general degradation particularly in areas that are tidally submerged. Figure 1-2 shows the condition of the existing launch ramp concrete panels. The exposed rebar and degraded surface

may pose serious safety hazards to people and vehicles. The exposed rebar can be a tripping hazard to people walking on the ramp, can damage tires and if it becomes upturned it greatly increases the risk for injury or damage to property. The rough surface originally part of the concrete planks has also worn smooth, increasing the potential for slipping and reduced traction for launching and retrieving efforts.

The slope of the existing launch ramp is currently at an approximate 11.5-percent grade, which is less than the 12 to 15 percent recommended by the States Organization for Boating Access (SOBA). A shallower slope requires that vehicles must back further into the water to enable the vessel being launched to float free from the trailer.



Figure 1-2: Existing Concrete Launch Planks

1.2 Boat Launch Ramp Traffic Capacity and Float and Lane Layout

The existing boat launch ramp is adequately-sized to handle every day and most weekend usage with limited wait time. However, during busy summer weekends the ramp capacity becomes overwhelmed, reportedly resulting in long wait times.

Currently, the launch is laid out with two exterior lanes, floats located adjacent to the exterior lanes, and three lanes between the floats. There are four lanes from which users can launch with the assistance of floats adjacent to the lane.

The lane located in the center of the launch ramp (or “quick-lane”) does not have adjacent floats and is utilized by more experienced users who do not require side-access while launching their boats, larger vessels (3-axle trailers) that may require more room to launch/retrieve and landing craft vessels that may need to load/unload people and/or supplies. The additional area surrounding the “quick-lane” allows for greater flexibility of use.

2 Boat Launch Alternatives

Four (4) launch alternatives are proposed for the Homer Small Boat Harbor Launch Ramp Renovation Project. The alternatives include:

- Existing Configuration (5 lanes / 2 floats)
- Lane Reconfiguration (5 lanes / 2 floats)
- One-Lane Expansion (6 lanes / 3 floats)
- Two-Lane Expansion (7 lanes / 3 floats)

Each alternative is described in the following sections. Advantages, disadvantages and ROM cost estimates are provided for each alternative.

2.1 Alternative 1: In-Kind Replacement of Existing Launch Ramp (5 lanes / 2 floats)

Replacement of the existing ramp without changing the current configuration is the most straightforward alternative. The advantages to this alternative include: reduced permitted footprint and in-water fill volumes, reduced construction effort, and low cost. A conceptual layout of Alternative 1 is shown in Figure 2-1.

This alternative does not increase the capacity of the launch ramp and there would not be a decrease in user wait time with this alternative. Also, in comparison to Alternative 2, it may not be the most efficient use of existing space. The central lane of the existing launch ramp is intended for use by those who do not need floating dock support alongside their boat during launch or retrieval. The central lane allows more experienced users the potential for quick launch and retrieval; however, this may be impeded by vehicle/vessel congestion on either side of the launch lane. A significant benefit of this alternative is the width provided by locating the “quick-lane” between two adjacent lanes. The three interior launch lanes could be used in combination to provide a single lane with a maximum usable width of approximately 48-foot. This provides a greater maneuvering area for large vessels/trailers and increased area for offload activities.

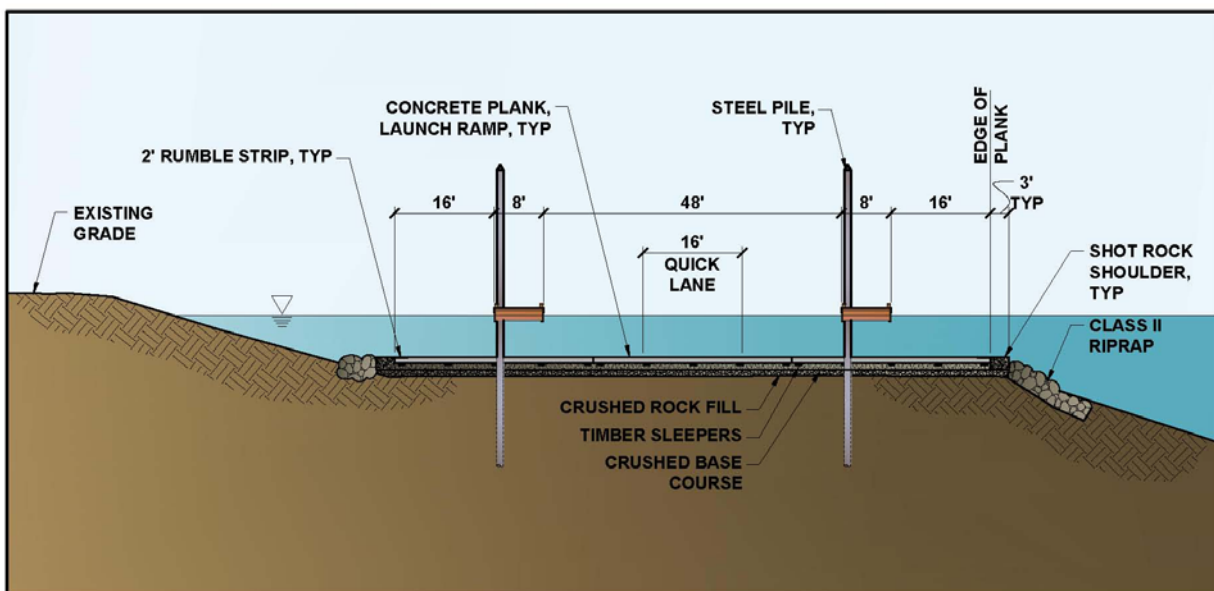


Figure 2-1: Alternative 1: Existing Configuration

ALTERNATIVE #1 SUMMARY:Advantages

- Lowest project footprint and in-water fill volumes (permitting consideration)
- Lowest cost alternative (same as Alternative #2)
- 48-ft wide central launch lane for larger vessels and offload activities

Disadvantages

- No increase in boat launch capacity
- Potentially less than optimal lane layout

2.2 Alternative 2: Lane Reconfiguration of Launch Ramp (5 lanes / 2 floats)

Reconfiguring the lanes without expansion is a lower-cost alternative to expansion of the launch ramp. It may be possible to reconfigure the lanes such that recreational boaters can more efficiently use the lanes, resulting in a quicker turnaround for each individual user and consequently a greater capacity to handle all users during peak usage. No additional footprint is required for this alternative to be permitted.

Alternative 2 seeks to increase the efficiency of the launch ramp in comparison to Alternative 1 by changing the location of a float relative to the lanes without increasing the existing footprint or increasing cost. The western most float would remain in the same location and the eastern most float would be moved (approximately 16 feet) to the west, as shown in Figure 2-2. In this configuration, the “quick-lane” lane would be on an outside edge of the launch ramp. This layout provides more direct vessel access to/from the harbor and minimizes the amount of technical navigation.

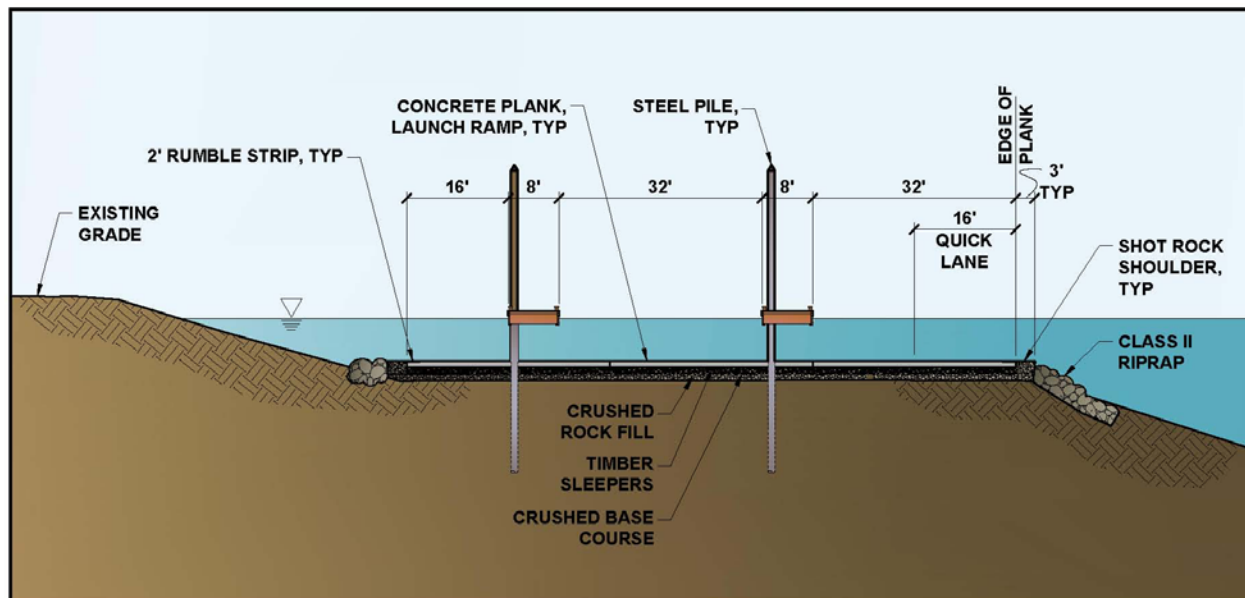


Figure 2-2: Alternative 2: Lane Reconfiguration

ALTERNATIVE #2 SUMMARY:Advantages

- Lowest project footprint and in-water fill volumes (permitting consideration)
- Lowest cost alternative (same as Alternative #1)
- Improved lane layout with reorganization of lanes
- Likely improved boat launch capacity

Disadvantages

- No increase in boat launch lanes

2.3 Alternative 3: One-Lane Expansion of Launch Ramp (6 lanes / 3 floats)

A one-lane expansion of the launch will require the addition of a single launch lane and a new float. The existing ramp would be widened to the east to accommodate installation of the additional lane and float. Figure 2-3 shows the proposed layout. In this configuration, all six lanes would be adjacent to a float, the existing “quick lane” is eliminated.

The main advantage of this alternative is the increased capacity to handle a large volume of traffic on busy weekends and holidays. By adding another lane, capacity is potentially increased 20% so long as access to the boat launch is also adequate to handle the traffic.

A disadvantage of this alternative is the increased cost, relative to the first two alternatives. This alternative requires the addition of an entirely new float, three floats in total. Additional earthwork and fill material will also be required as the width of the launch would be increased by approximately 25% from the existing launch, which is not necessary for Alternatives 1 and 2.

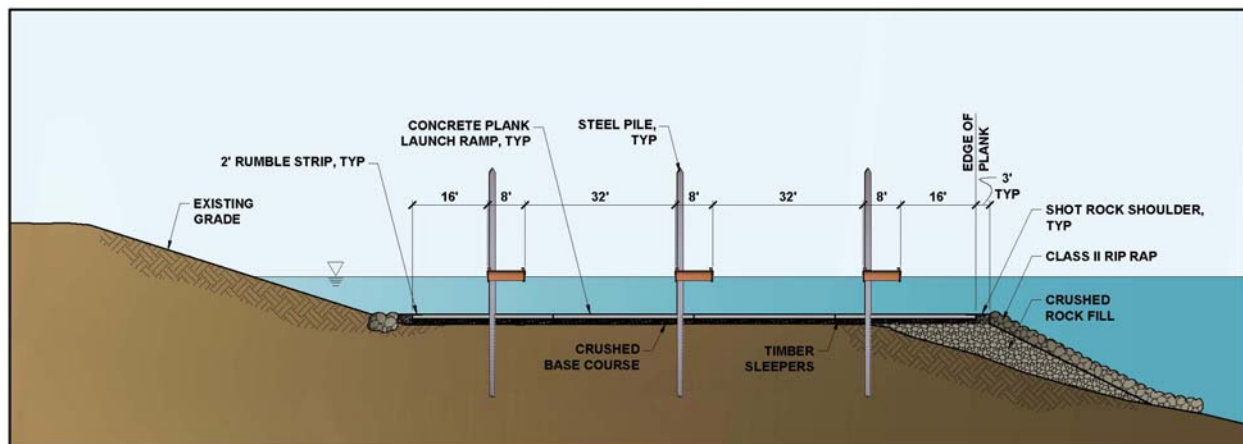


Figure 2-3: Alternative 3: One-Lane Expansion

ALTERNATIVE #3 SUMMARY:Advantages

- Increased capacity (one new boat launch lane)
- Improved lane layout with reorganization of lanes
- Floats located adjacent to each launch lane

Disadvantages

- Increased project footprint and larger in-water fill volumes (permitting consideration)
- Requires one additional new float
- Increased cost relative to Alternatives 1 and 2
- No quick launch lane

2.4 Alternative 4: Two-Lane Expansion of Launch Ramp (7 lanes / 3 floats)

A two-lane expansion of the launch will include two new launch lanes and a single new float. Figure 2-4 shows the proposed layout. In this configuration, six lanes would be adjacent to a float and the “quick lane” would be retained relocated to the outside similar to Alternative 2.

The advantage to this alternative is by adding two lanes the handling capacity will increase approximately 40% so long as the adjacent facilities are also adequate to handle the traffic. Each lane would be adjacent to a float. This alternative would also allow for reorganization of the lanes providing a better lane layout.

A disadvantage of this alternative is the additional 40 foot of width required to add two new lanes and one new float. This will require additional earthwork and fill material quantities as the width is being increased by about 40% from the existing launch. This is an additional cost not necessary in Alternatives 1 and 2, and is larger than in Alternative 3.

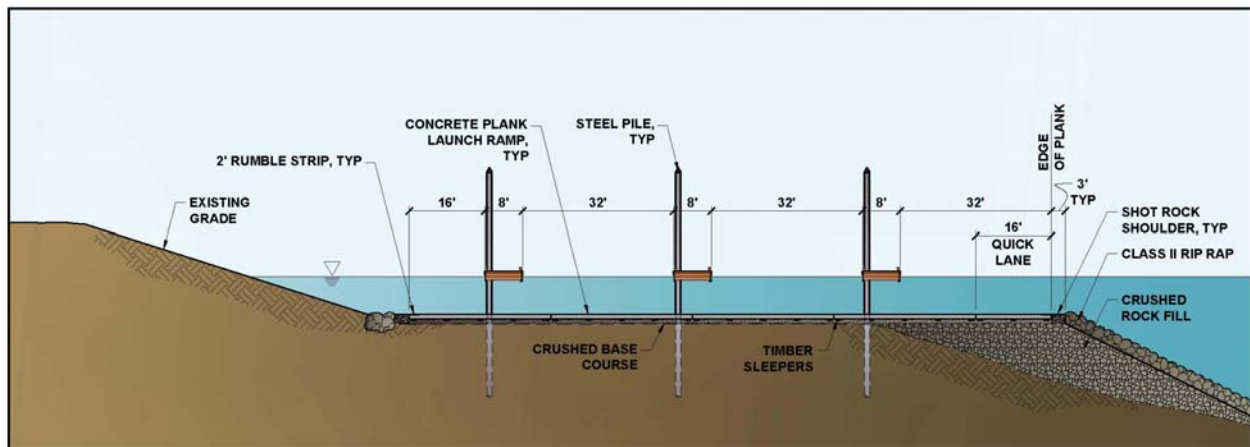


Figure 2-4: Alternative 4: Two-Lane Expansion

ALTERNATIVE #4 SUMMARY:Advantages

- Increased capacity (two new boat launch lanes, one new float)
- Improved lane layout with reorganization of lanes

Disadvantages

- Increased project footprint and larger in-water fill volumes (permitting consideration)
- Highest cost alternative

3 Design Alternatives

3.1 Float Design Alternatives

Several float designs were considered for the Homer Small Boat Harbor Launch Ramp Renovation project including timber floats, concrete floats, and modular pipe floats (both HDPE and steel pipe). Description of the alternatives and a summary of advantages and disadvantages are provided in the subsequent sections.

3.1.1 Timber Floats

Timber floats are the most common float type used for recreational boat launch facilities due to their lower cost, durability and ease of repair. Timber floats typically consist of prefabricated units with primary structural glulam walers, timber framing and a variety of decking materials. All timber materials used in construction of the float are pressure treated with preservatives to protect against the marine environment. Conventional floatation for the units consists of either polyurethane coated polystyrene floatation billets or polystyrene filled polyethylene floatation drums. Since the launch ramp will ground out during low tides, PND does not recommend typical polyethylene tub design where all primary structural components of the float are located completely above water and the floatation billets are exposed. The float design should incorporate timber members at the sides of the floats to provide protection and support for the float when the units are grounded. Timber floats have the lowest cost of the alternatives, with an estimated materials cost of \$100 per square foot.



Figure 3-1: Timber Launch Ramp Float Unit

3.1.2 Concrete Floats

Concrete launch ramp floats consist of prefabricated float units with polystyrene flotation that is encased within the concrete. The concrete deck and sides of the float serve as integral parts of the float structural system; reinforcing steel and high-strength concrete are used in construction of the float to serve as the primary force resisting elements. Concrete floats are typically robust; however, the float units are difficult and costly to repair when damage occurs. The supplied material cost for concrete floats is estimated at \$150 per square foot.



Figure 3-2: Concrete Float Units

3.1.3 Modular Pipe Floats

Modular pipe floats are typically fabricated from either welded galvanized steel pipe or high density polyethylene (HDPE) pipe that serves as both the primary structural members and flotation for the float. A variety of decking materials can be connected to the top of the pipe flotation elements to create the surface of the float. Pipe floats provide a durable system for locations where floats are seasonally removed because the pipe allows the floats to ground out and are resistant to damage. The float units are very robust and able to withstand rough handling and launching. Modular pipe floats are the most expensive of the alternatives considered with an estimated supplied materials cost of \$175 per square foot for HDPE pipe float units and \$250 per square foot for steel pipe units.



Figure 3-3: Modular Pipe Float Units

3.1.4 Recommended Float Design

Timber floats are the recommended float type for the Homer Small Boat Harbor Launch Ramp Renovation project. Timber floats are the lowest cost alternative and are durable and easy to maintain and have a proven track record in similar applications throughout Alaska.

3.2 Ramp Design Alternatives

Design alternatives considered for surfacing of the launch ramp included precast concrete panels, cast-in-place concrete surfacing and asphalt concrete surfacing.

3.2.1 Precast Concrete Planks

Precast concrete plank surfacing is the most common design utilized for recreational boat launch ramps in Alaska. Advantages of precast concrete plank surfacing include ease of construction, durability, increased quality control during fabrication. The concrete planks are prefabricated using high strength concrete and steel reinforcing rebar. Prefabrication of the panels allows for a high level of quality control ensuring that the panels will perform as intended in the as-built condition. The planks are subsequently installed at the project site on and bolted to sleepers connecting them together to form a continuous planar surface.

3.2.2 Cast-In-Place Concrete

Cast-in-place concrete launch ramps typically consist of a concrete slab that is reinforced with rebar to meet temperature and structural requirements. A temporary cofferdam is typically required in order to dewater the site and allow installation of the below water portions of the ramp. Installing, maintaining, dewatering and removal of a temporary cofferdam results in high costs and may not be environmentally acceptable. For these reasons cast-in-place concrete was not considered as a cost effective alternative for the portions of the ramp that will be located below water.

3.2.3 Asphalt Concrete

Asphalt concrete is a mixture of asphalt cement binder and crushed aggregate to form a firm, flexible surface. Installation of asphalt surfacing would be limited to above water areas, with the extents of installation limited by the tidal range at the site. The area of application is typically limited to the upper third of the tidal range to prevent algae growth on the surface which can significantly reduce traction on the ramp. Asphalt concrete, a permeable surface, is more susceptible to deterioration caused by salt water exposure, freeze-thaw cycles and inundation. The use of asphalt surfacing in areas below high tide line (within regulatory agency jurisdiction) would have to be fully vetted with permit agencies as it is believed to be unlikely that regulatory agencies would approve the use of asphalt concrete within jurisdictional waters since the site is located within the Kachemak Bay Critical Habitat Area. Asphalt concrete was removed from consideration as a feasible surfacing alternative within tidal region due to the limitations listed above.

3.3 Approach Alternatives

The launch ramp approach consists of the transition between the sloped launch ramp surface and the existing uplands maneuvering/staging area. Two design alternatives were considered for surfacing of the launch ramp approach: cast-in-place concrete and asphalt concrete.

3.3.1 Cast- In-Place Concrete

A cast-in-place concrete approach would consist of a structural steel reinforced concrete slab installed at the top portion of the ramp. The concrete approach would provide a robust surface that is resistant to degradation. A heavy broom or tined finish would be provided on the surface of the concrete to provide increased traction. The cast-in-place concrete approach is the highest initial cost approach alternative; however, the surfacing is anticipated to require less maintenance and have a longer serviceable life. Based on the advantages cast-in-place concrete is the preferred alternative for the launch ramp approach.

3.3.2 Asphalt Concrete

Asphalt concrete would provide a firm, flexible surface for the launch ramp approach. The surfacing would be more prone to degradation, salt water deterioration and rutting. Asphalt concrete provides a naturally smooth finished surface which could be slippery and would require saw-cutting to provide increased traction, similar to runway grooving. Based on preliminary estimates, asphalt concrete surfacing is anticipated to cost between \$130,000 and \$270,000 less than cast-in-place concrete depending on the alternative under consideration.

3.4 Launch Ramp Facility Improvements

3.4.1 Proposed Ramp Improvements

The proposed launch ramp renovations will include several design modifications, as summarized below, that will improve the functionality and usability of the ramp for all alternatives considered.

The proposed ramp renovation will include steepening the ramp from the existing 11.5% grade to 13% grade. This modification will improve usability, reduce materials and comply with the

SOBA launch ramp grade recommendation of 12 to 15-percent. The proposed design will incorporate a vertical curve transition at the top of the launch ramp to allow smooth passage onto the ramp and improve trailer visibility.

Surfacing of the concrete ramp will incorporate a modern V-groove pattern that is oriented at 60-degree from centerline allowing water to drain from the surface. This surfacing provides improved traction for vehicles, wears well over the life of the ramp, and has an attractive appearance. The new launch ramp floats will incorporate requirements for compliance to the American with Disabilities Act (ADA) including required ramp access route requirements, minimum dimensions and clearance requirements. Rip rap will be installed along the exposed faces of the new ramp embankment to protect from erosion. Additional rip rap is proposed at the end of the launch ramp to prevent erosion and undermining of the ramp planks from prop wash when users enter their trailers under power or “power load”.

3.4.2 Uplands Improvements

Additional improvements under consideration in order to improve operations at the facility include:

Lane designation – Installation of lane demarcation extending into the uplands area could expedite launch and retrieval activities, help route traffic flow and potentially shorten wait times. Designation of staging areas, “launch only” and “retrieve only” lanes could potentially improve wait times at the facility.

Various signage – Providing published literature or posting of signs designating launch and retrieval procedures could also improve operations at the facility.

Attendant Booth - A small attendant booth would allow on-site personnel to assist with facility operations, collection of launch fees and emergency situations.

Uplands Lighting – Additional lighting located on the uplands near the launch ramp would improve visibility during low light conditions.

Gating System – An automated gating system that regulates access to the facility would allow for improved collection of user fees.

Electronic Payment System – An electronic kiosk that allows users to pay fees using credit cards would improve the collection of payment.

Security Cameras – A video surveillance system would serve as a deterrent for unlawful activities (such as using the facility without payment or vandalism) and help resolve conflicts or provide evidence if issues arise.

4 Cost Estimates

4.1 Basis of Estimates

The cost estimates were developed from conceptual design and estimated material quantities. The accuracy of the estimates directly corresponds to the level of completion of design, cost may vary as the design is progressed and project scope is refined. Cost estimates were built up using anticipated and historical production rates for each type of work to be completed. Project costs were developed from the “bottom up” using the estimating program Hard Dollar[®] V10.1. The estimating program utilizes a work crew and work item analysis estimate method to develop anticipated costs. In-house pricing data and historical costs were utilized to populate the estimating database. Durations for individual project components were developed based upon

in-house historical data and information received from relevant contractors where historical data was not available. Final costs were vetted against both in-house and outside relevant estimates.

The estimates developed encompass the launch ramp renovation only and do not include costs for additional renovations or improvements to the adjacent uplands areas. The estimated costs are for construction only and do not include estimating uncertainties or unexpected construction costs. (i.e. variations in final quantities or confining permit stipulations). Costs for engineering, permitting inspections and/or contract administration are excluded. Construction equipment rates are based on average historical rates and information obtained from relevant heavy civil marine contractors. Separate cost elements are provided for support equipment, fueling and servicing of contractor equipment during construction. Labor rates are based on current prevailing wage determinations for heavy civil construction projects. Labor rates include markup for pension, federal and state taxes, medical, workman's compensation, and overtime premiums.

In order to provide a reliable basis for developing the estimates, assumptions were made to define critical work elements and factors that will have significant influence on the total estimated cost. It is assumed that the construction portion of the project will be issued as a fixed fee, lump-sum contract to a single primary contractor. The contractor is assumed to be responsible for providing, mobilizing and demobilizing all materials, labor, equipment and incidentals necessary to complete construction of the project scope.

Assumptions:

- Manhours, Labor Costs, and Equipment Costs are based on 12 hours shifts. Production rates based on 12 hour shifts.
- Fuel cost at \$4.50 per gallon

Inclusions:

- Contractor profit and risk for equipment is included in the equipment rates and is assumed at 15%
- Contractor profit and risk for materials is assumed at 10%.
- Contractor consumables (welding consumables, etc.) are included where appropriate

Exclusions:

- Equipment standby or overwintering costs.
- Weather day provisions.
- Escalation.
- Revetment on existing, undisturbed slopes near the project location.

4.2 ROM Estimates

A summary of the estimated costs for each alternative are provided in Table 4-1 below. The presented costs reflect a design using timber float units. The incremental cost increase for construction using the alternative float types are provided in Table 4-3.

Description	Total Cost
Launch Ramp Replacement - Option 1 and 2	\$3,603,800
Mobilization / Demobilization	\$125,000
Site Demolition	\$128,200
Earthwork	\$536,300
Provide and Install Ramp	\$1,479,100
Float Replacement	\$718,300
Contractor Indirects and Support Equipment	\$286,900
Contingency (Assumed 10% of Construction Cost)	\$330,000
Launch Ramp Replacement - Option 3	\$4,960,500
Mobilization / Demobilization	\$125,000
Site Demolition	\$128,200
Earthwork	\$954,400
Provide and Install Ramp	\$1,854,100
Float Replacement	\$1,064,400
Contractor Indirects and Support Equipment	\$374,400
Contingency (Assumed 10% of Construction Cost)	\$460,000
Launch Ramp Replacement - Option 4	\$5,640,100
Mobilization / Demobilization	\$125,000
Site Demolition	\$128,200
Earthwork	\$1,247,900
Provide and Install Ramp	\$2,095,000
Float Replacement	\$1,064,400
Contractor Indirects and Support Equipment	\$459,600
Contingency (Assumed 10% of Construction Cost)	\$520,000

Table 4-1: ROM Estimate Summary

Description	Total Cost
Uplands Improvements	\$365,000
Signage and Striping	\$25,000
Attendant Booth	\$50,000
Uplands Lighting - (1) 100' Light	\$150,000
Gating System	\$75,000
Electronic Payment Kiosk	\$40,000
Video Surveillance System	\$25,000

Table 4-2: Uplands Improvements ROM Estimate

Alternative	Float Type			
	Timber	Concrete	HDPE Pipe Floats	Steel Pipe Floats
Option 1/2	-	\$256,000	\$384,000	\$768,000
Option 3/4	-	\$376,000	\$564,000	\$1,128,000

Table 4-3: Float Type Comparison, Cost in Addition to Timber Float Cost

5 Conclusions and Recommendations

The purpose of this report is to present analysis and recommendations of alternatives for the Homer Small Boat Harbor Launch Ramp Renovations. As previously described, critical components of the launch ramp have been evaluated and compared in function and cost. Alternatives for the launch ramp configuration were presented with ROM cost estimates. PND’s recommended design for the launch ramp consists of a precast concrete panel surfaced ramp with timber floats and a cast-in-place concrete approach. This combination has proven performance in similar locations and should result in the lowest cost launch facility upgrade regardless of the layout alternative selected.

Appendix A: **Conceptual Drawings**

HOMER SMALL BOAT HARBOR LAUNCH RAMP RENOVATIONS

**DECEMBER, 2013
HOMER, ALASKA**

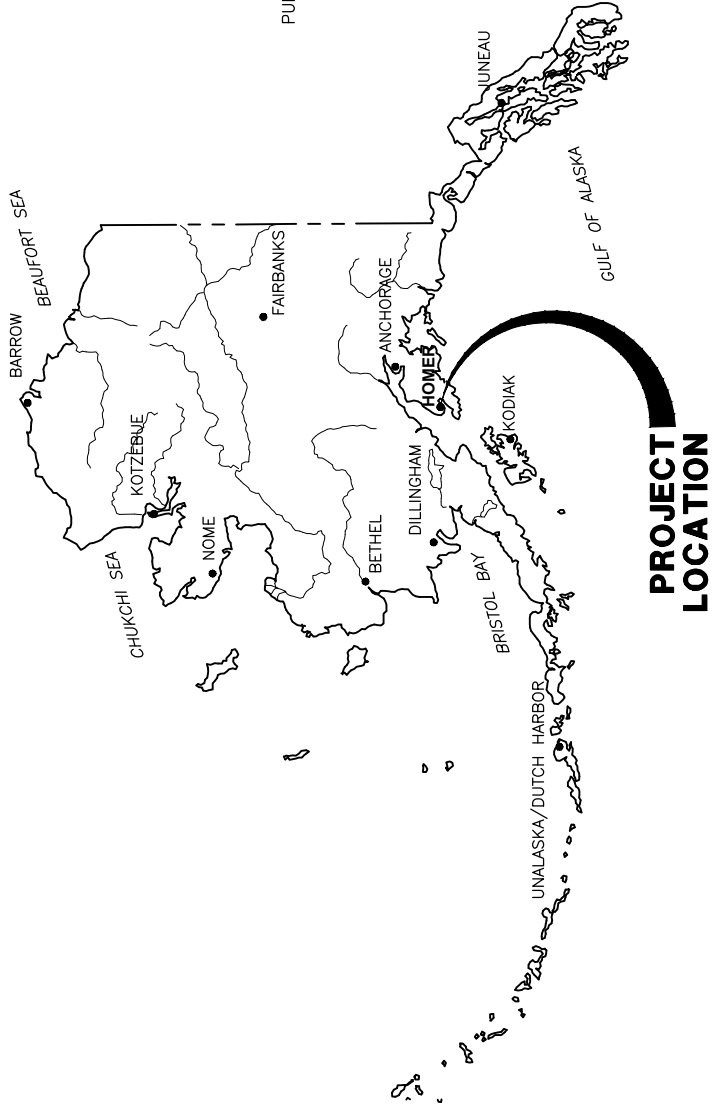


BETH WYTHE
MAYOR - CITY OF HOMER

WALT WREDE
CITY MANAGER - CITY OF HOMER

CAREY S. MEYER, P.E.
PUBLIC WORKS DIRECTOR - CITY OF HOMER

BRYAN HAWKINS
HARBOR MASTER - CITY OF HOMER



STATE OF ALASKA

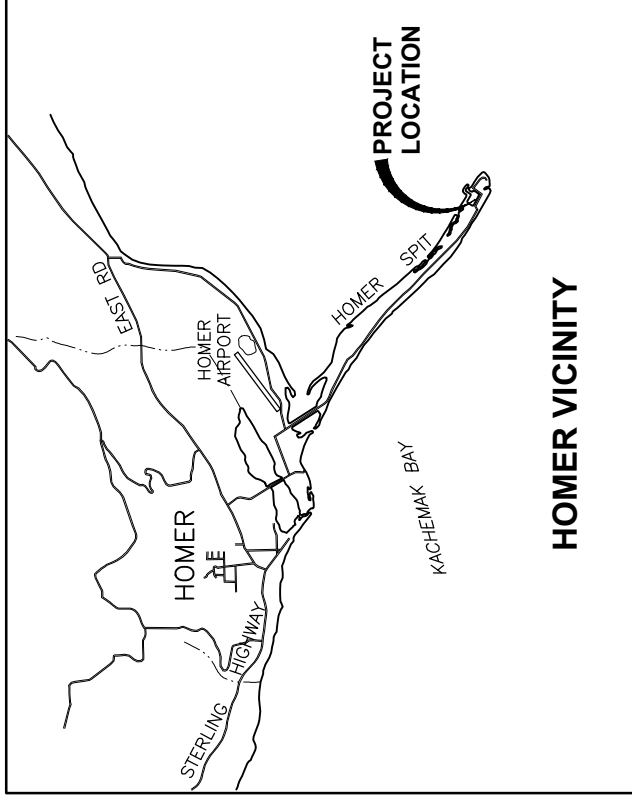


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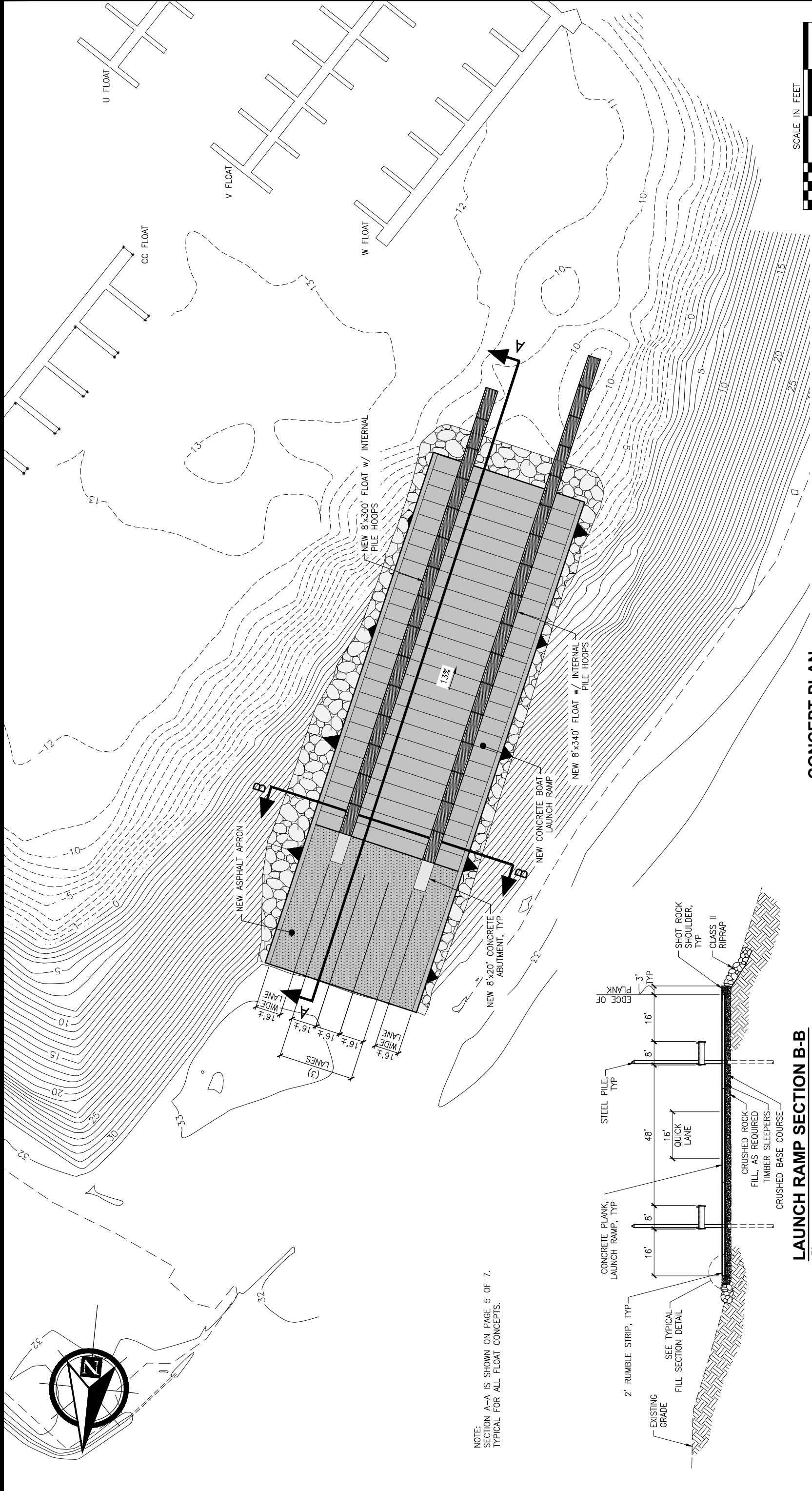
SHEET INDEX

TITLE SHEET AND INDEX
CONCEPT 1 PLAN & SECTION
CONCEPT 2 PLAN & SECTION
CONCEPT 3 PLAN & SECTION
CONCEPT 4 PLAN & SECTION
COMMON RAMP ELEVATION
RAMP (BILLET) FLOAT DETAILS

**HOMER SMALL BOAT HARBOR
LAUNCH RAMP RENOVATION**

TITLE SHEET AND INDEX

DESIGNED BY: CDC/DCF DATE: DECEMBER 2013 SHEET NO: 1 OF 7
CHECKED BY: DST PROJECT NO: 131030



CONCEPT PLAN

LAUNCH RAMP SECTION B-B
NTS

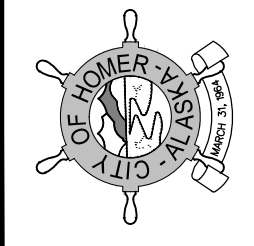
NOTE:
SECTION A-A IS SHOWN ON PAGE 5 OF 7.
TYPICAL FOR ALL FLOAT CONCEPTS.

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**HOMER SMALL BOAT HARBOR
LAUNCH RAMP RENOVATION**

PROJECT: _____

FILE: _____

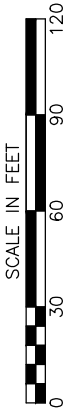
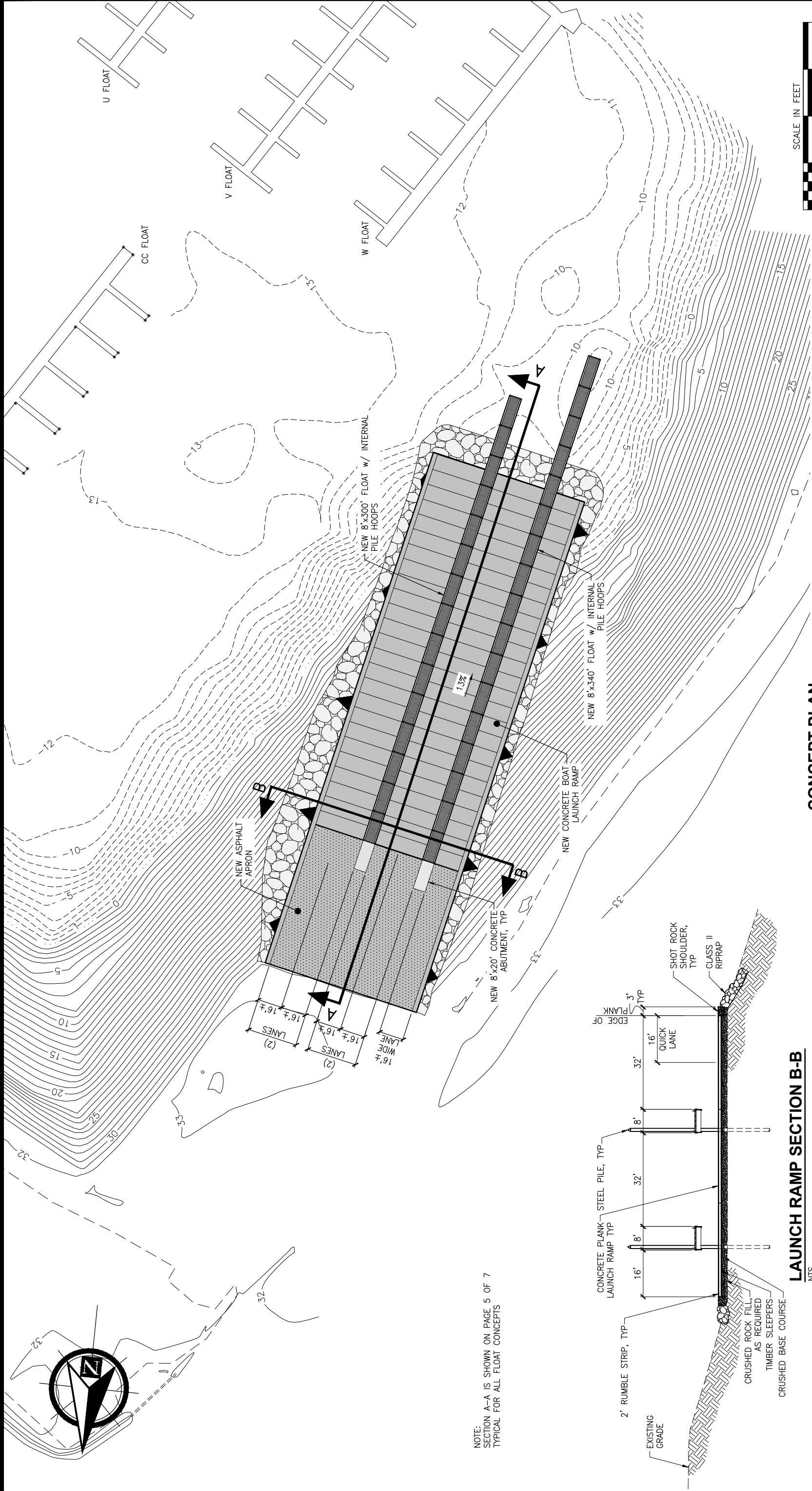
TITLE: **CONCEPT 1 PLAN & SECTION
EXISTING CONFIGURATION (5 LANES / 2 FLOATS)**

DESIGNED BY: CDC/DCF DATE: DECEMBER 2013 SHEET NO: **2** OF **7**

CHECKED BY: DST PROJECT NO: 131030

**P N D
ENGINEERS, INC.**

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Anchorage, Alaska 99503
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Fax: 907.563.4220
www.pndengineers.com



CONCEPT PLAN

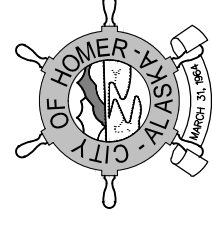
LAUNCH RAMP SECTION B-B
NTS

NOTE:
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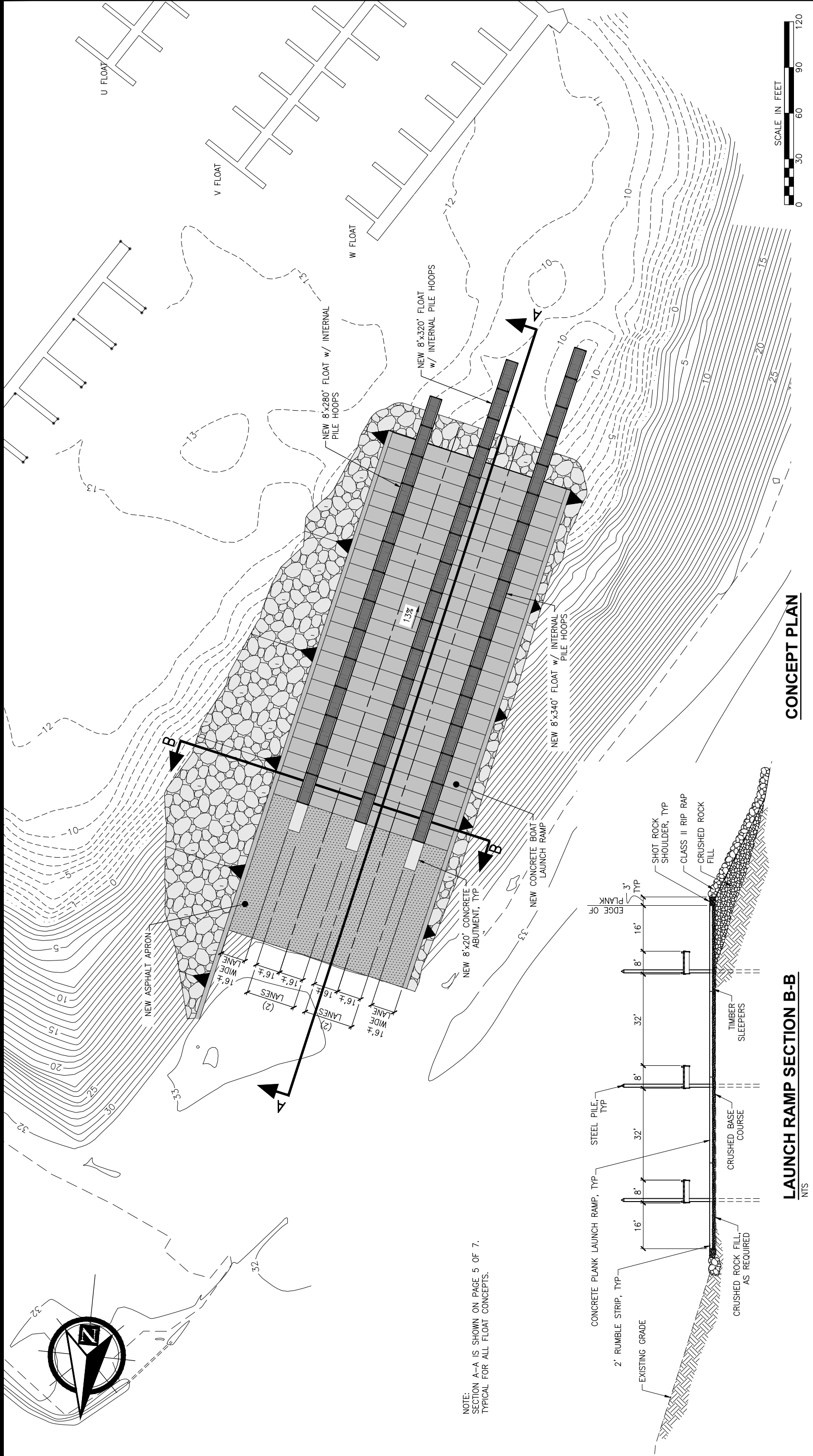
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**HOMER SMALL BOAT HARBOR
LAUNCH RAMP RENOVATION**

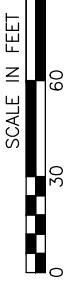
**CONCEPT 2 PLAN & SECTION
LANE RECONFIGURATION (5 LANES / 2 FLOATS)**

DESIGNED BY: CDC/DCF DATE: DECEMBER 2013 SHEET NO: **3** OF **7**
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CONCEPT PLAN

LAUNCH RAMP SECTION B-B
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CITY OF HOMER ALASKA
March 31, 1964



ALASKA DEPARTMENT OF FISH AND GAME

CONCEPT
12/03/2013

**HOMER SMALL BOAT HARBOR
LAUNCH RAMP RENOVATION**

**CONCEPT 3 PLAN & SECTION
ONE-LANE EXPANSION (6 LANES / 3 FLOATS)**

PROJECT: **PND ENGINEERS, INC.**

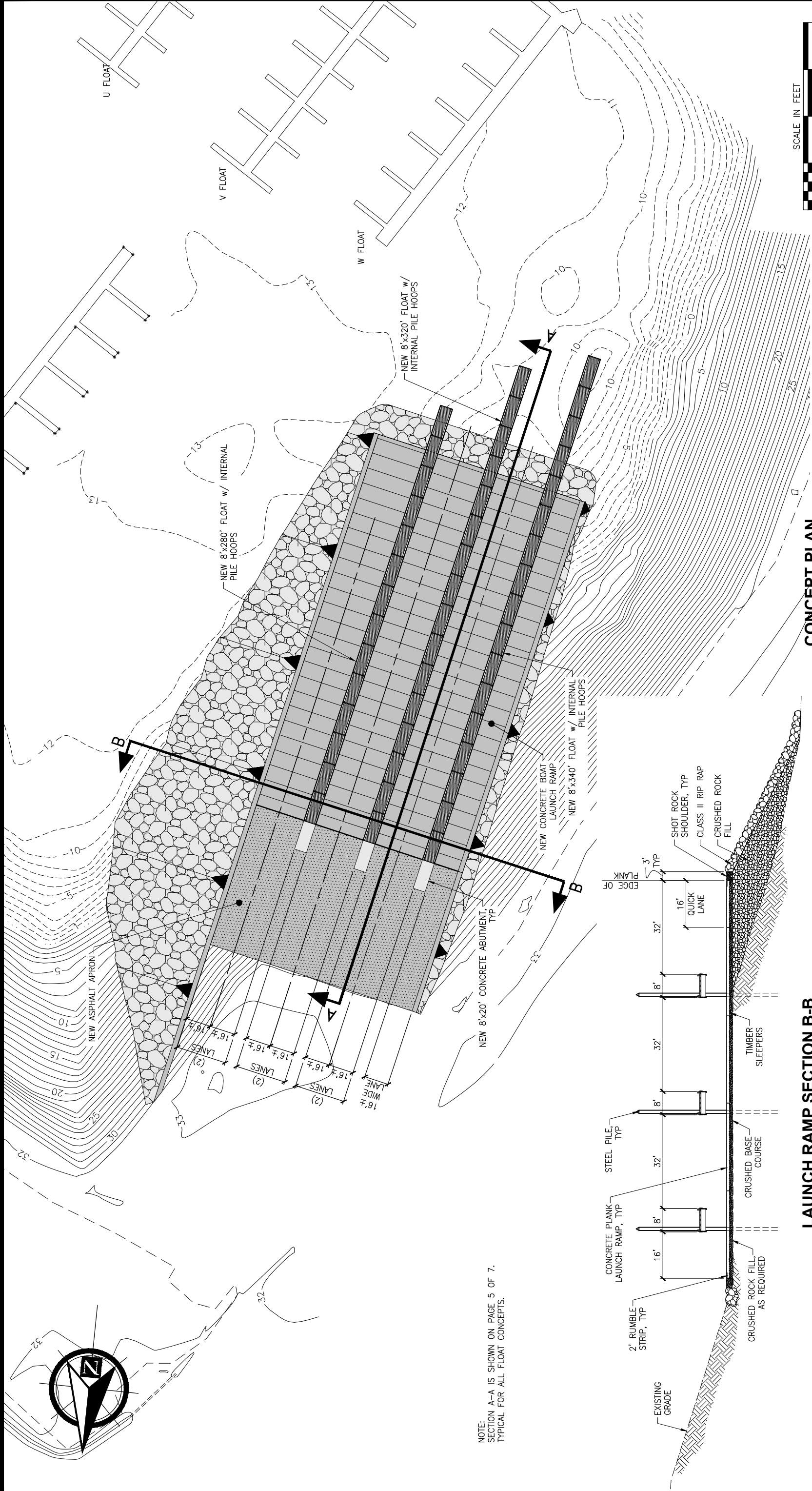
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SHEET NO: **4** OF **7**

NOTE:
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TYPICAL FOR ALL FLOAT CONCEPTS.



CONCEPT PLAN

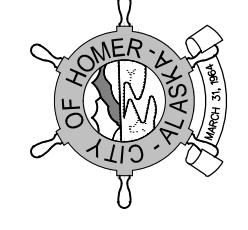
LAUNCH RAMP SECTION B-B
N.T.S.



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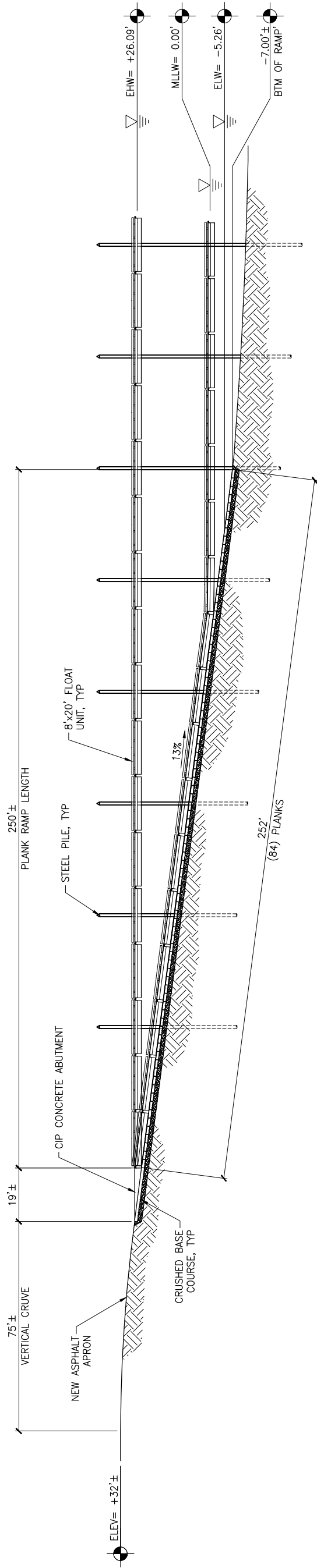


**HOMER SMALL BOAT HARBOR
LAUNCH RAMP RENOVATION**

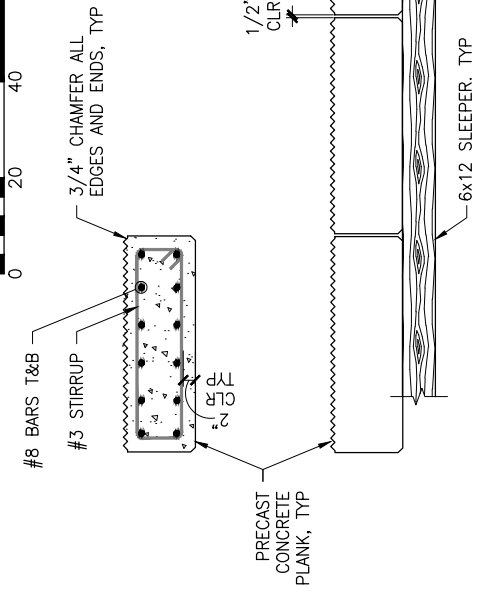
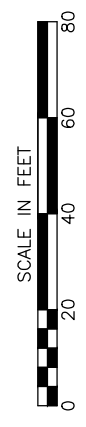
**CONCEPT 4 PLAN & SECTION
TWO - LANE EXPANSION (7 LANES / 3 FLOATS)**

DESIGNED BY: CDC/DCF DATE: DECEMBER 2013 SHEET NO: **5** OF **7**
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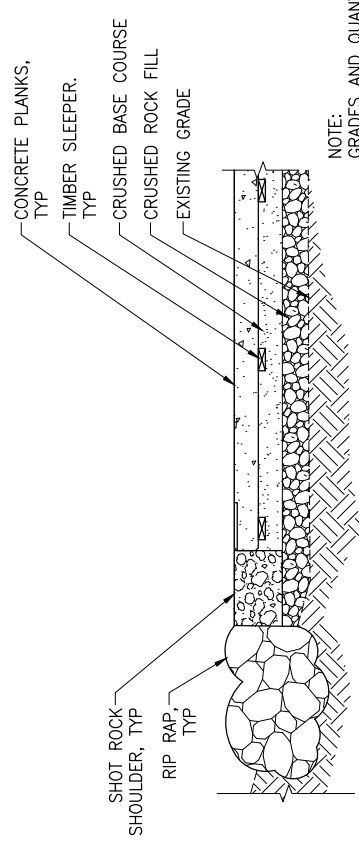
NOTE:
SECTION A-A IS SHOWN ON PAGE 5 OF 7.
TYPICAL FOR ALL FLOAT CONCEPTS.



LAUNCH RAMP ELEVATION A-A

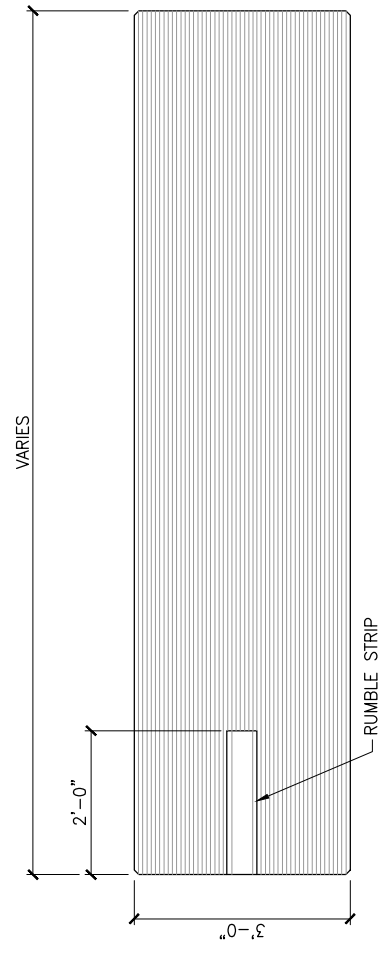


TYPICAL PLANK END ELEVATION
NTS



NOTE:
GRADES AND QUANTITIES
SUBJECT TO CHANGE

TYPICAL FILL SECTION
NTS

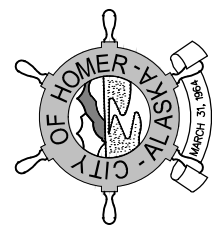


TYPICAL PLANK PLAN
NTS

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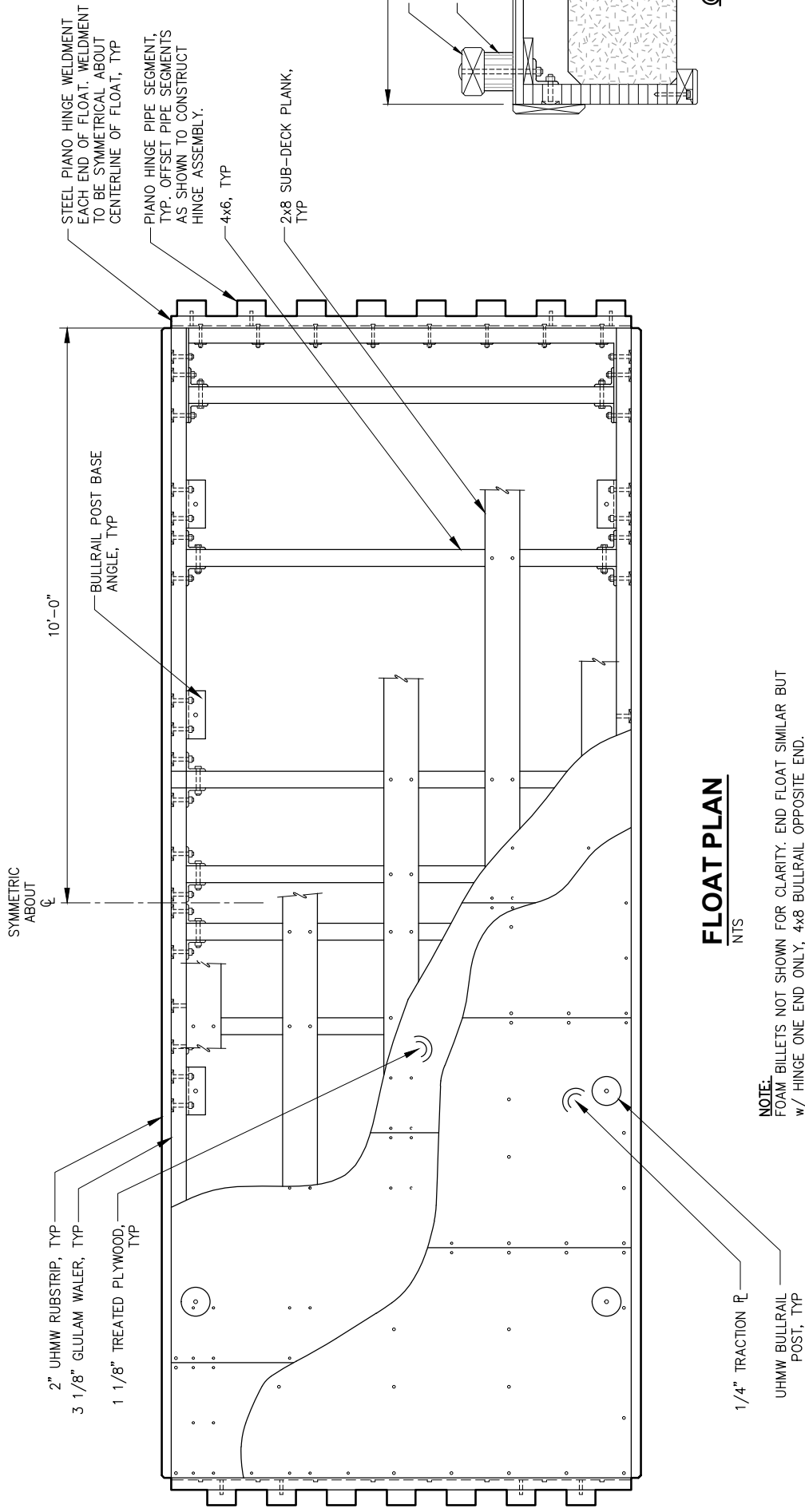
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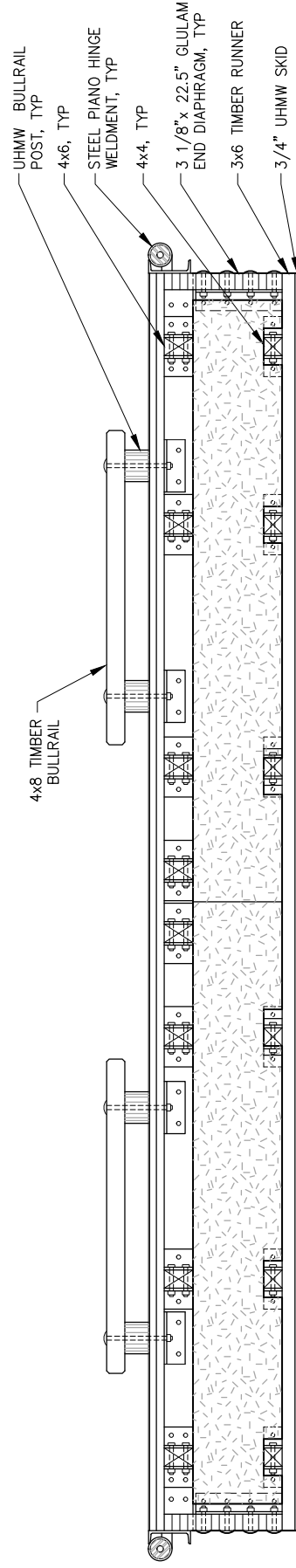
**HOMER SMALL BOAT HARBOR
LAUNCH RAMP RENOVATION**
COMMON RAMP ELEVATION

DESIGNED BY: CDC/DCF	DATE: DECEMBER 2013	SHEET NO: 6	OF 7
CHECKED BY: DST	PROJECT NO: 131030		



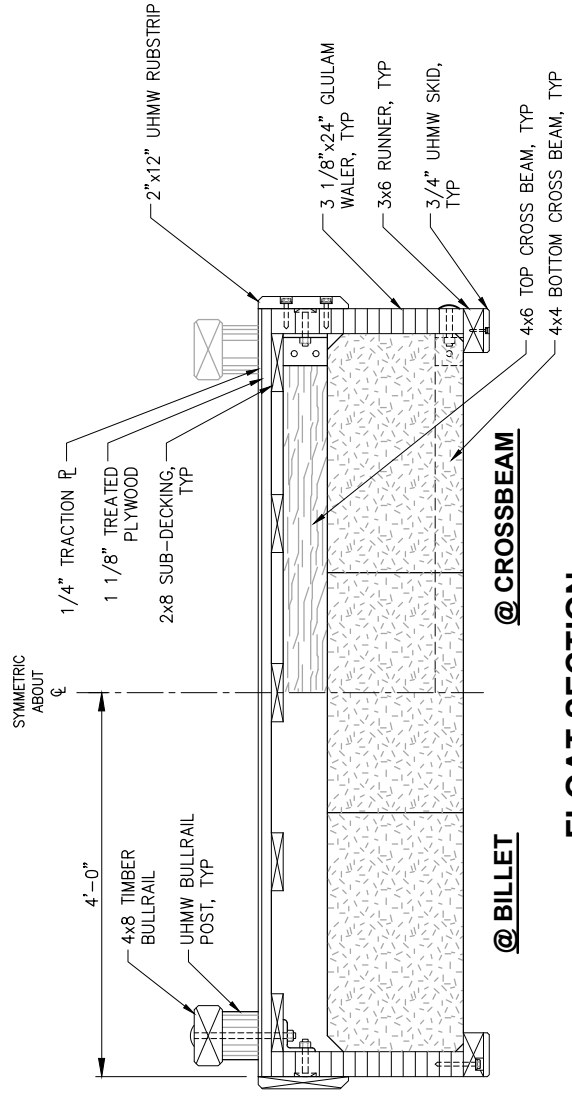
FLOAT PLAN
NTS

NOTE: FOAM BILLETS NOT SHOWN FOR CLARITY. END FLOAT SIMILAR BUT W/ HINGE ONE END ONLY, 4x8 BULLRAIL OPPOSITE END.



FLOAT ELEVATION
NTS

NOTES FOR END FLOAT ONLY:
1. NO HINGE ON OUTBOARD END OF FLOAT.
2. PROVIDE BULLRAIL SECTION AND UHMW RUBSTRIP FULL WIDTH ACROSS END OF FLOAT w/ (2) BULLRAIL POST BASES AND ANGLE BRACKETS CONNECTED TO END GLULAM.



FLOAT SECTION
NTS



CONCEPT
12/03/2013

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PROJECT: HOMER SMALL BOAT HARBOR
LAUNCH RAMP RENOVATION
RAMP (BILLET) FLOAT DETAILS

DESIGNED BY: CPC/DCF	DATE: DECEMBER 2013	SHEET NO: 7
CHECKED BY: DST	PROJECT NO: 131030	OF 7

Appendix B: ROM Cost Estimates

Description	Material Quantity	Unit of Measure	Unit Cost	Total Cost
Launch Ramp Replacement - Option 1 and 2	1	LS	\$3,603,800	\$3,603,800
Mobilization / Demobilization	1	LS	\$125,000	\$125,000
Site Demolition	1	LS	\$128,200	\$128,200
Earthwork	1	LS	\$536,300	\$536,300
Provide and Install Ramp	1	LS	\$1,479,100	\$1,479,100
Float Replacement	1	LS	\$718,300	\$718,300
Contractor Indirects and Support Equipment	1	LS	\$286,900	\$286,900
Contingency (Assumed 10% of Construction Cost)	1	LS	\$330,000	\$330,000
Launch Ramp Replacement - Option 3	1	LS	\$4,960,500	\$4,960,500
Mobilization / Demobilization	1	LS	\$125,000	\$125,000
Site Demolition	1	LS	\$128,200	\$128,200
Earthwork	1	LS	\$954,400	\$954,400
Provide and Install Ramp	1	LS	\$1,854,100	\$1,854,100
Float Replacement	1	LS	\$1,064,400	\$1,064,400
Contractor Indirects and Support Equipment	1	LS	\$374,400	\$374,400
Contingency (Assumed 10% of Construction Cost)	1	LS	\$460,000	\$460,000
Launch Ramp Replacement - Option 4	1	LS	\$5,640,100	\$5,640,100
Mobilization / Demobilization	1	LS	\$125,000	\$125,000
Site Demolition	1	LS	\$128,200	\$128,200
Earthwork	1	LS	\$1,247,900	\$1,247,900
Provide and Install Ramp	1	LS	\$2,095,000	\$2,095,000
Float Replacement	1	LS	\$1,064,400	\$1,064,400
Contractor Indirects and Support Equipment	1	LS	\$459,600	\$459,600
Contingency (Assumed 10% of Construction Cost)	1	LS	\$520,000	\$520,000

ADDITIVE ALTERNATIVES - UPLANDS IMPROVEMENTS				
Uplands Improvements	1	LS	\$365,000	\$365,000
Signage and Striping	1	LS	\$25,000	\$25,000
Attendant Booth	1	LS	\$50,000	\$50,000
Uplands Lighting - (1) 100' Light	1	LS	\$150,000	\$150,000
Gating System	1	LS	\$75,000	\$75,000
Electronic Payment Kiosk	1	LS	\$40,000	\$40,000
Video Surveillance System	1	LS	\$25,000	\$25,000

Notes:

Costs are based on conceptual level design, see associated project narrative.
Costs are presented in current (December 2013) dollars and do not include escalation.

Item No.	Description	Material Quantity	Unit of Measure	Unit Cost	Total Cost
1	Launch Ramp Replacement - Option 1 and 2	1	LS	\$3,603,800	\$3,603,800
1.1	Mobilization / Demobilization	1	LS	\$125,000	\$125,000
1.2	Site Demolition	1	LS	\$128,200	\$128,200
1.2.1	Pull Existing Piles	1	LS	\$59,600	\$59,600
1.2.2	Remove and Dispose of Existing Floats	1	LS	\$20,600	\$20,600
1.2.3	Remove Existing Ramp Planks	1	LS	\$34,300	\$34,300
1.2.4	Remove Existing Concrete Abutments	1	LS	\$13,700	\$13,700
1.3	Earthwork	1	LS	\$536,300	\$536,300
1.3.1	Excavation	130	Cubic Yard	\$15	\$1,900
1.3.2	Provide and Install Gravel Fill	1,100	C.Y.	\$16	\$17,300
1.3.3	Provide and Place Crushed Base Course	1,300	C.Y.	\$81	\$105,200
1.3.4	Rip Rap, Class I	160	Cubic Yard	\$198	\$31,700
1.3.5	Rip Rap, Class II	950	Cubic Yard	\$239	\$227,200
1.3.6	Concrete Apron	190	C.Y.	\$805	\$153,000
1.4	Provide and Install Ramp	1	LS	\$1,479,100	\$1,479,100
1.4.1	Provide and Install Timber Sleepers	19,500	Board Feet	\$4	\$68,900
1.4.2	Provide and Install Precast Concrete Planks	24,000	S.F.	\$58	\$1,382,500
1.4.3	Provide and Install Concrete Abutments	27	C.Y.	\$1,026	\$27,700
1.5	Float Replacement	1	LS	\$718,300	\$718,300
1.5.1	Provide and Install Piling (12.75x0.5")	15	Each	\$9,113	\$136,700
1.5.2	Provide and Install Floats (8' x 340')	2,720	Square Feet	\$114	\$309,000
1.5.3	Provide and Install Floats (8' x 300')	2,400	Square Feet	\$114	\$272,600
1.6	Contractor Indirects and Support Equipment	1	LS	\$286,900	\$286,900
1.6.1	Contractor Pre-Planning	10	Day	\$1,000	\$10,000
1.6.2	Lodging and Per Diem	1	LS	\$56,000	\$56,000
1.6.3	Support Labor and Equipment	70	Day	\$649	\$45,400
1.6.4	Salaried Indirect Staff	70	Day	\$1,900	\$133,000
1.6.5	Construction Survey	10	Day	\$3,070	\$30,700
1.6.6	Small Tools	5,900	Hour	\$2	\$11,800
1.7	Contingency (Assumed 10% of Construction Cost)	1	LS	\$330,000	\$330,000

Notes:

- 1) Costs are based on conceptual level design, see associated project narrative.
- 2) Costs are presented in current (December 2013) dollars and do not include escalation.

Item No.	Description	Material Quantity	Unit of Measure	Unit Cost	Total Cost
2	Launch Ramp Replacement - Option 3	1	LS	\$4,960,500	\$4,960,500
2.1	Mobilization / Demobilization	1	LS	\$125,000	\$125,000
2.2	Site Demolition	1	LS	\$128,200	\$128,200
2.2.1	Pull Existing Piles	1	LS	\$59,600	\$59,600
2.2.2	Remove and Dispose of Existing Floats	1	LS	\$20,600	\$20,600
2.2.3	Remove Existing Ramp Planks	1	LS	\$34,300	\$34,300
2.2.4	Remove Existing Concrete Abutments	1	LS	\$13,700	\$13,700
2.3	Earthwork	1	LS	\$954,400	\$954,400
2.3.1	Excavation	160	Cubic Yard	\$14	\$2,300
2.3.2	Provide and Install Gravel Fill	4,700	C.Y.	\$16	\$73,700
2.3.3	Provide and Place Crushed Base Course	1,550	C.Y.	\$81	\$125,400
2.3.4	Rip Rap, Class I	170	Cubic Yard	\$198	\$33,700
2.3.5	Rip Rap, Class II	2,250	Cubic Yard	\$239	\$538,100
2.3.6	Concrete Apron	225	C.Y.	\$805	\$181,200
2.4	Provide and Install Ramp	1	LS	\$1,854,100	\$1,854,100
2.4.1	Provide and Install Timber Sleepers	24,000	Board Feet	\$4	\$84,800
2.4.2	Provide and Install Precast Concrete Planks	30,000	S.F.	\$58	\$1,728,200
2.4.3	Provide and Install Concrete Abutments	40	C.Y.	\$1,028	\$41,100
2.5	Float Replacement	1	LS	\$1,064,400	\$1,064,400
2.5.1	Provide and Install Piling (12.75x0.5")	23	Each	\$9,139	\$210,200
2.5.2	Provide and Install Floats (8' x 340')	2,720	Square Feet	\$114	\$309,000
2.5.3	Provide and Install Floats (8' x 320')	2,560	Square Feet	\$114	\$290,800
2.5.4	Provide and Install Floats (8' x 280')	2,240	Square Feet	\$114	\$254,400
2.6	Contractor Indirects and Support Equipment	1	LS	\$374,400	\$374,400
2.6.1	Contractor Pre-Planning	10	Day	\$1,000	\$10,000
2.6.2	Lodging and Per Diem	1	LS	\$72,000	\$72,000
2.6.3	Support Labor and Equipment	90	Day	\$649	\$58,400
2.6.4	Salaried Indirect Staff	90	Day	\$1,900	\$171,000
2.6.5	Construction Survey	15	Day	\$3,067	\$46,000
2.6.6	Small Tools	8,500	Hour	\$2	\$17,000
2.7	Contingency (Assumed 10% of Construction Cost)	1	LS	\$460,000	\$460,000

Notes:

- 1) Costs are based on conceptual level design, see associated project narrative.
- 2) Costs are presented in current (December 2013) dollars and do not include escalation.



PND
ENGINEERS, INC.

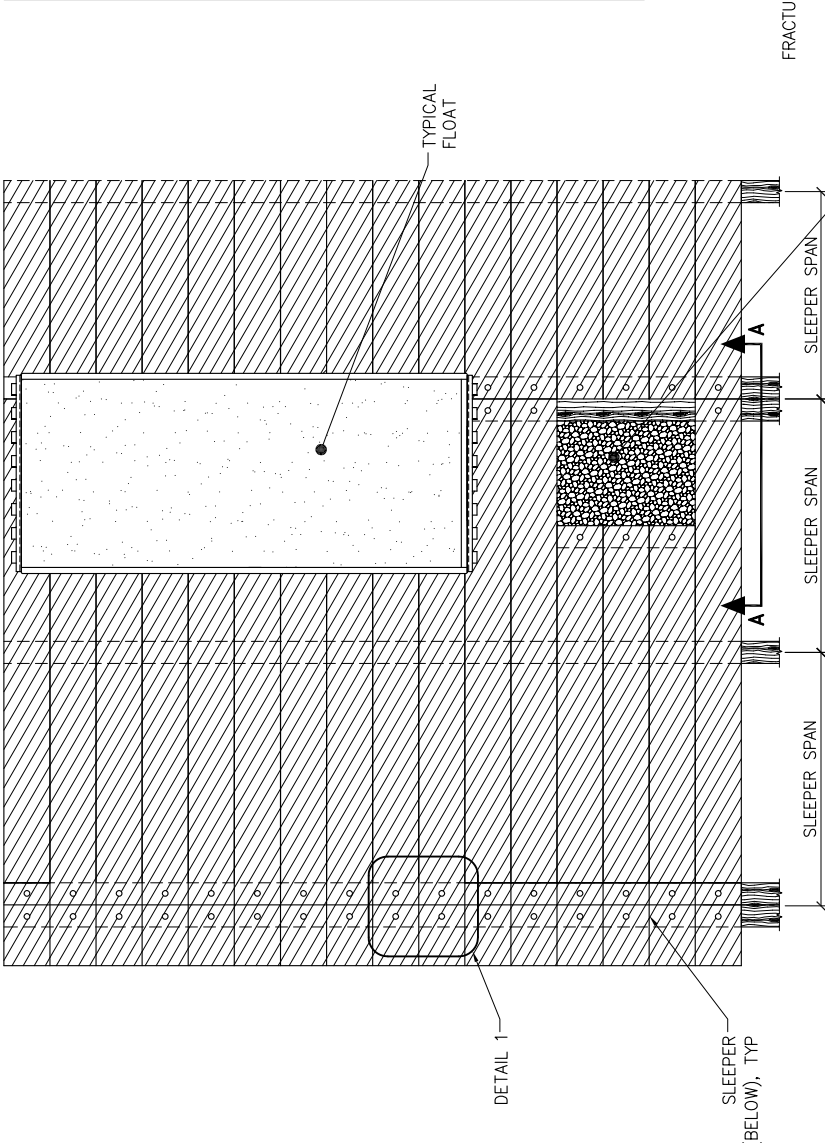
**Homer Small Boat Harbor
Launch Ramp Renovation
OPTION 4
7 Lane - 3 Float**

131030
December 2013

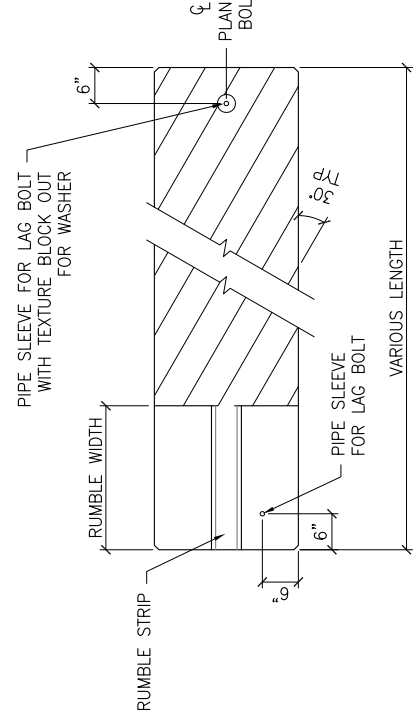
Item No.	Description	Material Quantity	Unit of Measure	Unit Cost	Total Cost
3	Launch Ramp Replacement - Option 4	1	LS	\$5,640,100	\$5,640,100
3.1	Mobilization / Demobilization	1	LS	\$125,000	\$125,000
3.2	Site Demolition	1	LS	\$128,200	\$128,200
3.2.1	Pull Existing Piles	1	LS	\$59,600	\$59,600
3.2.2	Remove and Dispose of Existing Floats	1	LS	\$20,600	\$20,600
3.2.3	Remove Existing Ramp Planks	1	LS	\$34,300	\$34,300
3.2.4	Remove Existing Concrete Abutments	1	LS	\$13,700	\$13,700
3.3	Earthwork	1	LS	\$1,247,900	\$1,247,900
3.3.1	Excavation	180	Cubic Yard	\$14	\$2,600
3.3.2	Provide and Install Gravel Fill	9,500	C.Y.	\$16	\$149,000
3.3.3	Provide and Place Crushed Base Course	1,750	C.Y.	\$81	\$141,600
3.3.4	Rip Rap, Class I	180	Cubic Yard	\$198	\$35,600
3.3.5	Rip Rap, Class II	2,900	Cubic Yard	\$239	\$693,600
3.3.6	Concrete Apron	280	C.Y.	\$805	\$225,500
3.4	Provide and Install Ramp	1	LS	\$2,095,000	\$2,095,000
3.4.1	Provide and Install Timber Sleepers	27,000	Board Feet	\$4	\$95,300
3.4.2	Provide and Install Precast Concrete Planks	34,000	S.F.	\$58	\$1,958,600
3.4.3	Provide and Install Concrete Abutments	40	C.Y.	\$1,028	\$41,100
3.5	Float Replacement	1	LS	\$1,064,400	\$1,064,400
3.5.1	Provide and Install Piling (12.75x0.5")	23	Each	\$9,139	\$210,200
3.5.2	Provide and Install Floats (8' x 340')	2,720	Square Feet	\$114	\$309,000
3.5.3	Provide and Install Floats (8' x 320')	2,560	Square Feet	\$114	\$290,800
3.5.4	Provide and Install Floats (8' x 280')	2,240	Square Feet	\$114	\$254,400
3.6	Contractor Indirects and Support Equipment	1	LS	\$459,600	\$459,600
3.6.1	Contractor Pre-Planning	10	Day	\$1,000	\$10,000
3.6.2	Lodging and Per Diem	1	LS	\$88,000	\$88,000
3.6.3	Support Labor and Equipment	110	Day	\$649	\$71,400
3.6.4	Salaried Indirect Staff	110	Day	\$1,900	\$209,000
3.6.5	Construction Survey	20	Day	\$3,070	\$61,400
3.6.6	Small Tools	9,900	Hour	\$2	\$19,800
3.7	Contingency (Assumed 10% of Construction Cost)	1	LS	\$520,000	\$520,000

Notes:

- 1) Costs are based on conceptual level design, see associated project narrative.
- 2) Costs are presented in current (December 2013) dollars and do not include escalation.



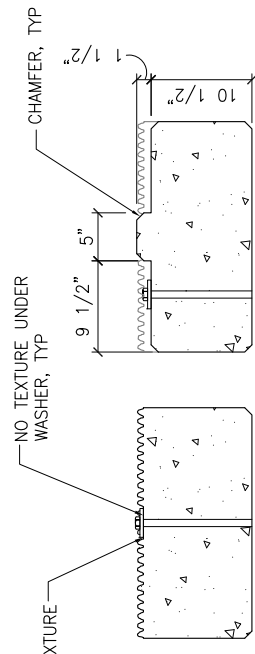
TYPICAL PLANK LAYOUT
NTS



TYPICAL PLANK PLAN
NTS



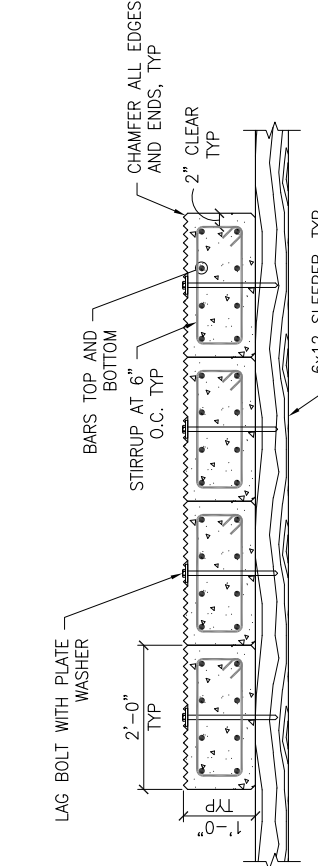
FLOAT EDGE
NTS



TYPICAL SECTION

RUMBLE STRIP SECTION

PLANK SURFACE FINISH DETAIL
NTS



TYPICAL PLANK ELEVATION
NTS



DETAIL 1
NTS



SECTION A-A
NTS



FOR INFORMATION ONLY 1/22/2013

REV	DATE	DESCRIPTION

1506 West 36th Avenue
Anchorage, Alaska 99503
Phone: 907.561.1011
Fax: 907.563.4220
www.pndengineers.com



PROJECT: HOMER SMALL BOAT HARBOR LAUNCH RAMP RENOVATION
TITLE: RAMP PLANK & SLEEPER DETAILS
DESIGNED BY: DCF
CHECKED BY: CDC
DATE: NOVEMBER 2013
PROJECT NO.: 131030
SHEET NO.: 1
OF 1

Port and Harbor Advisory Commission Strategic Plan - ~~2013-2014~~

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~~ 2014(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~~)(2014-2016)

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.
7. Haul Out and Repair Facility

Long Term 5 or more years (~~2018-??~~)(2019-??)

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)

2014 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 13, 27	_____
February 10, 24	_____
March 10, 24	_____
April 14, 28	_____
May 12, 27 (Tuesday)	_____
June 9, 23	_____
July 28	_____
August 11, 25	_____
September 8, 22	_____
October 13, 27	_____
November 24	_____
December 8	_____

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 & Harbor

Monthly Statistical & Performance Report

For the Month of: **November 2013**

<u>Moorage Sales</u>	<u>2013</u>	<u>2012</u>	<u>Stall Wait List</u>	<u>2013</u>	<u>2012</u>
Daily Transient	54	40	No. on list at Month's End		
Monthly Transient	61	60	18' Stall	0	0
Semi-Annual Transient	3	2	20' Stall	0	1
Annual Transient	7	1	24' Stall	9	7
Annual Reserved	32	39	32' Stall	11	19
			40' Stall	29	29
			50' Stall	18	15
			75' Stall	7	7
			Total:	74	78
<u>Grid Usage</u>					
1 Unit = 1 Grid Tide Use	<u>2013</u>	<u>2012</u>			
Wood Grid	8	1			
Steel Grid	4	0			
			<u>Docking & Beach/Barge Use</u>		
			1 Unit = 1 or 1/2 Day Use	<u>2013</u>	<u>2012</u>
			Pioneer Dock	81	72
			Beach Landings	21	17
			Barge Ramp	43	2
				14	9
<u>Services & Incidents</u>	<u>2013</u>	<u>2012</u>	<u>Wharfage (in short tons)</u>		
Vessels Towed	2	5	In Tons, Converted from Lb./Gal.	<u>2013</u>	<u>2012</u>
Vessels Moved	4	7	Seafood	27	143
Vessels Pumped	0	0	Cargo/Other	527	218
Vessels Sunk	0	0	Fuel	24,287	29,279
Vessel Accidents	0	1			
Vessel Impounds	0	0	<u>Crane Hours</u>	<u>2013</u>	<u>2012</u>
Equipment Impounds	0	6		51.1	65.2
Vehicle Impounds	0	0			
Property Damage	0	6	<u>Ice Sales</u>	<u>2013</u>	<u>2012</u>
Pollution Incident	1	1	For the Month of November	*	*
Fires Reported/Assists	0	0	*Shut Down for Maintenance		
EMT Assists	0	2	Year to Date Total	2,723	2,548
Police Assists	1	2			
Public Assists	19	12	<u>Difference between</u>		
Thefts Reported	0	1	<u>2012 YTD and 2013 YTD:</u>	175 tons more	
<u>Parking Passes</u>	<u>2013</u>	<u>2012</u>			
Long-term Pass	2	1			
Monthly Long-term Pass	0	0			
Seasonal Pass	0	0			

Port & Harbor

Monthly Statistical & Performance Report

For the Month of: **December 2013**

<u>Moorage Sales</u>	<u>2013</u>	<u>2012</u>	<u>Stall Wait List</u>	<u>2013</u>	<u>2012</u>
Daily Transient	37	18	No. on list at Month's End		
Monthly Transient	53	52	18' Stall	0	0
Semi-Annual Transient	3	1	20' Stall	0	1
Annual Transient	4	7	24' Stall	10	9
Annual Reserved	10	5	32' Stall	13	17
Annual Reserved Total for Year	756	773	40' Stall	29	29
			50' Stall	18	15
			75' Stall	7	7
			Total:	77	78
<u>Grid Usage</u>					
1 Unit = 1 Grid Tide Use	<u>2013</u>	<u>2012</u>			
Wood Grid	5	1			
Steel Grid	0	1			
			<u>Docking & Beach/Barge Use</u>		
			1 Unit = 1 or 1/2 Day Use	<u>2013</u>	<u>2012</u>
			Deep Water Dock	35	64
			Pioneer Dock	32	15
			Beach Landings	31	21
			Barge Ramp	3	6
<u>Services & Incidents</u>	<u>2013</u>	<u>2012</u>			
Vessels Towed	1	1			
Vessels Moved	4	6			
Vessels Pumped	1	2			
Vessels Sunk	0	0			
Vessel Accidents	0	1			
Vessel Impounds	0	0	<u>Wharfage (in short tons)</u>		
Equipment Impounds	1	1	In Tons, Converted from Lb./Gal.	<u>2013</u>	<u>2012</u>
Vehicle Impounds	0	0	Seafood	5	145
Property Damage	2	2	Cargo/Other	551	463
Pollution Incident	3	3	Fuel	39,089	51,535
Fires Reported/Assists	0	0			
EMT Assists	2	0	<u>Crane Hours</u>	<u>2013</u>	<u>2012</u>
Police Assists	2	0		53.1	49.3
Public Assists	16	19			
Thefts Reported	0	0			
			<u>Ice Sales</u>	<u>2013</u>	<u>2012</u>
			For the Month of December	*	*
			*Shut Down for Maintenance		
			Year to Date Total	2,723	2,548
<u>Parking Passes</u>	<u>2013</u>	<u>2012</u>			
Long-term Pass	5	1	<u>Difference between</u>		
Monthly Long-term Pass	0	0	<u>2012 YTD and 2013 YTD:</u>	175 tons more	
Seasonal Pass	0	0			

Port & Harbor
EOY 2013 Statistical & Performance Report

<u>Moorage Sales</u>	<u>2013</u>	<u>2012</u>	<u>Stall Wait List</u>		
Daily Transient	2,518	2,217	<u>Average</u> of Recipients on SWL	<u>2013</u>	<u>2012</u>
Monthly Transient	1,745	1,714	18' Stall	2	2
Semi-Annual Transient	52	51	20' Stall	1	2
Annual Transient	63	57	24' Stall	19	16
Annual Reserved	756	773	32' Stall	30	37
			40' Stall	29	31
			50' Stall	17	17
			75' Stall	8	6
			Total:	<u>105</u>	<u>111</u>
<u>Grid Usage</u>					
1 Unit = 1 Grid Tide Use	<u>2013</u>	<u>2012</u>			
Wood Grid	171	175			
Steel Grid	54	43			
			<u>Docking & Beach/Barge Use</u>		
			1 Unit = 1 or 1/2 Day Use	<u>2013</u>	<u>2012</u>
			Deep Water Dock	679	582
			Pioneer Dock	312	329
			Beach Landings	511	79
			Barge Ramp	167	166
<u>Services & Incidents</u>	<u>2013</u>	<u>2012</u>	<u>Wharfage (in short tons)</u>		
Vessels Towed	18	27	In Tons, Converted from Lb./Gal.	<u>2013</u>	<u>2012</u>
Vessels Moved	182	250	Seafood	6,738	5,807
Vessels Pumped	64	44	Cargo/Other	20,104	22,650
Vessels Sunk	1	3	Fuel	461,010	436,077
Vessel Accidents	10	21			
Vessel Impounds	2	5	<u>Crane Hours</u>	<u>2013</u>	<u>2012</u>
Equipment Impounds	48	50			2,270.2
Vehicle Impounds	0	0			
Property Damage	26	25	<u>Ice Sales</u>	<u>2013</u>	<u>2012</u>
Pollution Incident	30	42	Year Total	2,723	2,548
Fires Reported/Assists	2	1			
EMT Assists	16	17	<u>Difference between</u>		
Police Assists	33	27	<u>2012 YTD and 2013 YTD:</u>		<u>175 tons more</u>
Public Assists	261	195			
Thefts Reported	5	13			
<u>Parking Passes</u>	<u>2013</u>	<u>2012</u>			
Long-term Pass	49	51			
Monthly Long-term Pass	10	25			
Seasonal Pass	9	12			

**WEEKLY CRANE TIME / TONS OF ICE
City of Homer - Fish Dock 2014**

Date From	Date To	Crane Hours (Weekly)	YTD Crane	Tons of Ice (Weekly)	YTD Ice
12/30/2013	1/5/2014	6.8	6.8	shut down for maintenance	
1/6/2014	1/12/2014	9.5	16.3	shut down for maintenance	
1/13/2014	1/19/2014			shut down for maintenance	
1/20/2014	1/26/2014			shut down for maintenance	
1/27/2014	2/2/2014			shut down for maintenance	
2/3/2014	2/9/2014			shut down for maintenance	
2/10/2014	2/16/2014			shut down for maintenance	
2/17/2014	2/23/2014			shut down for maintenance	
2/24/2014	3/2/2014			shut down for maintenance	
3/3/2014	3/9/2014			shut down for maintenance	
3/10/2014	3/16/2014			shut down for maintenance	
3/17/2014	3/23/2014				
3/24/2014	3/30/2014				
3/31/2014	4/6/2014				
4/7/2014	4/13/2014				
4/14/2014	4/20/2014				
4/21/2014	4/27/2014				
4/28/2014	5/4/2014				
5/5/2014	5/11/2014				
5/12/2014	5/18/2014				
5/19/2014	5/25/2014				
5/26/2014	6/1/2014				
6/2/2014	6/8/2014				
6/9/2014	6/15/2014				
6/16/2014	6/22/2014				
6/23/2014	6/29/2014				
6/30/2014	7/6/2014				
7/7/2014	7/13/2014				
7/14/2014	7/20/2014				
7/21/2014	7/27/2014				
7/28/2014	8/3/2014				
8/4/2014	8/10/2014				
8/11/2014	8/17/2014				
8/18/2014	8/24/2014				
8/25/2014	8/31/2014				
9/1/2014	9/7/2014				
9/8/2014	9/14/2014				
9/15/2014	9/21/2014				
9/22/2014	9/28/2014				
9/29/2014	10/5/2014				
10/6/2014	10/12/2014				
10/13/2014	10/19/2014				
10/20/2014	10/26/2014				
10/27/2014	11/2/2014				
11/3/2014	11/9/2014				
11/10/2014	11/16/2014				
11/17/2014	11/23/2014			shut down for maintenance	
11/24/2014	11/30/2014			shut down for maintenance	
12/1/2014	12/7/2014			shut down for maintenance	
12/8/2014	12/14/2014			shut down for maintenance	
12/15/2014	12/21/2014			shut down for maintenance	
12/22/2014	12/28/2014			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

Deep Water Dock 2013

Date	Vessel	LOA	Times	Billed	#Dock	\$ Dock	Service Chg
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	
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

Deep Water Dock 2013

Date	Vessel	LOA	Times	Billed	#Dock	\$ Dock	Service Chg
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
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		\$ 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

Deep Water Dock 2013

Date	Vessel	LOA	Times	Billed	#Dock	\$ Dock	Service Chg
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
8/28/13	Anna T	99	0815/1000	Amak Towing	1	\$ 338.00	\$ 52.00
9/1/13	Stanley K	58	1500/1600	Stanley K LLC	2	\$ 56.31	na
9/10/13	Endeavor	181	0445/0600	Cispri	1	\$ 506.00	\$ 52.00
9/10/13	Guardian	99	1030/1200	Giles	1	\$ 338.00	\$ 52.00
9/14/13	Pacific Wolf	121	1230/1450	Kirby Offshore	1	\$ 506.00	\$ 52.00
9/19/13	Aquila	165	1850/	Tamarack Ventures	1	\$ 506.00	\$ 52.00
9/20/13	Aquila	165		Tamarack Ventures	1	\$ 506.00	
9/21/13	Aquila	165		Tamarack Ventures	1	\$ 506.00	
9/22/13	Aquila	165		Tamarack Ventures	1	\$ 506.00	
9/28/13	Anna T	99	0330/2330	Amak Towing	1	\$ 338.00	\$ 52.00
9/28/13	Ocean Pathfinder	136	0745/2215	Foss Maritime	1	\$ 506.00	\$ 52.00
9/29/13	Discovery	183	0700/1045	Ocean Marine Services	2	\$ 84.30	na
9/30/13	Anna T	99	1845/	Amak Towing	1	\$ 338.00	\$ 52.00
10/1/13	Anna T	99		Amak Towing	1	\$ 338.00	
10/1/13	Time Bandit	113	1300/1430	Time Bandit LLC	1	\$ 506.00	\$ 52.00
10/1/13	Ocean Pathfinder	136	1440/	Foss Maritime	1	\$ 506.00	\$ 52.00
10/2/13	Endeavor	181	0930/	Cispri	2	\$ 506.00	na
10/3/13	Discovery	183	0530/0730/0415/1500	Ocean Marine Services	1	\$ 506.00	\$ 52.00
10/3/13	Endeavor	181	/1400	Cispri	2	\$ 506.00	
10/5/13	Endeavor	181		Cispri	2	\$ 506.00	
10/6/13	Clean Ocean	146	0300/	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
10/6/13	Ocean Pathfinder	136	2315/	Foss Maritime	1	\$ 506.00	\$ 52.00
10/6/13	Endeavor	181		Cispri	2	\$ 506.00	
10/7/13	Clean Ocean	146		Buccaneer Alaska	1	\$ 506.00	
10/7/13	Ocean Pathfinder	136	/0900	Foss Maritime	1	\$ 506.00	
10/8/13	Clean Ocean	146	/0350	Buccaneer Alaska	1	\$ 506.00	
10/8/13	Endeavor	181	/0830	Cispri	2	\$ 253.00	
10/9/13	Clean Ocean	146		Buccaneer Alaska	2	\$ 506.00	
10/10/13	Clean Ocean	146	/1500	Buccaneer Alaska	2	\$ 506.00	
10/11/13	Discovery	183	0700/2145	Ocean Marine Services	2	\$ 506.00	na
10/12/13	Clean Ocean	146	0645/	Buccaneer Alaska	2	\$ 506.00	na
10/13/13	Clean Ocean	146		Buccaneer Alaska	2	\$ 506.00	
10/14/13	Clean Ocean	146	/0900 1400/	Buccaneer Alaska	2	\$ 506.00	na
10/14/13	Nordic Wind/Salvation	300	0600/	Pacific Pile	1	\$ 788.00	\$ 52.00
10/15/13	Nordic Wind/Salvation	300	/2045	Pacific Pile	1	\$ 788.00	
10/15/13	Clean Ocean	146		Buccaneer Alaska	2	\$ 506.00	
10/16/13	Clean Ocean	146		Buccaneer Alaska	2	\$ 506.00	
10/17/13	Clean Ocean	146		Buccaneer Alaska	2	\$ 506.00	
10/17/13	Discovery	183	2hr inside rate	Ocean Marine Services	1	\$ 84.30	
10/18/13	Clean Ocean	146	/1425	Buccaneer Alaska	2	\$ 506.00	
10/18/13	Discovery	183	inside rate	Ocean Marine Services	1	\$ 253.00	
10/19/13	Perserverance	189	1715/1915	Cispri	1	\$ 506.00	\$ 52.00
10/20/13	Nordic Wind/Salvation	300	0215/	Pacific Pile	1	\$ 788.00	\$ 52.00
10/20/13	Clean Ocean	146	2330/	Buccaneer Alaska	2	\$ 84.30	na
10/21/13	Clean Ocean	146		Buccaneer Alaska	2	\$ 506.00	
10/21/13	Nordic Wind/Salvation	300	/1345	Pacific Pile	1	\$ 788.00	
10/21/13	Perserverance & RespBarge	189	2130/	Cispri	1	\$ 506.00	\$ 52.00
10/22/13	Perserverance & RespBarge	189		Cispri	1	\$ 506.00	
10/22/13	Clean Ocean	146		Buccaneer Alaska	2	\$ 506.00	
10/23/13	Perserverance & RespBarge	189		Cispri	1	\$ 506.00	
10/23/13	Clean Ocean	146		Buccaneer Alaska	2	\$ 506.00	
10/24/13	Perserverance & RespBarge	189	/1800	Cispri	1	\$ 506.00	
10/24/13	Clean Ocean	146	/1900 &1200/	Buccaneer Alaska	2	\$ 506.00	
10/25/13	Pacific Wolf & DBL 54	395	0250/0400	Kirby Offshore	1	\$ 1,206.00	
10/25/13	Discovery	183	0710/1415 inside rate	Ocean Marine Services	1	\$ 253.00	
10/25/13	Clean Ocean	146	/1345	Buccaneer Alaska	2	\$ 506.00	

Deep Water Dock 2013

Date	Vessel	LOA	Times	Billed	#Dock	\$ Dock	Service Chg
10/25/13	Bob Franco	120	1015/	Olympic Tug	2	\$ 506.00	na
10/26/13	Clean Ocean	146	1845/	Buccaneer Alaska	2	\$ 253.00	na
10/26/13	Bob Franco	120	/1030 1040/1745	Olympic Tug	2	\$ 506.00	
10/27/13	Clean Ocean	146	/1445 1500/	Buccaneer Alaska	1	\$ 506.00	\$ 52.00
10/27/13	Bob Franco	120	1645/	Olympic Tug	2	\$ 253.00	na
10/28/13	Clean Ocean	146		Buccaneer Alaska	1	\$ 506.00	
10/28/13	Bob Franco	120	/2400	Olympic Tug	2	\$ 506.00	
10/29/13	Clean Ocean	146	/1100 1615/	Buccaneer Alaska	2	\$ 506.00	na
10/30/13	Clean Ocean	146		Buccaneer Alaska	2	\$ 506.00	
10/31/13	Discovery	183	0700/0800 inside rate	Ocean Marine Services	1	\$ 84.30	
10/31/13	Discovery	183	1400/1730 inside rate	Ocean Marine Services	1	\$ 84.30	
10/31/13	Clean Ocean	146		Buccaneer Alaska	2	\$ 506.00	
11/1/13	Discovery	183	0700/1330 inside rate	Ocean Marine Services	1	\$ 253.00	
11/1/13	Clean Ocean	146	/1600	Buccaneer Alaska	2	\$ 506.00	
11/2/13	Nordic Wind/Salvation	300		Pacific Pile	1	\$ 788.00	\$ 52.00
11/2/13	Clean Ocean	146	0100/	Buccaneer Alaska	2	\$ 506.00	na
11/3/13	Nordic Wind/Salvation	300	0915/	Pacific Pile	1	\$ 788.00	\$ 52.00
11/3/13	Clean Ocean	146		Buccaneer Alaska	2	\$ 506.00	
11/4/13	Clean Ocean	146		Buccaneer Alaska	2	\$ 506.00	
11/4/13	Champion	175	0230/1030	Ocean Marine Services	1	\$ 506.00	\$ 52.00
11/5/13	Clean Ocean	146	/0900 0900/	Buccaneer Alaska	1	\$ 506.00	
11/5/13	Endeavor	181	0915/1500	Cispri	2	\$ 253.00	na
11/6/13	Clean Ocean	146	/0350 0400/0900	Buccaneer Alaska	2		
11/6/13	Clean Ocean	146	0915/1315 1330/	Buccaneer Alaska	2	\$ 506.00	
11/6/13	Endeavor	181	0915/1315	Cispri	2	\$ 84.30	na
11/7/13	Clean Ocean	146	/0900 0915/1330 1830/	Buccaneer Alaska	2	\$ 506.00	
11/7/13	Endeavor	181	0915/1800	Cispri	2	\$ 253.00	na
11/8/13	Discovery	183	0730/1415	Ocean Marine Services	2	\$ 253.00	
11/8/13	Clean Ocean	146	/0800 0900/1450 2345/	Buccaneer Alaska	2	\$ 506.00	
11/8/13	Endeavor	181	1200/	Cispri	2	\$ 253.00	na
11/9/13	Clean Ocean	146	0800/ 0815/	Buccaneer Alaska	2	\$ 506.00	
11/9/13	Endeavor	181	/0600	Cispri	2	\$ 253.00	
11/10/13	Bob Franco	120	0115/	Olympic Tug	1	\$ 506.00	\$ 52.00
11/10/13	Clean Ocean	146		Buccaneer Alaska	2	\$ 506.00	
11/11/13	Clean Ocean	146	1030/	Buccaneer Alaska	2	\$ 506.00	
11/11/13	Perseverance & barge 141	272	0830/	Cispri	1	\$ 788.00	\$ 52.00
11/12/13	Clean Ocean TRESTLE	146		Buccaneer Alaska	2	\$ 506.00	
11/12/13	Perseverance & barge 141	272	/0430	Cispri	1	\$ 788.00	
11/12/13	Perseverance		1245/2000	Cispri			
11/12/13	barge 141	272	1245/	Cispri			
11/13/13	Clean Ocean TRESTLE	146		Buccaneer Alaska	2	\$ 506.00	
11/13/13	barge 141	272	/0845	Cispri	1	\$ 788.00	
11/14/13	Clean Ocean TRESTLE	146		Buccaneer Alaska	2	\$ 506.00	
11/14/13	Discovery	183	0650/0730 inside rate	Ocean Marine Services	1	\$ 84.30	
11/14/13	Discovery	183	1545/1615 inside rate	Ocean Marine Services	1	\$ 84.30	
11/15/13	Clean Ocean	146	/0930 0945/1500 2200/	Buccaneer Alaska	2	\$ 506.00	
11/15/13	Discovery	183	0820/1415 inside rate	Ocean Marine Services	1	\$ 253.00	
11/16/13	Endeavor	181	1415/1650 inside rate	Cispri	1	\$ 84.30	
11/16/13	Clean Ocean	146		Buccaneer Alaska	2	\$ 506.00	
11/17/13	Clean Ocean TRESTLE	146		Buccaneer Alaska	2	\$ 506.00	
11/18/13	Clean Ocean TRESTLE	146		Buccaneer Alaska	2	\$ 506.00	
11/19/13	Clean Ocean TRESTLE	146		Buccaneer Alaska	2	\$ 506.00	
11/20/13	Clean Ocean	146	/0845	Buccaneer Alaska	2	\$ 253.00	
11/22/13	Discovery	183	0800/1200	Ocean Marine Services	2	\$ 84.30	
11/22/13	Clean Ocean	146	0000/	Buccaneer Alaska		\$ 506.00	
11/23/13	Clean Ocean	146		Buccaneer Alaska		\$ 506.00	
11/23/13	Discovery	183	1025/1615	Ocean Marine Services	2	\$ 253.00	na
11/24-26/2013	Clean Ocean TRESTLE	146	3 days	Buccaneer Alaska	2	\$ 1,518.00	
11/27/13	Clean Ocean	146		Buccaneer Alaska	1	\$ 506.00	
11/28/13	Clean Ocean	146	/1300	Buccaneer Alaska	1	\$ 506.00	
11/28/13	Discovery	183	0640/0740	Ocean Marine Services	1	\$ 84.30	
11/28/13	Discovery	183	1500/1520	Ocean Marine Services	1	\$ 84.30	
11/29/13	Discovery	183	0745/1430	Ocean Marine Services	1	\$ 253.00	
11/29/13	Clean Ocean	146	1230/1630	Buccaneer Alaska	1	\$ 84.30	
11/30/13	Clean Ocean	146	0140/	Buccaneer Alaska	1	\$ 506.00	
12/1/13	Clean Ocean	146	/1230	Buccaneer Alaska	1	\$ 506.00	
12/3/13	Discovery	183	1000/1440	Ocean Marine Services	2	\$ 253.00	na
12/4/13	Discovery	183	0945/1445	Ocean Marine Services	1	\$ 253.00	
12/5/13	Endeavor	181	1415/1545	Cispri	1	\$ 506.00	\$ 52.00
12/5/13	Stellar Wind	80	2210/	Cook Inlet	1	\$ 338.00	\$ 52.00
12/6/13	Discovery	183	0715/1415	Ocean Marine Services	2	\$ 253.00	na
12/10/13	Perseverance	189	0830/	Cispri	1	\$ 506.00	\$ 52.00
12/11/13	Perseverance	189	/1800	Cispri	1	\$ 506.00	

Deep Water Dock 2014

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/2/14	Red Dog	98	1000/1400	Buccaneer	\$ 338.00	\$ 52.00
1/2/14	Endeavor	181	1520/1830	Cispri	\$ 506.00	\$ 52.00
1/3/14	Sovereign	180	0800/1235	Ocean Marine	\$ 506.00	\$ 52.00
1/3/14	Red Dog INSIDE rate	98	0930/1000 1015/1520	Buccaneer	\$ 56.31	na
1/3/14	Endeavor INSIDE rate	181	1030/1755	Cispri	\$ 253.00	na
1/8/14	Red Dog	98	0930/12(19)00	Buccaneer	\$ 338.00	\$ 52.00
1/9/14	Pacific Challenger	114	0930/1000	Kirby Offshore	\$ 506.00	\$ 52.00
1/9/14	Sovereign INSIDE rate	180	0515/0800	Ocean Marine	\$ 84.30	na
1/9/14	Sovereign INSIDE rate	180	1300/1345	Ocean Marine	\$ 84.30	na
			Year to Date Totals:		\$ 2,671.91	\$ 260.00
01/16/14						

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		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
Ferry Landings Pioneer Dock 2013:			DWD 2013:				
January	4						
February	6						
March	5						
April	7						
May	11						
June	6						
July	6						
August	6						
September	9						
October	22						
November	16						
December	25		2				

Pioneer Dock 2014

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/3/14	Bob Franco	120	1015/1345	Olympic Tug	\$ 506.00	\$ 52.00
1/9/14	Pacific Challenger&54	300	0815/1600	Kirby Offshore	\$ 788.00	\$ 52.00
			Year to Date Totals:		\$ 1,294.00	\$ 104.00
01/16/14						

Ferry Landings 2014

	Pioneer Dock	Deep Water Dock
January		
February		
March		
April		
May		
June		
July		
August		
September		
October		
November		
December		

Load and Launch Figures

Comparative of 2000 to 2013

Year	Season Passes	Daily Launches	Total Revenue
2013	240	6,085	\$102,969.63
2012	233	6,407	\$105,153.33
2011	212	6,058	\$99,475.66
2010	213	5,372	\$84,608.56
2009	244	6,157	\$97,186.50
2008	212	6,071	\$92,617.23
2007	243	6,482	\$103,095.12
2006	234	5,468	\$91,521.10
2005	249	5,578	
2004	234	5,603	
2003	220	5,120	
2002	197	4,608	
2001	171	3,984	
2000	151	3,554	
Average:	215	5,272	

Note for 2000-2005: The following estimations are based on the following constant: Season Passes = 30% of total L&L Revenues

2013 Load and Launch

1/7/2014

	Jan-Mar	April	May	June	July	August	Sept.	Oct-Dec	Total
Season Pass Office	12	26	60	27	8	2	0	1	136
Season Pass Booth	0	2	52	32	17	1	0	0	104
Total Season Passes	12	28	112	59	25	3	0	1	240
Single Launch Office	0	3	7	7	9	5	5	0	36
Single Launch Booth	0	12	587	1,276	1,810	946	115	0	4,746
Single Launch Iron Ranger	0	102	186	278	324	277	117	19	1,303
Total Launches	0	117	780	1,561	2,143	1,228	237	19	6,085
Est. Season Passes x 120.93	1,451.16	3,386.04	13,544.16	7,134.87	3,023.25	362.79	0.00	120.93	\$29,023.20
Est. Single Launch x 12.09	0.00	1,414.53	9,430.20	18,872.49	25,908.87	14,846.52	2,865.33	229.71	\$73,567.65
Revenue w/o tax	1,451.16	4,800.57	22,974.36	26,007.36	28,932.12	15,209.31	2,865.33	350.64	\$102,590.85
Actual Revenue from Billing	1,453.01	4,810.22	21,996.35	23,799.40	31,056.56	14,633.63	4,761.86	458.60	\$102,969.63

2013 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					
					Subtotal	\$4,224.97	\$4,297.70	\$3,798.58					
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					
					Subtotal	\$10,593.65	\$10,566.35	\$11,840.55					
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					
					Subtotal	\$14,612.48	\$14,262.69						
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	2012 to 2013=	2011 to 2012=	2010 to 2011=	2009 to 2010=	2008 to 2009=	2007 to 2008=	2006 to 2007=
							2% increase	11% decrease	4% decrease	20% increase	5% decrease	13% decrease	6% decrease

2013 Parking Pass Revenues

Marina Account #9748

	Revenue w/o tax	Reg Long Term	RSV/TA Long Term	Monthly Than 20'L	Less Over 20'L	Monthly Over 20'L	Seasonal Pass	Month Total
January	\$558.15	3	0	0	0	0	0	3
February	\$186.05	1	0	0	0	0	0	1
March	\$465.12	2	1	0	0	0	0	3
April	\$1,209.30	4	5	0	0	0	0	9
May	\$4,055.86	10	4	3	0	0	7	24
June	\$1,786.07	7	2	1	0	0	1	11
July	\$474.43	1	1	3	0	0	0	5
August	\$427.92	0	0	3	0	0	1	4
September	\$0.00	0	0	0	0	0	0	0
October	\$79.07	0	0	0	0	1	0	1
November	\$279.07	1	1	0	0	0	0	2
December	\$837.22	4	1	0	0	0	0	5
2013 Total	\$10,358.26	33	15	10	1	1	9	68
2012 Total	\$20,511.70	32	19	25	0	0	12	88

