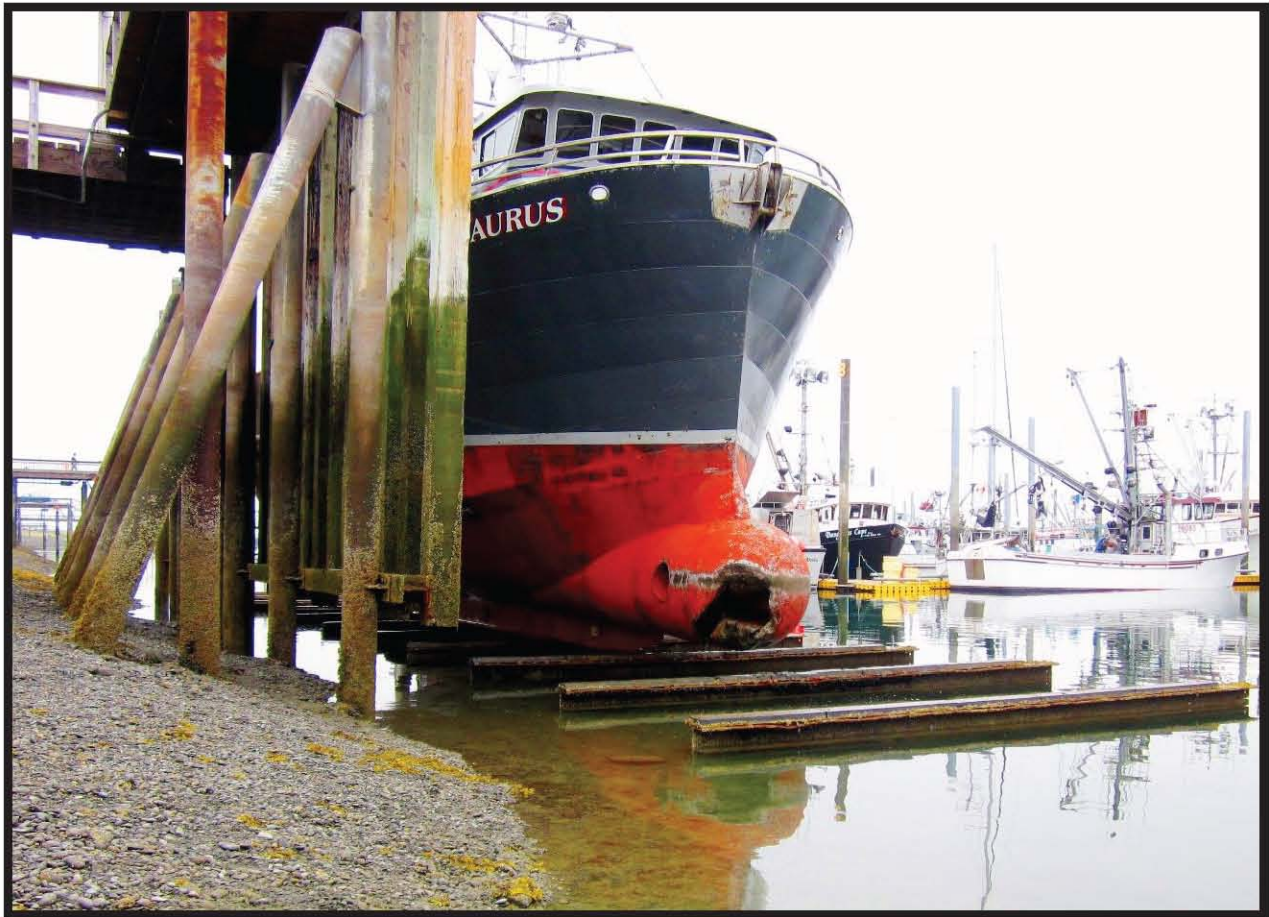


# **VESSEL HAUL-OUT TASK FORCE Regular Meeting**



Taurus using the Steel Grid to check damage on the front hull

Friday,  
May 16, 2014  
3:30 P.M.  
City Hall Conference Room  
491 E. Pioneer Ave.  
Homer, AK 99603





**NOTICE OF MEETING  
REGULAR MEETING**

- 1. CALL TO ORDER**
- 2. APPROVAL OF THE AGENDA**
- 3. PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA**
- 4. RECONSIDERATION**
- 5. SYNOPSIS APPROVAL**
  - A. May 5, 2014 Meeting Synopsis **Page 5**
- 6. VISITORS**
- 7. STAFF REPORTS**
- 8. PUBLIC HEARING**
- 9. PENDING BUSINESS**
  - A. Marine Industrial Use and Vessel Haul Out at Tr 1-A The Fishin Hole No. 2 Sub. (Pier One Lot) **Page 9**
- 10. NEW BUSINESS**
  - A. Memorandum from Port Director Re: Re: Large Vessel Haul-Out Questionnaire Results **Page 33**
  - B. Memorandum from Port Director Re: Suggestions on Large Vessel Haul-Out and Repair Facility Management **Page 41**
- 11. INFORMATIONAL ITEMS**
  - A. Resolution 14-015, Appointing the Vessel Haul-out Task Force to Review and Make Recommendations on a Large Vessel Haul-Out and Repair Facility at the Port **Page 43**
  - B. Barge Mooring Facility Info from 2014-2019 CIP **Page 45**
  - C. Aerial Picture of Tr 1-A and the Fishing Lagoon **Page 47**
  - D. November 26, 2013 Memorandum from Port Director to the Port & Harbor Advisory Commission Re: Potential of Haul-Out & Repair Facility and letters of support/interest **Page 49**
  - E. Task Force Meeting Schedule **Page 57**
- 12. COMMENTS OF THE AUDIENCE**
- 13. COMMENTS OF CITY STAFF**
- 14. COMMENTS OF THE TASK FORCE**
- 15. ADJOURNMENT NEXT REGULAR MEETING IS SCHEDULED FOR MONDAY, JUNE 2, 2014 at 3:30 p.m. in the City Hall Conference Room located at 491 E. Pioneer Ave, Homer, Alaska.**



Session 14-05 a Regular Meeting of the Vessel Haul-Out Task Force was called to order by Chair Howard at 3:35 p.m. on May 5, 2014 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

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

ABSENT: Pitzman, Stockburger (both excused)

STAFF: Deputy City Clerk Jacobsen

### **AGENDA APPROVAL**

Chair Howard called for a motion to approve the agenda as presented.

LEWIS/PATE SO MOVED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

### **PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA**

### **RECONSIDERATION**

### **APPROVAL OF SYNOPSIS**

A. April 21, 2014 Meeting Synopsis

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

LEWIS/HAWKINS SO MOVED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

### **VISITORS**

### **STAFF AND COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS**

### **PUBLIC HEARING**

## **PENDING BUSINESS**

### **NEW BUSINESS**

#### A. Follow-up Regarding Meeting with Sea Lift Trailer Manufactures (Hawkins)

Harbormaster Hawkins said he spoke to Darrel Krause, his contact with Sea Lift Trailer Manufactures, and found out the company sold and has since been outsourced to China. Mr. Krause is working for another manufacturing company in Washington and would be interested in talking to the group about something suitable for the project. In talking with him about what is going on now, he suggested we would need a trailer that is not self-propelled, and he would be happy to talk to the group if they would like more information.

There was discussion that they seem to be narrowing the scope of need for this project in targeting the 70 to 100 ton deep draft vessels. The wider flat bottom vessels are more easily accommodated with the air bags.

#### B. Marine Industrial Use and Vessel Haul Out at Tr 1-A (Pier One Lot)

Harbormaster Hawkins reviewed information that helps define the lineage of how we acquired this land. This information was also provided to the Port and Harbor Advisory Commission at their last meeting.

There was discussion that it isn't clear whether the general fund or the port enterprise fund made the initial purchase of the property, but they would like it clarified. They also briefly discussed present uses on the lot and would like clarification of the lot boundaries.

#### C. Draft Business Plan Outline (Pate)

The task force reviewed the assumptions and projections suggested in the draft outline.

They considered that the \$500,000 outlined in the CIP for the barge mooring facility improvements could encompass the first assumption relating to minimal improvements for the area. They talked a bit about a portion of the haul out ramp being paved to accommodate a trailer.

They addressed the assumption of improving the present location for larger vessels, and that upgrading the road, beach area, and installing drains and catch area should be addressed as a separate assumption. They expressed their agreement to assumption 3 that the city will continue to maintain the ramp area and 4, that the city will administer use, leases and other administrative responsibilities. Another assumption could be the intent that the city won't pull the boats; it would be to privatize the operation, but not exclusively.

In looking at the projections, rebuilding and improving the existing road, improving the pad, and installing a catch system for waste and fluids should be addressed in phase 1.

They considered the notion of a company who may want to utilize the haul out area using their own air bags or equipment. There are several companies who are equipped to do that. A suggestion was that a portion of the area could be used as an “open shop” for people who have their own equipment and an area that is private with authorized contractors to do the work. They also touched on the idea that the city would likely want to have a lease with a company who will pay a set amount and not a percentage of the profit, to ensure income to the city.

Further discussion related to different scenarios of space usage and leasing.

Harbormaster Hawkins commented that they seem to come back to how we are going to manage the yard, so they need to start answering those questions. He said he will bring back some ideas for discussion at the next meeting. He also reiterated that they are not going to have a storage facility and references in the business plan should be reworded to something more appropriate.

They recapped that in the next packet should include a copy of a plat of the area, the November 26<sup>th</sup> memo from the Harbormaster to the Port and Harbor Commission, the memo with suggestions on how to manage the yard, and the survey response information. If it is possible to find out how much other haul out operations are being subsidized by their port or city, they would like to see that as well.

D. Outline for Report to Port and Harbor Commission and City Council.

The task force talked about different categories of information to include in their reports to the Port and Harbor Commission and City Council.

- Feasibility, including expense to the city versus revenue to the city, anticipated community impacts, both positive and negative
- Why this task force was called to order
- Documentation the group considered in the process
- Yard management plan
- Mitigating impacts of a year round facility

#### **INFORMATIONAL ITEMS**

- A. Resolution 14-015, Appointing the Vessel Haul-out Task Force to Review and Make Recommendations on a Large Vessel Haul-Out and Repair Facility at the Port
- B. Task Force Meeting Schedule

#### **COMMENTS OF THE AUDIENCE**

Mike Magill, Vice President of Foss Maritime Company, commented that the group has a great opportunity in front of them. He said in listening to the meeting, they have the same discussions about growing their facilities every day. He thinks in general the group will want to consider, for safety and environmental reasons, partnering with one person, because you will still want to have control of the facility. There is a lot of opportunity and a lot of ways to go about it. Foss has shipyards and partnerships all over the world and while he is unsure of the city’s process, Foss would be happy

to assist with information the group may need in moving forward. He appreciates the meeting being open to the public so they could sit in and listen.

In response to questions, Mr. Magill says they see potential here. Before becoming involved in a project like this they would want to see the facility is permitted. The permitting from outside entities can slow progress down. If there was a facility here he thinks that not only Foss, but other entities would be very interested in partnering on it. His opinion is that in most cases they would not want another partner besides the city and would want to have control of the space for security, environmental, and safety reasons. He agrees with the concept of long term leasing with a set lease rate, and thinks most of the larger players would agree with that. Foss would be look at serving all of the fleet that does not service in Seattle, including the fishing fleet.

#### **COMMENTS OF CITY STAFF**

None.

#### **COMMENTS OF THE Task force**

Mr. Carroll commented that they need to start making decisions on structure. They have to figure out where to go and how to get there.

Mr. Hawkins said it was a good meeting.

Mr. Pate agreed that it was a good meeting.

Mr. Lewis said we need to figure out what we want to be responsible for.

Chair Howard suggested that they not accept any new information after the June 16<sup>th</sup> meeting. That would give them two more meetings to get their thoughts set out.

#### **ADJOURN**

There being no further business to come before the Task Force the meeting adjourned at 5:03 p.m. The next regular meeting is scheduled for Friday, May 16, 2014 at 3:30 p.m. at the City Hall Conference Room located at 491 E. Pioneer Avenue, Homer, Alaska.

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MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: \_\_\_\_\_





## City of Homer

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

## Office of the City Clerk

491 East Pioneer Avenue  
Homer, Alaska 99603

[clerk@cityofhomer-ak.gov](mailto: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: APRIL 17, 2014  
SUBJECT: TR. 1-A, THE FISHIN HOLE SUBDIVISION NO. 2 (PIER ONE LOT)

---

At the March 26<sup>th</sup> Port and Harbor Advisory Commission meeting the request was made for information relating to the purchase and intended usage of above mentioned lot.

Included with this memo are the following documents:

- Ordinance 83-26 authorizing the purchase from World Seafood
- Memorandum 85-136 from the Finance Director re: Refinancing of the Property
- Resolution 89-36(A) Reserving land around the lagoon on the spit for recreational purposes with minutes excerpt.

Also included are documents relating to more recent actions regarding the lot:

- Resolution 11-104(A) approving the Pier One lease.
- Objectives for the lot as outlined in the Homer Spit Comprehensive Plan adopted November 2011
- Maps from the Homer Spit Comprehensive Plan showing current land ownership and proposed future land use.
- Resolution 13-020 regarding the Kachemak Bay Water Trail trailhead site.



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CITY OF HOMER

HOMER, ALASKA

ORDINANCE 83-26

AN ORDINANCE AUTHORIZING THE CITY OF HOMER TO PURCHASE CERTAIN LANDS LOCATED ON THE HOMER SPIT FROM WORLD SEAFOODS, INC. AND TO ENTER INTO A CONTRACT THEREFOR REQUIRING THE PAYMENT OF FUNDS FROM AND SUBJECT TO APPROPRIATIONS BY COUNCIL DURING MORE THAN ONE FISCAL YEAR.

WHEREAS, certain lands located on the Easterly side of the Homer Spit have recently become available for purchase, and

WHEREAS, the location of such lands is deemed advantageous to the City because of proximity to the Small Boat Harbor, and

WHEREAS, the City has made an offer to World Seafoods, Inc. to purchase such lands, which offer has been accepted subject to the passage of an ordinance approving appropriations from more than one fiscal year as required under A.S.29.48.190(b),

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. AUTHORIZATION TO PURCHASE. The Common Council of the City of Homer hereby approves the purchase of the hereinafter described real property, from World Seafoods, Inc. and authorizes the City Manager to execute all necessary

LAW OFFICES OF HAHN, JEWELL & STANFILL  
431 WEST SEVENTH AVENUE, SUITE 212  
ANCHORAGE, ALASKA 99501 • TELEPHONE 279-1544  
HOMER, ALASKA • TELEPHONE 235-8709

1 documents to consummate said purchase. The lands are described as:


- 2 1. That portion of Government Lot 17 lying Northeasterly of the  
3 Northerly right-of-way of HOMER SPIT ROAD within Section 35,  
4 Township 6 South, Range 13 West, Seward Meridian, located in  
5 the Homer Recording District, Third Judicial District, State  
6 of Alaska;
- 7 2. At LOT TWELVE (12), EXCEPT that portion taken for highway  
8 for Declaration of Taking Recorded June 13, 1967 in Book 44,  
9 at Page 342, and that portion of LOT THIRTEEN (13), lying  
10 Northerly of the Homer Spit Road as set forth in Declaration  
11 of Taking Recorded June 13, 1967, in Book 44, at Page 342,  
12 all in Section 35, Township 6 South, Range 13 West, Seward  
13 Meridian, in the Homer Recording District, Third Judicial  
14 District, State of Alaska;
- 15 3. Government Lots 11 and 18, Section 35, Township 6 South,  
16 Range 13 West, Seward Meridian, in the Homer Recording  
17 District, Third Judicial District, excepting therefrom that  
18 portion conveyed to the State of Alaska by Warranty Deed  
19 recorded August 23, 1966, and rerecorded October 26, 1966,  
20 Homer, Recording District.

21 Section 2. TERMS OF PURCHASE. The total purchase price for the  
22 above described lands is \$1,500,000.00 with a down payment of  
23 \$250,000.00, an assumption of existing encumbrances in the approximate  
24 aggregate amount of \$500,000.00, with annual payments of \$122,000.00  
25 including interest at 10% for a period of approximately ten years on  
26 the balance of \$750,000.00. The purchase is contingent upon annual  
appropriations by the City Council as required by State Law. The  
purchase is further contingent upon approval of the United States  
Bankruptcy Court not later than October 1, 1983. Additional terms and  
conditions are contained in that certain Receipt and Agreement to  
Purchase dated June 1, 1983, which Agreement is incorporated by this  
reference as though fully set forth herein, and is hereby approved.


Section 3. SUBSEQUENT APPROPRIATIONS. The Council  
specifically approves and authorizes the payment of funds for the  
purchase of the above described lands from the budgetary appropriations

1 of more than one fiscal year and the same may be made during the life  
2 of the purchase contract subject to annual appropriation by the  
3 Council.

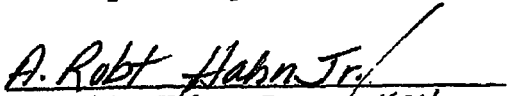
4  
5 CITY OF HOMER

6   
7 \_\_\_\_\_  
8 Erle Cooper, Mayor

9 ATTEST:

10   
11 Kathleen Herold, City Clerk

12 First Reading: 8/8/83  
13 Public Hearing: 8/22/83  
14 Second Reading: 8/22/83  
15 Effective Date: 8/23/83  
16 Reviewed and approved as to form this  
17 5th day of August, 1983.

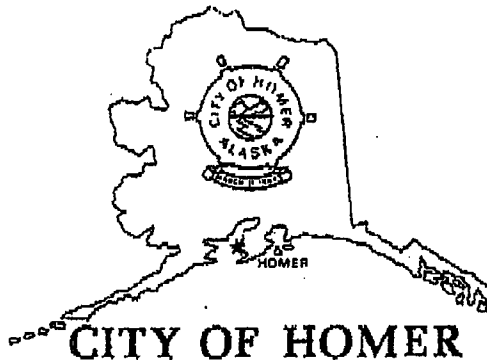
18   
19 A. Robt. Hahn, Jr. *(KAH)*  
20 City Attorney

LAW OFFICES OF HAHN, JEWELL & STANFILL  
431 WEST SEVENTH AVENUE, SUITE 212  
ANCHORAGE, ALASKA 99501 • TELEPHONE 279-1544  
HOMER, ALASKA • TELEPHONE 235-8709

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3670 LAKE STREET  
HOMER, ALASKA 99603-7647



REPLY TO:

- City Hall  
Ph. (907) 235-8121
- Port of Homer  
Ph. (907) 235-8587
- Harbor Master  
Ph. (907) 235-8959
- Public Works Dept.  
Ph. (907) 235-8120
- City Engineer  
Ph. (907) 235-8388

MEMORANDUM 85-136

TO: Mayor and City Council  
FROM: *Christopher L. Newby*  
Christopher L. Newby  
DATE: June 15, 1985  
SUBJECT: World Seafoods Property Note - Refinance

Background

During the recently completed Budget Process, it was determined that refinancing the subject note could decrease the Port's annual cash requirements and, thereby, help reduce the projected Port Fund operating deficit. In this regard, Rainier Bank Alaska has committed to refinance the note with very favorable terms, see copy of commitment letter attached.

Recommendation

Authorize the City Manager to sign the appropriate documents to refinance the World Seafoods Note utilizing Rainier Bank Alaska.

enclosure

CLN/mp





Rainier Bank Alaska, N.A.  
Pouch 7007 (550 W. 7th Avenue), Anchorage, Alaska 99510-7007  
(907) 276-8080

Chris Newby  
Finance Director  
City of Homer  
3670 Lake Street  
Homer, Alaska 99603

RECEIVED

City of Homer  
Finance Dept.

Dear Chris:

Rainier Bank Alaska, N.A. is pleased to make available to the City of Homer a credit facility which will enable the City to refinance land purchased for expansion of your dock and port facilities. This credit facility is subject to the following terms and conditions:


Amount:	\$970,000.
Type:	Term loan secured by land
Amortization:	12 year quarterly amortization, 5 year call
Rate:	70% of RNB Prime fully floating subject to a cap of 11.5%
Purpose:	To refinance land purchased in 1984 for dock/port expansion
Tax Indemnification:	If there is a change in the tax law which changes the yield in this note, the rate will be increased (or decreased) to keep the tax equivalent yield at the same level as it was before the change in law
Security:	Loan is secured by Port revenues and by the land being financed

Documentation:

All necessary legal documentation in form and substance acceptable to the bank, including approving legal opinion from bond counsel.  
All legal fees to be paid by the City of Homer.

If you have any questions, please call.

Sincerely,

  
Marcey Rawitscher  
AVP  
Public Finance

CITY COUNCIL  
REGULAR COUNCIL MEETING  
AUGUST 22, 1983 - 3

He suggested that an addendum to his existing agreement could be made which exempts him from the double charge for water outside the City.

Ordinance 83-25, AN ORDINANCE AMENDING TITLE 14, UTILITIES, OF THE HOMER CITY CODE, REPEALING AND RE-ENACTING SECTION 14.04.040 AMENDING THE SCHEDULE OF SEWER RATES AND NAMING AN EFFECTIVE DATE.

ORD 83-25  
C/R  
Sewer Rates

No one spoke regarding this ordinance.

Ordinance 83-26, AN ORDINANCE AUTHORIZING THE CITY OF HOMER TO PURCHASE CERTAIN LANDS LOCATED ON THE HOMER SPIT FROM WORLD SEAFOODS, INC., AND TO ENTER INTO A CONTRACT THEREFORE REQUIRING THE PAYMENT OF FUNDS FROM AND SUBJECT TO APPROPRIATIONS BY COUNCIL DURING MORE THAN ONE FISCAL YEAR.

ORD 83-26  
C/R  
Land Acquisiti  
Spit

Stan Sanders, Homer, addressed the Council regarding the purchase of the Homer Spit land. He found it disturbing that the Council could find money for the purchase of this land for the harbor expansion and could not find dollars for funding land purchase to accommodate a Community and Cultural Facility. He spoke about the advisability of purchasing land on the spit which is precariously located in the flood plain and considered to be unstable. Councilman Turkington stated that the land purchase is from a State appropriation.

Gene Effler addressed the Council favoring the purchase of the land for development of the harbor and contingent services.

**PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA**

PUBLIC COMMENTS  
ON AGENDA ITEMS

Asaiah Bates commented on items 11 (a), City Hall Facility and 11 (b), Bishop's Beach Access. He reported that approximately 210 community residents collect coal from the Bishop's Beach area; the coal tides are in October and he expressed urgency to do something about there being no public access to the beach. He felt it would be a real community service for an access to be in place.

**ORDINANCES**

ORDINANCES

Ordinance 83-23 (a), AN ORDINANCE CALLING FOR A PROPOSITION TO BE INCLUDED ON THE OCTOBER 4, 1983 GENERAL ELECTION BALLOT WHICH PROVIDES FOR THE LEVY OF AN ADDITIONAL ONE PERCENT SALES TAX, THE REVENUES TO BE USED FOR THE OPERATION AND MAINTENANCE BUDGETS FROM THE GENERAL FUNDS OF THE VARIOUS MUNICIPAL FUNCTIONS THAT PROVIDE AREA WIDE SERVICES, SUCH AS THE HOMER MUSEUM, THE DEPARTMENT OF PARKS AND RECREATION, THE DEPARTMENT OF

ORD 83-23(a)  
C/R  
Sales Tax

CITY COUNCIL  
REGULAR COUNCIL MEETING  
AUGUST 22, 1983 - 5

WHEREAS (1): Whereas, the accelerated growth of the Homer area has increased the burden of funding upon the City of Homer for the operation and maintenance of the Pratt Museum, the Department of Parks and Recreation, Police, Fire and Rescue Services, Civil Defense and the Homer Public Library, and

WHEREAS (3): Whereas, the levy of a sales tax is an equitable method of obtaining needed funds and property tax relief for the purposes set forth above, and

Section 2: BALLOT PROPOSITION. The ballot for the October 4, 1983 general election shall contain the following proposition:

"Shall the City of Homer levy an additional one percent (1%) sales tax on all sales, rents and services within the City, except as the same may be otherwise exempted by law, (increasing the total City sales tax to 2%); the revenues to be used for the general fund operation and maintenance budgets of various municipal functions that provide area wide services such as the Pratt Museum, the Department of Parks and Recreation, Police, Fire and Rescue Services, Civil Defense and the Homer Public Library."

Mayor Cooper indicated that discussion of Memorandum 83-A-71 be moved to Pending Business so the council could proceed with consideration of ordinances.

Ordinance 83-26, AN ORDINANCE AUTHORIZING THE CITY OF HOMER TO PURCHASE CERTAIN LANDS LOCATED ON THE HOMER SPIT FROM WORLD SEAFOODS, INC., AND TO ENTER INTO A CONTRACT, THEREFOR REQUIRING THE PAYMENT OF FUNDS FROM AND SUBJECT TO APPROPRIATIONS BY COUNCIL DURING MORE THAN ONE FISCAL YEAR was read in second reading by the Mayor by title only.

ORD 83-26  
C/R  
Land Acquisition  
Spit

TURKINGTON/KOSCH - MOVED FOR ADOPTION OF ORDINANCE 83-26 IN SECOND READING.

Councilman Kosch, land acquisition committee member explained the committees position on acquiring the property as a need for development of the harbor.

VOTE: Yes: Guldseth, Kosch, Matthews, Turkington

Motion carried.

Ordinance 83-27, AN ORDINANCE DETERMINING THAT CERTAIN TAX FORECLOSED PROPERTIES DEEDED TO THE CITY OF HOMER BY THE KENAI PENINSULA BOROUGH BE RETAINED BY THE CITY FOR A PUBLIC PURPOSE; SPECIFIC DESIGNATION OF PUBLIC PURPOSE,

ORD 83-27  
C/R  
Tax Foreclosed  
Properties

HOMER CITY COUNCIL  
REGULAR MEETING MINUTES  
July 22, 1985 - 6

BE PUT ON THE FLOAT SYSTEM AS DESCRIBED IN MEMORANDUM  
85-134

VOTE: YES: Snyder, Kosch, Ronda, Calhoun,  
Evarts, Turkington

Motion carried.

Mayor Kessler called a recess at 8:50 PM and the meeting  
reconvened at 9:00 PM.

**NEW BUSINESS**

**NEW BUSINESS**

- A. Memorandum 85-135 Re: Assignment of Lease - Robert  
T. Proulx dba Bessie M Seafoods, Inc. to  
International Processing and Brokerage, Inc., David  
E. Callahan, President

Leases/Bessie M  
Seafoods to  
International  
Proces. & Brok  
age

Administration recommended the transfer of the lease for  
Bessie M Seafoods subject to the existing lease to  
realign the existing structure or otherwise resolve the  
property line encroachment when development of the  
adjacent lot occurs.

Karen Berg-Forrester representing the new lessee, David  
Callahan, told the Council they had applied to the  
Department of Transportation for additional right-of-way  
for parking.

RONDA/KOSCH - MOVED TO FOLLOW THE RECOMMENDATION OF  
ADMINISTRATION AS OUTLINED IN MEMORANDUM 85-135

VOTE: YES: Kosch, Snyder, Ronda, Calhoun,  
Turkington, Evarts

Motion carried.

- B. Memorandum 85-136 Re: World Seafoods Property Note  
- Refinance

Leases/World  
Seafoods-Refinanc

The Manager reported during the budget process the  
Finance Department was directed to refinance the World  
Seafoods property, reducing the annual payment by  
approximately \$71,000 per year. The proposed financing  
accomplishes that goal.

RONDA/KOSCH - MOVED TO FOLLOW ADMINISTRATION'S  
RECOMMENDATION AS OUTLINED IN MEMORANDUM 85-136

VOTE: YES: Evarts, Ronda, Snyder,  
Calhoun, Kosch, Turkington

Motion carried.



CITY OF HOMER  
HOMER, ALASKA

RESOLUTION 89-36(a)

A RESOLUTION OF THE HOMER CITY COUNCIL RESERVING LAND  
AROUND THE LAGOON ON THE SPIT FOR PUBLIC RECREATIONAL  
PURPOSES.

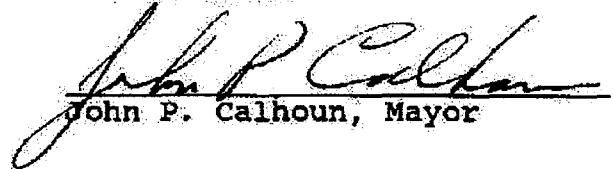
WHEREAS, the City of Homer has adopted the Interim Spit Plan  
which includes the designation of recreation/parking in the  
vicinity of the lagoon fishing hole on the Spit as well as Pier 1  
Theatre; and

WHEREAS, the Parks and Recreation Commission at a special  
meeting held March 31, 1989 recommended that the City Council  
reserve the land in the vicinity of the lagoon and Pier 1 Theatre  
as indicated in the Interim Spit Plan for recreation/parking.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the  
City of Homer, Alaska that the recreational/parking designation  
as indicated in the Spit Interim Plan is hereby acknowledge and  
continued for such period of time as sport fishing in the lagoon  
and the summer theatre activities at that location continue.

DATED at Homer, Alaska this 10th day of April, 1989.

CITY OF HOMER

  
John P. Calhoun, Mayor

ATTEST:

  
Patti J. Whalyn, City Clerk





HOMER CITY COUNCIL  
REGULAR MEETING MINUTES  
APRIL 10, 1989

questions and also had a recommended change to the resolution. Mr. Strutz advised that he had talked with Borough Mayor Don Gillman who has assured him that if the City formally requested that the 25-acres of land be deeded to the City, that he felt it would go through. Mr. Strutz requested this amendment be made to the resolution.

HENRY/RINGER - MOVED TO AMEND RESOLUTION 89-34 TITLE FOR THE KENAI PENINSULA BOROUGH TO DEED THE TWENTY-FIVE ACRES OF LAND TO THE CITY OF HOMER FOR PUBLIC USE AND NOW THEREFORE CLAUSE TO CHANGE WORD CLASSIFY TO DEED.

VOTE: YES: Hanoski, Henry, Gregoire, Ringer, Ronda Calhoun

Motion Carried.

VOTE (Main Amended Motion): YES: Calhoun, Hanoski, Henry Gregoire, Ringer, Ronda

Motion Carried.

PARKS/PUBLIC  
USE LAND

Paul Banks Elementary

C. RESOLUTION 89-35, OF THE HOMER CITY COUNCIL REQUESTING USE PERMIT TO UTILIZE A PORTION OF THE PAUL BANKS SCHOOL PROPERTY FOR PUBLIC USE.

HENRY/CALHOUN - MOVED FOR ADOPTION OF RESOLUTION 89-35 BY READING OF TITLE ONLY.

HENRY/CALHOUN - MOVED TO AMEND RESOLUTION 89-35 TO ADD WORDING TO TITLE AND NOW THEREFORE CLAUSE AFTER USE PERMIT TO READ, OR JOINT USE AGREEMENT.

VOTE: YES: Gregoire, Ringer, Ronda, Calhoun, Hanoski, Henry

Motion Carried.

RONDA/CALHOUN - MOVED TO AMEND TITLE TO INSERT WORD "PARK" BETWEEN PUBLIC AND USE.

VOTE: YES: Ringer, Ronda, Calhoun, Hanoski, Henry, Gregoire

Motion Carried.

VOTE (Main Amended Motion): YES: Henry, Gregoire, Ringer, Ronda, Calhoun, Hanoski

Motion Carried.

PARKS/PUBLIC  
RECREATION  
LAND

D. RESOLUTION 89-36, OF THE HOMER CITY COUNCIL RESERVING LAND AROUND THE LAGOON ON THE SPIT FOR PUBLIC RECREATIONAL PURPOSES.

CALHOUN/HENRY - MOVED FOR ADOPTION OF RESOLUTION 89-36 BY READING OF TITLE ONLY.

HOMER CITY COUNCIL  
REGULAR MEETING MINUTES  
APRIL 10, 1989

71

Councilmember Ronda noted that the "disclaimer" at the end of the resolution noting that the recreational/parking designation will be continued for only such time as sport fishing in the lagoon and the summer theatre activities continue was needed and was in fact the intent of the Council.

RONDA/CALHOUN - MOVED TO AMEND RESOLUTION 89-36 BY INSERTING THE WORD AT THAT LOCATION BETWEEN ACTIVITIES AND CONTINUE IN THE NOW THEREFORE CLAUSE.

VOTE: YES: Calhoun, Hanoski, HEnry, Gregoire, Ringer, Ronda

Motion Carried.

VOTE (Main Amended Motion): YES: Ronda, Calhoun, Hanoski, Henry, Gregoire, Ringer

Motion Carried.

Nick Dudiak of the Homer Fish & Game Office was present and spoke to Council noting the importance of local government support for fish & game stocking projects to keep the funding for them, such as the lagoon.

E. RESOLUTION 89-37, OF THE COMMON COUNCIL OF THE CITY OF HOMER ADOPTING REVISIONS TO THE LIBRARY ADVISORY BOARD BY-LAWS. (Memorandum 89-106 from Librarian Barbara J. Mauseth.)

LIBRARY/  
ADVISORY BO-  
BYLAWS

CALHOUN/RONDA - MOVED FOR ADOPTION OF RESOLUTION 89-37 BY READING OF TITLE ONLY.

VOTE: YES: Hanoski, Henry, Gregoire, Ringer, Ronda, Calhoun

Motion Carried.

**INFORMATIONAL MATERIALS**

**INFORMATION  
MATERIALS**

- A. Minutes
1. Planning Commission Minutes of March 29, 1989.
  2. Port/Harbor Commission Minutes of March 15, 1989.
  3. Parks/Recreation Commission Special Minutes of March 31, 1989.
  4. Library Advisory Board Minutes of March 13, 1989.
- B. Staff Reports/Memorandums
1. Memorandum to Council from City Manager, Oil Spill update.
- C. Correspondence
1. Letter to Hazel Heath from City Manager dated April 4, 1989, negotiations for Lot 1, Glacier View #18.
  2. Letter to Chief Daugherty from Assist. D/A Shannon Turner dated March 29, 1989, regarding commending Homer Police Department.

EXXON VALDE:  
OIL SPILL/  
UPDATE FROM  
City Manage

LAND ACQUIS:  
HAZEL HEATH  
Glacierview  
#18-Lot 1  
PUBLIC SAFE  
HOMER PD  
Commendator  
from Asst. I



- 41 • Pier One Theatre has been an excellent tenant and has performed well under the terms of
- 42 the lease.
- 43 • Pier One has made improvements to the building, including improvements requested by
- 44 the Fire Marshall.
- 45 • The proposed use of the property is compatible with adjacent uses.
- 46 • The proposed use is consistent with the Spit Comprehensive Plan, the Comprehensive
- 47 Economic Development Strategy, and Resolution 98-36(A).
- 48 • There are substantial economic, social, cultural, and educational benefits which derive
- 49 from this use.
- 50 • The lease term is short and the City can terminate with 90 days notice.
- 51 • There are few if any alternative uses of the building.
- 52 • The City has yet to develop a long term plan for the property and is therefore not ready to
- 53 issue an RFP.

54

55 BE IT FURTHER RESOLVED that the Council finds that it is in the public interest to  
56 approve a lease for less than fair market rent under Section 7.2 (A) (4) for the following reasons:

57

- 58 • History / tradition: The City has leased this building for \$1.00 per year for decades. The
- 59 Council has consistently determined that it was in the public interest to do so.
- 60 • The building was an old harbor building that was ready for destruction. The Theatre
- 61 salvaged it and made various improvements to make it suitable for its present use. The
- 62 City has little investment in the building.
- 63 • The Theatre is operated by volunteers and has a very limited budget and financial
- 64 resources. It cannot afford to pay rent at this time.
- 65 • The economic, social, cultural, and educational benefits derived from the Theatre's
- 66 activities are substantial.

67 •

68 PASSED AND ADOPTED by the Homer City Council this 28<sup>th</sup> day of November, 2011.

69

70

CITY OF HOMER

71

  
MARY E. WYTHE, MAYOR PRO TEMPORE

72

73

74

ATTEST:

75

76

77

  
JO JOHNSON, CMC, CITY CLERK

78

79

Fiscal Note: Rent \$1.000 per year. No utility costs and minimal maintenance costs.

Goal 1.2 Improve the permanence and character of new commercial development.

Objective	Strategies	Responsibilities
Develop standards for public property development	Revisit design guidelines for overslope development to provide more specificity for development at harbor overslope, considering issues such as lot size, legal access, and parking policies.	City Council

Goal 1.3 Provide public facilities that attract residents and visitors to the Spit.

Objective	Strategies	Responsibilities
Provide amenities that aid residents and visitors	Identify locations and needs for restrooms/showers.	Port and Harbor Department, harbor users, leaseholders
Provide enhanced park and recreation facilities	<p>Identify and prioritize public recreation needs on the spit, and include projects on the CIP. Refer to the Master Parks and Recreation Plan, chapter 7, in the 2008 Comprehensive Plan.</p> <p>* Prepare a master plan for development of a new community gathering space at the site of the existing City campground north of Freight Dock Road (pier 1 area).</p> <p>Provide kayak launching facilities.</p> <p>Set aside a new community park.</p> <p>Evaluate and develop a plan for non-boating access to fishing opportunities.</p> <p>Construct weather-protected picnic and outdoor meeting facilities.</p> <p>Open space recreation uses shall be encouraged on the west side of the Spit on public land.</p>	Public Works Department/ Parks and Recreation Division Chamber of Commerce

Goal 1.4 All development should recognize, value, and complement the unique natural resources on the Homer Spit.

Objective	Strategies	Responsibilities
Preserve and protect important wildlife and bird sanctuary areas.	<p>Require site-specific handling requirements for all runoff from parking areas.</p> <p>Provide information on preventing the growth of noxious weeds.</p> <p>Encourage the use of native plant materials for all landscaped areas.</p> <p>Encourage the presence of interpretive programs to identify plant and animal resources.</p> <p>Clearly sign beach areas designated off-limits for motorized travel.</p>	<p>Planning Department</p> <p>Parks and Recreation Division</p> <p>State of Alaska, DNR Parks</p> <p>Non-profit Organizations</p> <p>US Fish &amp; Wildlife Services</p>



**PLAT APPROVAL**

THIS PLAT WAS APPROVED BY THE LEGAL COUNSEL BUREAU PLANNING COMMISSION AT THE MEETING OF 2-13-94.  
 KENET PONTIUSA BUREAU  
 AUTHORIZED OFFICIAL  
*Kenneth Pontiusa*

**NOTES**

1. BASIS OF BEARING IS THE CITY OF HOMER COORDINATE SYSTEM AS SHOWN ON PLAT #7-3700 H&L, CITY OF HOMER AREA RECORD OF SURVEY.
2. NO ENCUMBRANCES SHALL BE CONSIDERED OR PLACED WITHIN AN EASEMENT WHICH WOULD INTERFERE WITH THE ABILITY OF A UTILITY TO USE THE EASEMENT.
3. THESE LOTS SHALL BE SERVED BY CITY SEWER AND WATER AND ON-SITE WATER OR WASTE-WATER SYSTEMS ARE PERMITTED.
4. NO OTHER ACCESS TO STATE MAINTAINED PORTS OF WAY IS PERMITTED UNLESS APPROVED BY THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION.

**LEGEND**

- ⊕ INDICATES ANY BE REQUIREMENT IN CASE
- ⊕ INDICATES 5/8" REBAR WITH PVC CAP FROM THIS SURVEY
- ⊕ INDICATES 3/8" x 30" REBAR WITH 2" ALUMINUM CAP SET THIS SURVEY

**SURVEYOR'S CERTIFICATE**

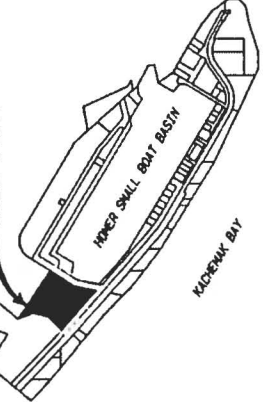
I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF ALASKA, AND THAT THIS PLAT REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, AND THAT THE INSTRUMENTS AND METHODS EMPLOYED WERE FULLY EXAMINED AND THAT ALL DIMENSIONS AND OTHER DETAILS ARE CORRECT.

DATE 12/11/93 REGISTRATION NO. 15338-S

*Stephen C. Smith*  
 REGISTERED LAND SURVEYOR



**THIS PLAT**



**VICINITY MAP**

LOCATED WITHIN THE CITY OF HOMER  
 SCALE: 1" = 1500'

**CERTIFICATE OF OWNERSHIP**

I HEREBY CERTIFY THAT I AM THE OWNER OF THE REAL PROPERTY SHOWN AND DESCRIBED HEREIN, AND THAT I HEREBY ADOPTS THIS PLAT OF SUBDIVISION, AND BY MY FREE CONSENT DEDICATE ALL RIGHTS OF WAY AND PUBLIC AREAS TO PUBLIC USE, AND WAIVE ALL EASEMENTS TO THE USE SHOWN HEREON.

CITY OF HOMER  
 RECORDED - FILED 20-92-43  
 DATE 12-8-94  
 TIME 9:57 AM  
 BY *Stephanie*  
 HOMER, ALASKA 99603

*Richard L. Leland*  
 BY RICHARD L. LEELAND  
 HOMER CITY MANAGER  
 401 EAST FRONTIER AVENUE  
 HOMER, ALASKA 99603

**NOTARY'S ACKNOWLEDGEMENT**

SUBSCRIBED AND SWORN TO BEFORE ME THIS 14th DAY OF DECEMBER, 1993.

FOR RICHARD L. LEELAND  
*Richard L. Leland*  
 NOTARY PUBLIC FOR ALASKA  
 MY COMMISSION EXPIRES 01/07/95



**HOMER REDDINGS DISTRICT**

**THE FISHER'S HOLE NO. 2**

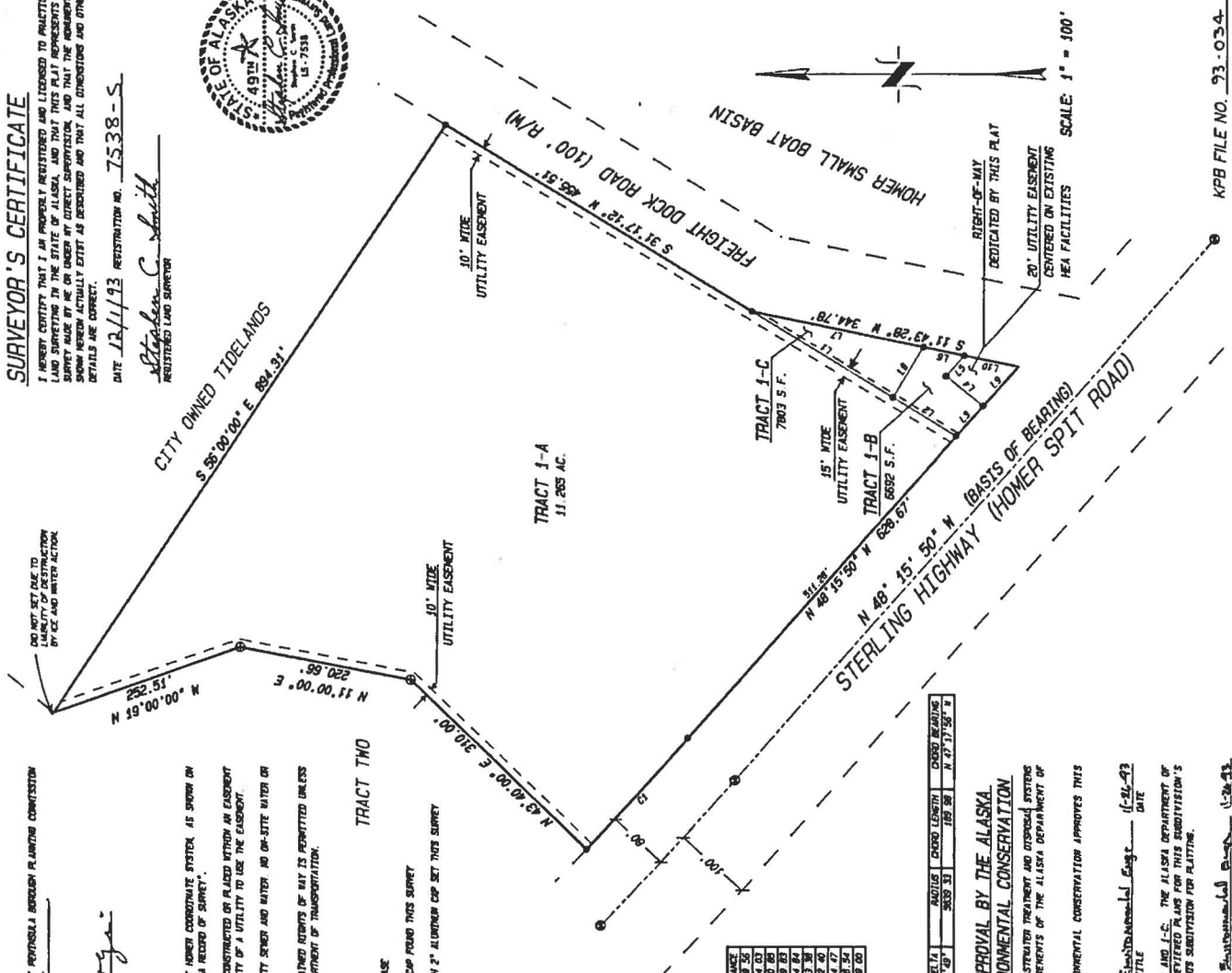
A REPLAT OF TRACT ONE, THE FISHER'S HOLE, ACCORDING TO PLAT NO. 92-39, HRD LOCATED WITHIN THE SE1/4 S. 35, T65, R13N, SEWARD MERIDIAN, ALASKA AND WITHIN THE CITY OF HOMER

CONTAINING 11.667 ACRES

**HERNDON & THOMPSON, INC.**  
 STEPHEN C. SMITH, PLS  
 41745 BEAR CREEK DRIVE  
 HOMER, ALASKA 99603  
 907-235-8741

DRAWN BY: SC5 COMP BY: SC5 JOB #92-12

DATE: 4/12/93 SCALE: 1" = 100' SHEET #1 OF 3



**LINE TABLE**

LINE	BEARING	DISTANCE
L1	S 31° 17' 12" W	200.56
L2	S 21° 15' 00" E	100.00
L3	S 33° 02' 14" W	50.00
L4	S 33° 02' 14" W	50.00
L5	N 49° 14' 13" N	34.82
L6	N 11° 43' 20" E	15.30
L7	N 11° 43' 20" E	222.40
L8	S 89° 42' 00" E	74.07
L9	S 89° 42' 00" E	80.50
L10	N 11° 43' 20" E	100.00

**CURVE TABLE**

CURVE	CS	AS	ANGLE	CHORD LENGTH	CHORD BEARING
1	100.00	1.55	4.0	100.00	N 47° 17' 59" W

**CERTIFICATE OF APPROVAL BY THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION**

MAINTENANCE DISPOSAL, TRACT 1-A, WASTEWATER TREATMENT AND DISPOSAL SYSTEMS MUST MEET THE REGULATORY REQUIREMENTS OF THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION.

THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION APPROVES THIS SUBDIVISION FOR PLATTING.

*Stephanie*  
 SIGNATURE  
 TITLE  
 DATE 12-21-93

KPB FILE NO. 93-034

SHEETS NO. 2 & 3 ARE SIGNATURE SHEETS ONLY







# City of Homer

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

Port and Harbor

4350 Homer Spit Road  
Homer, AK 99603

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

(p) 907-235-3160

(f) 907-235-3152

## Memorandum

TO: VESSEL HAUL-OUT TASK FORCE

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

DATE: MAY 9, 2014

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

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

### **Questionnaire Conduction & Response Compilation**

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

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

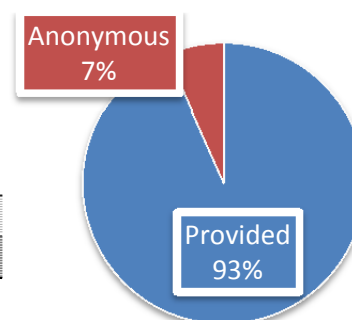
All questionnaires were sent out April 4, 2014 with a 30-day period for collecting, ending May 5, 2014. Combining all questionnaires received in person, by mail, by email, and via the link to the online Survey Monkey, there was a response rate of 22% (45 of 209). All responses were entered into an Excel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

### **Findings**

#### **Vessel Information**

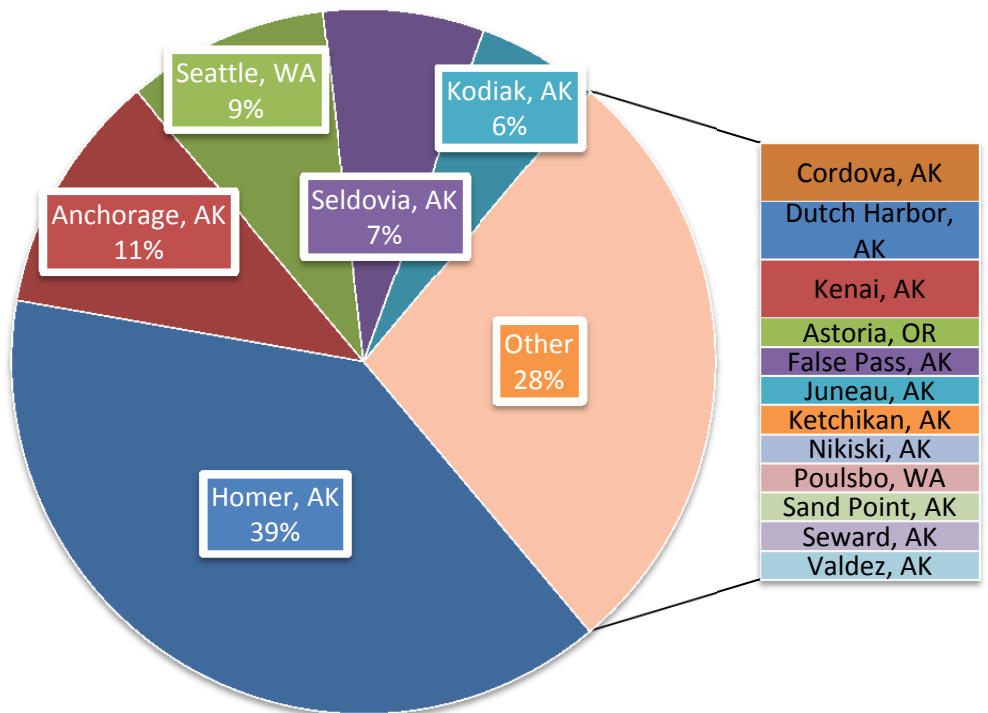
##### **Question 1 & 2: Provided Owner & Vessel Name**

Provided	42
Anonymous	3



### Question 3: Home Port

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

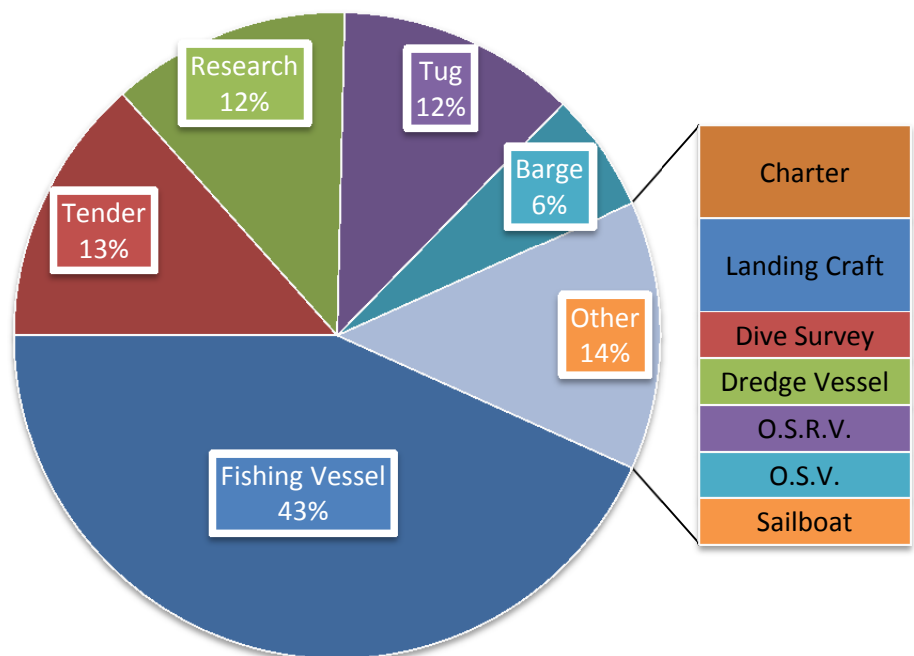


### Question 4, 5, & 6: Vessel Length, Beam, & Displacement Tonnage

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

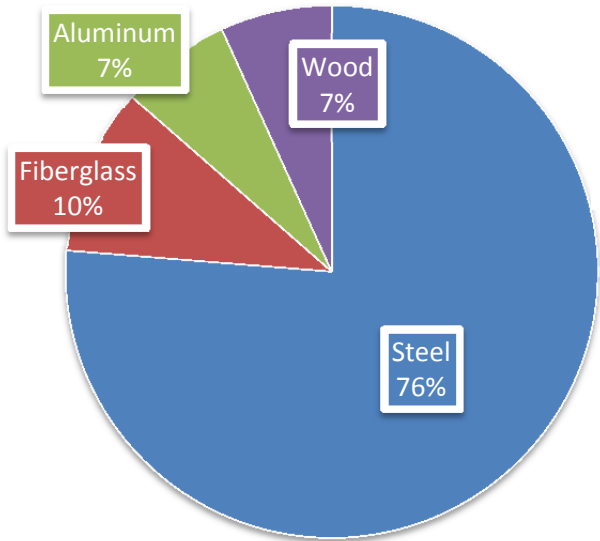
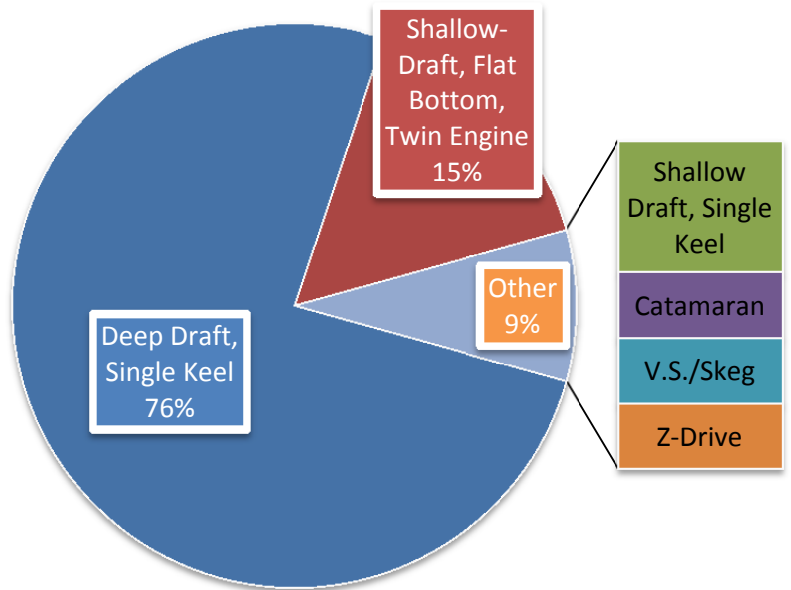
### Question 7: Type of Vessel

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



### Question 8: Hull Shape

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

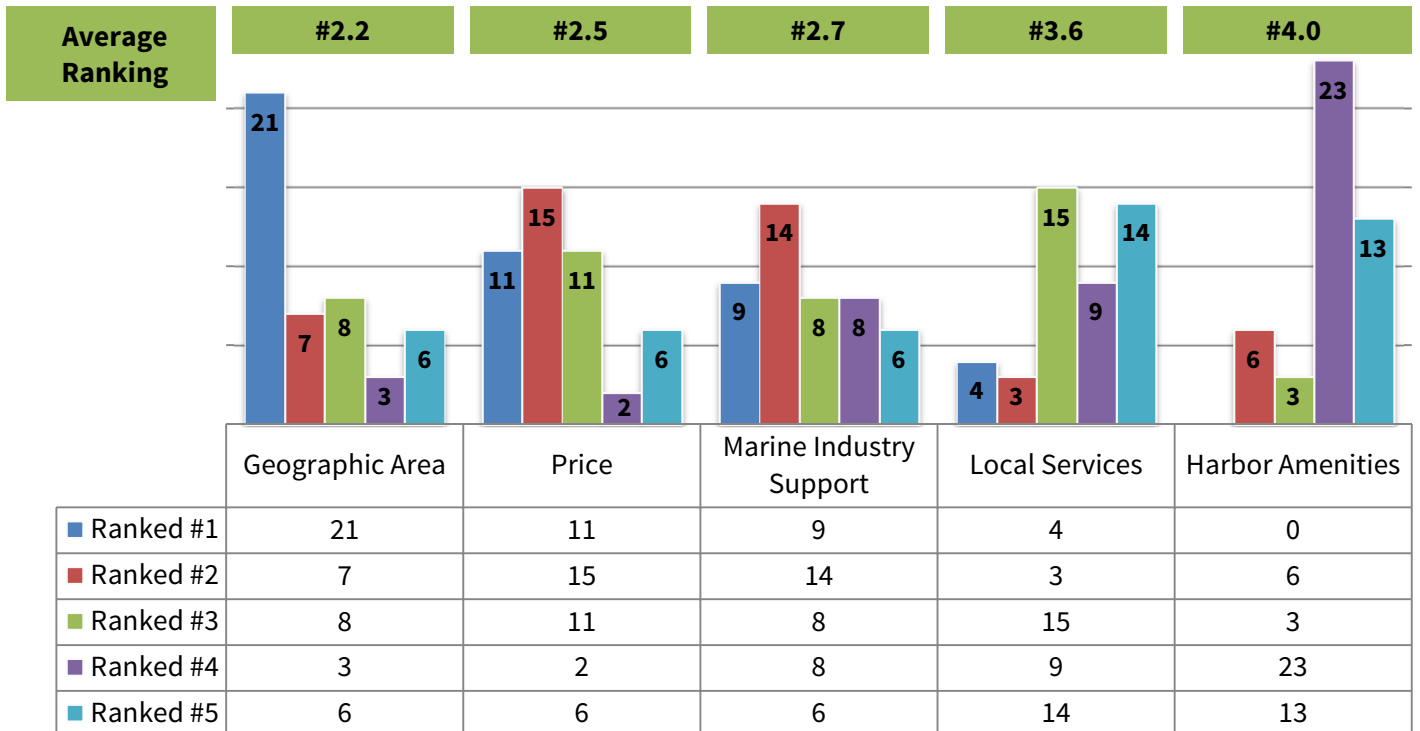


### Question 9: Hull Material

Steel	45
Fiberglass	6
Aluminum	4
Wood	4

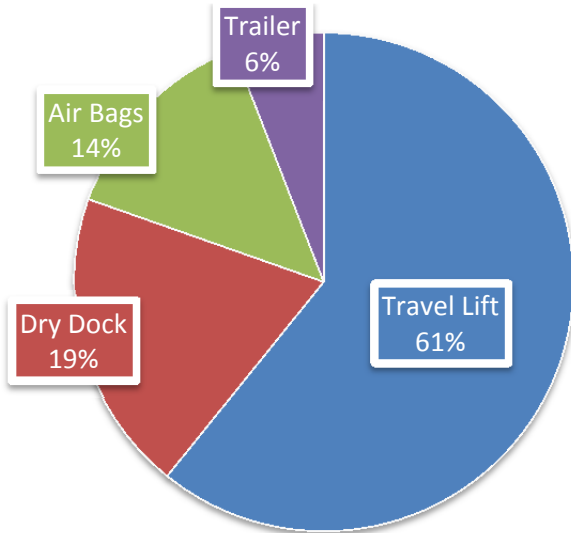
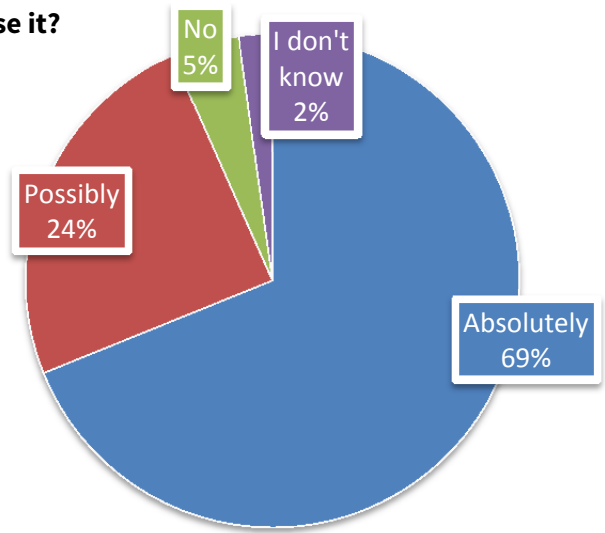
## Haul-Out Preferences

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



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

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

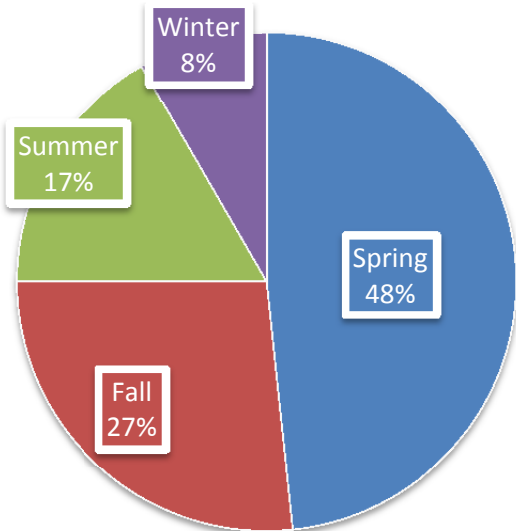
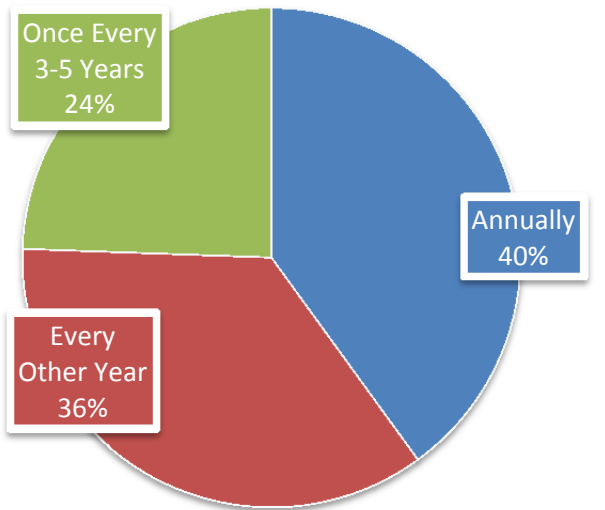


**Question 12: What is your preferred method for removing the vessel from the water?**

Travel Lift	31
Dry Dock	10
Air Bags	7
Trailer	3

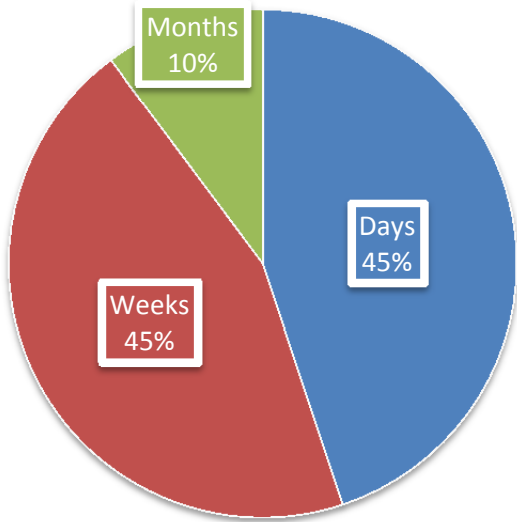
**Question 13: In regards to your maintenance/repair schedule, how often would you have your vessel hauled?**

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



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

Spring	29
Fall	16
Summer	10
Winter	5

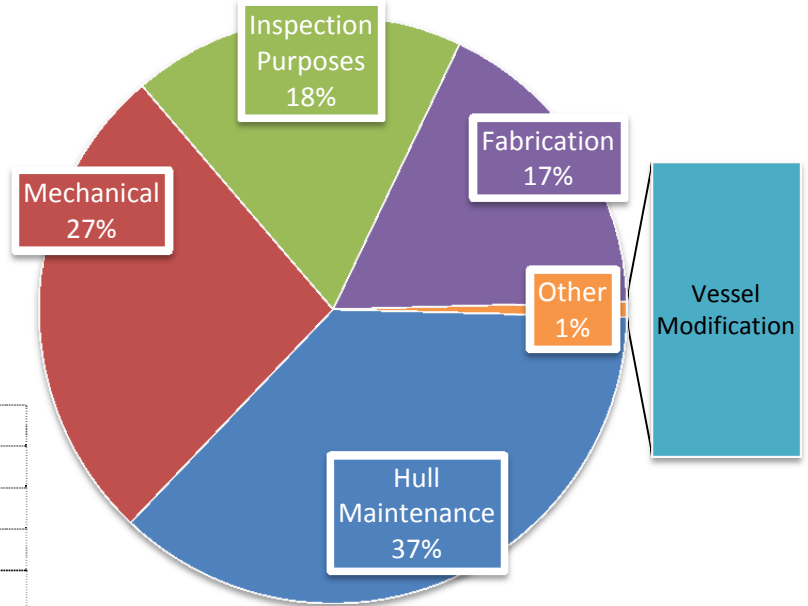


**Question 15: How long would you like to be hauled out?**

Days	22
Weeks	22
Months	5

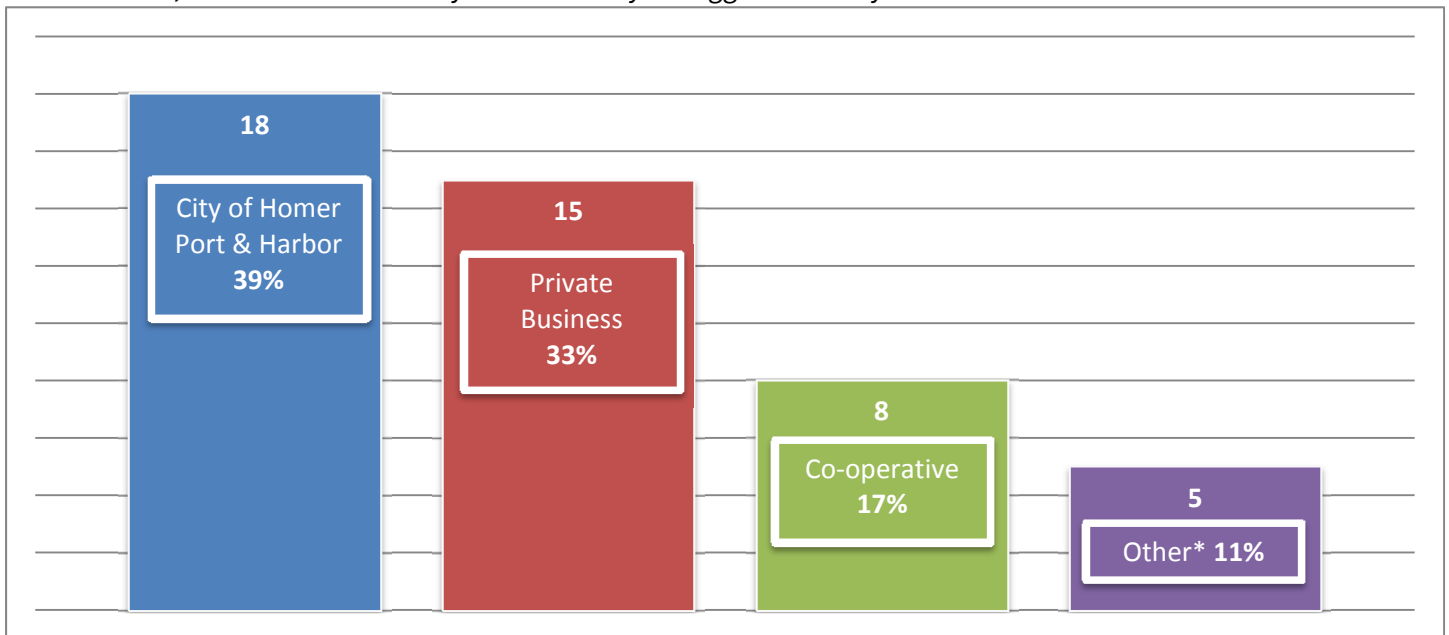
**Question 16: While hauled out, what kind of boat work are you looking to have done?**

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



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

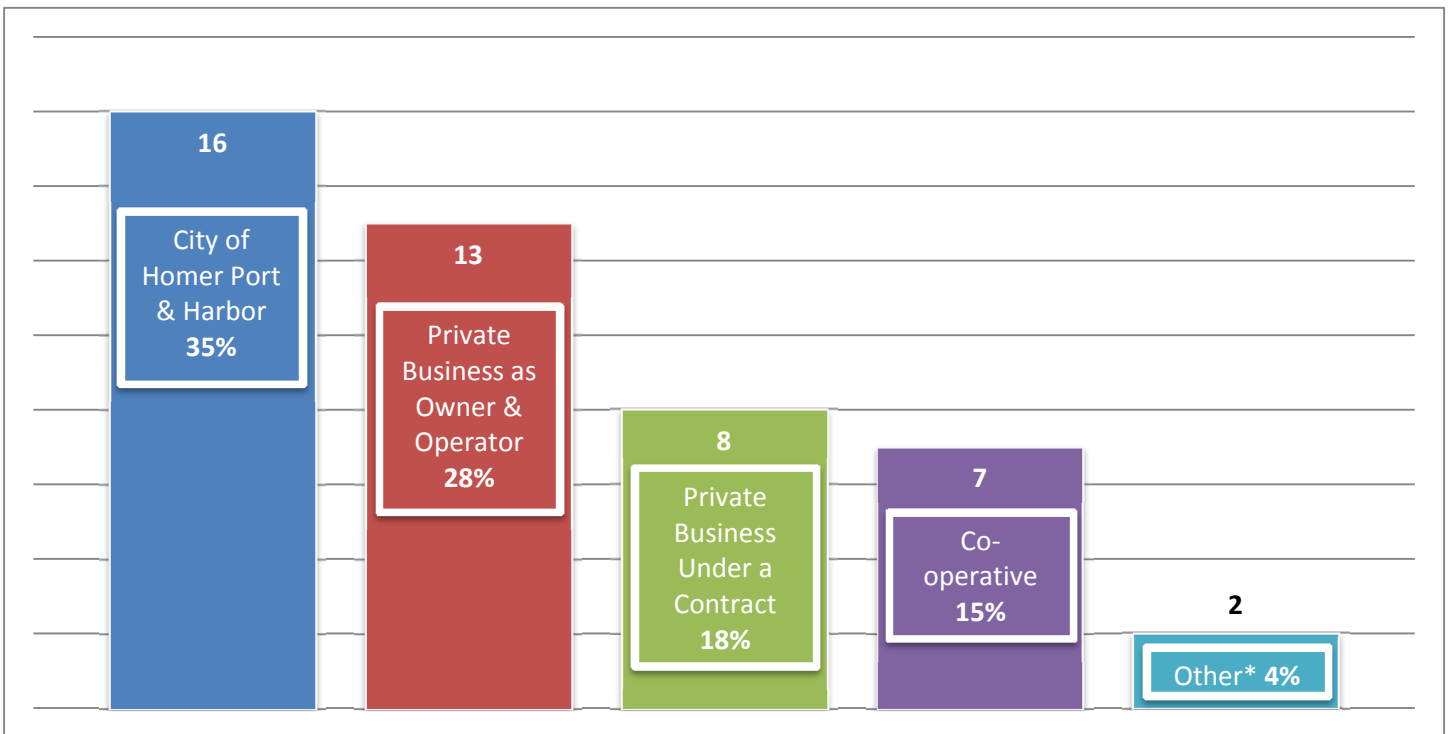
**Question 17:** Let's say that the City of Homer Port and Harbor offered specific lots in the harbor, at a reasonable lease rate and term, to establish the facility. How would you suggest a facility such as this be funded and owned?



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

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

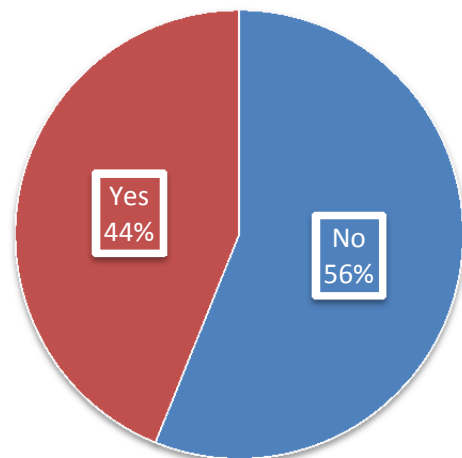
**Question 18:** If the facility is built, who do you think should operate the haul-out equipment, run the office, and manage the facility overall?



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

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

No	23
Yes	18



## **Additional Questionnaire Comments**

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

<ul style="list-style-type: none"> <li>• Needed</li> </ul>
<ul style="list-style-type: none"> <li>• Great project - Keep it moving</li> </ul>
<ul style="list-style-type: none"> <li>• I would haul out more frequently if haul-out was easily available. Currently I have to leave area so requires great deal of organization and effort to be effective with time and money. Operation and management should clearly be monitored by Port and Harbor. I do not wish project to be delayed while waiting for grants and state funding. Give private enterprise or cooperative opportunity to move it forward.</li> </ul>
<ul style="list-style-type: none"> <li>• I'm going to King Cove for next haul out; there last year; Kodiak the year before</li> </ul>
<ul style="list-style-type: none"> <li>• Dry storage lot for large vessels with travel lift service i.e. for winter storage &amp; summer vessel modifications. I have had the R/V Thunder in Seward for 2 years as they offer these services &amp; Homer does not have a good large vessel haul out facility.</li> </ul>
<ul style="list-style-type: none"> <li>• Homer needs a big haul out. I'm 100% for it. Most fisher men that have boats do their work in the fall are spring, so you know Alaska weather, snow, rain, wind, cold, so it would be nice to have like some kind of shelters, and more than one. Not one haul-out in Alaska that I know of have heated, and more than one kind of shelters. Haul outs need shelters; it's a must for the kind of weather we have. If you can have more than one kind of shelter, the haul out will be the best in Alaska and do really good. Thank you.....</li> </ul>
<ul style="list-style-type: none"> <li>• I understand price of travel lift is not economical; air bags would be ok.</li> </ul>
<ul style="list-style-type: none"> <li>• As of now, I wouldn't participate in a cooperative effort.</li> </ul>
<ul style="list-style-type: none"> <li>• Kodiak's facility, although very nice, runs in the red constantly. Prices keep going up with no end in sight. Poor management, too many people wearing harbor dept. clothes, ancillary charges escalating (electric boxes etc.)</li> </ul>
<ul style="list-style-type: none"> <li>• In the present summer facility you should be concerned about the environmental protection that needs to be in place in order to protect the surrounding area from sand blasting a high pressure cleaning remnants and overspray of paint. Using dry cloths under vessels will not in my opinion provide protection from chips and marine growth, etc. staying in that area.</li> </ul>
<ul style="list-style-type: none"> <li>• Homer prides itself in being the "Halibut Capital" and a leading visitor attraction. Creating an industrial shipyard adjacent to the small boat harbor is not the best use of the property. Consider an educational facility to attract visitors from around the world.</li> </ul>
<ul style="list-style-type: none"> <li>• I agree that a travel lift facility is needed however most likely cost prohibitive. Homer has grids that service the fleet now and it is doubtful to me the cost of a travel lift facility could be profitable. You need at minimum a 300 ton lift probably a 500 but then you can end up like Kodiak with a too expensive of a project so the fees are too high and only those that have to go there.</li> </ul>
<ul style="list-style-type: none"> <li>• Sand Blasting would have to be part of the facility.</li> </ul>
<ul style="list-style-type: none"> <li>• A large vessel haul out would be an asset to the City of Homer.</li> </ul>
<ul style="list-style-type: none"> <li>• I may be selling my boat shortly. If you still want to consider my comments, it would be helpful to have a large boat haul out in Homer. Presently, I would have to go somewhere else to haul out. Price is a huge consideration and makes a difference on where I haul out. Please keep the application short. One place has a 19 page application that discourages use of the application and facility; tell your lawyer to keep it short (1 or 2 pages). If a travel lift or crane is used, have flat straps. One place had only round straps that greatly increased the risk of strap chafing on boat edges and keels. Have chocks available publicly. Public ownership is better than private, as private facilities don't seem generally to be as available and affordable as public facilities for whatever reason.</li> </ul>
<ul style="list-style-type: none"> <li>• We currently operate two barges and 3 tugs in Cook Inlet. We now take our tugs to Kodiak to service them. Seward ships has been an expensive and dysfunctional owner but preferable to Kodiak because it is on the road system. Homer is attractive because it is close and on the road system.</li> </ul>
<ul style="list-style-type: none"> <li>• We have tugs from 45 feet to 205 and also some smaller barges too. Always looking for a new idea and a place closer than Seattle / Ketchikan to do the work.</li> </ul>
<ul style="list-style-type: none"> <li>• I would love to see a haul out facility in Homer that could be used at all or most tides. I have 3 similar boats that</li> </ul>

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

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

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

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

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

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





# City of Homer

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

Port and Harbor

4350 Homer Spit Road  
Homer, AK 99603

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

(p) 907-235-3160

(f) 907-235-3152

## Memorandum

TO: VESSEL HAUL-OUT TASK FORCE

FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER

DATE: MAY 9, 2014

SUBJECT: RESEARCH ON HAUL-OUT YARD MANAGEMENT OPTIONS

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At the previous VHOTF meeting on May 5, 2014, it was requested that I look into different options for managing haul-out yards and facilities. I have reviewed the management plans and rate schedules of five municipal harbors' vessel haul-out and repair facilities: Seward, Kodiak, Valdez, Wrangell, and Port Townsend, WA. Staff has compiled a binder to organize the information from each harbor, which will be available at all VHOTF meetings for reference.

As to-date, I have learned that there are two basic methods for managing these facilities: a "Closed Yard" and an "Open Yard". These two basic descriptions each have many variations of what vessel owners can or cannot do while their vessel is hauled out. All the municipally-operated haul-out and repair yards are operated as "Open Yards", where vessel owners are allowed to manage their own repairs, either by hiring contractors from an approved vendor list or by actually performing the task themselves with their ship's crew. "Closed Yard" facilities do not allow vessel owners to make the repairs to their boats; the shipyard employees actually do the work while the vessel owner plays the role of customer and project overseer. From what I have gathered, these two types of yards tend to be either entirely private-owned on private property, or managed as a private enterprise through a long-term lease on public property.

So where does that leave us? I can see that there are advantages and disadvantages to both management methods. One would basically be a hands-off operation that harbor staff would oversee, and the other would require direct harbor staff management and oversight.

### **Recommendation**

At this time, my only recommendation is that the task force reviews our original goals and priorities that set us on this path in the first place. This reflection of goals, as well as reviewing the results of the large vessel haul-out questionnaire, will better aid the group's recommendation on facility management.





42 PASSED AND ADOPTED by the Homer City Council this 13<sup>th</sup> day of January, 2014.

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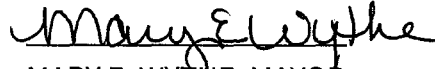
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CITY OF HOMER

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MARY E. WYTHE, MAYOR

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JO JOHNSON, MMC, CITY CLERK

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Fiscal Note: Staff time and advertising costs.

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## Barge Mooring Facility

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

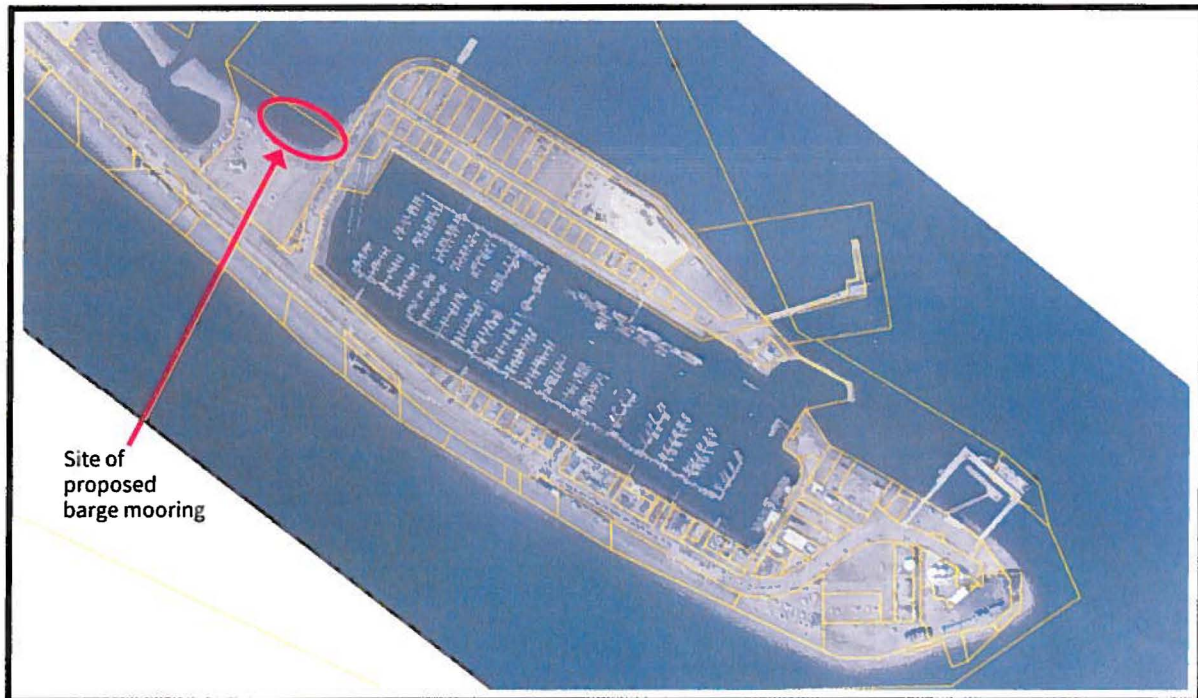
Total Project Cost (2014): \$540,000

Design and Engineering (2013): \$54,000

Construction (2014): \$486,000

**FY2015 State Request: \$486,000**

(10% City of Homer Match: \$48,600)













# City of Homer

www.cityofhomer-ak.gov

Port and Harbor

4350 Homer Spit Road  
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## Memorandum

TO: PORT & HARBOR ADVISORY COMMISSION  
 FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER  
 DATE: NOVEMBER 26, 2013  
 SUBJECT: POTENTIAL PORT OF HOMER HAUL-OUT & REPAIR FACILITY

At their meeting on October 30, 2013, the Port and Harbor Commission asked to discuss the future possibility of a vessel haul-out and repair facility at the Homer Port and Harbor. Over past few weeks, I have had many discussions with various harbor user groups and other harbor entities/businesses about such a facility. The feedback I have received has been very informative and positive. There has been a substantial amount of support from Homer Marine Trades Association for such a facility, as well as vessel owners that represent the large 70+ ton vessel class.

Here are a few pros/cons of the Homer Harbor building a vessel haul-out and repair facility:

Pros/Benefits	Cons/Challenges
<ul style="list-style-type: none"> <li>• Large benefit to the community. Benefits are well documented by looking at other harbors that have haul-out/repair facilities.</li> <li>• Provides a new tax base for the City.</li> <li>• Creates a new revenue stream for the Harbor Enterprise.</li> <li>• Offers a facility for larger vessels to haul out for repairs that currently have to travel outside of Homer for this service.</li> <li>• Will be capitalizing on the Chip pad, which is a harbor asset that is currently being underused.</li> </ul>	<ul style="list-style-type: none"> <li>• Looking at other harbors that operate their haul-out/repair facility, their fee structure does not fully support the facility, causing a financial burden on their harbor enterprise.</li> <li>• Environmental aspects such as permitting, cleaning vessels, treating water, etc.</li> <li>• Organizing the logistics of who will be running the harbor enterprise-owned facility: the City or a privately-owned business.</li> <li>• Seeking the funding needed to purchase a travel lift and build facility/dock infrastructure.</li> </ul>

### Concerns and Suggested Options

Many harbors own, manage, run, and maintain their boat yard and haul out facilities. These communities have funded the construction of the facilities using direct appropriations and/or grants from federal and state sources. A main problem these harbors have experienced is the municipal government fees aren't enough to operate and maintain the facility on their own, creating a financial burden on the enterprise and all other harbor users. Even though we know there will be large financial benefits to the community and to select vessel owners, we need to be mindful that this haul-out and repair facility will really only serve a small portion of our overall harbor users. Other vessel owners who use private haul-out facilities could object to having any cost burdens passed on to them.

**Option A: Enterprise-owned and operated shipyard and haul out:** At this time, our harbor is not staffed or trained to run or manage our own facility. If we were to move ahead and run it ourselves, we would need to create another harbor department requiring additional staffing, training, and a full maintenance program. Organizing the creation of a new department is doable, but I would like to be up front and stress the fact that if we choose to operate and maintain the facility using harbor staff, my priority would be to set it up as an independent enterprise that would account for true

operations, maintenance, and replacement costs. Our primary goal for this endeavor should be to ensure that the vessel haul-out and repair facility is financially self-supportive and does not become a burden on the harbor enterprise, while at the same time supporting a much-needed facility for our large vessel fleet. In turn, it will generate jobs and commerce here in town.

**Option B: Privately-owned and operated shipyard and haul out:** Another possibility would be to create a public-private partnership (PPP) wherein the City dedicates the use of Lot 20 for travel lift access and provides a favorable lease for part or all of the Chip Pad (Lot 12) to a company that would make the investment into building the infrastructure needed to haul, move, and oversee all shipyard activities. The benefits of this option are, because it is a privately-owned business, the company providing the service would be responsible for the, training, maintenance, billing, operation costs. This option would be another stand alone business provided needed services to the Homer fleet and a very low financial risk to the harbor enterprise. An industry need, supplied by industry, facilitated by the enterprise.

**Recommendation**

Staff requests the commission's feedback on this potential vessel haul-out and repair facility.

## Rachel Tussey

---

**From:** [Michael.Demaray@crowley.com](mailto:Michael.Demaray@crowley.com) [mailto:Michael.Demaray@crowley.com]

**Sent:** Friday, March 23, 2012 10:56 AM

**To:** Department Port and Harbor

**Subject:** Homer Barge Mooring Facility and Haul out Proposal

Good morning,

This facility that would be available to commerce to use the air bags for dragging out boats and barges would be a good thing. But you wouldn't be able to have permanent deadmen bollards across the beach access because that is where the air bags would have to roll up. The pilings are a great idea so you can lay the airbags out at low tide and then bring the vessels in to go dry on top of the bags making the start of pulling the vessels pretty easy. An idea for a deadman would be to have it just buried in the ground with only cable sticking out above ground or placing the bollards a couple of hundred feet inland on the beach and running cables from them. Once the vessels are on the bags, they can be turned and directed away from the bollards or deadmen.

Mike Demaray  
Manager, Engineering  
Crowley Marine Services  
907-777-5567

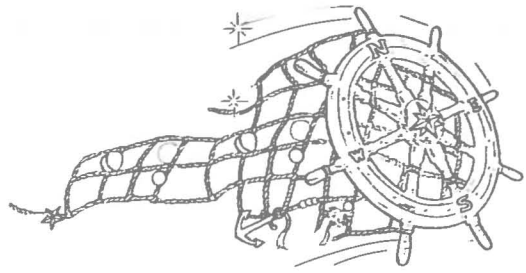
From: Michael Terminel [<mailto:michael.terminel@chouest.com>]  
Sent: Sunday, April 15, 2012 10:17 PM  
To: Rachel Tussey  
Subject: Re: Barge Mooring Facility

Rachel,

I have looked at the drawing and spoke with the Harbor Master as well last week. I believe that your intentions have merit. We have a serious inadequate infrastructure in our ports and harbors in Alaska, Last week i also testified at the Ocean Policy hearing with Sen. Begich and RAdm Ostebo to this very fact. It is in my best judgement that this is a step in the right direction. I would be happy to come to a Council Meeting and give testimony, We "our company" bring a lot of economic value to the community of Homer, we are consumers of hotels , groceries, supplies and the list goes on. Any infrastructure upgrades will be utilized 110%.

--

Michael Terminel  
Edison Chouest Offshore  
[michael.terminel@chouest.com](mailto:michael.terminel@chouest.com)  
863-414-3127 cell  
907-360-2145 office



Alaskan Dream Ventures

Bryan Hawkins  
Homer Port Director/Harbor Master  
4350 Homer Spit Rd  
Homer, Alaska 99603-8005

**Date 10/19/12**

8430 Mary Esther Dr  
Eagle River, AK 99577  
T 907-862-8010  
F 907-694-2413  
info@alaskandreamventures.com

Dear Bryan,

In reference to our conversation regarding a possible haul-out and beach access ramp here on the spit it would be a wonderful addition to the port facilities. At present we have two options for haul out work on our vessels, either Seward or Anchorage. To be able to haul out here in our home port of Homer would not only be an economic advantage but a logistic one as well.

If we at Alaskan Dream Ventures can be of any service to you as this idea goes forward please contact us.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Robert Hulse'. The signature is stylized and fluid, with a long horizontal line extending to the right.

Robert Hulse

Walt, Rick, Bryan,

I wonder if placing more dolphins parallel to the back side of the harbor would work as a place to park barges. With a little work, the existing ramp could be used to haul the barges out for on-shore work.

I am a little concerned about potential contaminants from barge work, sand blasting, oil etc. on a campground.

Thanks,

Dave  
Out of state so can't attend  
the Planning meeting.

# COOK INLET MARINE, LLC

Post Office Box 470 • Homer, AK 99603

T: (907) 235-8086 • C: (907) 299-1628 • F: (907) 235-5242 • E: crandall@alaska.net



October 29, 2010

Matt Clarke  
Deputy Harbormaster  
Port of Homer  
4350 Homer Spit Road  
Homer, AK 99603

Regarding: Beach Moorage at Homer

Dear Matt,

We are interested in mooring our barge, the Lash 200, on the beach at Homer this winter. The Lash 200 is a 200' x 54 deck barge.

Normally we moor the barge on a mooring in Kachemak Bay during the March to November period. Winter ice conditions in Kachemak Bay often make the off shore moorage a risky option. As a result, we typically secure the barge on the beach along the Homer Spit for the winter months.

### Past Arrangements:

For the last several years Northstar Terminal, which manages the Homer Spit Marine Terminal (HSMT), has provided beach locations to moor our barge. Previously HSMT had a large, grounded, derelict barge, the Heavy Hauler, located on the beach adjacent to their facility, providing for a convenient and secure tie-up location for both for our barge and others. Alternatively, when not utilizing the Heavy Hauler location, Northstar provided open beach locations, typically installing two shore based tie-up points, consisting of large earth moving equipment or buried anchors. We provided an off shore tie-up point by placing a large anchor and chain astern of the barge.

Besides ourselves, numerous other barge owners and commercial fishing vessel owners have utilized the beach at HSMT.

### Current Circumstance:

This year the Heavy Hauler barge at HSMT was dismantled and removed. At the same time, the Port of Homer has indicated it will begin charging for all beach moorage on the Homer Spit. We are, therefore, interested in arranging a secure beach moorage with the Port of Homer.

### Beach Moorage Configuration:

A secure beach moorage arrangement for a barge of this size requires two well secured tie-up points on the beach above the high tide line and a third tie-up point off shore, astern of the barge. For us, at a minimum, a useful configuration would be two adequately sized piling driven, or dug, to a secure depth on the beach end. We would place an anchor and chain off shore for the seaward tie-up.

A more useful configuration would be a row of four or five pilings, perpendicular to the beach, extending down through the tidal area, eliminating the necessity of an off shore anchor and allowing use at various tide levels.

### Location:

The two obvious candidates would be the beach adjacent to Pier I Theatre or the beach adjacent to the HSMT. Either would be adequate but the area adjacent to HSMT would probably be the more useful to us for several reasons:

1. We generally do our annual repair and maintenance while the barge is beached and often need convenient access to Northstar's equipment such as cranes, loaders and forklifts.

2. Aside from winter storage, the same beach configuration is used for cargo operations during the spring and summer months which also requires access to Northstar's equipment.
3. Cargo operations during the summer would conflict with the tourism and recreational uses of the Pier I beach.

Market for Beach Moorage:

We are a resident local company. In that sense, we are a captive market with a continuing need for beach moorage. Besides our company, several other barge owners have consistently utilized Homer beaches over the years including Hopkins Brothers Construction, Sam Barging and Gates Construction.

Several local commercial landing craft companies are also a very active market for both year round beach moorage and cargo operations. These include Alaska Coastal Freight ( L/C Helenka B), Alaska Marine Transport and Salvage (L/C Polar Bear) and Coastal Freight and Salvage (L/C Constructor).

And, as already noted, numerous commercial fishing vessel owners have an ongoing need for beach moorage.

At this time, besides ourselves, Bering Pacific and Quality Asphalt Paving are interested in mooring a 180' by 50' deck barge, the ZB 193, at Homer in order to perform repairs through the winter.

Crowley Maritime currently moors two barges at the HSMT during the winter months, and has done so for several years, although they are utilizing afloat moorage in HSMT's barge basin. Crowley has shown and increased interest in winter storage at Homer of both their tugs and barges. Only their barges are pertinent to beach moorage but I would think a secure beach moorage for barges would also be of use to them for routine repair and maintenance work.

In general, a row of pilings extending down the beach into the tidal area would be the most marketable configuration. It would be secure, simple, convenient to tie up to and allow a greater range of tides to work.

Cost:

Currently we are soliciting information from local contractors in order to estimate the feasibility, availability and cost of installing pilings on the beach.

Coast Range Construction has quoted \$2,000 apiece to provide and drive 12" x 20' heavy gauge, schedule 120, steel piling. This would probably be adequate for the above high tide dead men.

Piling driven in the tidal area would have to be larger to be secure. Larger piling would require a crane and pile driving unit or vibrator. Both are available locally although we have not received responses regarding cost yet. Some local piling is available as well.

We are willing to bear some cost to install an adequate mooring arrangement. Most likely Bering Pacific and Quality Asphalt Paving would as well. The cost of driving piling at the top of the beach is relatively modest. The cost of installing a row of pilings into the tide lands will be more substantial and will require permits. We certainly would consider participating in the cost but probably would not be able to bear the entire burden ourselves.

Thank you for your consideration of this matter. Please let me know if I can provide any additional information.

Regards,



John Crandall  
Cook Inlet Marine, LLC  
T: (907) 235-8086  
C: (907) 299-1628  
E: [crandall@alaska.net](mailto:crandall@alaska.net)





# City of Homer

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

## Office of the City Clerk

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(f) 907-235-3143

## Memorandum

TO: VESSEL HAUL-OUT TASK FORCE  
FROM: BARBARA HOWARD, CHAIR  
DATE: APRIL 17, 2014  
SUBJECT: TASK FORCE MEETING SCHEDULE

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**Please bring your calendars to review the upcoming task force meeting schedule.**

Monday, April 21<sup>st</sup>

Monday, May 5<sup>th</sup>

Friday, May 16<sup>th</sup>

Monday, June 2<sup>nd</sup>

Monday, June 16<sup>th</sup>

~~Monday, July 7<sup>th</sup>~~

Friday July 25<sup>th</sup>

Friday August 8<sup>th</sup>

Monday, August 18<sup>th</sup> – Report due to Clerk

Wednesday, August 27 – Report to Port & Harbor Commission

Monday, September 15<sup>th</sup> – Report due to Clerk

Monday, September 22<sup>nd</sup> – Report to City Council