

# PORT AND HARBOR ADVISORY COMMISSION

## Regular Meeting

Wednesday,  
January 27, 2016



5:00 P.M.  
City Hall Council Chambers  
491 E. Pioneer Ave.  
Homer, AK 99603





**NOTICE OF MEETING  
REGULAR 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 16, 2015 Regular Meeting Minutes **Page 3**

**6. VISITORS/PRESENTATIONS (10 minutes each)**

- A. Northern Economics Rate Study Presentation **Page 11**

**7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS**

- A. Port and Harbor Director's Report for January 2016 **Page 37**

**8. PUBLIC HEARING**

**9. PENDING BUSINESS**

- A. Harbor Rates  
i. Memorandum from Port Director/Harbormaster Hawkins Re: Northern Economics Rate Study and Presentation to Commission **Page 39**
- B. Boat Trailer Parking Fees **Page 45**  
i. Memorandum from Port Director/Harbormaster Hawkins Re: Staff Talking Points for Implementing Boat Trailer Parking Fees
- C. Homer Spit Camping **Page 49**  
i. Memorandum from Deputy City Clerk re: Homer Spit Camping

**10. NEW BUSINESS**

**11. INFORMATIONAL ITEMS**

- A. Harbormaster's Monthly Statistical Report for December 2015 **Page 61**
- B. Water/Sewer Bills Report for December 2015 **Page 63**
- C. Crane and Ice Report **Page 65**
- D. Deep Water Dock Report **Page 67**
- E. Pioneer Dock Report **Page 73**
- F. Dock Water Report **Page 75**
- G. 2016 City Council Meeting Commissioner Attendance **Page 77**

**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 24, 2016 at 5:00 p.m.** in the City Hall Cowles Council Chambers located at 491 E. Pioneer Ave, Homer, Alaska



Session 15-11, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Ulmer at 5:00 p.m. on December 16, 2015 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

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

ABSENT: DONICH

STAFF: HARBORMASTER HAWKINS  
DEPUTY CITY CLERK JACOBSEN

### **APPROVAL OF THE AGENDA**

Chair Ulmer called for a motion to approve the agenda.

HOWARD/HARTLEY MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

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

Scott Adams, city resident by annexation, commented regarding winter camping at the Seafarers Memorial. He is one of many caretakers of the memorial and it is becoming like a homeless shelter with up to 10 to 12 campers. They broke the electrical box to plug into the power recently. The power was shut off until he could put a new lock box on the outlet and power box. It isn't set up as a campground in the summer so he doesn't see why it should be in the winter. If we need a place for winter campers then it needs to be someplace else. The people camping at the memorial look like they are settled in for the winter and they should be moved. He also commented about a truck parked with an 18 to 20 foot trailer for a couple days and he would like to see parking signs around the Seafarers Memorial.

Kevin Hogan concurred that there needs to be a winter campground with winterized facilities to accommodate a winter RV crowd, especially for transient workers. He thinks current lessees who have campgrounds should have to accommodate that use because it's a public need. Regarding the crane and ice report, he commented that the ice plant is closed down and sees the long winter shut down as a detriment to the development for winter fisheries. The employees are still on the payroll and do a good job keeping the place up but not getting any revenue with no ice sales or bait locker rental. There are bait needs for the winter fisheries as well.

### **CONSIDERATION**

### **APPROVAL OF MINUTES**

A. October 28, 2015 Regular Meeting Minutes

HOWARD/HARTLEY MOVED TO APPROVE THE AGENDA AS PRESENTED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

### **VISITORS/PRESENTATIONS**

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

- A. Port and Harbor Director's Report for November 2015
- B. Memo from Port Director/Harbormaster Re: Alaska Abandoned & Derelict Vessel Task Force Meeting
- C. Memo from Port Director/Harbormaster Re: Cook Inlet Harbor Safety Committee November Meeting
- D. Port and Harbor Director's Report for December 2015

Harbormaster Hawkins briefly reviewed his Director's Reports and Task Force and Committee meeting reports that were included in the packet.

Commissioner Zimmerman asked about the pavilion planning session and what it costs us to meet with the Public Works Director. He is commented that there will be cost incurred and it's something to keep in mind when doing these free projects. Harbormaster Hawkins commented that there isn't a direct cost to the enterprise fund. He isn't sure how staff cost would be tracked throughout the process of this project.

Harbormaster Hawkins commented that the Lease Committee meeting was organizational meeting to do an annual review of active leases, uses, and if there are issues that need to be addressed.

Commissioner Hartley asked about the new erosion down where the riprap was put in. It looks like the guy has lost most of his lot and who's responsible to clean up. The stuff should be lying out there washing around. Harbormaster Hawkins said he could talk to planning and the City Manager to figure who to contact. It was also noted that DOT might have concern with the erosion in that area as well. They talked briefly about the history of work done and what the future might look like regarding erosion and keeping the road maintained for travel.

Commissioner Carroll asked about the harbor safety committee. Harbormaster Hawkins explained the Cook Inlet Safety Committee is an advisory committee made up of industry professionals that

take a specific issue for Cook Inlet to review and make recommendations to the Captain of the Port. It's a way for the industry to affect legislation. This committee was formed as a result of the tanker that grounded in Nikiski.

Harbormaster Hawkins updated the Commission on the completion of the load and launch ramp improvements, about the ladders on the floats, and a fish pump proposal that is being worked on but not yet ready for commission consideration.

Lastly he commented he hopes to have something for the commission to look at in January about trailer parking.

## **PUBLIC HEARING**

## **PENDING BUSINESS**

## **NEW BUSINESS**

### **A. Seafarer Memorial Winter Camping**

Harbormaster Hawkins commented that code says fourteen day camping. Last year he and the City Planner brought a memo about the Seafarer's Memorial and RV's on the spit.

Discussion ensued regarding the fourteen day camping limit in the summer and the need to extend that for summer workers. Point was raised that there is a difference between camping on the spit and living on the spit and the limit helps encourage family friendly recreational activity.

Commissioner Zimmerman explained that there used to be a place for people live who worked out there and now we don't. He questioned where summer college students who come here to work on the spit in the summer are supposed to live when most of them don't have cars. He feels there should be some way for summer temporary workers to live out there. Harbormaster Hawkins commented that Icicle's lease had a lot they paid for for their workers.

Discussion about summer camping issues ensued. The Clerk noted that summer camping could be addressed on another agenda because tonight's topic is Seafarer Memorial winter camping. The Commission agreed to have it on a future agenda.

There were comments that space needs to be made available for winter camping possibly by the Pier 1 Theater. The Commission made no recommendation regarding Seafarer Memorial winter camping.

### **B. Request for Security Cameras in Harbor**

Harbormaster Hawkins referenced the letter in the packet regarding concerns about security at the harbor and he agrees that security cameras would be a good thing out there. The city has security cameras located at other facilities. There are two at the deep water dock entrance and will also be cameras at the load and launch ramp. He can get some prices and numbers together and noted we definitely want something that is standardized. He noted challenges with weather conditions raising

issues for the cameras and benefits of cameras abilities and technology. He will bring more information to the Commission when he has it.

### **INFORMATIONAL ITEMS**

- A. Harbormaster's Monthly Statistical Report for October 2015
- B. Harbormaster's Monthly Statistical Report for November 2015
- C. Water/Sewer Bills Report for October 2015
- D. Water/Sewer Bills Report for November 2015
- E. Crane and Ice Report
- F. Deep Water Dock Report
- G. Pioneer Dock Report
- H. Dock Water Report
- I. Letter from Kachemak Bay Research Reserve to Port & Harbor Office Re: KBRR Weather Station Relocation dated October 15, 2015
- J. Homer Spit Lease Expiration Calendar as of November 17, 2015
- K. Resolution 15-105, 2016 Meeting Schedule
- L. 2016 City Council Meeting Commissioner Attendance

There was brief discussion regarding informational items. The Commissioners reviewed and scheduled their attendance the 2016 Council meetings.

### **COMMENTS OF THE AUDIENCE**

Gart Curtis updated the Commission on the Boathouse Pavilion Project and invited them to an Open House on January 13<sup>th</sup> from 5 to 7 pm at Land's End. They hope to have some artist's drawings and to get a lot of input from community members. It's open to the public and they have invited spit business owners and interested parties for input and discussion. In relation to project costs that came up earlier in discussion, they have an architect and looking for a structural engineer. They also have a surveyor who has volunteered to do that work. They are looking for people to volunteer their work so as little will fall on the City as possible. Last Friday they got a \$40,000 challenge grant and their goal is to meet that by the end of March. They have raised just under \$11,000 in commitments so far. They won't know the final cost until design work is done.

Kevin Hogan commented that accommodating workers on the spit warrants lengthy discussion and brainstorming. There are a lot of things that can be considered and he appreciates them bringing it up. He agrees the security camera issue is very important and should be put out for RFP with a very broad scope. In this time of technological innovation there might be something new we don't know about that would be a perfect solution. He shared his experience with a project outside working with myjobsitecamera.com.

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

Deputy City Clerk Jacobsen said she would provide them with the camping code for them to look at and start thinking about before next meeting.



Harbormaster Hawkins talked about a lighting project for the fish dock. They have been experimenting successfully with a light emitting plasma lamp and want to replace all the lights on the dock. With the energy savings they see it paying back in just over two years. It will cost about \$20,000 to get them changed out. The company they are working with is interested in trying them on the 150 foot poles. The LED solution on those poles hasn't been impressive and he thinks these have a good chance at being the solution.

**COMMENTS OF THE COUNCILMEMBER *(If one is assigned)***

**COMMENTS OF THE CHAIR**

Chair Ulmer thanked everyone. She commented she heard this week when talking to people at the Chamber about income producers is they seem to have concern about the fact they are out of the loop of how head tax dollars are spent and they should be part of the conversation because they are the ones the cruisers will talk to.

**COMMENTS OF THE COMMISSION**

Commissioner Carroll brought up the Harbormaster's comments from last meeting about eco-tourism and possibilities of income generation. It made him think it is time to generate income from that part of the user group. There will be costs from the pavilion for the upkeep and so forth. He thinks it's time to start talking about a head tax. Seward has a \$3.50 head tax for the entire passenger industry. He also wants to discuss the fish pump issue.

Commissioner Zimmerman commented it has been an interesting meeting. Next month will be more interesting. The head tax is something they need to discuss soon, maybe not next meeting but maybe February. Things like this kiosk will take harbor money and we need to get money from people who are using all the facilities out there that aren't paying moorage.

Commissioner Howard commented this will be a legal issue and we need to get the attorney working on it so we get it right the first time.

Commissioner Hartley commented it's amazing now things have changed. A few years ago when the head tax came up the room was full and the Chamber was the primary opponent, but now it seems to be changing around. He's glad people are talking about it; he agrees it's something we need to do.

Commissioner Stockburger thanked the harbor staff for their efforts with the load and launch ramp.

**ADJOURN**

There being no further business to come before the Commission the meeting adjourned at 6:46 p.m. The next regular meeting is scheduled for Wednesday, January 27, 2016 at 5:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

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MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

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



# Memorandum

**Date:** January 12, 2016  
**To:** Bryan Hawkins, Port Director, City of Homer  
**From:** Northern Economics, Inc.  
**Re:** Homer Harbor Rate Structure

This memo evaluates alternative rate structures for the Homer Harbor. Homer’s current moorage rate structure is a flat fee charged per linear foot of vessel length or stall length, whichever is greater. The City of Homer is interested in investigating graduated rate structures in which the rate charged per foot would vary by vessel size. The purpose of this study is to provide an objective analysis of alternative rate structures and options for Homer Harbor.

## **Recommendations**

Based on the findings of this rate structure analysis, Northern Economics makes the following recommendations to be considered by the Port and Harbor Commission.

### ***Recommended alternatives***

Northern Economics recommends two rate structure alternatives to be moved forward for further discussion and evaluation by the Port and Harbor Commission. The first recommended alternative, Alternative A, is a progressive graduated rate structure with tiers set at a constant interval of 5 feet and a rate increase between tiers starting at 1.0 percent and decreasing to 0.1 percent with larger vessel sizes. The second recommended alternative, Alternative B, is a progressive continuous rate structure in which the annual moorage rate is calculated using the following equation:

$$\text{Permanent Moorage Rate} \left( \frac{\$}{\text{foot}} \right) = \frac{\$43.19 + \frac{\$0.05}{\text{foot}} \times \text{vessel length (feet)}}{\text{foot}}$$

The recommended alternatives were selected from a list of five rate structure options that exemplify the most common trends found throughout the rate structures sampled for this study.

Two different approaches to applying the recommended alternatives have also been identified. The first approach is a rate structure that starts at a minimum vessel length of 6 feet and progresses consistently out to 200 feet, the maximum vessel length serviced by the harbor, similar to the current flat rate structure. The second approach is to place a cap on the rate structure for vessels that are too large to fit into a stall and instead must side tie to a transit raft. This second approach would result in a progressive rate for vessels up to 86 feet in length and a flat rate for larger vessels that are required to use a transient raft instead of a stall. The second approach is aimed at adjusting the rate structure for the different level of service provided to vessels that use a stall compared to vessels using the transient raft.

**User group differentiation**

Some of the harbors sampled in the rate structure review charge different rates based on the user type, typically differentiating between recreational and commercial users. The harbors that implemented different user-based rate structures typically catered strongly to a single user group, most commonly commercial fishing, unlike Homer’s harbor which accommodates a variety of user groups. Reduced rates for commercial users are often subsidized by other local government departments through transfers and are used as a tool to increase sales tax revenues and job creation within the community or a specific industry. Northern Economics does not recommend that Homer adopt a user-based rate structure at this time since the harbor serves a diverse group of users and does not receive any financial benefits from the city for sales tax revenues its users generate

**Continue to offer discounts for longer reserved moorage**

Homer Harbor currently offers discounts for yearly, semi-annual, and monthly billing cycles for reserved moorage. These discounts help to reduce administrative costs associated with billing and collecting reserved moorage fees and assist in managing cash flows within the harbor. Northern Economics recommends maintaining this practice under the selected rate structure.

**Transition over multiple years**

Northern Economics recommends transitioning to the selected rate structure over multiple years to mitigate steep increases in moorage rates that could potentially shock the market and negatively impact demand. Continued annual increases based on the change in the Anchorage Consumer Price Index (CPI), as well as the 3.2 percent annual increase established by Resolution 15-072, should also be factored into the transition plan. Due to the progressive nature of the recommended alternative rate structures, vessels with longer lengths may require a longer transition period than smaller vessels. Table 1 illustrates an example of a transition plan for the two recommended alternatives. This example uses the average annual increase in CPI between 2010 and 2014, 2.3 percent, as a proxy for future annual CPI-based rate adjustments. The columns for years 1 through 7 show the annual percentage increase in moorage rates during the example transition plans. The shaded cells indicate years in which an additional rate increase is added to the annual CPI and Resolution 15-072 rate adjustment to bring the current flat rate structure in line with the recommended alternatives.

**Table 1. Example Transition Plan: Percent Increase in Moorage Rate by Year**

Alternative	Vessel Length (ft)	% Change From Flat	Res. 15-072 Increase	Average Increase in CPI (%)	Moorage Rate Increase (%) by Year						
					1	2	3	4	5	6	7
Alternative A	18	1.0	3.2	2.3	6.5	5.5	5.5	5.5	5.5	5.5	5.5
	32	3.9	3.2	2.3	7.5	7.5	5.5	5.5	5.5	5.5	5.5
	54	7.5	3.2	2.3	8.0	8.0	8.0	5.5	5.5	5.5	5.5
	86	13.1	3.2	2.3	8.1	8.1	8.1	8.1	8.1	5.5	5.5
	112	16.4	3.2	2.3	8.2	8.2	8.2	8.2	8.2	8.2	5.5
Alternative B	18	1.4	3.2	2.3	6.9	5.5	5.5	5.5	5.5	5.5	5.5
	32	3.0	3.2	2.3	7.0	7.0	5.5	5.5	5.5	5.5	5.5
	54	5.5	3.2	2.3	7.3	7.3	7.3	5.5	5.5	5.5	5.5
	86	9.2	3.2	2.3	7.8	7.8	7.8	7.8	5.5	5.5	5.5
	112	12.2	3.2	2.3	7.9	7.9	7.9	7.9	7.9	5.5	5.5
Current Structure	18	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	32	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	54	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	86	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	112	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5

Table 2 shows the annual moorage fees that would result from the transition plan illustrated in Table 1. The transition plan takes place over six years for Alternative A and five years for Alternative B with a maximum annual increase in annual moorage rates of 8.2 percent when the annual CPI-based adjustments and Resolution 15-072 annual increases are factored in.

**Table 2. Example Transition Plan- Annual Moorage by Year**

Alternative	Vessel Length (ft)	Annual Moorage Fee (\$) by Year							
		Current	1	2	3	4	5	6	7
Alternative A	18	782.82	833.70	879.56	927.93	978.97	1,032.81	1,089.62	1,149.55
	32	1,391.68	1,495.40	1,606.85	1,695.23	1,788.47	1,886.83	1,990.61	2,100.09
	54	2,348.46	2,536.63	2,739.87	2,959.41	3,122.17	3,293.89	3,475.06	3,666.18
	86	3,740.14	4,043.95	4,372.44	4,727.61	5,111.63	5,526.85	5,830.83	6,151.52
	112	4,870.88	5,271.95	5,706.05	6,175.89	6,684.42	7,234.82	7,830.54	8,261.22
Alternative B	18	782.82	836.68	882.69	931.24	982.46	1,036.49	1,093.50	1,153.64
	32	1,391.68	1,489.02	1,593.17	1,680.80	1,773.24	1,870.77	1,973.66	2,082.21
	54	2,348.46	2,520.83	2,705.84	2,904.44	3,064.18	3,232.71	3,410.51	3,598.09
	86	3,740.14	4,031.85	4,346.31	4,685.29	5,050.72	5,328.50	5,621.57	5,930.76
	112	4,870.88	5,257.50	5,674.80	6,125.23	6,611.41	7,136.18	7,528.67	7,942.75
Current Structure	18	782.82	825.88	871.30	919.22	969.78	1,023.11	1,079.39	1,138.75
	32	1,391.68	1,468.22	1,548.97	1,634.17	1,724.05	1,818.87	1,918.91	2,024.45
	54	2,348.46	2,477.63	2,613.89	2,757.66	2,909.33	3,069.34	3,238.16	3,416.26
	86	3,740.14	3,945.85	4,162.87	4,391.83	4,633.38	4,888.21	5,157.07	5,440.70
	112	4,870.88	5,138.78	5,421.41	5,719.59	6,034.17	6,366.05	6,716.18	7,085.57

Once a transition plan is developed, Northern Economics recommends publishing planned rate increases a few year in advance to allow vessel owners to plan ahead and make necessary adjustments to absorb the moorage rate increases.

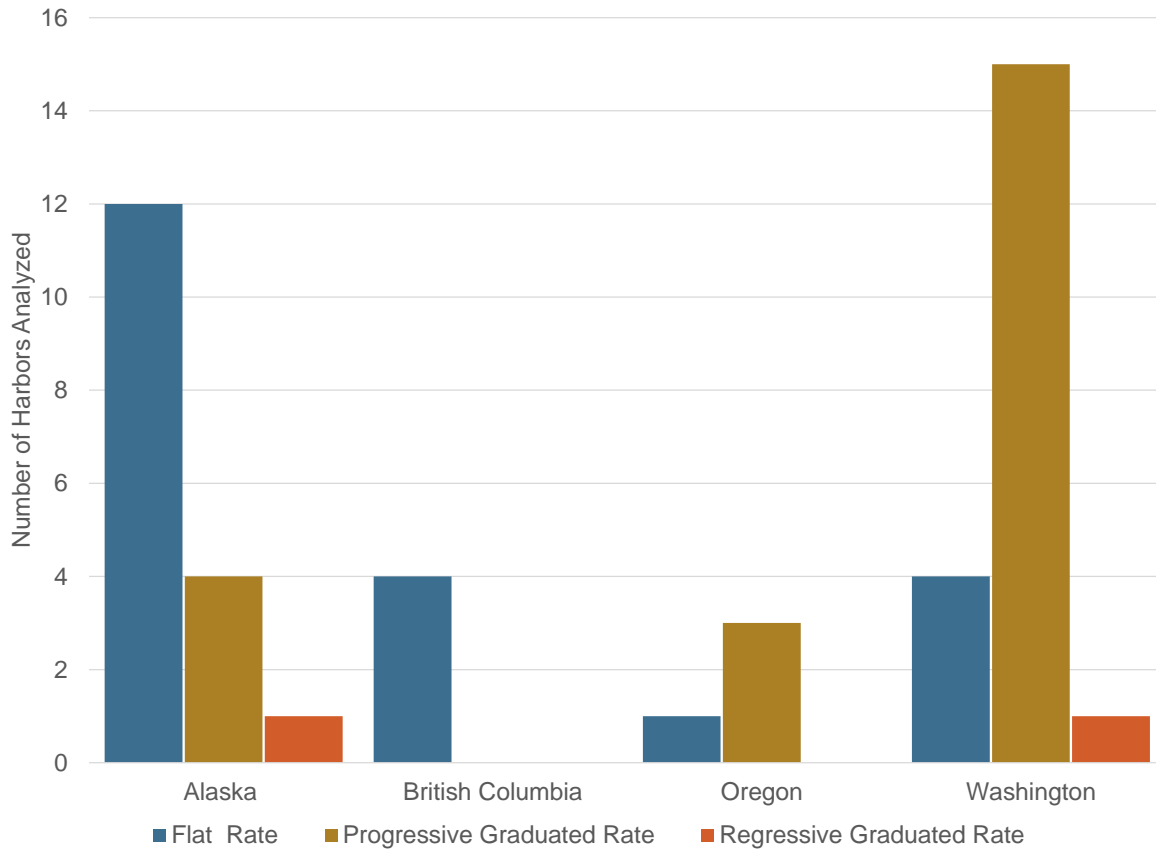
### **Rate Structure Review**

Northern Economics analyzed the permanent moorage rate structures of 45 harbors across Alaska, British Columbia, Washington, and Oregon. Three distinct rate structures were identified within these harbors:

- **Flat Rate:** moorage rate per foot is constant, regardless of vessel or slip size.
- **Progressive Graduated Rates:** moorage rate per foot increases with the vessel or slip size.
- **Regressive Graduated Rates:** moorage rate per foot decreases with the vessel or slip size.

Of the 45 rate structures analyzed, 22 had flat rates and 23 had graduated rates. Of those with graduated rates, 21 were progressive and 2 were regressive. Figure 1 illustrates the distribution of the harbors analyzed by location and rate structure type. While flat rate structures are most common among Alaska harbors, both progressive and regressive rate structures are also being used in the state. Graduated rate structures are prevalent in Oregon and Washington.

**Figure 1. Frequency of Rate Structure Types by Location**



Source: websites and rate sheets collected from harbors

Table 3 lists the harbors analyzed in this study with the details about their graduated rate structures. These data were used as the basis for the five rate structure options and resulting recommended alternatives presented in this report.

**Table 3. Graduated Rate Structures by Port**

Port <sup>a</sup>	State	Graduation	Tier Size (ft)	Rate Change per Tier (%)	Transient Structure
Astoria	OR	Progressive	9	3-10	Graduated
Bainbridge	WA	Progressive	8	6-9	Graduated
Ballard Mill	WA	Progressive	2-8	6-9	Only offer Monthly
Bandon	OR	Progressive	various	\$0.01 <sup>b</sup>	Graduated
Bellingham	WA	Progressive	3-11	2-17	Graduated
Blaine	WA	Progressive	3-14	1-16	Flat Rate
Bremerton	WA	Progressive	4	2-9	Flat Rate
Dana Point	OR	Progressive	5	2-22	Flat Rate
Elliot Bay	WA	Progressive	2-10	2-9	Flat Rate
Everett	WA	Progressive	2-5	5-22	Permanent + Flat Fee
Fishermen's Terminal	WA	Progressive	10	1-9	Graduated
Friday Harbor	WA	Progressive	2-10	1-2	Graduated
Haines	AK	Progressive	40	\$6 <sup>c</sup>	Flat Rate
Kennewick	WA	Regressive	5-20	1-25	Flat Rate
Kodiak	AK	Progressive	20	7-20	1/60 of Annual
Olympia	WA	Progressive	8	4-13	Flat Rate
Petersburg	AK	Progressive	8-12	11-15	Flat Rate
Port Angeles	WA	Progressive	10	6-9	Graduated
Port Townsend	WA	Progressive	2-5	1-8	Flat Rate
Shilshole Bay	WA	Progressive	2-10	1-16	Graduated
Tacoma	WA	Progressive	2	various	Only offer Monthly
Thome Bay	AK	Regressive	5-13	1-2	Graduated
Unalaska	AK	Progressive	10	7-23	Graduated

Notes:

<sup>a</sup> Harbors with flat rate structures are not included in the table. These harbors included Brentwood Bay (BC), Chenega Bay, Comox (BC), Cordova, Dillingham, Grays Harbor (WA), Juneau, Kalama (WA), Ketchikan, Kingston (WA), Nanaimo (BC), Nome, Poulso (WA), Seward, Sitka, Skagway, Toledo (OR), Valdez, Whittier, and Wrangell.

<sup>b</sup> Rate structure uses a \$0.01 increase between tiers instead of a consistent percent change between tiers

<sup>c</sup> Rate structure uses a \$6 increase between tiers instead of a consistent percent change between tiers

Source: Websites and rate sheets collected from harbors.

Separate rate structures for transient and permanent moorage were common throughout the rate structures sampled, but the structure of transient moorage and premium over the permanent rate varied significantly between ports. In all cases, daily transient moorage rates were higher than the permanent moorage rates. Some harbors apply a separate graduated rate structure for transient moorage, but there were also a number of harbors that use a flat rate structure for transient moorage.

### **Rate Structure Options for Homer**

Within graduated rate structures there are two main variables that can be manipulated to produce a customized rate structure. The first is the size and number of tiers within the graduated scale. These tiers can be set to a single uniform size or vary based on vessel size, slip size, or demand. Often tiers are matched with fleet or infrastructure characteristics, such as slip sizes, popular recreational vessels, or species-specific commercial fishing vessel lengths. The second variable is the extent of change

between tiers. The degree of change between tiers may be constant or vary across tiers. Often the rate change is proportional to the size of the tiers.

Based on the rate structure review, Northern Economics developed five rate structure options that illustrate the most common attributes found in the graduated rate structures sampled. These structure options illustrate how a graduated rate structure could be applied to Homer.

**Option 1:** A progressive graduated rate structure in which the tiers correspond to the slip sizes available in Homer Harbor. The rate increase for each tier ranges from 2 to 5 percent and increases at a decreasing rate.

**Option 2:** A progressive graduated rate structure with smaller tiers set at a constant interval of 5 feet. The rate increase for each tier ranges from 1.0 to 0.1 percent and increases at a decreasing rate.

**Option 3:** A progressive graduated rate structure with fewer tiers set at a constant interval of 20 feet. The rate increase for each tier ranges from 4 to 10 percent and increases at an increasing rate

**Option 4:** A regressive graduated rate structure with tiers set at a constant interval of 10 feet. The rate decrease for each tier ranges from 1 to 4 percent and decreases at an increasing rate.

**Option 5:** A progressive continuous rate structure in which the annual moorage rate is calculated using the following equation:

$$\text{Permanent Moorage Rate} \left( \frac{\$}{\text{foot}} \right) = \frac{\$43.19 + \frac{\$0.05}{\text{foot}} \times \text{vessel length (feet)}}{\text{foot}}$$

To narrow down the five options presented above, Northern Economics considered the pros and cons of each rate structure and how well each option could be adapted to fit Homer Harbor. Table 4 summarizes the pros and cons identified for each rate structure option.

**Table 4. Rate Structure Options Pros and Cons**

Rate Structure	Pros	Cons
<b>Option #1</b>	Tiers are directly tied to the infrastructure used (slip size)	Larger tiers and bigger rate jumps between tiers
<b>Option #2</b>	Smaller tiers and rate increases, facilitating a smoother transition between tiers	Incentivizes vessel owner to try to fit into the lowest tier possible
<b>Option #3</b>	Simple rate structure with few tiers	Large tiers and big rate jumps between tiers
<b>Option #4</b>	Reduces rates for larger vessels	Does not reflect the cost of accommodating larger vs. smaller vessels
<b>Option #5</b>	Logical and justifiable rates charged per foot of vessel length	Very detailed rate sheets needed for successful implementation

### ***Tier Size***

One of the main differentiating factors between the five rate structure options presented above is tier size. Option 3 has the largest tiers (20 feet), followed by Option 1 (corresponding with slip size, ranging from 2 to 25 feet) and Option 4 (10 foot). Option 2 has the smallest tier size (5 feet). Option 5 employs a continuous rate that effectively has a tier size of 1 foot.



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Transitioning from a flat rate structure to a graduated rate structure that uses fewer but larger tiers may be seen as a drastic change and cause some dissension among customers whose vessels are close to the transition points between tiers. Larger rate increases between tiers may also been seen as biased towards smaller vessel sizes or a specific user group. For these reasons, Northern Economics recommends implementing a rate structure that uses smaller tier sizes.

### ***Regressive vs Progressive***

The majority of the graduated rate structures sampled are progressive, meaning that they employ an increasing rate change between tiers. Progressive rates reflect the logic that larger vessels requiring larger turning basins and exert more force on harbor infrastructure, resulting in decreased utilization of the harbor basin and more wear and tear on facilities than smaller vessels. Larger vessel owners are thus charged a higher rate per foot to account for the increased costs associated with infrastructure designed to accommodate their vessels.

Regressive graduated structures were the least common structure found within the sample. Regressive structures are often used at harbors that want to attract larger vessels to fill available capacity or attract commercial vessels that bring in additional revenue to local governments through other taxes or fees. Homer Harbor currently has a waiting list, attracts a diverse range of harbor users and vessels sizes, and does not receive a financial benefit from the City of Homer's tax revenues. For these reasons Northern Economics does not recommend a regressive rate structure for Homer Harbor.

### **Recommended Alternative Rate Structures for Homer**

Based on the criteria discussed above, Northern Economics recommends Options 2 and 5 as potential alternative rate structures for Homer Harbor. Moving forward, Option 2, a progressive rate structure with smaller tiers and rate increases, will be referred to as Alternative A and Option 5, the continuous progressive rate structure, will be referred to as Alternative B.

Northern Economics developed rate tables for each alternative, shown in Table 5 and Table 6, using the 2016 flat rate of \$43.49 per foot as the starting point for each structure.

Table 5 contains the rate structure for Alternative A, a progressive graduated structure using consistent 5-foot tiers. The rate changes between tiers increases incrementally at a decreasing rate between 1.0 percent and 0.1 percent. Under Alternative A, annual moorage for a 30 foot vessel would be \$1,343.24, which is 53 percent more than the annual moorage for a 20 foot vessel. Compared to the 2016 flat rate structure, the annual moorage under alternative A for a 30 foot vessel would increase by just over 3 percent.

**Table 5. Rate Table, Alternative A**

<b>Vessel Size</b>	<b>% Increase in Tier</b>	<b>Annual Rate (\$/foot)</b>
0-15	-	43.49
16-20	1.00	43.92
21-25	0.98	44.35
26-30	0.95	44.77
31-35	0.93	45.19
36-40	0.90	45.60
41-45	0.88	45.99
46-50	0.85	46.39
51-55	0.83	46.77
56-60	0.80	47.14
61-65	0.78	47.51
66-70	0.75	47.86
71-75	0.73	48.21
76-80	0.70	48.55
81-85	0.68	48.88
86-90	0.65	49.19
91-95	0.63	49.50
96-100	0.60	49.80
101-105	0.58	50.08
106-110	0.55	50.36
111-115	0.53	50.62
116-120	0.50	50.88
121-125	0.48	51.12
126-130	0.45	51.35
131-135	0.42	51.57
136-140	0.40	51.77
141-145	0.37	51.97
146-150	0.35	52.15
151-155	0.32	52.32
156-160	0.30	52.48
161-165	0.27	52.62
166-170	0.25	52.75
171-175	0.22	52.87
176-180	0.20	52.98
181-185	0.17	53.07
186-190	0.15	53.15
191-195	0.12	53.22
196-200	0.10	53.27

Alternative B is a progressive continuous rate structure in which the annual moorage rate per foot increases consistently by \$0.05 per foot. The rate is calculated according to the formula:

$$\text{Permanent Moorage Rate} \left( \frac{\$}{\text{foot}} \right) = \frac{\$43.19 + \frac{\$0.05}{\text{foot}} \times \text{vessel length (feet)}}{\text{foot}}$$

Table 6 displays the calculated annual moorage rates under Alternative B. The rate increase per foot for this alternative was developed to mirror the rates presented in Alternative A.

**Table 6. Rate Table, Alternative B**

Vessel Length (ft)	Annual Rate (\$/ft)	Vessel Length (ft)	Annual Rate (\$/ft)	Vessel Length (ft)	Annual Rate (\$/ft)	Vessel Length (ft)	Annual Rate (\$/ft)	Vessel Length (ft)	Annual Rate (\$/ft)	Vessel Length (ft)	Annual Rate (\$/ft)
6	43.49	40	45.19	74	46.89	108	48.59	142	50.29	176	51.99
7	43.54	41	45.24	75	46.94	109	48.64	143	50.34	177	52.04
8	43.59	42	45.29	76	46.99	110	48.69	144	50.39	178	52.09
9	43.64	43	45.34	77	47.04	111	48.74	145	50.44	179	52.14
10	43.69	44	45.39	78	47.09	112	48.79	146	50.49	180	52.19
11	43.74	45	45.44	79	47.14	113	48.84	147	50.54	181	52.24
12	43.79	46	45.49	80	47.19	114	48.89	148	50.59	182	52.29
13	43.84	47	45.54	81	47.24	115	48.94	149	50.64	183	52.34
14	43.89	48	45.59	82	47.29	116	48.99	150	50.69	184	52.39
15	43.94	49	45.64	83	47.34	117	49.04	151	50.74	185	52.44
16	43.99	50	45.69	84	47.39	118	49.09	152	50.79	186	52.49
17	44.04	51	45.74	85	47.44	119	49.14	153	50.84	187	52.54
18	44.09	52	45.79	86	47.49	120	49.19	154	50.89	188	52.59
19	44.14	53	45.84	87	47.54	121	49.24	155	50.94	189	52.64
20	44.19	54	45.89	88	47.59	122	49.29	156	50.99	190	52.69
21	44.24	55	45.94	89	47.64	123	49.34	157	51.04	191	52.74
22	44.29	56	45.99	90	47.69	124	49.39	158	51.09	192	52.79
23	44.34	57	46.04	91	47.74	125	49.44	159	51.14	193	52.84
24	44.39	58	46.09	92	47.79	126	49.49	160	51.19	194	52.89
25	44.44	59	46.14	93	47.84	127	49.54	161	51.24	195	52.94
26	44.49	60	46.19	94	47.89	128	49.59	162	51.29	196	52.99
27	44.54	61	46.24	95	47.94	129	49.64	163	51.34	197	53.04
28	44.59	62	46.29	96	47.99	130	49.69	164	51.39	198	53.09
29	44.64	63	46.34	97	48.04	131	49.74	165	51.44	199	53.14
30	44.69	64	46.39	98	48.09	132	49.79	166	51.49	200	53.19
31	44.74	65	46.44	99	48.14	133	49.84	167	51.54		
32	44.79	66	46.49	100	48.19	134	49.89	168	51.59		
33	44.84	67	46.54	101	48.24	135	49.94	169	51.64		
34	44.89	68	46.59	102	48.29	136	49.99	170	51.69		
35	44.94	69	46.64	103	48.34	137	50.04	171	51.74		
36	44.99	70	46.69	104	48.39	138	50.09	172	51.79		
37	45.04	71	46.74	105	48.44	139	50.14	173	51.84		
38	45.09	72	46.79	106	48.49	140	50.19	174	51.89		
39	45.14	73	46.84	107	48.54	141	50.24	175	51.94		

## Effect of Rate Structures on Moorage Fees Paid by Vessel Owners

To demonstrate the impact of the alternative rate structures on vessel owners, Table 7 shows the annual moorage payment (not including sales tax and the administrative fee) for vessels ranging from 18 to 80 feet in length under the alternative rate structures and the 2016 flat rate of \$43.49 per foot. The table also shows the percent change in moorage payments relative to the 2016 flat rate.

**Table 7. Annual Moorage Revenue and Change by Alternative and Vessel Length**

Rate Structure	Vessel Length (ft.)						
	18	24	32	42	54	68	80
<b>Annual Moorage Payment (\$)</b>							
Alternative A	790.65	1,064.48	1,446.04	1,931.76	2,525.47	3,254.74	3,883.86
Alternative B	793.62	1,065.36	1,433.28	1,902.18	2,478.06	3,168.12	3,775.20
2016 Flat Rate	782.82	1,043.76	1,391.68	1,826.58	2,348.46	2,957.32	3,479.20
<b>Change From 2016 Flat Rate (%)</b>							
Alternative A	1.0	2.0	3.9	5.8	7.5	10.1	11.6
Alternative B	1.4	2.1	3.0	4.1	5.5	7.1	8.5

Figure 2 compares the 2016 annual flat rate per foot with the two recommended alternative rate structures.

**Figure 2. Comparison of Alternative Rate Structures by Vessel Length**

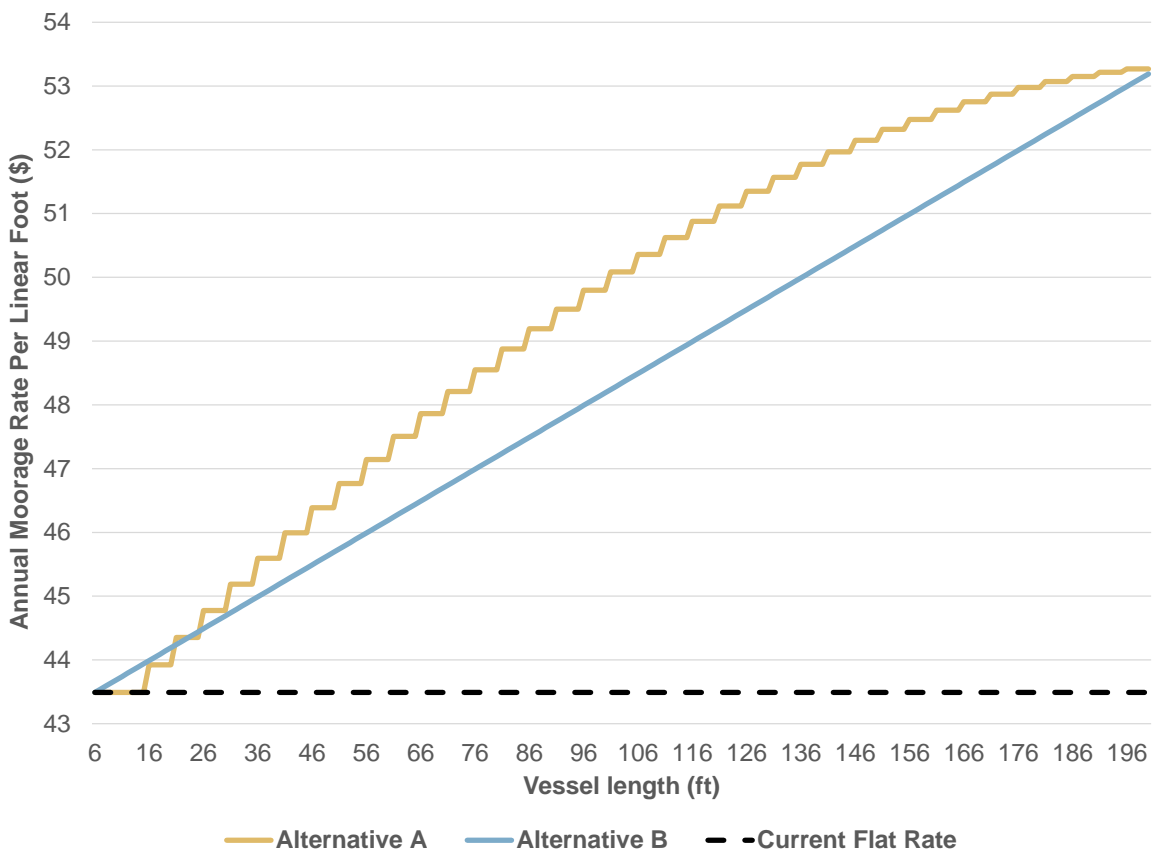
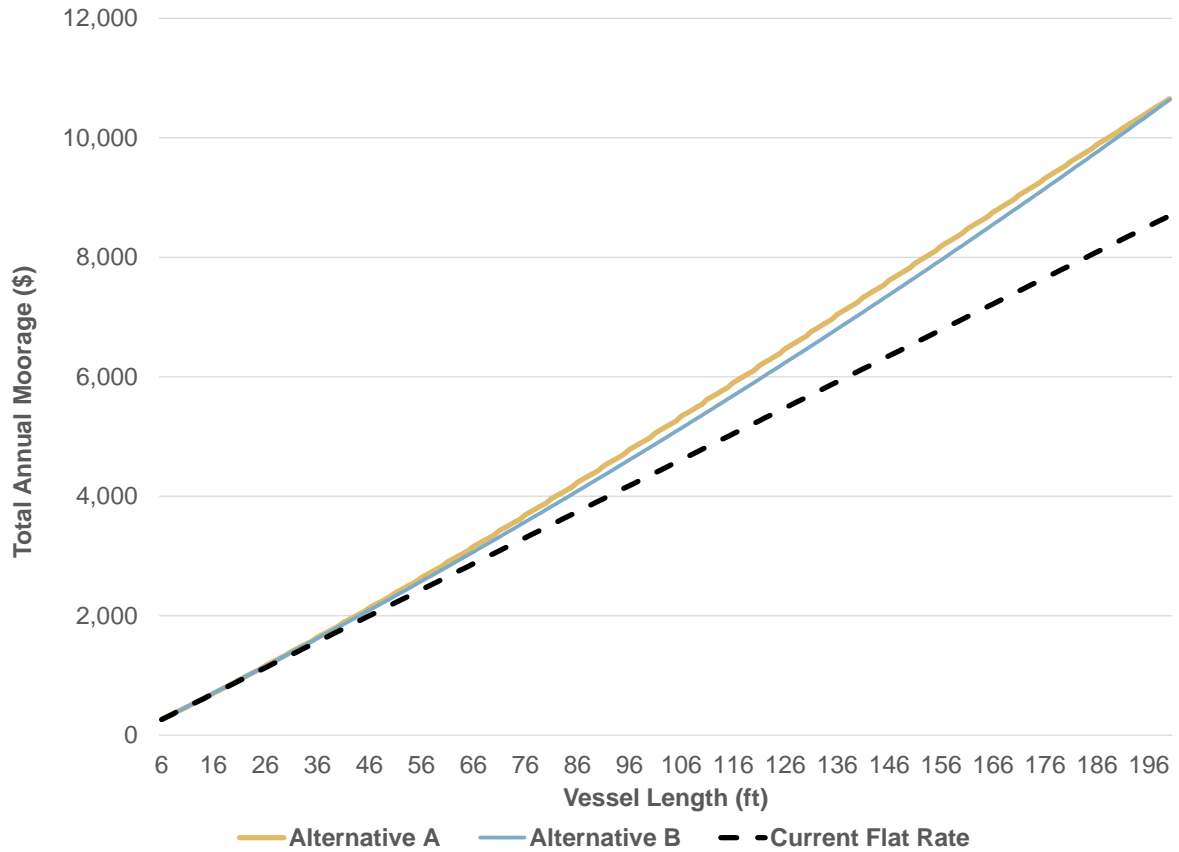


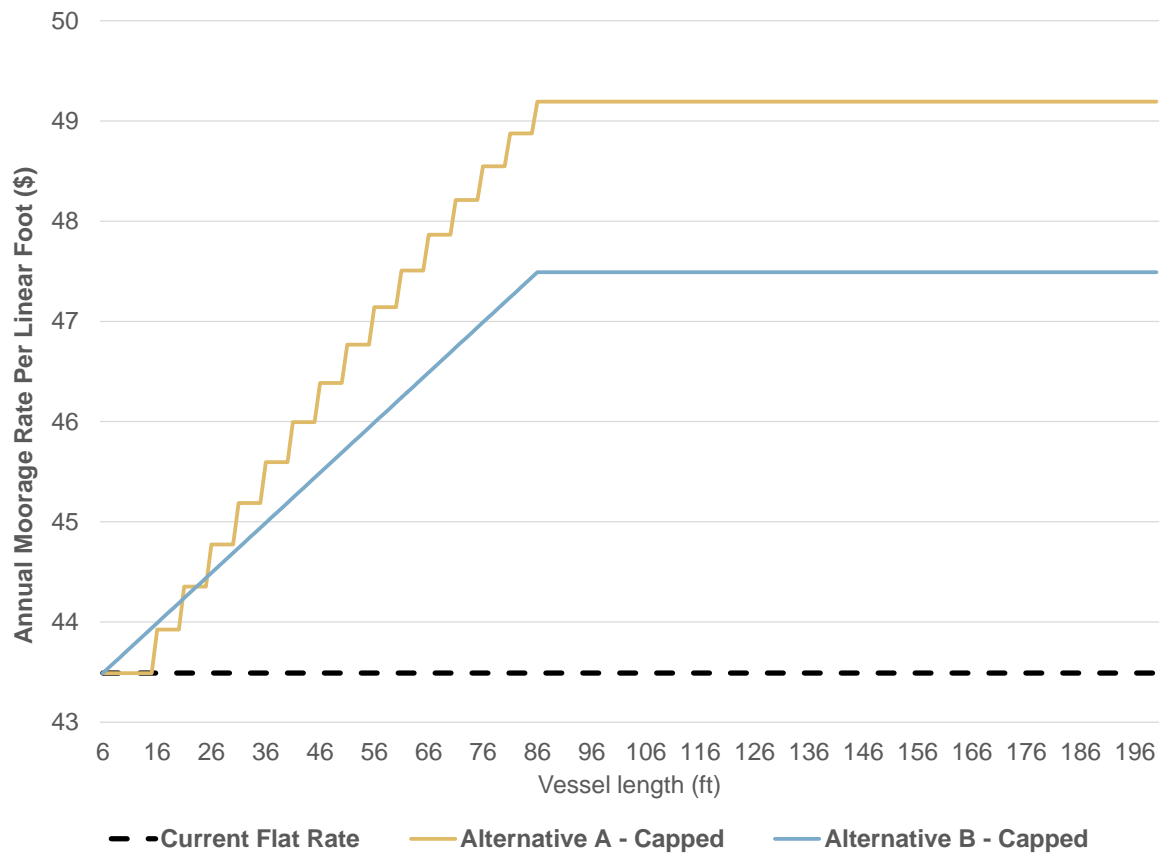
Figure 3 shows the total annual moorage by vessel length for the two recommended alternatives as well as the 2016 flat rate structure. Sales tax and administration fees are not included in the rates.

**Figure 3. Comparison of Annual Moorage under Recommended Alternatives by Vessel Length**



Homer Harbor has 883 stalls ranging from 18 feet to 75 feet and can accommodate vessels up to 86 feet in length. Vessels longer than 86 feet use the harbor by side tying to transit rafts. Due to the lower level of service offered to vessels at the transit rafts, one modification could be to add a cap on the annual rate for vessels over 86 feet in length. Figure 4 shows the two recommended alternatives with the rate cap.

**Figure 4. Annual Moorage Rate under Recommended Alternatives with Cap**



### **Differentiation by User Type**

In addition to length-based rate structures, some harbors charge different rates based on the user type. Four harbors within the sample have class-based divisions, all of which are divided into recreational vessels and commercial vessels. Fishermen’s Terminal in Seattle and Blaine Harbor in Bellingham each apply separate graduated rate structures for commercial and recreational vessels. In both cases, the monthly moorage rate per foot is significantly less, between 13 and 39 percent at Fishermen’s Terminal and between 28 and 35 percent at Blaine Harbor for commercial vessels. The tiers used in the graduated rate structure for commercial vessels are also much larger than those used for recreational vessels. Commercial-specific rate structures are also set to accommodate larger vessels, with the first tiers ending at 80 feet under both rate structures.

The Port of Nanaimo and Comox Valley Harbor in British Columbia also charge separate moorage rates for commercial and recreational vessels. Both of these harbors use separate flat rate structures for each user type. Moorage for commercial vessels is 32 to 35 percent less than the moorage for recreational vessels at both of these harbors.

**Table 8. Commercial Moorage Discounts by Harbor**

<b>Harbor</b>	<b>Rate Structure</b>	<b>Discount for Commercial Relative to Recreational (%)</b>
Blaine	Graduated-Progressive	28-35
Comox	Flat Rate	34
Fishermen's Terminal	Graduated-Progressive	13-39
Nanaimo	Flat Rate	32-35

Source: Websites and rate sheets collected from harbors.

Both Fishermen’s Terminal and Blaine Harbor require proof of active commercial fishing in order to qualify for the commercial rates. Fish tickets, landing permits, or fishing permits from the current or previous season are acceptable as proof of active commercial fishing. Both harbors emphasize that the vessel must be actively participating in commercial fishing activities and require that these documents be submitted every two years for long term tenants.

Blaine Harbor implemented a reduced rate structure for commercial vessels in 2011 in an effort to promote the local fishing and maritime trade community. Commercial users are subsidized through the Economic Development Fund. Blaine Harbor’s goal in offering reduced commercial moorage is to attract vessels from other harbors, increase taxes paid to Whatcom County, and promote job creation within the community. After a review of its active commercial fishing rate structure in 2014, Blaine’s Port Commission approved a two percent increase in commercial rates starting in 2017 in an attempt to reduce the amount of subsidy provided by the Economic Development Fund.

Fishermen’s Terminal has a long history of supporting the commercial fishing industry, and for its first 88 years in operation this facility was exclusively for commercial fishing vessels. Fishermen’s Terminal is part of the larger Port of Seattle system, which includes Sea-Tac Airport, cargo terminals, cruise ship terminals, Bell Harbor Marina, and Shilshole Bay Marina. The facilities within this port system are focused on specific user groups and Fishermen’s Terminal, as the name suggests, caters primarily to commercial fishermen. The reduced rate structure for active commercial vessels, like Blaine Harbor, was implemented to encourage commercial fishing activities within the community. Fishermen’s Terminal does not operate as an enterprise and is not expected to break even, but instead is used as an economic driver that results in increased revenues through other tax structures in King County. While this program is not directly subsidized, the Port of Seattle receives a portion of the revenues collected through King County property taxes and the Port Authority then distributes a portion of the transferred revenues to Fishermen’s Terminal.

In the case of both Blaine Harbor and Fishermen’s Terminal, user-specific rate structures are used as an economic stimulant with the goal of generating additional revenues through other local tax structures. Subsidies or transfers from local governments allow for the ports implementing these rate structures to be compensated for the increased economic activity they are encouraging.





# Harbor Rate Structure Alternatives

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Presentation to

Homer Port and Harbor Commission

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Mike Fisher

January 27, 2016



**Northern**  
Economics

# Agenda

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- **Approach**
- **Findings**
- **Recommendations**
- **Commission input**

# Approach

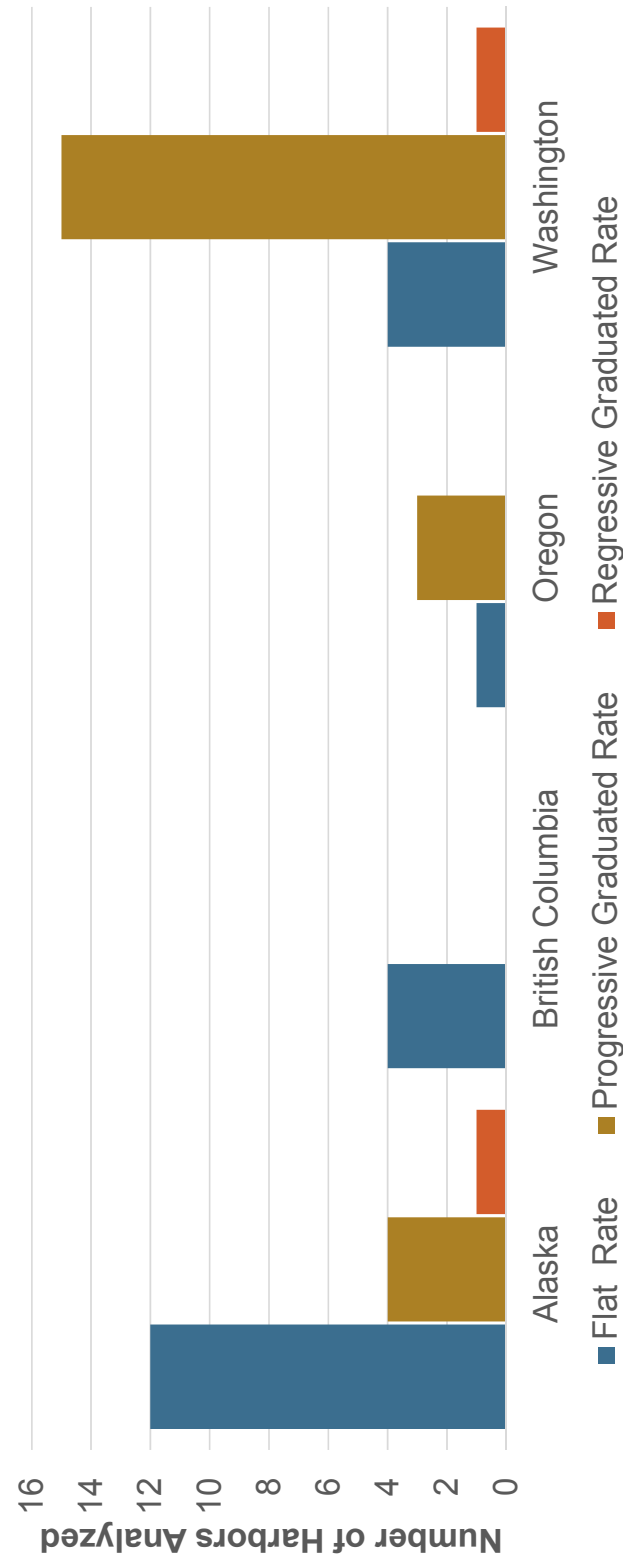
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## ■ Evaluate alternative rate structures for the Homer Harbor

- Gather and review rate sheets from 45 harbors in Alaska, British Columbia, Oregon, and Washington.
- Identify common rate structure trends
- Present recommendations to the Port and Harbor Commission for feedback

# Findings: Rate Structure Review & Analysis

- **Three common rate structures**
  - **Flat:** moorage per foot is constant
  - **Progressive Graduated:** rate increases with vessel size
  - **Regressive Graduated:** rate decreases with vessel size



# Findings: Graduated Rate Structures

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- **Two main variables**
  - Size and number of tiers
  - Rate change between tiers
- **These can be uniform or varied**
  - Infrastructure
  - Fleet characteristics
  - Demand

# Recommendations

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- **Progressive rate structure**
  - Larger vessels require more space and stronger facilities
  - No mechanism for harbor to benefit from economic activity
- **Small tier sizes**
  - Avoids major jumps in rates
- **Small rate increases**
  - Gradual change from flat rate
  - Minimize budget impact

# Recommendations: Rate Structure Alternatives

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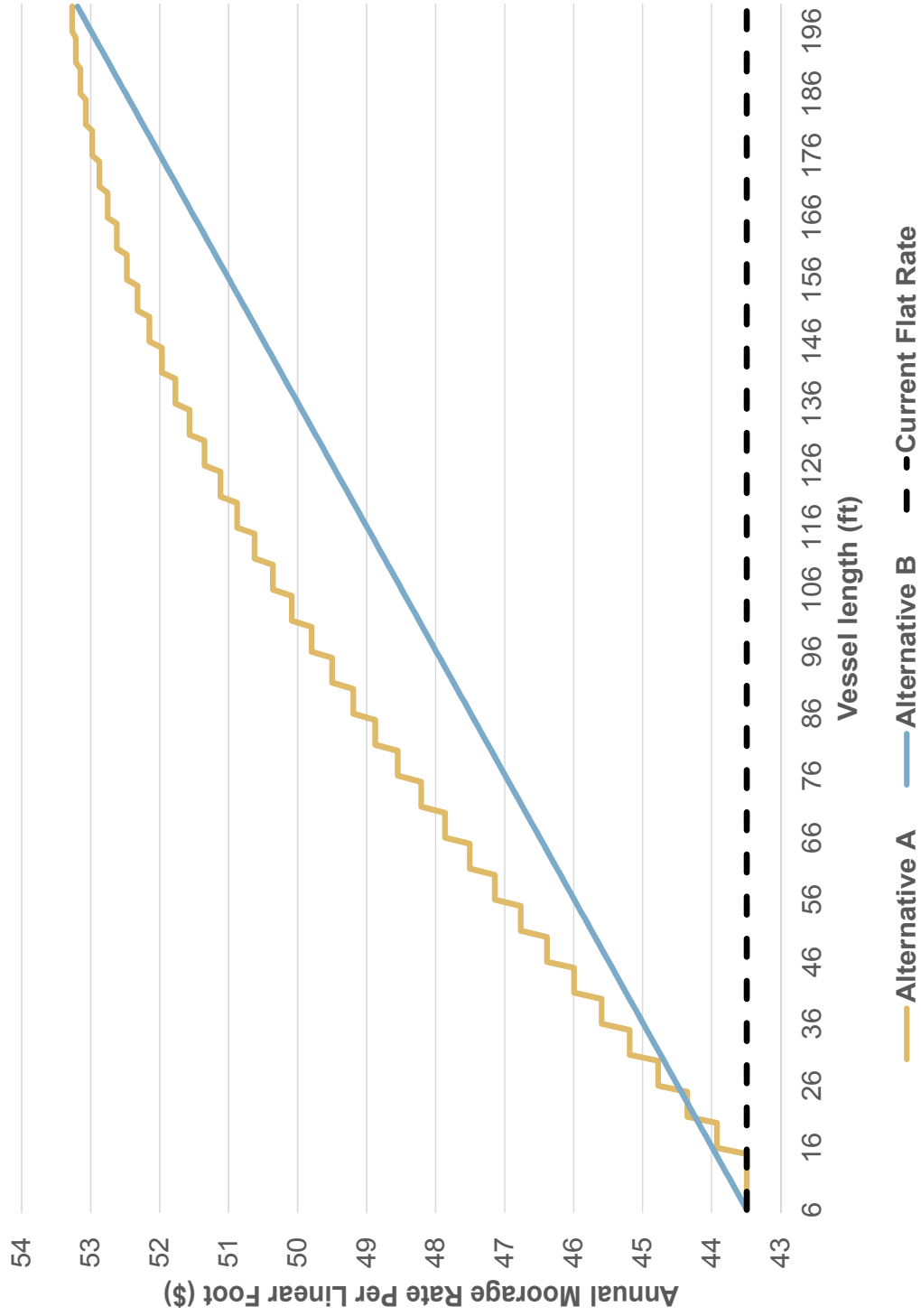
## ■ **Alternative A:**

- Progressive graduated rate structure
- Constant tiers of 5 feet
- Rate increase starts at 1 percent
- Rate change decreases with vessel size

## ■ **Alternative B:**

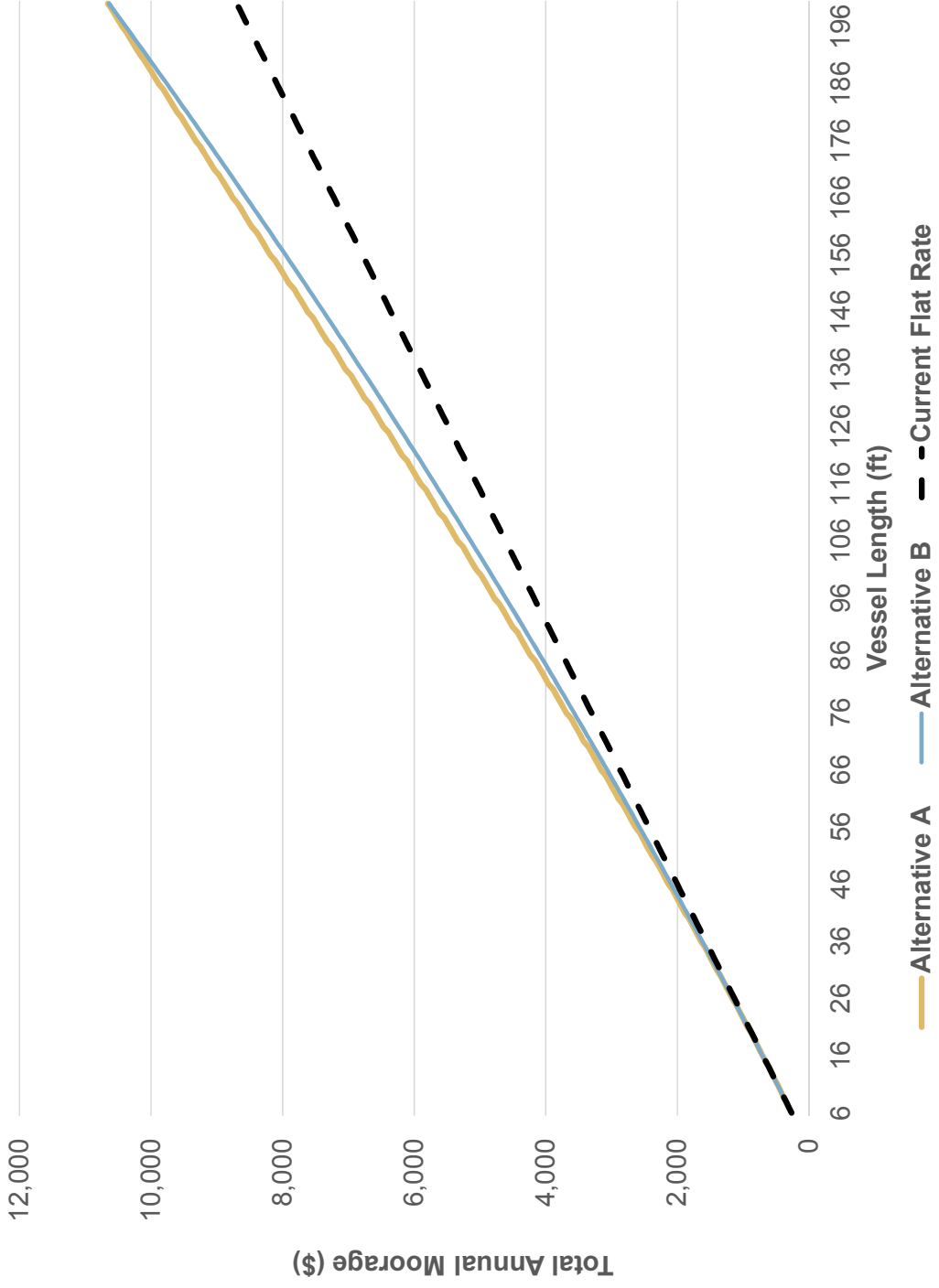
- Progressive continuous rate structure
- Base rate starts at the current flat rate
- Rate increases by 5 cents per foot

# Comparison of Alternatives





# Comparison of Alternatives



# Recommendations: Transition Plan

## ■ Implement increases over multiple years

Alternative	Vessel Length (ft)	% Change From Flat	Res. 15-072 Increase	Average Increase in CPI (%)	Moorage Rate Increase (%) by Year							
					1	2	3	4	5	6	7	
Alternative A	18	1.0	3.2	2.3	6.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	32	3.9	3.2	2.3	7.5	7.5	5.5	5.5	5.5	5.5	5.5	5.5
	54	7.5	3.2	2.3	8.0	8.0	8.0	5.5	5.5	5.5	5.5	5.5
	86	13.1	3.2	2.3	8.1	8.1	8.1	8.1	8.1	8.1	5.5	5.5
	112	16.4	3.2	2.3	8.2	8.2	8.2	8.2	8.2	8.2	8.2	5.5
Alternative B	18	1.4	3.2	2.3	6.9	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	32	3.0	3.2	2.3	7.0	7.0	5.5	5.5	5.5	5.5	5.5	5.5
	54	5.5	3.2	2.3	7.3	7.3	7.3	5.5	5.5	5.5	5.5	5.5
	86	9.2	3.2	2.3	7.8	7.8	7.8	7.8	7.8	5.5	5.5	5.5
	112	12.2	3.2	2.3	7.9	7.9	7.9	7.9	7.9	7.9	7.9	5.5

# Adjustment Options for Alternatives

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- **We are seeking Commission input on:**
  - Graduated or continuous
  - Rate of increase
  - Start at current rate or lower
  - Total increase over current revenues
  - Impacted user groups
  - Rate cap at specified length
  - Other exemptions





# City of Homer

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

Port and Harbor

4311 Freight Dock Road  
Homer, AK 99603

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## JANUARY 2016 PORT & HARBOR STAFF REPORT

### **1. Administration**

Staff met with:

- City Admin, City Attorney – Teleconference RE: Harbor Business
- Homer Foundation – Board Meeting
- Northern Economics – Teleconference RE: Rate Structure Presentation Review
- Homer City Council Meeting
- AAHPA & Northern Economics – Teleconference RE: Kick off Meeting
- City of Homer Dept. Head Meeting
- Homer Deep Water Dock Weekly Coordination Meeting
- City Admin & City IT Meeting
- Gary Peters ProComm – Teleconference RE: Consulting on Lease Negotiations for Communications Tower

All end of year statistics will be included in the February packet. The spit parking study statistics coincide with the end of year statistics and will be included in the February packet as well.

### **2. Operations**

Unseasonable warm, wet, and windy weather coincided with the holidays. Harbor officers frequently reminded small boat owners of the need to check on the well-being of their vessels and dewater when necessary. Several logs and large pieces of debris were removed from as a result of the associated flooding. A storm carrying 70 knot winds from the southeast literally blew a utility trailer, laden with 15 crab pots, from a parking lot across Fish Dock Road, half-way down the harbor embankment adjacent to the south end of the fish dock, spilling several of its pots down the rip-rap into the water.

Pioneer dock and deep water dock landings included the following vessels: Tustumena, Pacific Wolf & DBL54, Java Sea & DBL78, Bob Franco, CISPRI Perseverance and Barge Swiftwater.

The Emmett Foss became the season's first vessel to utilize the marine repair facility after hauling out January 14th.

Operations staff assisted the following vessels gain access to the small boat harbor and secure system 5: M/V Sovereign (165'), M/V Resolution (190'), Helenka B (176'), L/C Sam Talaak (150'), and L/C Red Dog (100').

On 12/18, harbor officers rescued/towed a 40' fishing vessel off the beach in front of the harbor entrance after it lost propulsion.

On 12/25, a harbor officer responded to a 60 year old male suffering from stroke-like symptoms at Land's End.

On 12/30, operations staff responded to a high water engine room alarm sounding aboard a 58' fishing vessel and worked with its owner to secure the source of flooding.

On 12/31, a harbor officer assisted HPD locate a suicidal male aboard a 100' fishing vessel.

On 12/31, a harbor officer assisted HPD track a man suspected of burgling a business located on Fish Dock Road.

On 1/15, operations staff assisted the USCG Sapelo (navigating with compromised steering and propulsion) through the harbor entrance and secure to its berth.

### **3. Ice Plant**

The Ice Plant crew is working on winter maintenance and preventative maintenance projects. Peter is back and working on the condenser water tank. Bert just finished installing a new S4 valve, which was causing some pressure bumps, Don is still in the compressor room.

### **4. Port Maintenance**

In addition to routine maintenance tasks:

- Maintenance has procured materials for building another 6 flat bed and 6 aluminum tub style harbor carts
- Installed low temperature warning strobes on critical plumbing areas around the Port facilities
- Added protective guards to system 1 fire system valves
- Worked with Puffin Electric to convert DWD and PD lights to LED fixtures
- Installed a new wind sock at Ramp 7



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## Memorandum

TO: PORT & HARBOR ADVISORY COMMISSION  
FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER  
DATE: JANUARY 20, 2016  
SUBJECT: NORTHERN ECONOMICS RATE STUDY AND PRESENTATION TO COMMISSION

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Included in your packet are the Power Point presentation and backup Memorandum from Northern Economics on the Rate Study for Homer Harbor that they were contracted to prepare. Staff has worked closely with the Northern Economics team throughout this process providing backup information, moorage data, and by acting as a sounding board.

Mike Fisher of Northern Economics will be at the meeting to present his teams findings and to answer any questions that the Commission has on this subject.

Staff has also included the regional rate comparison in your packet from our March 2015 meeting as backup information.

### **Recommendations:**

Staff recommends keeping this on the commission's agenda for two meetings in order that the public have time to comment on this important subject.





**Annual Moorage Rates Comparison**

rev 3/12/2015

RESERVED MOORAGE Based on Homer Harbor Stall Sizes*										
Harbor	Rate Formula	20'	24'	32'	40'	50'	60'	75'		
Homer	\$41.70 x length + fee	\$884.00	\$1,050.80	\$1,384.40	\$1,718.00	\$2,135.00	\$2,552.00	\$3,177.50		
	0-40 ft: \$30.00 x length									
	40-60 ft: \$41.00 x length	\$600.00	\$720.00	\$960.00	\$1,200.00	\$2,050.00	\$2,460.00	\$4,575.00		
	61-80 ft: \$61.00 x length									
Seward	81-100 ft: \$71.50 x length									
	\$47.47 x length + fee	\$1,009.40	\$1,259.28	\$1,639.04	\$2,018.80	\$2,553.50	\$3,028.20	\$3,740.25		
Valdez	\$34.46 x length	\$689.20	\$827.04	\$1,102.72	\$1,288.80	\$1,378.40	\$2,067.60	\$2,584.50		
	Tour Boats: \$69.46 x length	-	-	-	-	-	\$4,167.60	\$5,209.50		
Whittier	\$64.20 x length	\$1,284.00	\$1,540.80	\$2,054.40	\$2,568.00	\$3,210.00	\$3,852.00	\$4,815.00		

TRANSIENT MOORAGE Based on Varied Boat Sizes										
Harbor	Rate Formula	18'	24'	32'	45'	58'	70'	85'		
Homer	\$41.70 x length + admin fee	\$800.60	\$1,050.80	\$1,384.40	\$1,926.50	\$2,468.60	\$2,969.00	\$3,594.50		
	0-40 ft: \$30.00 x length									
	40-60 ft: \$41.00 x length	\$540.00	\$720.00	\$960.00	\$1,845.00	\$2,378.00	\$4,270.00	\$6,077.50		
	61-80 ft: \$61.00 x length									
Seward	81-100 ft: \$71.50 x length									
	\$52.23 x length + fee	\$1,000.14	\$1,373.52	\$1,791.36	\$2,530.35	\$3,209.34	\$3,836.10	\$4,679.55		
Valdez	\$39.63 x length	\$713.34	\$951.12	\$1,268.16	\$1,482.40	\$1,783.35	\$2,774.10	\$3,368.55		
Whittier	\$64.20 x length***	\$1,155.60	\$1,540.80	\$2,054.40	\$2,889.00	\$3,723.60	\$4,494.00	\$5,457.00		

\* Not all harbor have stalls that are comparable. Because of this, costs are estimated on how much it would be if that size of vessel moored in a Homer slip at a different harbor's rate. This ensures accurate comparisons.

\*\*Kodiak's rates are based on a Graduated Linear Method

\*\*\*At this time, no annual transient passes are being given in Whittier

### Daily moorage rates by vessel length (dollars per foot)

	26'	36'	44'	56'	60'
Skagway	\$0.35	\$0.35	\$0.35	\$0.35	\$0.35
<b>Wrangell (Prepaid)</b>	\$0.40	\$0.40	\$0.40	\$0.40	\$0.40
Hoonah	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Kodiak	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Craig	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Haines	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Petersburg	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
<b>Bellingham (Nov-Mar)</b>	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Juneau	\$0.54	\$0.54	\$0.54	\$0.54	\$0.54
Juneau-Auke Bay	\$0.54	\$0.54	\$0.54	\$0.54	\$0.54
<b>Seattle (Active C. Fishing)</b>	\$0.62	\$0.62	\$0.62	\$0.62	\$0.62
<b>Seward (Tenant)</b>	\$0.64	\$0.64	\$0.64	\$0.64	\$0.64
Ketchikan	\$0.68	\$0.68	\$0.68	\$0.68	\$0.68
<b>Seward (Transient)</b>	\$0.70	\$0.70	\$0.70	\$0.70	\$0.70
<b>Bellingham (Apr-Oct)</b>	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
<b>Wrangell (Invoiced)</b>	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80
<b>Seattle (Recreational)</b>	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80
Sitka	\$0.87	\$0.87	\$0.87	\$0.87	\$0.87
Homer	\$1.22	\$1.22	\$1.22	\$1.22	\$1.22

NOTES:

\***Bold** = multiple **daily** rate categories

\*Whittier not included due to lack of **daily** rate data available

### Monthly moorage rates by vessel length (dollars per foot)

	26'	36'	44'	56'	60'
<b>Wrangell Summer Floats</b>	\$0.65	\$0.65	\$0.65	\$0.65	\$0.65
Hoonah	\$2.77	\$2.50	\$2.73	\$2.58	\$3.09
<b>Wrangell</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
Skagway	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
Craig	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00
Juneau	\$4.20	\$4.20	\$4.20	\$4.20	\$4.20
Haines	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
<b>Bellingham (Active C. Fish)</b>	\$5.90	\$5.83	\$5.83	\$5.83	\$5.83
Petersburg	\$6.00	\$5.90	\$5.90	\$5.90	\$5.90
Homer	\$6.39	\$6.00	\$6.00	\$6.00	\$6.00
<b>Bellingham (Recreational)</b>	\$6.92	\$6.39	\$6.39	\$6.39	\$6.39
Juneau-Auke Bay	\$7.05	\$7.05	\$7.05	\$7.05	\$7.05
Ketchikan	\$7.10	\$7.10	\$7.10	\$7.10	\$7.10
<b>Seward (Reserved)</b>	\$8.55	\$7.13	\$7.56	\$7.82	\$7.82
<b>Seattle (Recreational)</b>	\$8.81	\$7.82	\$7.82	\$7.86	\$8.55
<b>Seward (Transient)</b>	\$9.40	\$8.55	\$8.55	\$8.55	\$9.16
Sitka	\$14.94	\$8.94	\$9.40	\$9.40	\$9.40
<b>Seattle (Active C. Fishing)</b>	<i>min. 30'</i>	\$9.40	\$9.73	\$9.76	\$9.76
<b>Seattle (Commercial)</b>	<i>min. 30'</i>	\$14.94	\$14.94	\$14.94	\$14.94

NOTES:

\***Bold** = multiple **monthly** rate categories

\*Whittier and Kodiak not included due to lack of monthly rate data available

\*Hoonah monthly rates based on stall length. For this comparison, the most appropriate stall size for the vessels above was chosen, and that monthly rate was divided by the length of the vessel for \$ per foot.

### Annual moorage rates by vessel length (dollars per foot)

	26'	36'	44'	56'	60'
Skagway	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00
Craig	\$15.75	\$15.75	\$15.75	\$15.75	\$15.75
Haines	\$20.00	\$20.00	\$24.00	\$24.00	\$24.00
Hoonah	\$24.00	\$24.00	\$25.00	\$25.00	\$25.00
<b>Wrangell</b>	\$25.00	\$25.00	\$26.00	\$26.00	\$26.00
<b>Ketchikan (Inside City)</b>	\$26.30	\$26.30	\$26.30	\$26.30	\$26.30
Kodiak	\$30.00	\$30.00	\$31.58	\$31.58	\$31.58
<b>Ketchikan (Outside City)</b>	\$31.58	\$31.58	\$33.60	\$33.60	\$33.60
Sitka	\$33.60	\$33.60	\$38.00	\$40.50	\$40.50
Petersburg	\$34.00	\$34.00	\$40.50	\$41.00	\$41.00
Homer	\$40.50	\$40.50	\$41.00	\$44.00	\$44.00
<b>Seward (Tenant)</b>	\$47.47	\$47.47	<b>Seward (Tenant)</b>	<b>Seward (Tenant)</b>	<b>Seward (Tenant)</b>
Juneau	\$47.88	\$47.88	Juneau	Juneau	Juneau
<b>Seward (Transient)</b>	\$52.23	\$52.23	<b>Seward (Transient)</b>	<b>Seward (Transient)</b>	<b>Seward (Transient)</b>
<b>Bellingham (Active C. Fish)</b>	\$69.03	\$69.03	<b>Bellingham (Active C. Fish)</b>	<b>Bellingham (Active C. Fish)</b>	<b>Bellingham (Active C. Fish)</b>
Juneau- Auke Bay	\$80.37	\$69.96	<b>Seattle (Active C. Fishing)</b>	<b>Seattle (Active C. Fishing)</b>	<b>Seattle (Active C. Fishing)</b>
<b>Bellingham (Recreational)</b>	\$80.37	\$80.37	Juneau- Auke Bay	Juneau- Auke Bay	Juneau- Auke Bay
<b>Seattle (Recreational)</b>	\$105.72	\$83.43	<b>Bellingham (Recreational)</b>	<b>Bellingham (Recreational)</b>	<b>Seattle (Commercial)</b>
<b>Seattle (Active C. Fishing)</b>	<i>min. 30'</i>	\$93.84	<b>Seattle (Commercial)</b>	<b>Seattle (Commercial)</b>	<b>Bellingham (Recreational)</b>
<b>Seattle (Commercial)</b>	<i>min. 30'</i>	\$107.28	<b>Seattle (Recreational)</b>	<b>Seattle (Recreational)</b>	<b>Seattle (Recreational)</b>

NOTES:

\***Bold** = multiple annual rate categories

\*Whittier not included due to lack of annual rate data available





# City of Homer

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

Port and Harbor

4311 Freight Dock Road  
Homer, AK 99603

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

(p) 907-235-3160

(f) 907-235-3152

## Memorandum

TO: PORT & HARBOR ADVISORY COMMISSION  
FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER  
DATE: JANUARY 20, 2016  
SUBJECT: STAFF TALKING POINTS FOR IMPLEMENTING BOAT TRAILER PARKING FEES

---

### Issues:

- Overcrowding during peak use times
- Trailers parked in excess of seven days
- Congestion in the areas closest to the LL ramp
- Parking enforcement time sink with no revenue to offset cost of enforcement
- Poor utilization of space due to inadequate parking lot layout
- Parking lots are a mess with giant mud puddles and dust

### Over parked trailers:

Over parked trailers is one of the main causes of congestion in and around the LL ramp. We impounded 85 trailers last year for being over parked. The release fine is \$219 with tax for the year. Most paid to have their trailers released, I let a few first timers off and we sold two trailers in the public sale.

Trailers that are not connected to a vehicle are the most difficult to ticket due to the fact that often times they are either not registered with DMV, not licensed at all, or they are registered but not to the current owner.

### Recommendations for 2016:

1. Step up our efforts to enforce the existing rules by adding signage, handing out flyers, and increasing enforcement presence in these lots. Current code states that a \$25 fine can be issued for every day the vehicle or trailer is in violation, up to a maximum of \$250 per calendar year. Parking fees and rules are covered in Terminal Tariff No. 600 RULE: 34.32 – Parking Fees, see attached. An increased effort could simply be to impound the vehicle and or trailer in place using a wheel boot and write a \$25 citation for everyday that it is over parked.
2. Implement a long term boat trailer only parking plan and fee structure for the Spit. The fee structure would be by the month only. A special tag system would have to be used to identify the trailers, and special location would be designated for this use. We would not, for instance, allow long term trailer parking close to the LL ramp as we hope to increase the day use flow in those areas.

Page 1 of 2

Memo to Port & Harbor Advisory Commission Re: Staff Talking Points for Implementing Boat Trailer Parking Fees Jan 20 2016

Attached Tariff No 600 page 56



## City of Homer

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3. Purchase enforcement wheel boots so the offending trailers and or vehicles can be impounded in place.
4. Make changes to the parking rules that further define the seven day parking limit. Currently the rules say you can park for free up to seven days in the designated areas, but there's no WHAT THEN in the rules. Can I move the vehicle two spaces over and get another seven days? Can I drive to the Post Office be off the Spit for an hour, come back and get another seven days? Can get a friend to roll it back a couple of feet from where it's parked and get another seven days? This issue has been a major point of contention in the long term parking plan for years and I would like to clear it up for everyone concerned. My Staff and I would like to further define the seven day parking rule by stating that vehicles may park in the designated areas for seven days free but then they must be removed from all city of Homer Spit public parking areas for 24 consecutive hours before returning or else be subject to fines and or impound.
5. Staff does not recommend implementing a policy at this time that would charge parking fees for all boat trailer parking for the LL ramp users but would recommend a phased in approach to this program starting with a more strict enforcement of the existing rules, upgrading signage in the area and handing out parking policy flyers from the booth, and developing a long term (30 days minimum) boat trailer parking program.

### **Facility improvements in the works:**

Staff is currently working with R&M Consulting to install drainage to the all the lots west of the Chip Pad facility along with building up and paving Outer Dock Road from Spit Rd to the Deep Water Dock, and to create a secure cargo facility and laydown area at the Chip pad and laydown yard directly to the East of that facility. At this time I don't have a firm timeline for these improvements but the work will be completed in 2016.

PORT AND HARBOR OF HOMER 4350 HOMER SPIT ROAD HOMER, ALASKA 99603 PHONE: 907.235.3160  TERMINAL TARIFF NO. 600	FMC NO. 600	PAGE	56
		REVISED PAGE NO.	7th

**RULE: 34.31 - CONDITIONS OF BERTHING**  
 (continued)

In such circumstances, the vessel may unload its cargo only if (i) the Harbormaster determines that a regular berth is available, and (ii) the owner pays all applicable charges and complies with all other applicable Tariff provisions and conditions of berthing. If no regular berth is available, or the vessel owner or agent does not pay all applicable charges and comply with other applicable provisions, the vessel may not unload its cargo and shall sail on the next tide. The vessel shall be assessed appropriate fees as set forth in this Tariff.

**RULE: 34.32 – PARKING FEES**  
 EFF: 09APR2012

Parking fees to be collected at Ramp 1, Ramp 2, Ramp 3 and Ramp 4 seasonally (Memorial Day through Labor Day). Parking fee is \$5 per calendar day. Posted parking time limits will be established and enforced as per Homer City Code 10.04.100.

**(a) LONG TERM PARKING PERMITS**

Vehicles over 20' and trailers are not eligible for long term parking permits.

- (1) Seasonal permits for day use parking (Ramps 1-4): \$250.00.
- (2) Long Term parking permits required for vehicles 20' or less parked in excess of seven (7) consecutive 24-hour days.
- (3) Long Term parking annual permit fee for vessel owners paying annual moorage in the Homer Harbor: fee \$100.00.
- (4) Long Term parking annual permit (January 1st through December 31st): fee \$200.00.
- (5) Monthly parking permit for vehicles less than 20': fee \$70.00 for 30 consecutive days.
- (6) Monthly parking permit for vehicles over 20': fee \$85.00 for 30 consecutive days in a portion of Lot 9 only.
- (7) Long term parking will be enforced year around.
- (8) Parking lot restrictions for long term parking, May 1 through October 1, as depicted on harbor map (Resolution 11-036(A)).
- (9) Existing code definitions for restricted parking, vehicles, junk vehicles, and fines for violations apply. Fines, \$25.00 per calendar day, provided that the fine for overtime parking in long term parking area will be limited to \$250.00 fine per calendar year, with \$200.00 of the fine credited towards the long term parking annual permit.







# City of Homer

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

## Office of the City Clerk

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Homer, Alaska 99603

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

(p) 907-235-3130

(f) 907-235-3143

## Memorandum

TO: CHAIR ULMER & THE PORT AND HARBOR ADVISORY COMMISSION

FROM: MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

DATE: JANUARY 21, 2016

SUBJECT: CAMPING ON THE HOMER SPIT

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At the December 16<sup>th</sup> meeting, as well as meetings prior, the Commission discussed camping on the spit. A specific issue has been winter camping at the Seafarer's Memorial but talk has gone beyond that to summer camping and the possibility of offering unlimited camping to seasonal workers on the spit.

In response to winter camping and concerns about RV's in the Seafarer Memorial parking lot, City Manager Koester opened the Pier One Theater area campground for winter camping on December 29, 2015. I have included an email from Police Chief Robl addressing the situation and his recommendation to eliminate any free, unregulated camping areas from code and that we always have a winter camping area designated and open to the public with normal camping fees and rules applied.

Regarding summer camping, it has been suggested by some that camping regulations should be relaxed in an effort to better accommodate seasonal workers. That raises the question of why is it the cities responsibility to making living space available for seasonal workers on the spit.

I took the liberty of emailing Clerks in Kenai, Seward, Valdez, Cordova, Kodiak, King Cove, Dillingham, Petersburg and Sitka to find out what their cities offer in relation to seasonal workers who come to their communities. As of the writing of this memo I heard back from Kenai, Sitka, Valdez, and Dillingham. In summary, the processors provide housing for their workers and none of the cities offer any kind of free camping to accommodate seasonal workers. I included their replies for your review.

**Recommendation:** Move that the City Council amend Homer City Code Chapter 19.08.030 (d) to eliminate the Spit camping area that is designated as the parking area immediately northwest of the Mariner Memorial and on the same side of the Spit Road; and amend the ordinance to provide a winter camping area designated and open to the public with normal camping fees and rules applied.





# City of Homer

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

## Office of the City Manager

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-8121 x2222

(f) 907-235-3148

## NOTICE

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December 28, 2015

Due to a demand for camping outside of the traditional camping season, effective January 1, 2016, I am opening camp spaces 1 to 16 of the Fishing Hole Campground next to Pier One Theater on the Homer Spit until further notice. City campgrounds are closed by ordinance from September 30<sup>th</sup> to April 30<sup>th</sup>. However, according to Homer City Code 19.08.030d, they can be opened at any other time by order of the city manager.

Katie Koester  
City Manager



**From:** Mark Robl  
**Sent:** Thursday, January 07, 2016 8:36 AM  
**To:** Melissa Jacobsen  
**Cc:** Katie Koester; Bryan Hawkins; Will Hutt  
**Subject:** RE: Port Commission & Seafarer Memorial Camping

Melissa,

I have been working with the city attorney, Katie and Bryan to empty out the Seafarer Memorial Parking Lot area. We started this process in December. We have had several problems with these campers. The “free” camping has caused more campers to move in than ever before. At one point we had twelve campers/motorhomes in there, some that had to be towed in. The people being attracted to this are not winter tourists. They have set up out there for the winter with no intent of leaving. We have had several complaints of them plugging into the power outlets in the memorial. We have arrested three people that list this parking lot as their “home”. We served one search warrant in one of the campers and arrested the man inside for taking part in a home invasion crime.

Katie has designated an area in the Pier One Theater area campground as being open for winter camping. Since we have an open campground, all those in the Seafarer’s Memorial lot will have to move into it. Normal campground rules will be in play and campers will have to pay and abide by the rules. Those currently camped in the Seafarer’s lot have been noticed but are not moving. The police department will be working to ensure they move over. We believe at least two of the campers in the lot have abandoned their equipment and it will have to be impounded at city expense. We have to clean up junk vehicles and campers every spring that showed up somewhere out on the spit during the winter. This typically costs in the thousands and gets worse every year. We have to take action more aggressively throughout the winter to keep these problems from piling up. I think there is a need for ongoing parking enforcement on the spit throughout the winter but this is another topic.

I suggest we eliminate any free, unregulated winter camping areas from code and we always have a winter camping area designated and open to the public. Normal camping fees and rules should always apply.

Mark

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**From:** Melissa Jacobsen  
**Sent:** Wednesday, January 06, 2016 10:53 AM  
**To:** Mark Robl  
**Subject:** Port Commission & Seafarer Memorial Camping

Hi Mark,

I’m helping Bryan with compiling some information for the Port Commission meeting this month. The Commission wants to talk about camping on the spit and for now we’re trying to keep it to the winter Seafarer Memorial camping. I have included the excerpt from City Code.

If you have any feedback or recommendations for the Commission to consider for amending this code please let me know by Tuesday, January 19<sup>th</sup> so I can include it in a memo for their packet.

Thank you for your help!! Melissa

### **19.08.030 Parking or camping prohibited – Enforcement.**

- a. No person shall park any motor vehicle or camper or otherwise camp on any City-owned or City-controlled property where any official sign prohibits parking or camping.
- b. Camping, as defined in HCC [19.08.020](#), is prohibited in areas other than those so designated by the City, except where campers camping on private property have written permission to do so from the property owner.
- c. Persons who refuse to remove themselves and their personal property from unregulated camping areas upon request by an authorized representative of the City shall be removed, together with their personal property, from the areas using such force as may be necessary under the circumstances.
- d. Camping in a closed campground is prohibited. Except in the winter the Spit camping area is designated as the parking area immediately northwest of the Mariner Memorial<sup>1</sup> and on the same side of the Spit Road. Except when a campground is opened under a directive entered pursuant to this subsection, all City campgrounds shall be closed outside the camping season. The City Manager may, for cause, enter a written directive that one or more City campgrounds will be opened or closed up to 30 days before and 30 days after the camping season, or for any other period of time specified in the directive. As used in this subsection, “cause” includes, but is not limited to, emergencies, tourist caravans, and other tourist demand outside the camping season. [Ord. [99-18\(A\)](#) § 2, 1999; Ord. [82-10](#) § 1, 1982; Ord. [81-1\(S\)](#), 1981. Code 1967 § 5-700.2].

*Melissa Jacobsen, CMC  
Deputy City Clerk  
City of Homer, Alaska  
907-435-3107*

[City of Homer City Clerk's Office](#)

*PUBLIC RECORDS LAW DISCLOSURE: Most e-mails from or to [this](#) address will be available for public inspection under Alaska public records law.*

**From:** Sara Peterson <sara.peterson@cityofsitka.org>  
**Sent:** Wednesday, January 20, 2016 1:41 PM  
**To:** Melissa Jacobsen; Sandra Modigh (smodigh@ci.kenai.ak.us);  
bballou@cityofseward.net; Sheri Pierce ; Janice Williams  
(cityclerk@dillinghamak.us); dmarlar@city.kodiak.ak.us;  
kccityclerk@gmail.com; dthompson@petersburak.gov;  
rwinters@ci.Unalaska.ak.us  
**Subject:** RE: Summer Transient workers in Fish Plants

Hi Melissa,

We have three processing plants in Sitka and two, if not three, provide housing for their workers. Our campgrounds are regulated by the US Forest Service and have limitations on the number of days for camping.

*Sara*

---

**From:** Melissa Jacobsen [<mailto:MJacobsen@ci.homer.ak.us>]  
**Sent:** Wednesday, January 20, 2016 11:36 AM  
**To:** Sandra Modigh ([smodigh@ci.kenai.ak.us](mailto:smodigh@ci.kenai.ak.us)); [bballou@cityofseward.net](mailto:bballou@cityofseward.net); Sheri Pierce ; Janice Williams ([cityclerk@dillinghamak.us](mailto:cityclerk@dillinghamak.us)); Sara Peterson; [dmarlar@city.kodiak.ak.us](mailto:dmarlar@city.kodiak.ak.us); [kccityclerk@gmail.com](mailto:kccityclerk@gmail.com); [dthompson@petersburak.gov](mailto:dthompson@petersburak.gov); [rwinters@ci.Unalaska.ak.us](mailto:rwinters@ci.Unalaska.ak.us)  
**Subject:** Summer Transient workers in Fish Plants

Hello!

Homer's Port and Harbor Advisory Commission is talking about regulations regarding camping on the Homer Spit where our port and harbor and fish plants are located. It is also a popular tourist area with easy access to sport fishing, eco-tours, water taxis, etc.

Several years back before the Icicle plant in Homer burned, we had an influx of summer worker who camped out primarily on the Icicle lease property, and I'm sure some overflow camping on the beaches and campgrounds as well. Icicle no longer has a large facility here, but we still have folks that come to work at other smaller facilities in the summer and a few in the winter, who camp on the spit.

Currently the city has a 14 day limit on camping in city campgrounds in the summer and closes them in the winter. Our City Manager has just opened one of our campgrounds on the spit for winter camping due to several motorhomes settling in one of our harbor area parking lots.

Some of our commissioners and residents are adamant that city should offer unlimited camping to people who come to town to work in the fish plants on the spit.

I'm curious how your communities deal the temporary workers who come to town. Do your processors provide space for seasonal workers to live/camp? Is unlimited camping available to seasonal workers who come to town? Are there any city regulations relating to this?

I look forward to your input.

Thanks! Melissa

*Melissa Jacobsen, CMC  
Deputy City Clerk  
City of Homer, Alaska  
907-435-3107*

[City of Homer City Clerk's Office](#)

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**From:** Dillingham City Harbor <harbor@dillinghamak.us>  
**Sent:** Wednesday, January 20, 2016 4:35 PM  
**To:** Janice Williams; Sandra Modigh; Melissa Jacobsen  
**Subject:** RE: Summer Transient workers in Fish Plants

Melissa – The City of Dillingham has a small transient campground located within the harbor area that is seldom used other than by people that are either waiting to go on a float trip on the surrounding lakes and rivers or just returning from one.

Our two fish processors have their own housing and bring their own people in to work and know how many people they need and have room for, there are very few that come to town on their own and work for them.

We never have had anyone want to camp in the winter months..... not sure I would allow it as I doubt many would have the correct gear.

We don't have a time limit as it has not come in to play as of yet but it does sound like something I might explore.

Other info can be found by going to the city of Dillingham website and look under the City code Chapter 12-06

Jean

Jean Barrett  
Port Director  
City of Dillingham  
907-842-1069 office  
907-843-1379 cell  
[harbor@dillinghamak.us](mailto:harbor@dillinghamak.us)

---

**From:** Janice Williams [mailto:[cityclerk@dillinghamak.us](mailto:cityclerk@dillinghamak.us)]  
**Sent:** Wednesday, January 20, 2016 2:54 PM  
**To:** Sandra Modigh <[smodigh@kenai.city](mailto:smodigh@kenai.city)>  
**Cc:** Jean Barrett <[harbor@dillinghamak.us](mailto:harbor@dillinghamak.us)>  
**Subject:** RE: Summer Transient workers in Fish Plants

Sandra, I am forwarding this on to our Port Director Jean Barrett. He could probably do a much better job of answering than I. Very interesting.

**Janice Williams**  
City Clerk

**City of Dillingham**  
Office of City Clerk  
PO Box 889  
Street Address  
Dillingham, AK 99576

**From:** Sheri Pierce <spierce@ci.valdez.ak.us>  
**Sent:** Wednesday, January 20, 2016 4:56 PM  
**To:** 'Sandra Modigh'; Melissa Jacobsen; bballou@cityofseward.net; Janice Williams (cityclerk@dillinghamak.us); Sara Peterson; dmarlar@city.kodiak.ak.us; kccityclerk@gmail.com; dthompson@petersburak.gov; rwinters@ci.Unalaska.ak.us  
**Subject:** RE: Summer Transient workers in Fish Plants

Hi Melissa,

We had this problem years ago and resolved it by making it unlawful to camp overnight on city property unless it is a designated campground which is operated by a seasonal caretaker. So....the canneries now provide on-site temporary housing for all of their seasonal workers. We have seasonal "community service officers" who kindly direct people who are camping on city property to a designated public or private campground. The problem we had with seasonal workers or tourists in general camping on city property was that they did not clean up the mess they created and deterred the public from enjoying the use of our city parks and trails. So...we just do not allow it. I don't know if the spit is municipal property?? We have two seasonal city campgrounds which are operated under contract by local residents. They charge a fee and are responsible for regulating use.

I do remember visiting the Homer spit one summer and I was amazed at the amount of junk (like old couches/furniture and garbage) which we were told was left by the cannery workers. It is such a beautiful place and I remember thinking that it was a shame that people left it in such a condition.

Sheri L. Pierce, MMC  
City Clerk, City of Valdez  
907-834-3408

---

**From:** Sandra Modigh [<mailto:smodigh@kenai.city>]  
**Sent:** Wednesday, January 20, 2016 1:04 PM  
**To:** Melissa Jacobsen; [bballou@cityofseward.net](mailto:bballou@cityofseward.net); Sheri Pierce; Janice Williams ([cityclerk@dillinghamak.us](mailto:cityclerk@dillinghamak.us)); Sara Peterson; [dmarlar@city.kodiak.ak.us](mailto:dmarlar@city.kodiak.ak.us); [kccityclerk@gmail.com](mailto:kccityclerk@gmail.com); [dthompson@petersburak.gov](mailto:dthompson@petersburak.gov); [rwinters@ci.Unalaska.ak.us](mailto:rwinters@ci.Unalaska.ak.us)  
**Subject:** RE: Summer Transient workers in Fish Plants

Hiya! This probably isn't very helpful as it relates to our dipnet season, but here it is anyway:  
<http://www.kenai.city/node/264>

Thanks, Sandra

---

**From:** Melissa Jacobsen [<mailto:MJacobsen@ci.homer.ak.us>]  
**Sent:** Wednesday, January 20, 2016 11:36 AM  
**To:** Sandra Modigh <[smodigh@kenai.city](mailto:smodigh@kenai.city)>; [bballou@cityofseward.net](mailto:bballou@cityofseward.net); Sheri Pierce <[spierce@ci.valdez.ak.us](mailto:spierce@ci.valdez.ak.us)>; Janice Williams ([cityclerk@dillinghamak.us](mailto:cityclerk@dillinghamak.us)) <[cityclerk@dillinghamak.us](mailto:cityclerk@dillinghamak.us)>; Sara Peterson <[sara@cityofsitka.com](mailto:sara@cityofsitka.com)>; [dmarlar@city.kodiak.ak.us](mailto:dmarlar@city.kodiak.ak.us); [kccityclerk@gmail.com](mailto:kccityclerk@gmail.com); [dthompson@petersburak.gov](mailto:dthompson@petersburak.gov); [rwinters@ci.Unalaska.ak.us](mailto:rwinters@ci.Unalaska.ak.us)  
**Subject:** Summer Transient workers in Fish Plants

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## Detailed Dipnet Fee Information:

### Day Use Parking:

Day use parking is available at all of the locations beginning at 5:00am. The price is \$20 per calendar day. If you arrive before 5:00am you will be required to purchase overnight parking. If you purchase a day use parking permit at 5:00am you will get 19 hours of parking for \$20. If you purchase a day use parking permit at 9:00pm you will get 3 hours of parking for \$20. You may park 1 car or truck with 1 trailer, or 1 motorhome, or 1 motorcycle, or up to 2 ATVs in a parking spot. You may not take up more than 10 feet of width, so if you have a camper with 2 tip-outs that make the motor home 12 feet wide, you will need to purchase a second permit. These permits are valid at all locations.

### Overnight Parking:

Overnight parking is available at all of the locations except the dock. The price is \$45 and is valid from noon until noon the following day. If you arrive before noon, the price will be \$55 for the first day and \$45 for each additional day. If you arrive at 1:00am you will pay \$55 and get 35 hours of parking. If you arrive at 9:00pm you will pay \$45 and get 15 hours of parking. You may park 1 car or truck with 1 trailer, 1 motorhome, 1 motorcycle, or up to 2 ATVs in a parking spot. You may not take up more than 10 feet of width, so if you have a camper with 2 tip-outs that make the motor home 12 feet wide, you will need to purchase a second permit. These permits are valid at either beach location or in the overflow parking areas. Also included in overnight parking is 1 camping spot, which cannot exceed a 10 foot by 10 foot area.

### Camping:

Camping is available at all of the locations except the dock. The price is \$25 and is valid from noon until noon the following day. If you arrive at 1:00am you will pay \$25 and the permit will expire at noon of the same day. If you wish to remain until the following day you would need to purchase 2 days of camping. The camping spot cannot exceed a 10 foot by 10 foot area. Parking is not included with camping.

### Dock Boat Launch:

Boat launch and parking is available at the dock. The price is \$35 and is valid until midnight on the day that it is issued. You get one boat launch and retrieval, and one parking spot for a vehicle and a trailer. If you arrive at 5:00am you will pay \$35 and get 19 hours of parking. If you arrive at

6:00pm you will pay \$35 and get 6 hours of parking. If you launch on one day and wish to retrieve at a later date this will be permitted, but parking is limited to the day it was issued.

# Port & Harbor Monthly Statistical & Performance Report

For the Month of: **December 2015**

<b><u>Moorage Sales</u></b>	<b><u>2015</u></b>	<b><u>2014</u></b>	<b><u>Stall Wait List</u></b>		
Daily Transient	35	28	No. on list at Month's End	<b><u>2015</u></b>	<b><u>2014</u></b>
Monthly Transient	74	80	18' Stall	n/a	n/a
Semi-Annual Transient	4	1	20' Stall	7	3
Annual Transient	4	4	24' Stall	12	9
Annual Reserved	19	32	32' Stall	40	15
			40' Stall	26	17
			50' Stall	27	27
			60' Stall	3	4
<b><u>Grid Usage</u></b>			75' Stall	3	2
1 Unit = 1 Grid Tide Use	<b><u>2015</u></b>	<b><u>2014</u></b>	Total:	118	77
Wood Grid	4	2			
Steel Grid	2	7			
<b><u>Services &amp; Incidents</u></b>	<b><u>2015</u></b>	<b><u>2014</u></b>	<b><u>Docking &amp; Beach/Barge Use</u></b>		
Vessels Towed	7	4	1 Unit = 1 or 1/2 Day Use	<b><u>2015</u></b>	<b><u>2014</u></b>
Vessels Moved	1	15	Deep Water Dock	28	39
Vessels Pumped	2	5	Pioneer Dock	3	27
Vessels Sunk	0	0	Beach Landings	0	2
Vessel Accidents	1	0	Barge Ramp	3	8
Vessel Impounds	0	0			
Equipment Impounds	0	0	<b><u>Marine Repair Facility</u></b>	<b><u>2015</u></b>	<b><u>2014</u></b>
Vehicle Impounds	0	0	Vessels Hauled-Out	0	0
Property Damage	5	3	Year to Date Total	0	4
Pollution Incident	0	0			
Fires Reported/Assists	0	0	<b><u>Wharfage (in short tons)</u></b>		
EMT Assists	2	1	Tons, Converted from Lb./Gal.	<b><u>2015</u></b>	<b><u>2014</u></b>
Police Assists	3	1	Seafood tons	0	4
Public Assists	24	15	Cargo/Other tons	556	933
Thefts Reported	0	1	Fuel	24,468	22,811
<b><u>Parking Passes</u></b>	<b><u>2015</u></b>	<b><u>2014</u></b>	<b><u>Ice Sales</u></b>	<b><u>2015</u></b>	<b><u>2014</u></b>
Long-term Pass	5	6	For the Month of December	*	*
Monthly Long-term Pass	1	0	*Shut Down for Season		
Seasonal Pass	0	0	Year to Date Total	1,652	2,045
<b><u>Crane Hours</u></b>	<b><u>2015</u></b>	<b><u>2014</u></b>	<b><u>Difference between</u></b>		
	42.6	43.1	<b><u>2014 YTD and 2015 YTD:</u></b>	<u>393 tons less</u>	



**Port & Harbor Water/Sewer Bills**

Service Period End Date: December 31, 2015

Meter Reading Period: 11/13 to 12/31/2015

Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
4350 HOMER SPIT RD - Old Harbor Office	1.0280.01	70316095	\$19.00	\$71.94	\$143.88	\$234.82	-		6,600
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129	\$19.00			\$19.00	316,700	316,700	-
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.01	84872363	\$19.00			\$19.00	8,144,800	8,144,800	-
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$19.00			\$19.00	22,616,300	22,616,300	-
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$19.00			\$19.00	1,032,000	1,032,000	-
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$19.00			\$19.00	2,924,500	2,924,500	-
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$19.00	\$15.26		\$34.26	411,300	412,700	1,400
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$19.00	\$74.12		\$93.12	8,047,500	8,054,300	6,800
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	\$9.50			\$9.50	229,800	229,800	-
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	\$19.00	\$305.20	\$15.26	\$339.46	86,460,600	86,463,400	2,800
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$19.00	\$17.44	\$34.88	\$71.32	912,900	914,500	1,600
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$19.00			\$19.00	1,441,100	1,441,100	-
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$19.00	\$14.17	\$28.34	\$61.51	1,252,300	1,253,600	1,300
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$19.00	\$44.69	\$89.38	\$153.07	665,600	669,700	4,100
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	\$9.50			\$9.50	320,400	320,400	-
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	\$19.00	\$10.90	\$21.80	\$51.70	32,900	33,900	1,000
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$19.00	\$18.53	\$24.99	\$62.52	17,600	19,300	1,700
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$19.00	\$30.52		\$49.52	60,700	63,500	2,800

**Overall Charges: \$1,284.30**

**Overall Water Usage: 30,100**

<b>Water/Sewer Monthly Comparison</b>						
CY 2013 to Current						
	2013		2014		2015	
January	\$1,039.71	62,100	\$3,545.49	288,500	\$2,526.35	183,700
February	\$995.09	57,300	\$4,042.38	322,400	\$2,015.14	140,800
March	\$3,777.17	91,400	\$3,968.26	320,400	\$3,339.49	253,700
April	\$2,825.07	208,200	\$5,792.92	452,200	\$4,997.38	467,700
May	\$11,647.05	1,176,600	\$12,019.73	973,600	\$6,982.27	541,900
June	\$19,728.26	1,660,800	\$13,396.30	1,106,200	\$14,116.19	1,134,100
July	\$73,511.61	6,344,600	\$16,516.50	1,348,000	\$12,038.01	919,900
August	\$18,766.53	1,547,500	\$15,883.21	1,279,500	\$15,033.97	1,197,000
September	\$12,784.77	1,057,600	\$13,105.89	1,073,100	\$15,661.07	1,307,300
October	\$6,823.64	558,200	\$3,874.68	266,000	\$5,445.90	406,300
November	\$5,696.76	456,800	\$3,658.86	283,400	\$1,917.85	106,100
December	\$2,699.74	186,900	\$1,748.09	111,900	\$1,284.30	30,100
YTD Total	\$160,295.40	13,408,000	\$97,552.31	7,825,200	\$85,357.92	6,688,600





**WEEKLY CRANE TIME / TONS OF ICE**  
**City of Homer - Fish Dock 2015**

<b>Date From</b>	<b>Date To</b>	<b>Crane Hours (Weekly)</b>	<b>YTD Crane</b>	<b>Tons of Ice (Weekly)</b>	<b>YTD Ice</b>
12/30/2013	1/4/2015	5.6	5.6	shut down for maintenance	
1/6/2014	1/11/2015	15	20.6	shut down for maintenance	
1/13/2014	1/18/2015	15.4	36	shut down for maintenance	
1/20/2014	1/25/2015	22	58	shut down for maintenance	
1/27/2014	2/1/2015	12.9	70.9	shut down for maintenance	
2/3/2014	2/8/2015	21.3	92.2	shut down for maintenance	
2/10/2014	2/15/2015	23.4	115.6	shut down for maintenance	
2/17/2014	2/22/2015	15.3	130.9	shut down for maintenance	
2/24/2014	3/1/2015	40.8	171.7	shut down for maintenance	
3/3/2014	3/8/2015	16.3	188	shut down for maintenance	
3/10/2014	3/15/2015	11.6	199.6	1	1
3/17/2014	3/22/2015	39.7	239.3	5	6
3/24/2014	3/29/2015	39	278.3	14	20
3/31/2014	4/5/2015	51.3	329.6	27	47
4/7/2014	4/12/2015	38.3	367.9	6	53
4/14/2014	4/19/2015	45.7	413.6	5	58
4/21/2014	4/26/2015	30.7	444.3	62	120
4/28/2014	5/3/2015	53.4	497.7	38	158
5/5/2014	5/10/2015	58.1	555.8	72	230
5/12/2014	5/17/2015	60.6	616.4	63	293
5/19/2014	5/24/2015	55.7	672.1	75	368
5/26/2014	5/31/2015	71.5	743.6	44	412
6/2/2014	6/7/2015	52	795.6	54	466
6/9/2014	6/14/2015	61.5	857.1	51	517
6/16/2014	6/21/2015	81.8	938.9	100	617
6/23/2014	6/28/2015	81.7	1020.6	78	695
6/30/2014	7/5/2015	84.3	1104.9	43	738
7/7/2014	7/12/2015	104.7	1209.6	96	834
7/14/2014	7/19/2015	126.2	1335.8	126	960
7/21/2014	7/26/2015	72.7	1408.5	116	1076
7/28/2014	8/2/2015	98	1506.5	88	1164
8/4/2014	8/9/2015	150.8	1657.3	66	1230
8/11/2014	8/16/2015	134.3	1791.6	42	1272
8/18/2014	8/23/2015	53.3	1844.9	32	1304
8/25/2014	8/30/2015	62.3	1907.2	47	1351
9/1/2014	9/6/2015	55.7	1962.9	57	1408
9/8/2014	9/13/2015	46.5	2009.4	65	1473
9/15/2014	9/20/2015	26.6	2036	40	1513
9/22/2014	9/27/2015	38.5	2074.5	30	1543
9/29/2014	10/4/2015	43.4	2117.9	48	1591
10/6/2014	10/11/2015	29.6	2147.5	21	1612
10/13/2014	10/18/2015	19.6	2167.1	13	1625
10/20/2014	10/25/2015	16.4	2183.5	15	1640
10/27/2014	11/1/2015	13.6	2197.1	8	1648
11/3/2014	11/8/2015	10.3	2207.4	3	1651
11/10/2014	11/15/2015	4.7	2212.1	1	1652
11/17/2014	11/22/2015	5.3	2217.4	shut down for maintenance	1652
11/24/2014	11/29/2015	5.8	2223.2	shut down for maintenance	1652
12/1/2014	12/6/2015	10.3	2233.5	shut down for maintenance	1652
12/8/2014	12/13/2015	3	2236.5	shut down for maintenance	1652
12/15/2014	12/20/2015	10.6	2247.1	shut down for maintenance	1652
12/22/2014	12/27/2015	12.7	2259.8	shut down for maintenance	1652
12/28/2015	1/3/2016	6	2265.8	shut down for maintenance	1652



## Deep Water Dock 2015

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/2	Discovery INSIDE	183	0730/1800	Ocean Marine	\$253.00	na
1/7	Perseverance	189	0130/	Cispri	\$506.00	\$52.00
1/8	Perseverance	189		Cispri	\$506.00	
1/8	Discovery INSIDE	183	0830/1000	Ocean Marine	\$84.30	na
1/9	Perseverance	189	/1530	Cispri	\$506.00	
1/9	Discovery INSIDE	183	1000/1330	Ocean Marine	\$84.30	na
1/13	Discovery INSIDE	183	1230/1315	Ocean Marine	\$84.30	na
1/14	Discovery INSIDE	183	0945/1145	Ocean Marine	\$84.30	na
1/15	Discovery INSIDE	183	0900/	Ocean Marine	\$506.00	na
1/16	Discovery INSIDE	183	/1310	Ocean Marine	\$506.00	
1/16	Pacific Wolf & DBL 54	395	0815/	Kirby Offshor	\$1,206.00	\$52.00
1/17	Pacific Wolf & DBL 54	395		Kirby Offshor	\$1,206.00	
1/18	Pacific Wolf & DBL 54	395		Kirby Offshor	\$1,206.00	
1/19	Pacific Wolf & DBL 54	395	/1530	Kirby Offshor	\$1,206.00	
1/22	Discovery	183	0800/0830	Ocean Marine	\$84.30	na
1/23	Discovery	183	1030/1545	Ocean Marine	\$253.00	na
1/29	Barge 141	300	1330/1430	Cispri	\$788.00	\$52.00
1/30	Discovery INSIDE	183	0735/1315	Ocean Marine	\$253.00	na
2/5	Tustumena	296	0740/1150	St of AK	\$788.00	\$52.00
2/5	Tustumena	296	1630/2130	St of AK	\$788.00	\$52.00
2/5	Discovery INSIDE	183	0750/0840	Ocean Marine	\$84.33	n/a
2/6	Discovery	183	1200/1430	Ocean Marine	\$506.00	\$52.00
2/8	Tustumena	296	1415/1715	St of AK	\$788.00	\$52.00
2/8	Tustumena	296	2100/2330	St of AK	\$788.00	\$52.00
2/10	Tustumena	296	1100/1500	St of AK	\$788.00	\$52.00
2/10	Tustumena	296	2100/2330	St of AK	\$788.00	\$52.00
2/12	Pacific Wolf & DBL 54	395	0015/	Kirby Offshor	\$1,206.00	\$52.00
2/13	Pacific Wolf & DBL 54	395	/1600	Kirby Offshor	\$1,206.00	\$52.00
2/13	Discovery INSIDE	183	0750/1430	Ocean Marine	\$253.00	n/a
2/15	Tustumena	296	1900/2245	St of AK	\$788.00	\$52.00
2/18	Pacific Wolf & DBL 54	395	0735/1215	Kirby Offshor	\$1,206.00	\$52.00
2/19	Discovery INSIDE	183	0800/0930	Ocean Marine	\$84.33	n/a
2/20	Discovery	183	0835/1130	Ocean Marine	\$506.00	\$52.00
2/25	Endeavor INSIDE	181	0700/	CISPRI	\$506.00	n/a
2/26	Endeavor INSIDE	181		CISPRI	\$506.00	n/a
2/26	Guardian	99	1000/1600	Gordon Giles	\$338.00	\$52.00
2/27	Perseverance	207		Cispri	\$788.00	\$52.00
2/27	Endeavor	181		Cispri	\$506.00	
2/27	Discovery	183	0745/1300	Ocean Marine	\$84.30	na
2/28	Perseverance	207	/0700	Cispri	\$788.00	
2/28	Endeavor INSIDE	181	/0900	Cispri	\$253.00	
3/1	Pacific Wolf & DBL 54	395	0800/1835	Kirby Offshore	\$1,206.00	\$52.00
3/5	Discovery	183	0715/0830	Ocean Marine	\$84.30	na
3/6	Discovery INSIDE	183	0730/1300	Ocean Marine	\$253.00	na
3/13	Discovery	183	0745/1245	Ocean Marine	\$253.00	na
3/16	Perseverance	207	0830/	Cispri	\$788.00	\$52.00
3/17	Perseverance	207	/0900	Cispri	\$788.00	
3/19	Discovery	183	0800/0845	Ocean Marine	\$84.30	na
3/20	Discovery	183	0820/1330	Ocean Marine	\$253.00	na
3/21	Akemi INSIDE	95	1330/1600	Akemi Group	\$56.31	na
3/25	Endeavor INSIDE	181	0800/1830	Cispri	\$253.00	na
3/26	Endeavor INSIDE	181	0750/1800	Cispri	\$253.00	na
3/27	Perseverance	207	/1500	Cispri	\$788.00	\$52.00

## Deep Water Dock 2015

3/27	Perseverance	207	1715/1845	Cispri	chrg above	
3/27	Discovery INSIDE	183	0700/1430	Ocean Marine	\$253.00	na
3/27	Endeavor INSIDE	181	1445/1745	Cispri	\$84.30	na
4/2	Sovereign	180	0745/1000	Ocean Marine	\$84.30	na
4/3	Endurance	207	2135/	Alyeska Pipe	\$788.00	\$52.00
4/3	Sovereign	180	0800/1515	Ocean Marine	\$253.00	na
4/4	Endurance	207	/1645	Alyeska Pipe	\$788.00	
4/8	Endurance	207	1230/	Alyeska Pipe	\$788.00	\$52.00
4/9	Endurance	207	/1215	Alyeska Pipe	\$788.00	
4/9	Perseverance INSIDE	207	0615/0830	Cispri	\$131.28	na
4/10	Sovereign INSIDE	180	0800/1300	Ocean Marine	\$253.00	na
4/10	Endurance INSIDE	207	/2230	Alyeska Pipe	\$394.00	na
4/11	Endeavor	181	0600/1630	Cispri	\$253.00	na
4/16	Akemi	95	0830/1015	Akemi Group	\$338.00	\$52.00
4/16	Responder Barge	175	1030/1600	Cispri	\$506.00	\$52.00
4/16	Endeavor	181	1800/	Cispri	\$506.00	\$52.00
4/16	Sovereign INSIDE	180	0715/0830	Ocean Marine	\$84.30	na
4/17	Endeavor	181	/1700	Cispri	\$506.00	
4/17	Sovereign INSIDE	180	0810/1315	Ocean Marine	\$253.00	na
4/18	Endeavor	181	1115/	Cispri	\$506.00	\$52.00
4/25	Sovereign INSIDE	180	0745/1230	Ocean Marine	\$253.00	na
4/25	Millennium Star INSIDE	105	1300/	Olympic Tug	\$253.00	na
4/26	Millennium Star Trestle	105		Olympic Tug	\$506.00	
4/27	Millennium Star Trestle	105		Olympic Tug	\$506.00	
4/28	Anna T	99	1415/	Amak Towing	\$338.00	\$52.00
4/28	Sovereign INSIDE	180	0730/1145	Ocean Marine	\$253.00	na
4/28	Millennium Star Trestle	105		Olympic Tug	\$506.00	
4/29	Anna T	99		Amak Towing	\$338.00	
4/29	Millennium Star	105	0900/	Olympic Tug	\$506.00	\$52.00
5/10	Millennium Star	105	1700/	Olympic Tug	\$506.00	\$52.00
5/11	Millennium Star	105		Olympic Tug	\$506.00	
5/11	Westward Wind INSIDE	160	1645/	SA Explor	\$253.00	na
5/11	Arctic Wolf INSIDE	129	2100/	AW Partners	\$84.30	na
5/12	Millennium Star	105		Olympic Tug	\$506.00	
5/12	Westward Wind INSIDE	160		SA Explor	\$506.00	
5/12	Arctic Wolf INSIDE	129	/0800	AW Partners	\$253.00	
5/13	Millennium Star	105		Olympic Tug	\$506.00	
5/13	Westward Wind INSIDE	160		SA Explor	\$506.00	
5/14	Millennium Star	105		Olympic Tug	\$506.00	
5/14	Westward Wind INSIDE	160		SA Explor	\$506.00	
5/15	Millennium Star	105	/1800	Olympic Tug	\$506.00	
5/15	Westward Wind INSIDE	160	/2030	SA Explor	\$506.00	
5/15	Arctic Wolf INSIDE	129	1330/2030	AW Partners	\$253.00	
5/16	Anna T	99	0300/	Amak	\$338.00	
5/16	Millennium Star	105	1030/1200	Olympic Tug	\$506.00	
5/16	Svenja	525	1330/	AK Maritime	\$1,996.00	\$52.00
5/17	Svenja	525	/1200	AK Maritime	\$1,996.00	
5/17	Jeffrey Foss	118	1245/1400	Foss Maritime	\$506.00	\$52.00
5/17	Anna T	99		Amak	\$338.00	
5/18	Anna T	99	/1130	Amak	\$338.00	
5/20	Millennium Star INSIDE	105	1400/1715	Olympic Tug	\$84.30	na
5/21	Jeffrey Foss	118	0100/1300	Foss Maritime	\$506.00	\$52.00
5/22	Resolve Pioneer	207	1115/	Resolve Marine	\$788.00	\$52.00
5/22	Millennium Star	105	0200/	Olympic Tug	\$506.00	\$52.00

## Deep Water Dock 2015

5/23	Resolve Pioneer	207		Resolve Marine	\$788.00	
5/24	Resolve Pioneer	207		Resolve Marine	\$788.00	
5/25	Resolve Pioneer	207	/1900	Resolve Marine	\$788.00	
5/25	Jeffrey Foss INSIDE	118	0815/1030	Foss Maritime	\$84.30	na
5/26	Statendam	720	0900/1745	Holland Amer	\$5,119.00	\$481.53
5/27	Barge 455-8	400	1100/1750	Crowley	\$1,206.00	\$52.00
5/28	Resolve Pioneer	207	1300/	Resolve Marine	\$788.00	\$52.00
5/28	Millennium Star INSIDE	105	0900/1800	Olympic Tug	\$253.00	na
5/29	Resolve Pioneer	207		Resolve Marine	\$788.00	
5/30	Resolve Pioneer	207		Resolve Marine	\$788.00	
5/30	Millennium Star INSIDE	105	0940/	Olympic Tug	\$506.00	
5/31	Resolve Pioneer	207	/0900	Resolve Marine	\$788.00	
5/30	Millennium Star INSIDE	105		Olympic Tug	\$506.00	
6/1	Millennium Star INSIDE	105		Olympic Tug	\$506.00	
6/2	Millennium Star INSIDE	105	/1630	Olympic Tug	\$506.00	
6/2	Jeffrey Foss INSIDE	118	1900/2230	Foss Maritime	\$84.30	na
6/6	Sea Trader	278	0800/2100	Trident Seaf	\$788.00	\$52.00
6/6	Clean Ocean INSIDE	146	1300/	Metson	\$253.00	na
6/7	Clean Ocean INSIDE	146	/0520	Metson	\$253.00	
6/7	Jeffrey Foss INSIDE	118	1745/1945	Foss Maritime	\$84.30	na
6/9	Statendam	720	0900/1800	Holland Amer	\$5,119.00	\$481.53
6/10	Seacor Reliant	244	0500/1400	Seacorp World	\$788.00	\$52.00
6/10	Jeffrey Foss INSIDE	118	0630/0830	Rosalie Aikin	\$84.30	na
6/10	Millennium Star INSIDE	105	1700/2030	Olympic Tug	\$84.30	na
6/15	Discovery INSIDE	183	0515/1000	Ocean Marine	\$253.00	na
6/15	Jeffrey Foss INSIDE	118	1300/1635	Foss Maritime	\$84.30	na
6/19	Marika	750	0700/	Inchcape Ship	\$5,858.00	\$52.00
6/20	Marika	750		Inchcape Ship	\$5,858.00	
6/21	Marika	750		Inchcape Ship	\$5,858.00	
6/22	Marika	750		Inchcape Ship	\$5,858.00	
6/23	Marika	750	/0730	Inchcape Ship	\$5,858.00	
6/23	Statendam	720	0900/1745	Holland Amer	\$5,119.00	\$481.53
6/23	Marika	750	1915/2015	Inchcape Ship	chrg above	\$52.00
6/24	Jeffrey Foss	118	0700/1115	Foss Maritime	\$506.00	\$52.00
6/25	Minerva Antarctica	817	1645/	Inchcape Ship	\$7,459.00	\$52.00
6/26	Minerva Antarctica	817		Inchcape Ship	\$7,459.00	
6/27	Minerva Antarctica	817		Inchcape Ship	\$7,459.00	
6/28	Minerva Antarctica	817	/2300	Inchcape Ship	\$7,459.00	
7/1	Helenka B INSIDE	177	0045/0115	Bruce Flanigan	\$84.30	na
7/3	Jeffrey Foss INSIDE	118	1300/1700	Foss Maritime	\$84.30	na
7/7	Statendam	720	0900/1800	Holland Amer	\$5,119.00	\$481.53
7/11	Endeavor INSIDE	181	0745/	Cispri	\$506.00	na
7/12	Endeavor INSIDE	181		Cispri	\$506.00	
7/13	Endeavor INSIDE	181	/1130	Cispri	\$506.00	
7/13	Endeavor	181	1130/1600	Cispri	chrgd above	\$52.00
7/13	Arctic Seal INSIDE	130	1300/1500	Bering Marine	\$84.30	na
7/14	Endeavor INSIDE	181	/0500	Cispri	\$253.00	
7/16	Dublin Sea INSIDE	131	1000/	Kirby Offshore	\$506.00	na
7/16	DBL 185	576	1000/	Kirby Offshore	\$2,582.00	\$52.00
7/17	DBL 185	576		Kirby Offshore	\$2,582.00	
7/17	Dublin Sea INSIDE	131		Kirby Offshore	\$506.00	
7/18	DBL 185	576		Kirby Offshore	\$2,582.00	
7/18	Dublin Sea INSIDE	131		Kirby Offshore	\$506.00	
7/19	Dublin Sea INSIDE	131	/2	Kirby Offshore	\$84.30	

## Deep Water Dock 2015

7/19	Dublin Sea & DBL 185	707	? /1030	Kirby Offshore	\$5,119.00	
7/21	Statendam	720	0900/1745	Holland Amer	\$5,119.00	\$481.53
7/23	Western 7	280	0800/	AK Scrap	\$788.00	\$52.00
7/24	Western 7	280	/2145	AK Scrap	\$788.00	
7/25	Rachel&Barge 455-8	400	?/1500	Crowley	\$1,206.00	\$52.00
7/25	Marshall Foss	94	?/	Foss Maritime	\$338.00	na
7/25	RM Thorsensen	315	1645/	Icicle Seafoods	\$1,005.00	\$52.00
7/26	RM Thorsensen	315		Icicle Seafoods	\$1,005.00	
7/27	RM Thorsensen	315		Icicle Seafoods	\$1,005.00	
7/28	RM Thorsensen	315		Icicle Seafoods	\$1,005.00	
7/29	RM Thorsensen	315	/1500	Icicle Seafoods	\$1,005.00	
7/30	Christopher	151	1445/2200	Christopher Marine	\$506.00	\$52.00
8/1	Pacific Wolf&DBL 54	395	1300/2300	Kirby Offsho	\$1,206.00	\$52.00
8/2	Marshall Foss INSIDE	94	0330/1730	Foss Maritime	\$338.00	na
8/4	Statendam	720	1000/1800	Holland Am	\$5,119.00	\$481.53
8/6	Endeavor		0615/1830	Cispri	\$253.00	na
8/8	Svenja	525	1100/	AK Maritime	\$1,996.00	\$52.00
8/9	Svenja	525		AK Maritime	\$1,996.00	
8/10	Svenja	525		AK Maritime	\$1,996.00	
8/11	Svenja	525		AK Maritime	\$1,996.00	
8/11	Daniel Foss INSIDE	95	1930/	Foss Maritime	\$169.00	na
8/12	Svenja	525	/1920	AK Maritime	\$1,996.00	
8/12	Daniel Foss INSIDE	95		Foss Maritime	\$338.00	
8/13	Daniel Foss INSIDE	95	/1400	Foss Maritime	\$338.00	
8/18	Statendam	720	1000/1800	Holland Am	\$5,119.00	\$481.53
8/19	Perseverance	207	1730/	Cispri	\$788.00	\$52.00
8/19	Arctic Seal INSIDE	130	1600/1700	Bering Marine	\$84.30	na
8/20	Perseverance	207		Cispri	\$788.00	
9/1	Statendam	720	1000/1745	Holland Amer	\$5,119.00	\$481.53
9/1	Masco Endeavor INSIDE	165	0645/1715	Metson Marin	\$253.00	na
9/2	Masco Endeavor	165	0650/1845	Metson Marin	\$253.00	na
9/2	Pacific Wolf & DBL 54	395	2145/	Kirby	\$1,206.00	\$52.00
9/3	Pacific Wolf & DBL 54	395	/1800	Kirby	\$1,206.00	
9/8	Cape Caution INSIDE	108	1200/1630	Fortune Sea	\$253.00	na
9/9	Endeavor INSIDE	181	0900/1600	Cispri	\$253.00	na
9/10	Endeavor INSIDE	181	0900/1130	Cispri	\$84.30	na
9/10	Endeavor INSIDE	181	1600/1845	Cispri	\$84.30	na
9/13	Kirsten H/Callapooya	200	1915/	Boyer Towing	\$506.00	\$52.00
9/14	Kirsten H/Callapooya	200	/0945	Boyer Towing	\$506.00	
9/15	Kirstn H/CallpoyalINSIDE	200		Boyer Towing	\$506.00	
9/15	Statendam	720	1000/1745	Holland Amer	\$5,119.00	\$481.53
9/22	Cape Caution INSIDE	108	1200/1330	Fortune Sea	\$84.30	na
9/28	Persever/Joalonn Barge	300	1315/	Cispri	\$788.00	\$52.00
9/29	Persever/Joalonn Barge	300	/1730	Cispri	\$788.00	
9/29	Westward Wind INSIDE	160	0700/	SA Explor	\$506.00	na
9/30	Joalonn Barge	300	1145/1415	Cispri	\$788.00	\$52.00
9/30	Westward Wind INSIDE	160		SA Explor	\$506.00	
10/1	Perseverance	207	0815/	Cispri	788.00	52.00
10/1	Westward Wind INSIDE	160	/1645	S A Explorat	506.00	
10/2	Perseverance	207	/1730	Cispri	788.00	
10/6	Java Sea	118	0615/	Kirby Offshore	506.00	52.00
10/7	Java Sea	118	/0800	Kirby Offshore	506.00	
10/9	ResBarge & Perseverance	175	0930/1400	Cispri	506.00	52.00
10/10	Perseverance	207	0900/	Cispri	788.00	52.00

## Deep Water Dock 2015

10/11	Perseverance	207	/0900	Cispri	788.00	
10/13	Perseverance	207	0900/1230	Cispri	788.00	52.00
10/14	Perseverance	207	/1200	Cispri	788.00	
10/14	Perseverance	207	1810/	Cispri	chrgd above	52.00
10/15	Perseverance	207	/1615	Cispri	788.00	
10/18	DBL 54	300	0730/	Kirby Offshore	788.00	52.00
10/18	Pacific Wolf INSIDE	121	0815/	Kirby Offshore	506.00	na
10/19	DBL 54	300		Kirby Offshore	788.00	
10/19	Pacific Wolf INSIDE	121		Kirby Offshore	506.00	
10/20	DBL 54	300		Kirby Offshore	788.00	
10/20	Pacific Wolf INSIDE	121		Kirby Offshore	506.00	
10/21	DBL 54	300		Kirby Offshore	788.00	
10/21	Pacific Wolf INSIDE	121		Kirby Offshore	506.00	
10/22	DBL 54	300		Kirby Offshore	788.00	
10/22	Pacific Wolf INSIDE	121		Kirby Offshore	506.00	
10/23	DBL 54	300		Kirby Offshore	788.00	
10/23	Pacific Wolf INSIDE	121		Kirby Offshore	506.00	
10/24	DBL 54	300		Kirby Offshore	788.00	
10/24	Pacific Wolf INSIDE	121		Kirby Offshore	506.00	
10/25	DBL 54	300		Kirby Offshore	788.00	
10/25	Pacific Wolf INSIDE	121		Kirby Offshore	506.00	
10/26	DBL 54	300		Kirby Offshore	788.00	
10/26	Pacific Wolf INSIDE	121		Kirby Offshore	506.00	
10/27	DBL 54	300		Kirby Offshore	788.00	
10/27	Pacific Wolf INSIDE	121		Kirby Offshore	506.00	
10/28	PacWolf&DBL54	395	/1145	Kirby Offshore	1,206.00	
11/3	Tustumena	296	0830/1150	St of AK	788.00	52.00
11/3	Perseverance	207	1200/1830	Cispri	788.00	52.00
11/5	Tustumena	296	1000/1330	St of AK	788.00	52.00
11/10	Tustumena	296	0800/	St of AK	788.00	52.00
11/10	Tustumena	296	1960/2200	St of AK	788.00	52.00
11/12	Tustumena	296	1000/1200	St of AK	788.00	52.00
11/17	Tustumena	296	1100/1320	St of AK	788.00	52.00
11/19	Tustumena	296	0730/1145	St of AK	788.00	52.00
11/19	Tustumena	296	1630/	St of AK	788.00	52.00
11/20	Tustumena	296		St of AK	788.00	
11/21	Tustumena	296		St of AK	788.00	
11/22	Tustumena	296	/0700	St of AK	788.00	
11/24	Masco Endeavor	120	0915/1645	Matson Mar	506.00	52.00
11/24	Tustumena	296	1900/2200	St of AK	788.00	52.00
11/26	Masco Endeavor INSIDE	120	1500/1700ish	Matson Mar	84.30	na
12/1	Tustumena	296	0800/1145	St of AK	788.00	52.00
12/1	Perseverance	207	1245/1650	Cispri	788.00	52.00
12/1	Tustumena	296	1900/2200	St of AK	788.00	52.00
12/3	Tustumena	296	0730/1145	St of AK	788.00	52.00
12/4	Perseverance	207	0915/1645	Cispri	788.00	52.00
12/7	Perseverance INSIDE	207	1015/1505	Cispri	394.00	na
12/8	Tustumena	296	0945/1215	St of AK	788.00	52.00
12/8	Tustumena	296	1910/2200	St of AK	788.00	52.00
12/9	Perseverance	207	0900/	Cispri	788.00	52.00
12/10	Perseverance	207	/1545	Cispri	788.00	
12/13	Tustumena	296	0730/1430	St of AK	788.00	52.00
12/13	Tustumena	296	1810/2030	St of AK	788.00	52.00
12/15	Tustumena	296	0900/1115	St of AK	788.00	52.00

## Deep Water Dock 2015

12/15	Tustumena	296	1910/2200	St of AK	788.00	52.00
12/18	Tustumena	296	0730/1140	St of AK	788.00	52.00
12/20	Tustumena	296	1000/1200	St of AK	788.00	52.00
12/22	Tustumena	296	0800/1145	St of AK	788.00	52.00
12/23	Sovereign	180	1630/2200	Ocean Marine	506.00	52.00
<b>01/22/16</b>				<b>Year to Date Totals:</b>	\$265,107.65	\$8,961.77



## Pioneer Dock 2015

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/9	Pacific Wolf & DBL 55	395	0745/1320	Kirby Offshor	\$1,206.00	\$52.00
1/9	Discovery	183	1340/1530	Ocean Marine	\$506.00	\$52.00
1/9	Perseverance	189	1540/1920	Cispri	\$506.00	\$52.00
1/21	Bob Franco One Day per MC	120	2100/0730	Olympic Tug	\$506.00	\$52.00
1/30	Discovery	183	1330/1630	Ocean Marine	\$506.00	\$52.00
2/11	Pacific Wolf & 55	395	0730/2315	Kirby Offshore	\$1,206.00	\$52.00
2/17	Bob Franco	120	1215/1500	Olympic Tug	\$506.00	\$52.00
2/18	Discovery	183	1250/1415	Ocean Marine	\$506.00	\$52.00
2/27	Pacific Wolf & DBL 55	395	0700/1700	Kirby Offshore	\$1,206.00	\$52.00
3/13	Discovery	183	1310/1445	Ocean Marin	\$506.00	\$52.00
3/27	Pac Wolf & DBL 55	395	1000/1600	Kirby	\$1,206.00	\$52.00
3/28	Bob Franco	120	1040/1315	Olympic Tug	\$506.00	\$52.00
3/31	Sovereign	180	1220/1330	Ocean Marin	\$506.00	\$52.00
3/31	Gretchen H/Seabeck	262	1400/1630	Boyer Towing	\$788.00	\$52.00
4/1	Seabeck barge	262	/1700	Boyer Towing	\$788.00	
4/4	Pacific Wolf&DBL54	395	0145/2300	Kirby Offsho	\$1,206.00	\$52.00
4/6	Pacific Wolf&DBL54/55	395	1250/	Kirby Offsho	\$1,206.00	\$52.00
4/7	Pacific Wolf&DBL54/55	395	/0435	Kirby Offsho	\$1,206.00	
4/10	Pacific Wolf & DBL55	395	0715/1745	Kirby Offsho	\$1,206.00	\$52.00
4/10	Sovereign	180	1315/1600	Ocean Marine	\$506.00	\$52.00
4/11	Nunaniq	155	0900/1830	Northland	\$506.00	\$52.00
4/20	Perseverance	207	0400/1030	Cispri	\$788.00	\$52.00
4/24	Sovereign	180	0445/0645	Ocean Marine	\$506.00	\$52.00
4/24	Pacific Wolf & DBL55	395	0730/1940	Kirby Offsho	\$1,206.00	\$52.00
5/3	Millennium Star	105	0330/	Olympic Tug	\$506.00	\$52.00
5/4	Millennium Star	105		Olympic Tug	\$506.00	
5/5	Millennium Star	105		Olympic Tug	\$506.00	
5/6	Millennium Star	105	/1030	Olympic Tug	\$506.00	
5/6	Millennium Star	105	1630/	Olympic Tug	chrg above	\$52.00
5/7	Millennium Star	105		Olympic Tug	\$506.00	
5/8	Millennium Star	105	/1700	Olympic Tug	\$506.00	
5/8	Pacific Wolf&DBL 55	395	2400/1700	Kirby Offsho	\$1,206.00	\$52.00
5/9	Pacific Wolf&DBL 55	395	0735/1830	Kirby Offsho	\$1,206.00	\$52.00
5/26	Pacific Wolf&DBL 55	395	0700/1115	Kirby Offsho	\$1,206.00	\$52.00
5/29	Sam B & Barge LA B	234	0115/0315	Brice Marine	\$788.00	\$52.00
6/4	Pacific Wolf&DBL 55 (PO)	395	1315/2115	Kirby Offshor	\$1,206.00	\$52.00
6/5	Millennium Star	105	0001/	Olympic Tug	\$506.00	\$52.00
6/16	Bob Franco	120	1200/1500	Olympic Tug	\$506.00	\$52.00
6/22	Pacific Wolf&DBL 54 (PO)	395	0430/1730	Kirby Offshor	\$1,206.00	\$52.00
6/28	Pacific Wolf&DBL 54 (PO)	395	2115/	Kirby Offshor	\$1,206.00	\$52.00
7/4	Pacific Wolf & DBL 55	395	1115/1600	Kirby Offshore	\$1,206.00	\$52.00
7/13	Pacific Wolf & DBL 55	395	1800/	Kirby Offshore	\$1,206.00	\$52.00
7/14	Pacific Wolf & DBL 55	395	/0500	Kirby Offshore	\$1,206.00	
7/16	Bob Franco	120	1230/2345	Olympic Tug	\$506.00	\$52.00
7/18	Westward Wind	160	0700/1100	SA Explorat	\$506.00	\$52.00
7/21	Pacific Wolf & DBL 54	395	0030/1300	Kirby Offshore	\$1,206.00	\$52.00
7/29	Pacific Wolf & DBL 54	395	0030/1140	Kirby Offshore	\$1,206.00	\$52.00
7/31	Dublin Sea	131	0830/1730	Kirby Offshore	\$506.00	\$52.00
8/8	Marshall Foss	94	1315/1700	Foss Maritime	\$338.00	\$52.00
8/12	PacificWolf&DBL54	395	0040/1745	Kirby Offshore	\$1,206.00	\$52.00
8/15	PacificWolf&DBL54	395	0235/0800	Kirby Offshore	\$1,206.00	\$52.00
8/21	Perseverance	207	0845/1100	Cispri	\$708.00	\$52.00
9/3	Bob Franco	120	1200/	Olympic Tug	\$506.00	\$52.00
9/5	Pacific Wolf&DBL 54	395	1930/0100	Kirby	\$1,206.00	\$52.00
9/9	Endeavor	181	1615/1900	Cispri	\$506.00	\$52.00

## Pioneer Dock 2015

10/2	Pacific Wolf & DBL 54	395	0800/1745	Kirby	1,206.00	52.00
10/11	Pacific Wolf & DBL 54	395	1200/1610	Kirby	1,206.00	52.00
10/15	Bob Franco	120	2400/	Olympic	506.00	52.00
10/25	Perseverance	207	1200/1800	Cispri	788.00	52.00
10/30	Pacific Wolf & DBL 54	395	0045/1030	Kirby	1,206.00	52.00
12/4	Pacific Wolf&DBL 54	395	0815/1615	Kirby	1,206.00	52.00
12/4	Bob Franco	120	1630/1845	Olympic	506.00	52.00
12/4	Masco Endeavor	165	1900/2030	Matson Mar	506.00	52.00
<b>01/22/16</b>				<b>Year to Date Totals:</b>	<b>\$51,716.00</b>	<b>\$2,860.00</b>

### Ferry Landings 2015

	Pioneer Dock	Deep Water Dock
January	8	0
February	17	7
March	7	0
April	6	0
May	18	
June	18	
July	24	
August	23	
September	24	
October	21	
November	17	
December	16	12



# Water Usage 2015

Pioneer Dock							Deep Water Dock						
Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee	Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee
							9/15	Statendam	7,935,000	7,981,000	46,000	\$ 1,785.26	\$ 102.00
							9/25	Bob Franco	7,981,000	7,985,000	4,000	\$ 194.05	\$ 102.00
							10/1	Westward Wind	7,985,000	7,993,000	8,000	\$ 310.48	\$ 102.00
							10/8	Bob Franco	7,992,000	7,996,000	4,000	\$ 194.05	\$ 102.00
							10/15	Perseverance	7,996,000	8,031,850	35,850	\$ 1,391.34	\$ 102.00
							10/18	Pacific Wolf	8,031,000	8,031,250	250	\$ 194.05	\$ 102.00
							10/21	Pacific Wolf	8,031,000	8,042,000	11,000	\$ 426.91	\$ 102.00
							11/2	Bob Franco	8,042,000	8,047,600	5,600	\$ 217.34	\$ 102.00
							11/18	Bob Franco	8,047,500	8,050,600	3,100	\$ 194.05	\$ 102.00
							12/5	Bob Franco	8,050,000	8,054,000	4,000	\$ 194.05	\$ 102.00
							12/19	Bob Franco	8,054,000	8,058,000	4,000	\$ 194.05	\$ 102.00
<b>Year to Date Totals:</b>				<b>124,963</b>	<b>\$ 5,454.74</b>	<b>\$ 1,632.00</b>	<b>Year to Date Totals:</b>				<b>1,221,590</b>	<b>\$ 50,362.59</b>	<b>\$ 7,956.00</b>
<b>Notes:</b>							<b>Notes:</b>						
Washing down dock results in missing begin/end reads							Washing down dock results in missing begin/end reads						
\$194.05 Min Charge							\$194.05 Min Charge						
\$102.00 CONX							\$102.00 CONX						

**2016 HOMER CITY COUNCIL MEETINGS**  
**PORT & HARBOR ADVISORY COMMISSION ATTENDANCE**

It is the goals 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 Council approves the consent agenda and any scheduled visitors it is then time for staff reports, commission reports and borough reports. That is when you would stand and be recognized by the Mayor to approach and give a brief report on what the Commission is currently addressing, projects, events, etc. **A commissioner is scheduled to speak and has a choice at which council meeting they will attend. It is only required to attend one meeting during the month that you are assigned.** However, if your schedule permits please feel free to attend both meetings. Remember you cannot be heard if you do not speak.

The following Meeting Dates for City Council for 2016 is as follows:

January 11, 25	<u>Ulmer</u>
February 8, 22	<u>Stockburger</u>
March 14, 28	<u>Hartley</u>
April 11, 25	<u>Carroll</u>
May 9, 23	<u>Zimmerman</u>
June 13, 27	<u></u>
July 25	<u></u>
August 8, 22	<u>Ulmer</u>
September 12, 26	<u>Zimmerman</u>
October 10, 24	<u>Donich</u>
November 28	<u>Donich</u>
December 12	<u>Stockburger</u>