

Session 14-03 a Regular Meeting of the Vessel Haul-Out Task Force was called to order by Chair Howard at 3:35 p.m. on April 7, 2014 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: Carroll, Hawkins, Howard, Lewis, Pate, Pitzman, Stockburger

STAFF: Deputy City Clerk Jacobsen

AGENDA APPROVAL

Chair Howard called for a motion to approve the agenda.

LEWIS/PATE SO MOVED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

No public comments.

RECONSIDERATION

APPROVAL OF SYNOPSIS

A. March 17, 2014 Meeting Synopsis

Chair Howard called for a motion to approve the March 17 meeting synopsis.

LEWIS/PATE SO MOVED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

VISITORS

A. Presentation from Earl Brock, Kachemak Marine Haul-Out Services, LLC

Mr. Brock provided a written copy of his presentation for the record. He gave an overview of the work currently being done in the area just behind the Pier One Theater. Kachemak Marine Haul Out Services (KMHOS) has hauled vessels ranging from 65 feet and 75 tons up to 160 feet and over 450 tons of displacement weight. The airbag technology allows for cost effective haul out of various sized and

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shaped vessels, with minimal infrastructure. To date KHMOS has invested over \$150,000 in the infrastructure, labor, and equipment for hauling out the larger vessels here in Homer. Mr. Brock said he recognizes the market potential here, he wants to be involved, and he wants KHMOS to be the operator of the yard operations as well as the haul out vendor. He reviewed the technology driven goals which include:

1. Build a cradle which can be placed on top of airbags in the lowlands (below the 18' tide line) and then the vessel can be floated onto the cradle. Fall 2014 completion for the Q105.
2. Build multiple axel dollies which can be attached to the Cradle built in item #1. Capacity of the dollies should be 200 tons total combined weight. (20 axels incorporated in groups of 3 axels each).
3. Acquire large rubber tired machine for pulling the cradle on dollies.
4. Build a wash down blasting pad for removal of all loose paint/algae/marine growth/etc. This wash down is done while the vessel is on the dollies.

Infrastructure investments include:

1. Haul Road from the barge landing/haul out in the Uplands to the chip pad. The road is there, needs to be dressed up and maintained for safe transit of vessels on dollies.
2. Dressed Apron/Ramp at a 6% grade from the Uplands to the 12' tide line. Should be approximately 240 feet long with a minimum dressed width of 60 feet.
3. Deadmen (earth anchors) to be permanently buried at the top end (south west end) of the haul out area near the bike path and roadway. These deadmen need to safely anchor a 100 ton pull for each deadmen. A total of 4 deadmen should be buried to provide best possible access.

And regulatory investments are:

1. Environmental permitting to access and maintain a ramp below the 18' tideline.
2. Permitting and environmental containment infrastructure to support the operation of a shipyard operation on the chip pad as well as permits for LIMITED repairs and maintenance on the area at the top of the ramp (uplands).
3. DOT permit to use the roadway as a contingency reserve if necessary.
4. Cook Inlet Keeper support and endorsement for our project.
5. Others as determined by the task force.

Chair Howard appreciated Mr. Brock's statement relating to his role in the operation of the facility, but reminded him and the group that the City would have to follow the RFP process if this should come to fruition.

There was discussion that gravel would be preferred in relation to the infrastructure needs relating to the road, slope area, and the cleaning/water blasting area.

Harbormaster Hawkins said the slope area isn't in the critical habitat, but permitting would be required. This is a traditional use in that particular area and the Harbormaster didn't see an issue with making it happen. He explained they have previously looked at the possibility of placing deadmen in the area for barge moorage, but haven't applied for permitting for that use. He thinks that creating an area to do

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this type of work and addressing the issues like storm water runoff, vessel wash down, and other environmental considerations will keep the agencies on board with the improvements.

The group continued to discuss the information presented by Mr. Brock, as well as other aspects specific to his operation.

Chair Howard offered the audience members the opportunity to ask questions.

Cathy Ulmer asked about the cost to maintain the 6% grade from the uplands to the 12' tide line. Mr. Brock said he is unsure at this time without knowing the total level of tide action. They have maintained a similar grade near the North Star Terminal for minimal cost. Mrs. Ulmer also suggested that with the creative minds at the table, they could come up with a name for the chip pad.

Wayne Barrowcliff commented that the area is busy in the summer and there are a lot of boat trailers there. Mr. Brock commented that there could be some issues with scheduling, but summer haul out is unlikely unless there is an emergency. In that case it would likely be a quick turnaround to get the vessel back in the water as quickly as possible.

Harbormaster Hawkins noted, relating to the road, that Outer Dock Road is platted to the City, not DOT. It is a standing project for improvements as a bypass to service the chip pad and Deep Water Dock.

STAFF AND COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS

PUBLIC HEARING

PENDING BUSINESS

NEW BUSINESS

A. Report on Wrangell Vessel Haul-Out

Harbormaster Hawkins didn't have a report.

Chair Howard asked for feedback for the next agenda. The group talked about experiences with haul outs, maintaining an open yard for vessel owners to work on their own vessels, allowing use by approved contractors, insurance requirements, space needs, and options to address the camping area.

Chair Howard outlined the next meeting agenda would include

- Survey results
- Update on water treatment at chip pad
- Marine trade benefit
- Viable options for haul out

INFORMATIONAL ITEMS

COMMENTS OF THE AUDIENCE

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Wayne Barrowcliff commented that he thinks it's a great deal, and thinks they need to look at different options for pulling vessels out. What is happening here seems to be working well for the larger vessels, and also that people are happy with the way it works in Kodiak.

Cathy Ulmer said she is happy to see where this going.

COMMENTS OF CITY STAFF

None

COMMENTS OF THE Task force

Mr. Pitzman thanked the group, he is glad to be participating. He likes thinking about things from a community perspective, even though he is a potential user of whatever results from this work. He knows airbags are becoming more popular and he is encouraged by the lack of infrastructure they require. A set of slings like they have in Kodiak are great, but they come with a big price tag. He is really interested in what they can do here.

Mr. Carroll appreciated the presentation. He looks forward to discussing options for the facility and nailing down how the city wants to be involved in putting it together and making it work.

Mr. Stockburger said he has always thought this will be done using different methods to haul out, and he thinks that is good. There is a lot of space to fill and a lot of boats to pull. It is great to see it happening.

Mr. Pate appreciated the presentation. He is looking forward to the results of the survey and hearing from the potential users.

Mr. Lewis commented that we have to make sure to keep the cost to the city down as much as possible and try to keep it as much of a private enterprise as possible.

Mr. Hawkins said he is also interested in what we can do. He is encouraged by what is happening now, because it is something they can do with minimal investment from the enterprise. It is industry need and industry supplied. His perspective is it's the enterprises role to facilitate this business. We are in the boat business and part of that is maintaining the boats. He doesn't see them resolving the whole haul out process with one method only, but this is a great start.

Chair Howard said it is important that if this facility comes about that it doesn't jeopardize the Clean Harbor status.

ADJOURN

There being no further business to come before the Task Force the meeting adjourned at 5:00 p.m. The next regular meeting is scheduled for Monday, April 21, 2014 at 3:30 p.m. at the City Hall Conference Room located at 491 E. Pioneer Avenue, Homer, Alaska.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK
Approved: _____