

# **PORT AND HARBOR ADVISORY COMMISSION**

## **Regular Meeting**

Wednesday,  
August 24, 2016



Regular Meeting 6:00 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. July 27, 2016 Regular Meeting Minutes **Page 5**

**6. VISITORS/PRESENTATIONS**

- A. Public Safety Building Committee Update – Ken Castner, Committee Chair (10 minutes)  
**Page 15**
- B. Boat House Pavilion Update – Jason Swift, ECI; Miranda Weiss and Bob Shavelson, Boat Pavilion Committee (10 minutes)  
**Page 17**

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

- A. Port and Harbor Director’s Report for August 2016 **Page 39**

**8. PUBLIC HEARING**

**9. PENDING BUSINESS**

- A. Homer Marine Repair Facility **Page 41**

**10. NEW BUSINESS**

- A. Memo to Port and Harbor Advisory Commission Re: Boat House Pavilion Recommendation  
**Page 51**
- B. Memo to Port & Harbor Advisory Commission from Port Director Re: Vessel Management on the Fish Dock dated August 17, 2016  
**Page 53**
- C. Memo to Port & Harbor Advisory Commission from City Lease Staff Re: Policies for Overslope Leasing & Development dated August 8, 2016  
**Page 55**
- I. Overview Map of Homer Spit Parcels
- II. HCC 21.46 Small Boat Harbor Overlay District

**11. INFORMATIONAL ITEMS**

- A. Harbormaster’s Monthly Statistical Report for July 2016 **Page 63**
- B. Water/Sewer Bills Report for July 2016 **Page 65**
- C. Crane and Ice Report **Page 67**
- D. Deep Water Dock Report **Page 69**
- E. Pioneer Dock Report **Page 73**
- F. Dock Water Report **Page 75**
- G. Commissioner Attendance at City Council Meeting **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, SEPTEMBER 28, 2016 at 5:00 p.m.** in the City Hall Cowles Council Chambers located at 491 E. Pioneer Ave, Homer, Alaska



Session 16-07, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Ulmer at 6:00 p.m. on July 27, 2016 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONER CARROLL, DONICH, STOCKBURGER, ULMER, ZIMMERMAN, ZEISET

ABSENT: HARTLEY (Excused)

STAFF: HARBORMASTER HAWKINS  
DEPUTY CITY CLERK JACOBSEN

### **APPROVAL OF THE AGENDA**

There was brief discussion of agenda amendments.

STOCKBURGER/CARROLL MOVED TO AMEND THE AGENDA.

It was clarified for the record the amendments include:

- Add staff's introduction of the Capital Improvement plan under as item 7A, before the harbormasters report
- Move pending business to follow new business

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

The agenda as amended was approved by consensus of the Commission.

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

Kevin Hogan, city resident, expressed his concerns about the city entering into a lease with Global Sustainable Seafoods of Alaska. He thinks if we are going to pursue projects, they need to be stand alone. His concern with this proposal is the business plan seems fragmented and he isn't sure what the lease committee looked at regarding their viability. He referenced an article from the Homer News last September about this operation highlighting the track record of some of the participants who seem to have a lot of businesses that don't succeed. He is concerned that grant money comes with strings attached and if this business falls through the assets will have restrictions. He thinks if they have the resources to proceed as a viable business, that's fine. There are repercussions to the business community that already exists. He knows they are looking at getting exclusive rights of this technology but there are units in place that have not been successful; ISA in Kodiak is an example. He thinks the city needs to be very careful in becoming a partner in someone's funding dreams, this needs to be looked at a little more carefully, and it's an inappropriate position for the city to be taking.

Don Lane, city resident and owner of the fishing vessel Predator, commented that the Homer Marine Repair Facility is an important subject to continue to talk about. Two years ago with the Large Vessel Haul Out he commented that he just wants to haul his boat on the spit. He got to do that this year so we are making progress, there is more business on the spit, and he has confidence Bryan and his staff will be prepared when this occurs. There are a lot of good ideas swirling around this and he appreciates all the effort to keep it moving forward. It's important to his boat and business, instead of hauling out every five years he expects to haul out every two years, which is important to the safety and longevity of his boat. It's also important to the community because every year the boat brings \$300,000 to \$500,000 back to this town. It's an important subject and he appreciates the time they are taking to work on this.

Michael Basargin commented in support of the Global Sustainable Seafoods of Alaska lease proposal. It will bring business and jobs to Homer and Homer needs this opportunity.

## **RECONSIDERATION**

## **APPROVAL OF MINUTES**

A. June 22, 2016 Regular Meeting Minutes

ZIMMERMAN/DONICH MOVED TO APPROVE THE MINUTES.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

## **VISITORS/PRESENTATIONS**

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

A. Special Projects and Communications Coordinator Carroll review of the CIP Process

Special Projects and Communications Coordinator Carroll updated the Commission on the Capital Improvement Plan projects and reviewed the process and benefits of the plan. She explained that the Commission can recommend their top two projects to Council to be included in the Councils five projects that will be put forward in the 2017 Legislative Request.

B. Port and Harbor Director's Report for July 2016

Harbormaster Hawkins commented there is a lot on their agenda tonight and asked if the Commission had any questions.

There was brief discussion about parking at the Boat Pavilion on the spit and long term trailer parking.

## **PUBLIC HEARING**

### **NEW BUSINESS** (moved before Pending Business under agenda approval)

- A. Memo to City Council Thru: Port & Harbor Advisory Commission from City Lease Staff Re: Yourkowski Lease Amendment & Request to Sublease dated July 13, 2016
  - i. Yourkowski First Lease Amendment – December 1, 2015
  - ii. Letter to City from Mike Yourkowski Re: Sublease List dated May 12, 2016

There was discussion that there will still be public parking in front of the lease and about other encroachments on this and neighboring properties. Harbormaster Hawkins noted there has been an encroachment issue with the picnic tables out front of the restaurant and this resolves that issue. He further noted that Mr. Yourkowski has resolved outstanding lease issues with his lease and subleases in order to exercise this final 10 year option to renew. Lastly Harbormaster Hawkins noted the request to make quarterly payments.

STOCKBURGER/ZEISET MOVED TO APPROVE THIS AMENDMENT TO MIKE YOURKOWSKI'S LEASE AS LINED OUT IN THE AGREEMENT, INCLUDING THE QUARTERLY PAYMENT PLAN.

There was no further discussion.

VOTE: YES: DONICH, ZIMMERMAN, ULMER, ZEISET, CARROLL, STOCKBURGER

Motion carried.

- B. Memo to City Council Thru: Port & Harbor Advisory Commission from City Lease Staff Re: Global Sustainable Seafoods of Alaska Lease Proposal for Lots 9A & 10A dated July 20, 2016
  - i. GSFA Lease Application & Proposal
  - ii. Draft of Resolution 16-xxx Approving New Long-term Lease to GSFA

Patrick Plentikoff with Global Sustainable Seafoods of Alaska (GSFA) and Mayor of St. George Island attended telephonically and commented that the written information outlines with they are trying to accomplish and that at this stage the grant application looks favorable. He said they have been looking at Homer over the last three years as a location for a statewide operation and as a flag ship for other communities they hope to work with. They want to set up the new freezing system in Homer so that other communities who are interested can come in and “kick the tires” and see how it can benefit them. The freezing system is a new technology and not really utilized yet in the United States. He acknowledged the earlier comment about an issue with a system that has been in Alaska and is aware of it. It's their understanding there were difficulties with the system because it wasn't handled properly on the vessel it was placed on and the users didn't understand how to get the best use of it.

Mr. Plentikoff gave the Commission an overview of the Cells Alive System (CAS) that was developed in Japan and explained his experience visiting the factory in Japan that builds the systems. He noted the

gentleman who invented the system has visited Homer on two or three occasions and recognized the promise the area has as a site for this project. In the island community he visited in Japan whose only commercial activity was oysters he learned how effective the freezing system is. Prior to the CAS freezing system this small island had no economy, young working people were leaving, and the population was decreasing. Once this freezing technology was introduced they were then able to freeze the oysters which opened the opportunity to export by ferry and surface transport to mainland Japan, and now to China and emerging markets there. It has brought back the rebuilding of their community and it's now thriving. Having seen the operation there, he thinks it would work very well in his community of St. George Island and others around the state that need to build their economy. The CAS freezing system allows utilization of resources in small enough numbers that the value of the product is sold at a higher rate than normal and still manageable for smaller communities.

He acknowledged Mr. Hogan's concerns about the financing, and agreed it is a legitimate concern. They have certainly considered what could happen if things go south and they are working to secure other funds besides federal and state grant funds. They have looked at sources in the private sector and also resources and offers from international sources and are confident these will come in to play and be available to GSFA.

In response to questions Mr. Plentikoff explained with today's current fish freezing technology the cells within the product are punctured and break down. The Cells Alive System is a new technology in which anything you freeze, the cells do not break down and that maintains the quality and freshness of the product, whether it be fish, berries, or whatever over a longer period of time. When he visited the factory in Japan he ate oysters that had been frozen for five years and saw flowers that were frozen for about the same period of time. The oysters tasted and flowers looked just as fresh as the day they went in. It is phenomenal technology and he noted the inventor is working with the medical association in the US to look at the potential for freezing human organs for later transplant.

Regarding their operating plan, he explained they want to build modular facilities to ship to other communities in Alaska, and also bring people in to train and teach them at the facility to ensure they understand how to maintain and use the facility properly for different kinds of product they will be freezing. This technology hasn't been used in commercial numbers in the U.S. When he visited Japan to look at this system he was trying to find economic opportunity for St. George Island and this holds the best promise. After learning more about the system he believes it will benefit villages around Alaska in light of the fiscal problems the state is facing. When the systems are ordered from Japan it will take about three months to get it here, and then technicians will come for set up and training people to maintain and properly use the system for different products.

When asked how the system works, Mr. Plentikoff explained how the notion of this system was realized and that the inventor created a freezing process that uses a magnetic field to create a vibration so the water or liquid inside the cells of the product become extremely cold but don't freeze, but the product itself freezes. There are no ice crystals as a result of the freezing process and its ice crystals that puncture the walls of the cells causing them to bleed and die. It takes about 90 minutes to freeze about 600 pounds of fillets.



Question was raised if there is any danger from harmful products used in running these units like Freon or ammonia. Mr. Plentikoff confirmed with Andrey Khalakachan who was also on the telephone line that it uses standard Freon.

He confirmed they plan to do fish processing at their facility as well marketing and training to communities to get the CAS freezing systems. GSFA will have an exclusive arrangement to bring the technology to Alaska and make it available to other communities. He doesn't anticipate it will impact the cost for processing fish and when people realize the quality of the product they will see the value in the system.

When asked about using government funding for the project Mr. Plentikoff said this is a discussion he hoped they could have in person. He noted what is happening in the Kuskokwim with one of the most expensive salmon processing facilities in the state shutting down leaving 200 permit holders not having anywhere to sell their fish. They have to find a funding model and this is an avenue to start.

Lastly Mr. Plentikoff anticipates this will create at least 20 jobs locally. Most will be in fish processing and when things get going, they will look at other pieces of land on the spit to construct the modules for other communities. He added that Homer is a good location for this because it has good surface transportation and an airport so it's an ideal location for what they are planning. The types of jobs beyond fish processing could include welders, carpenters, electricians, and more.

The Commission agreed to open the floor to the public to ask questions. Kevin Hogan asked how much money GSFA has in hand ready to commit to the project. Mr. Plentikoff said they have commitments from communities who want to build the facilities, but want to see the product first. They don't have money coming in from CDQ groups and are doing the best they can with having to go to the government to apply for grant funding. They have to meet all the criteria of the funding agency and if they are successful in getting the grant, the additional funding will come into place. As he indicated at the beginning they have commitments from lending institutions overseas, but if the question is if he has a million dollars in hand at this stage, he does not.

Chair Ulmer thanked them for the information and Mr. Plentikoff thanked the commission for the time to give a brief presentation and understands there will probably be more questions as they move forward. The teleconference call ended and discussion by the Commission ensued.

Commissioner Zimmerman noted the application addresses processing 20,000 pounds of fish per day and questions if the facility is capable of handling that. Commissioner Donich said back in '04-'06 Coal Point was doing between 15,000 and 20,000 pounds of sport caught halibut at the peak of the season. Mr. Hogan responded his operation could do 38,000 pounds of salmon, including freezing per day.

Commissioner Zimmerman expressed opposition to information he read about replatting the two lots into one, at least until they have a lease in place and are ready to build. Harbormaster Hawkins said the Lease Committee did not make a recommendation to replat and doesn't know why they would do it.

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Commissioner Carroll added his concerns about tying up government money. In his time as a commercial fisherman he has seen numerous facilities sitting dead and idle throughout the gulf of Alaska that may have been built with government money.

When asked about his thoughts, Harbormaster Hawkins sees it from a perspective of diversification. He has been communicating with these folks for over two years, has done his own research on the system, and has come to think this is the next step in freezing and managing food. He thinks Homer has an opportunity to be cutting edge. He fully understands there is risk in this and the management of it, but it's true that any lease the City enters into could fail. It's key that the city does its best to protect itself from the risk in ways such as possibly requiring a bond to take land back to its original state if the project fails. However if it's successful Homer could further its position as a hub for seafood processing, transportation, jobs, and building these units to go out into villages. If we limit our risk and facilitate this like we do for other businesses, there is potential for this to move ahead. He added that this has been reviewed by our attorney and the City's role is guaranteeing to enter into the long term lease if GSFA gets the grant.

Commissioner Stockburger said he likes the diversity part of this proposal and the potential for small villages and CDQ groups to buy into the technology and become more efficient.

CARROLL/ZIMMERMAN MOVED THAT THE COMMISSION SUPPORTS THE LEASE COMMITTEES PROPOSAL.

STOCKBURGER/DONICH MOVED TO AMEND TO HAVE THEM PUT UP A BOND FOR REMOVAL OF THE BUILDING IF THINGS FAIL.

There was brief discussion explaining the process.

VOTE: (Amendment) NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

There was brief discussion about the lot line vacation.

ZIMMERMAN/STOCKBURGER MOVED TO INCLUDE THAT THE COMMISSION HIGHLY RECOMMEND THE CITY DOES NOT VACATE THE LOT LIN UNTIL THE LEASE IS A DONE DEAL AND THERE IS A REASON FOR IT.

There was no discussion.

VOTE: (Amendment) NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

There was no further discussion on the main motion as amended.

VOTE: (Main motion as amended) YES: ULMER, ZEISET, ZIMMERMAN, CARROLL, STOCKBURGER, DONICH

Motion carried.

B. Capital Improvement Plan

There was discussion about the projects that are specific to the spit. Harbormaster Hawkins was asked to share his input regarding the projects. He talked about the benefit of the barge mooring facility. Building mooring facilities will help move the landing crafts from the system five floats and create secure mooring for them where they can lay on the beach. It makes a better mooring system for them and opens up space in the harbor. In working toward our vessel haul out goal, these dolphins will also provide a place for vessels to tie up to when they are getting ready to haul out. They are expensive projects but hugely beneficial.

Commissioner Donich commented he likes the project for system four. He thinks it's important to fix what we have.

The Commissioners went around the table and shared their choices for priority one and priority two.

Stockburger – Barge Mooring Facility Phase 1 and Homer Large Vessel Harbor  
Donich – Barge Mooring Facility Phase 1 and System Four Vessel Mooring Float System  
Ulmer – Barge Mooring Facility Phase 1 and Homer Large Vessel Harbor  
Zimmerman – Barge Mooring Facility Phase 1 and Homer Large Vessel Harbor  
Carroll – Large Vessel Haul Out and Barge Mooring Facility Phase 1  
Zeiset – Barge Mooring Facility Phase 1 and System Four Vessel Mooring Float System

The commission agreed by consensus their recommendation is Barge Mooring Facility Phase 1 as priority one and the Homer Large Vessel Harbor as priority two.

**PENDING BUSINESS**

- A. Homer Marine Repair Facility
  - i. Memo from Port Director Re: Worksession for the Marine Repair Facility and Proposed Trailer
  - ii. Memo to Vessel Haul Out Task Force from Port and Harbor Staff Re: Large Vessel Haul-Out Questionnaire Results

The Commission discussed this at the worksession that was held prior to the regular meeting and agreed to have it on the next meeting agenda.

**INFORMATIONAL ITEMS**

- A. Harbormaster's Monthly Statistical Report for June 2016
- B. Water/Sewer Bills Report for June 2016
- C. Crane and Ice Report

- D. Deep Water Dock Report
- E. Pioneer Dock Report
- F. Dock Water Report
- G. Commissioner Attendance at City Council Meeting

Harbormaster Hawkins noted in the stats that the stall wait list the total for this month is 184 on the list, last month there were 161.

### **COMMENTS OF THE AUDIENCE**

Dave Mastolier, city resident, thanked the Commission for their time. He explained that he has a research boat and will be bringing in another 120 foot vessel in the fall. His issue is with the crane dock. It's in the rules that fishermen have priority, and he absolutely agrees that fish off loading has priority over everything. His issue is when they are loading fishing gear and he is trying to load his research gear, or any other kind of gear. When he calls and asks to go to the crane dock to unload he is usually asked to wait until after 6:00 pm when everyone else is gone. He questions why, when he is sitting there with survey gear, his gear has less priority than someone else's gear. All he asks is that consideration be given on the west end of the fish dock be a first come first serve crane to load or off load gear, not freight, just gear. He reiterated that he agrees that off-loading fish has priority, but if it's a fish wheel or a trans vac, it should be the same priority as his gear. They are trying to bring more industry to Homer, the new 120' boat will be targeting arctic research and the boat they have now goes all around the state, to the Aleutians and is in Nunivak right now. Homer is starting to be seen as more of an accepted base for these research projects. His main competitors are based out of Seattle and would work in Seward. His clients are starting to realize Homer is very user friendly but the problem is when they have to wait until 6:00 p.m. to use the dock. It makes it seem a little closed for business. He would like to see the harbor diversify and welcome some other marine industries besides commercial fishing.

When he was advised to contact harbor staff, Mr. Mastolier said he had talked with the people on the dock to make arrangements and noted in the tariff it says the fish dock is used primarily for loading and unloading fish product and fishing gear, any other use must be approved in advance by the Harbormaster. It also says the Harbormaster shall designate one or more cranes on the fish open to public use both private and commercial use on a first come first serve basis, but when he calls, staff tells him to come after 6:00 p.m. His vessel is 105 feet and is too small for the deep water dock. Harbormaster Hawkins explained that if there is space there, then he can go in and use it. Mr. Mastolier also noted the language that failure to obtain prior approval for a use other than loading and unloading fish, fish products or fishing gear will result in the imposition of a surcharge of \$30.00 per hour. So if he goes in without prior approval he could be charged the surcharge. He would appreciate being able to figure this out.

Don Lane, city resident, appreciates the the Commission taking time to work through the CAS system. He thinks we have to embrace innovation, even if it's a little risky. We just have to remind the city and staff to put in the safe guards. He talked about some history with the vacuum fish unloading system. It had issues at first, but over time there is a product that works well and has increased fish processing opportunity. We don't know where this CAS system might go for us, but he thinks we have to look at it. Innovation can do good things for this community. Homer Marine Trades is very strong in to vocation,

the GSFA lease project is one that will train people, and the local college has a marine trade coordinator now.

**COMMENTS OF THE CITY STAFF**

Harbormaster Hawkins commented about the photo of the buoys on the packet cover. The buoys have arrived and are on the Deep Water Dock. It was a long process getting them here and this was funded with cruise ship head tax grant money. They are happy for the upgrade and should have them in this week. Peninsula Scrap will be taking the old buoys away.

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

**COMMENTS OF THE CHAIR**

Chair Ulmer thanked everyone for their work tonight.

**COMMENTS OF THE COMMISSION**

Commissioner Carroll commented it was a good meeting, we got some things done.

Commissioner Donich said it was a good meeting and thanked the public for their great comments tonight. It makes meetings more interesting and the input makes them think about things on a little wider spectrum.

Commissioner Zimmerman said he's glad the picture on the front buoyed Bryan's spirits.

Commissioner Zeiset thanked everyone. He went to the Council meeting and let them know about tonight's worksession, but didn't see any of them here. He thinks they are making awesome progress.

Commissioner Stockburger said it was a good meeting and thanked the audience. He appreciates Mr. Lane's perspective, especially about the co-op, not just vessel owners but also those who work on them and sell products being used there. He thinks a community wide effort will get everyone involved and work well. He always appreciated Bryan's input, especially on the CIP to help keep them focused on what can happen even with a little bit of money.

**ADJOURN**

There being no further business to come before the Commission the meeting adjourned at 8:43 p.m. The next regular meeting is scheduled for Wednesday, August 24, 2016 at 6:00 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: \_\_\_\_\_



PROPOSITION NO. 1  
GENERAL OBLIGATION BONDS FOR A NEW POLICE STATION  
AND RELATED CAPITAL IMPROVEMENTS;  
0.65% SALES TAX RATE INCREASE TO 5.15%

Shall the City of Homer incur debt and issue general obligation bonds in an amount not to exceed Twelve Million Dollars (\$12,000,000) to finance the planning, design and construction of a police station and related capital improvements; and shall the rate of City sales tax be increased by sixty five hundredths of one percent (0.65%) to five and fifteen hundredths percent (5.15%) from April 1 through September 30, for the purpose of paying debt service on the general obligation bonds, until September 30 in the year when the City has received funds from the tax that are sufficient to pay all debt service on the bonds?

The bonds shall be secured by a pledge of the full faith and credit of the City. (Ordinance 16-30(S-2)(A-2))

*Explanation of Payment Mechanism:* The seasonal sales tax will add 65¢ for every \$100.00 in taxable purchases. An \$80 water and sewer bill, for example, would have an additional 52¢ added during the months of April, May, June, July, August and September.

### **Frequently Asked Questions**

- 1) **Question:** Why do the public safety buildings – the police station and the fire station – need to be replaced now?

**Answer:** Homer has grown considerably since the existing buildings were constructed. Annexation, expansion of the core center of town, and new neighborhoods together with an expanded population require additional human resources to deliver First Response services. As additional personnel are added to the physical plant, and additional demands for space allocations are made, the built-in areas for expansion are quickly filled. As the workspace becomes overcrowded, sacrifices are made that affect the quality of the workplace. Fire and EMT calls are at an historic High. The police station is no longer adequate to house the personnel and services located there. The fire station also has some serious aging issues, but the decision has been made to make some strategic upgrades and deferred maintenance repairs to extend the life of the station. The City Council has authorized the funding for this construction and the repairs and renovations are underway.

- 2) **Question:** Couldn't we tear down the existing buildings and build at the same location?

**Answer:** The committee, the architect, and key personnel from public works, spent considerable time examining the possibility of phasing new buildings on the existing lot. It was determined that restraints in both the lot size and placing critical facilities in temporary homes would be impractical and add a lot of expense to the project.

- 3) **Question:** Why is the HERC location the best site?  
**Answer:** The 4 acres located at the corner of Pioneer Avenue and the Sterling Highway are owned by the city; there is no acquisition cost. The site contains two existing structures, one of which can be incorporated into the new police station. The site has existing water, sewer, and electrical services as well as existing paved and unpaved parking. The costs associated with finding or improving an existing building or a lot in the core area of town would likely double the cost of the project.
- 4) **Question:** Is there room at the HERC site for a future new fire station?  
**Answer:** Yes, the site plan indicates where a future fire station may be built east of the HERC building.
- 5) **Question:** What happens to the existing uses at the HERC site?  
**Answer:** There currently two main uses of HERC facilities: the skateboard park and the old school gym. These will not be “orphaned”. The gym activities will be relocated to the new SPARC facility scheduled to be constructed later this year and located nearby. A new skateboard park will be located elsewhere on the HERC site, and funds for its construction are included in the project cost.
- 6) **Question:** Can’t we remodel or expand the existing buildings?  
**Answer:** Essentially, the city is doing exactly that. The fire station is being remodeled and the HERC building is being expanded and repurposed to become a police station.
- 7) **Question:** If we build new buildings what happens to the old buildings?  
**Answer:** After the new police station has been constructed, and the old building vacated, the City Council will decide the disposition of the old building.
- 8) **Question:** What have you done to reduce costs?  
**Answer:** Cost considerations, given the fact that no state or federal grants are known to be available for construction assistance, have heavily influenced the decisions made in this project. Repairs are much less costly than replacements and that is the solution for the fire station. Incorporating existing space with minimal remodeling costs will greatly reduce the costs of new construction, and that is the solution for the police station. We are working diligently with the architect and the general contractor, acting as our construction manager, to arrive at a project cost that can be supported this fall in the bond proposition.
- 9) **Question:** Do we really need a shooting range?  
**Answer:** A shooting range has been on the list of capital improvement projects for a number of years. The department believes this is a critical training facility. By locating it in the repurposed HERC building classroom space, the costs have been seriously reduced. It should also be available, at specific scheduled times, for paid public use.
- 10) **Question:** How much will a new building increase the cost of operations?  
**Answer:** While the cost of maintaining a larger building will increase, there must be some savings in the fact that new buildings require less maintenance and upkeep than older buildings. It will be more energy efficient, provide a healthier work environment for the employees and reduce other operating costs. Public Works believes \$144,000 to be a conservative number, and adequate for planning purposes.



# The Boat House

## A Maritime Pavilion on the Homer Spit

### Opportunity

The vision that has guided improvements around the Homer Harbor have made tangible enhancements to quality of life in Homer and to the visitor experience. In addition to the new Port and Harbor Office and new docks, these improvements include the extended bike trail, new boardwalk, new restrooms, public art, and nautical interpretive exhibits.

Now there is an opportunity to extend this vision to the space once occupied by the old Harbormaster's Office. A maritime pavilion will be a beacon on the Homer Spit for locals and visitors alike. It will be a community gathering space and a destination for visitors; it will contain information about our working harbor and our rich maritime traditions; and it will provide a public space to get out of the weather, which—aside from the restrooms—does not exist on the Homer Spit.



### Benefits to all Harbor Users

The Boat House will be used by tens of thousands of people each year, including:

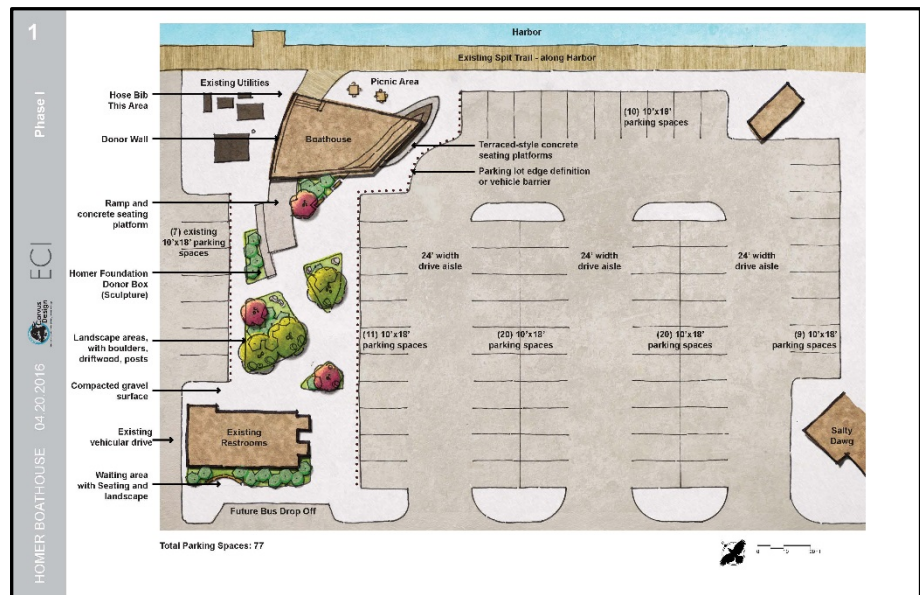
- Boat owners
- 4,000+ school kids from across the region
- Commercial fishing families
- Water taxi passengers
- Spit trail walkers, runners, and bicyclists
- Charter boat passengers
- Individuals staging gear before boat trips
- Cruise ship passengers
- Homer Spit beach-goers
- Bay-based field trip groups
- Recreational boaters
- Local harbor users
- Visitors from across Alaska, the U.S. and beyond
- Spit-based summer program participants
- Picnickers

## Long-Awaited Vision for Spit Improvements

Since the creation of the 2011 *Homer Spit Comprehensive Plan*, there has been a vision of a pavilion on the Spit and a central pedestrian plaza. In October 2015, the City Council voted to include the Boat House on the City's Capital Improvement Project List, a strong endorsement of the project, although not a dedication of funding. Project leaders are working closely with Harbormaster Bryan Hawkins and Public Works Director Carey Meyer on design and development. The City will ultimately own and maintain the structure.

## Site Improvements Provide Pedestrian Safety, Increase Parking

ECI, the Anchorage-based architecture firm that designed the Homer Public Library is providing design services free of charge. Corvus landscaping design firm has worked with the City of Homer pro bono to create a site plan that provides safe pedestrian access between the Boat House, Spit Trail, Homer Spit Road, harbor ramps, and public restrooms. In addition, the new site plan increases the number of parking spaces in the area by more than a dozen.



## An Economic Multiplier on the Spit

A typical summer day on the Spit means coat and hat weather for many people. Any facility that encourages individuals to linger longer on the Spit—and provides a respite from the weather and a chance to regroup—will foster additional economic activity in the community.

## Budget & Fundraising Update

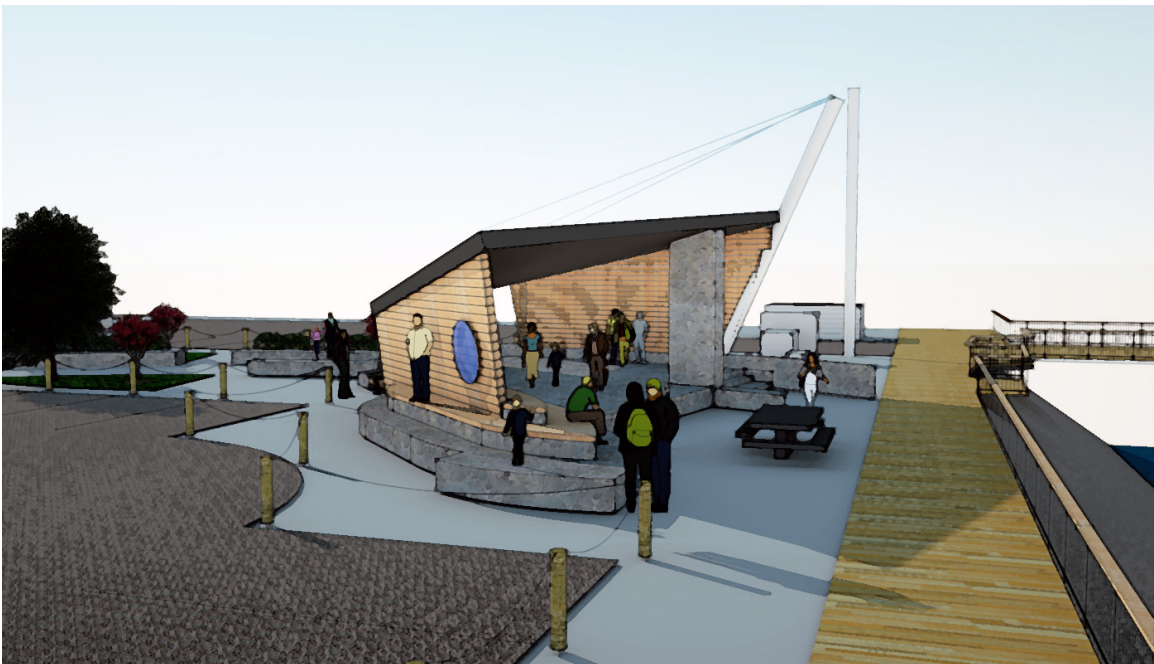
The Boat House is a volunteer-led effort that is relying on private funding for design and construction costs. From its inception, this project has garnered strong community support. The Homer Foundation is serving as fiscal sponsor of the project, which means all donations to the project are tax deductible. The building will be designed to keep operating and maintenance expenses at a minimum. Donors at the \$500 and up level will be recognized at the pavilion. All donors will be acknowledged in Boat House materials and in a newspaper ad at the conclusion of the project.

<b>Total project budget:</b>	\$210,000
<b>Secured (as of August 6, 2016):</b>	\$153,000
<b>Left to Raise (by August 31, 2016):</b>	\$57,000

## Contact Information:

P.O. Box 1498 • Homer, Alaska 99603 • 907.299.5550 • [HomerBoatHouse@gmail.com](mailto:HomerBoatHouse@gmail.com)







# THE BOAT HOUSE CURRENT SUPPORTERS

## **CAPTAIN: \$10,000 and up**

Anonymous  
ECI

## **CHIEF ENGINEER: \$5,000 - 9,999**

Alaska Luxury Adventures  
Corvus Design  
Enstar Natural Gas  
Furie Operating Alaska  
Petro Marine Services

## **FIRST MATE: \$1,000 - \$4,999**

Adrienne Sweeney—Driftwood Inn & AJ's  
Angie Newby—Homer Real Estate  
Arby's of Kenai  
Bay Realty—Debra Leisek  
Barbara & Gary Ault  
Bay Welding  
Bill Harris  
Bruce & Polly Hess  
Clark Management  
Coal Town Coffee & Tea  
F/V Predator—Don & Robin Lane  
Denise Pitzman Real Estate  
Homer Charter Association  
Hugh & Janet Gellert & Family  
Jane Little  
Jo & Peter Michalski  
John & Rika Mouw  
Kachemak Bay Wilderness Lodge  
Kachemak Board of Realtors  
Kachemak Group Real Estate  
Keri-Ann & Bryan Baker  
Kirby Offshore Marine Operating LLC  
Land's End Resort  
Lily Lou & Kraig Haver  
Mako Haggerty—Mako's Water Taxi  
Marian Beck—The Saltry  
Mike & Shelli Gordon  
Nancy Hillstrand—Coal Point Seafood  
North Country Charters—Sean & Gerri Martin  
Paul & Tina Seaton  
Pfeffer Family  
R & M Consultants, Inc.  
Rainbow Tours—Jack & Fran Montgomery  
RSA Engineering  
Scott & Esa Woodland—Homer Golf Course  
Southwest Alaska Pilots Association  
The Coyle Family  
The Grog Shop

Thompson & Co. Public Relations/Jennifer Walsh  
True North Kayak Adventures  
Wells Fargo  
Within the Wild—Kirsten & Carl Dixon and family  
Yoshida Family

## **SECOND MATE: \$500 - 999**

Alaska Boats and Permits  
Alaska's Ridgewood Wilderness Lodge, Kevin Sidelinger  
Gus & Willym Koester  
Alice Rogoff—Alaska Dispatch News in memory of Diana Tillion  
Betsy & David Lawer  
Billy Sullivan—Kachemak Bay Seafoods  
Bob & Barbara Howard  
Bob Shavelson & Miranda Weiss  
Brad Faulkner—Alaska Custom Seafoods  
Chris Barratt  
Cook Inletkeeper  
Cycle Logical  
David & Diane Morris  
Deb Lowney & Ralph Broshes  
Diane & Mike Frank  
Douglas G Smith  
Finn's  
Flo Larson  
Fortune Sea—The Pitzman Family  
Gart & Deb Curtis  
Global Geophysical Services  
Greg & Jeanette Wakefield  
Haas & Spigelmyer  
O'Fish'ial Charters  
Icicle Seafoods  
Judith Kramer  
Karen & Bill Wuestenfeld  
Kathy & Evan Vogl—Little Mermaid  
Karen Compton  
Kay Curtis  
Kelly & Krista McNeil  
Ken Landfield  
Kyra & Neil Wagner  
Les & Brenda Kincaid  
Lindsay Wolter & Jedd Fonkert  
Mandy Dixon—La Baleine  
Maritime Enterprises/Maritime Maid  
Maritime Helicopters  
Martin & Heather Renner  
Mary Lou Kelsey & William Bell  
Michael & Karen King

Michael Hawfield & Beth Graber  
Mike Navarre  
Moss Island Oyster Farm—Marie & Ron Bader  
Ron & Ann Keffer  
Ocean Marine Services, Inc.  
Olga von Ziegesar  
Peter Mjos & Karen Rudd  
Ravn Alaska  
Robert Archibald & Roberta Highland  
South Central Radar  
Span Alaska Transportation  
Steve & Cathy Franklin—Peninsula Home  
Inspections  
Toby Wheeler & Indira Mukambetoba  
Wayne & Linda Watson  
Woodworth Electric

**BOSUN: \$100 – 499**

Adele & Gunnar Groning  
Alaska Private Touring  
Alaska Wildland Adventures  
Anonymous  
Anonymous  
Art SHOP Rentals  
Bekah & Jay Pearson—Blue Urchin  
Beluga Sisters  
Benn Jowa  
Bill Smith  
Bob Brant—Jay Brant  
Bryan & Karen Zak  
Captain Greg's Charters  
Captain Mike's Charters  
Catrin & Bill Lovett—Central Charters  
Christine & Patrick Ahern  
Classic Cook  
Daniel & Lisa Zatz  
Daniel Perry  
Dave & Louise Lyon—Ashore Water Taxi  
Dave Lewis & Carolyn Maslow  
Debbie & Jack Oudiz  
Donna & Wayne Aderhold  
Dotti Harness & Rick Foster  
G Squared LLC  
Grace Ridge Brewing  
Greg Swank  
Gus Van Dyke  
Homer Bookstore  
Homer Electric Association  
Jason Davis  
Jenny Stroyeck & Michael Armstrong  
Jim & Ruth Lavrakas  
John Fowler  
John Whittier

Kachemak Bay Lions  
Kachemak Bay Title  
Kachemak Shellfish Growers Co-op  
Kara & David Clemens  
Karen Marquardt  
Kathy Hemstreet  
Kathy Oakland  
Katia Holmes  
Kristen & Jared Cook  
Lance Haggerty  
Local Showcase  
Lucas & Beka Thoning  
Matt & Rebecca Clarke  
Maynard & Mari-Anne Gross  
Michael & Cheryl Illg  
Michael Yourkowski  
Michele Miller  
Nicky & Jason Pinsky  
North Pacific Fisheries Association  
Olga Amaral  
Peninsula Surgical Clinic  
Philip & Amy Alderfer  
Rachel Bilbo  
Rykaczewski—Early Tide Seafarm  
Salmon Sisters  
Seabright Surveying—Kenton Bloom  
Slippery Fish Charters  
Still Point Lodge  
Susan Ruddy  
Ted Schmidt DBA Mt Riser Const  
Tim Bristol & Jan Rumble  
Vicki & Jon Sarber

**DECKHAND: \$1 - 99**

Alaska Beauty Peony Cooperative  
Barb Brodowski  
Emily Riedel  
Heath Smith  
John & Sharon Bushell

# The Boat House

## A Maritime Pavilion on the Homer Spit

### Help Build The Boat House!

See your name at the Boat House...

A **\$5,000 donation** sponsors a beautiful **Porthole Window**. Your name or business name will appear on a maritime-themed plaque next to one of these striking four-foot-wide windows.

Donors of **\$1,000 - \$2,500** will have their name or business name artfully worked into the Boat House structure, such as etched into the vertical surfaces of the built-in seating...final design is pending.

Donors of **\$500** and up will be recognized on the Boat House donor board.

#### Donation Billet

Deckhand: \$1 - 99

Bosun: \$100 - 499

Second Mate: \$500 - 999

First Mate: \$1,000 - 4,999

Chief Engineer: \$5,000 - 9,999

Captain: \$10,000 and up

Name/Business name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_ Zip code: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Donation by **check** to Homer Foundation/Boat House in amount: \$ \_\_\_\_\_

Check enclosed

Pledge amount: \$ \_\_\_\_\_ fulfilled by: \_\_\_\_\_ (date—must be before 8-31-16)

Donation by **credit card** in amount: \$ \_\_\_\_\_ Card type:  Visa  MC  Disc

(sorry....no AmEx)

Cardholder name: \_\_\_\_\_

Card number: \_\_\_\_\_

Card expiration date: \_\_\_\_/\_\_\_\_ CRV code: \_\_\_\_\_

I/We would like the gift to be anonymous.  Yes  No

I/We would like to be acknowledged as (please print name/s):

\_\_\_\_\_

Signature

Date

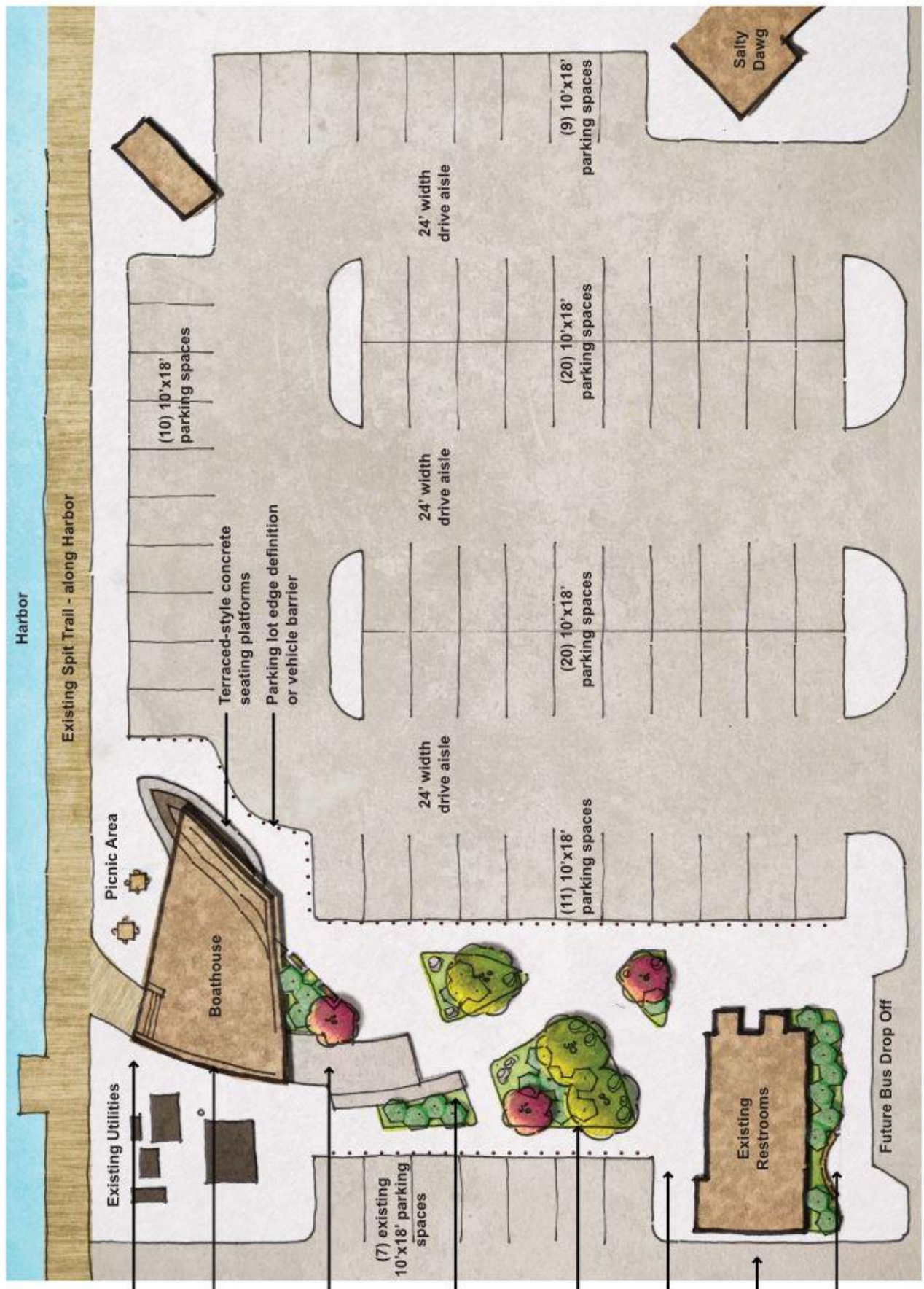
Thank you for your donation to The Boat House! A receipt will be sent to you. Your gift is tax deductible to the extent allowed by law.





# HOMER BOATHOUSE

Existing Spit Trail - along Harbor





HOMER BOATHOUSE

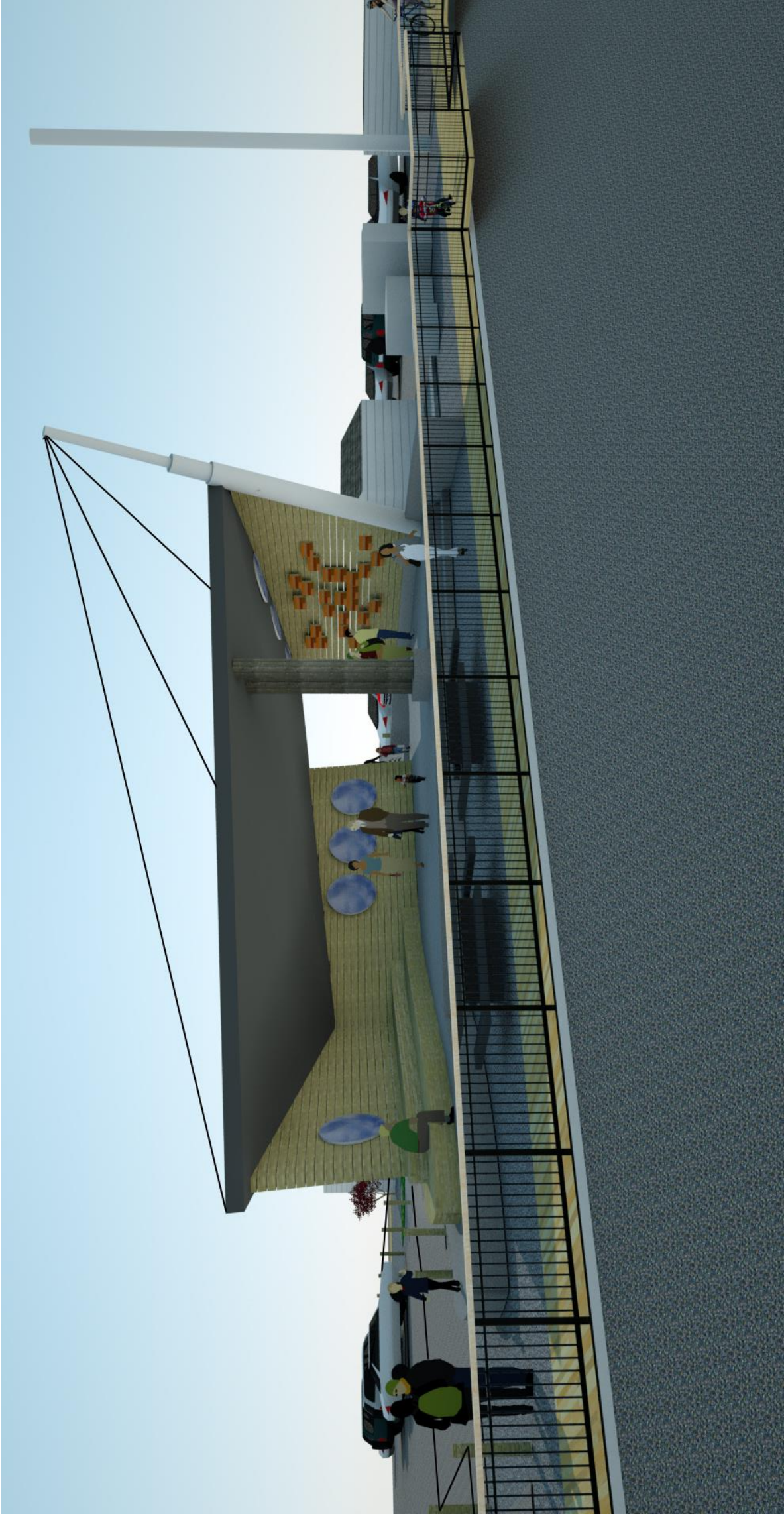
08.24.2016

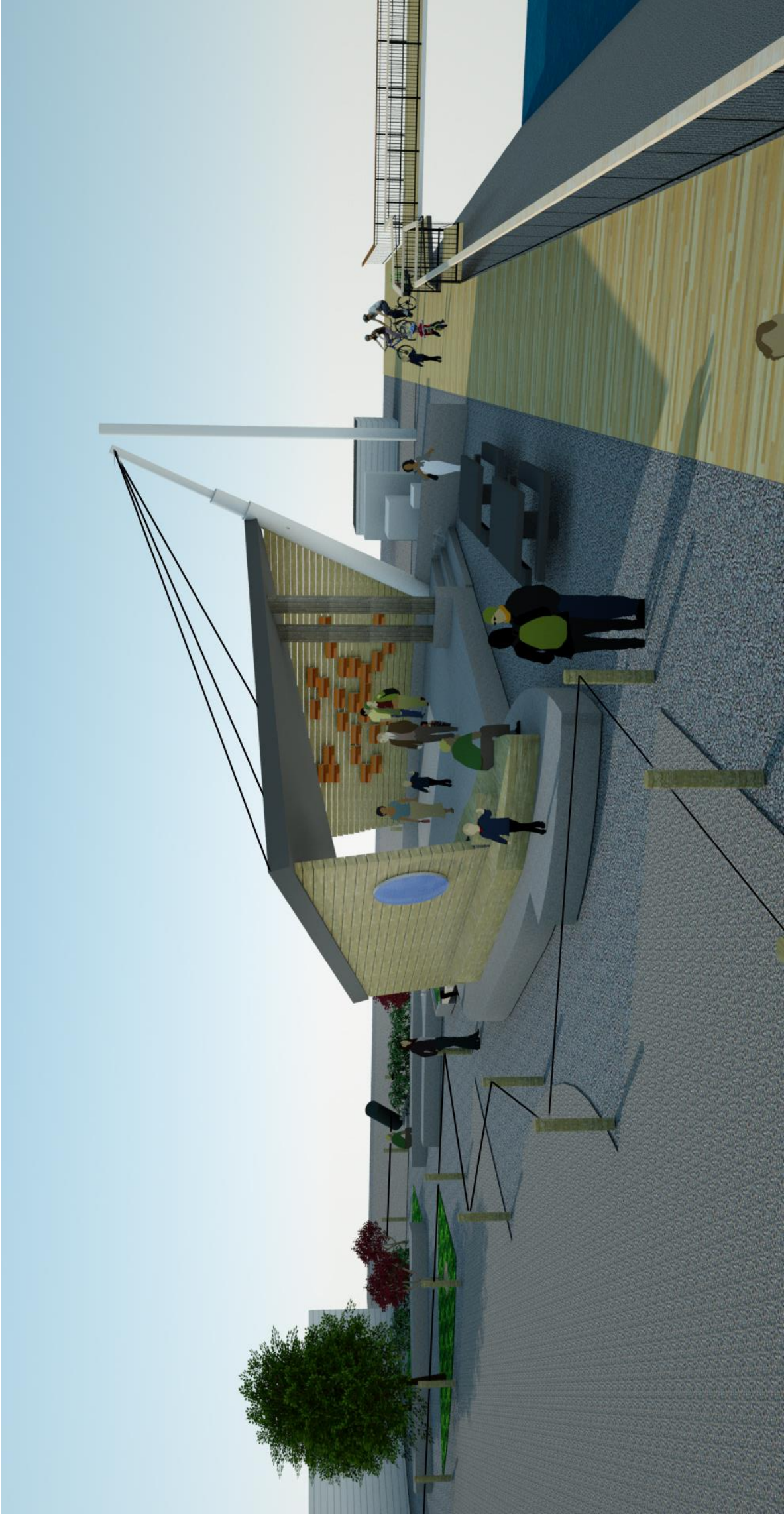


Corvus Design  
Landscape Architecture • Planning • Industrial Design

E C I



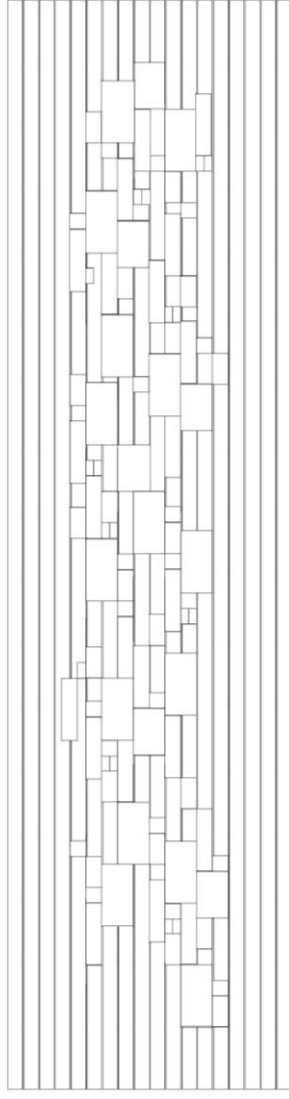




# DONOR WALL



PRECEDENT



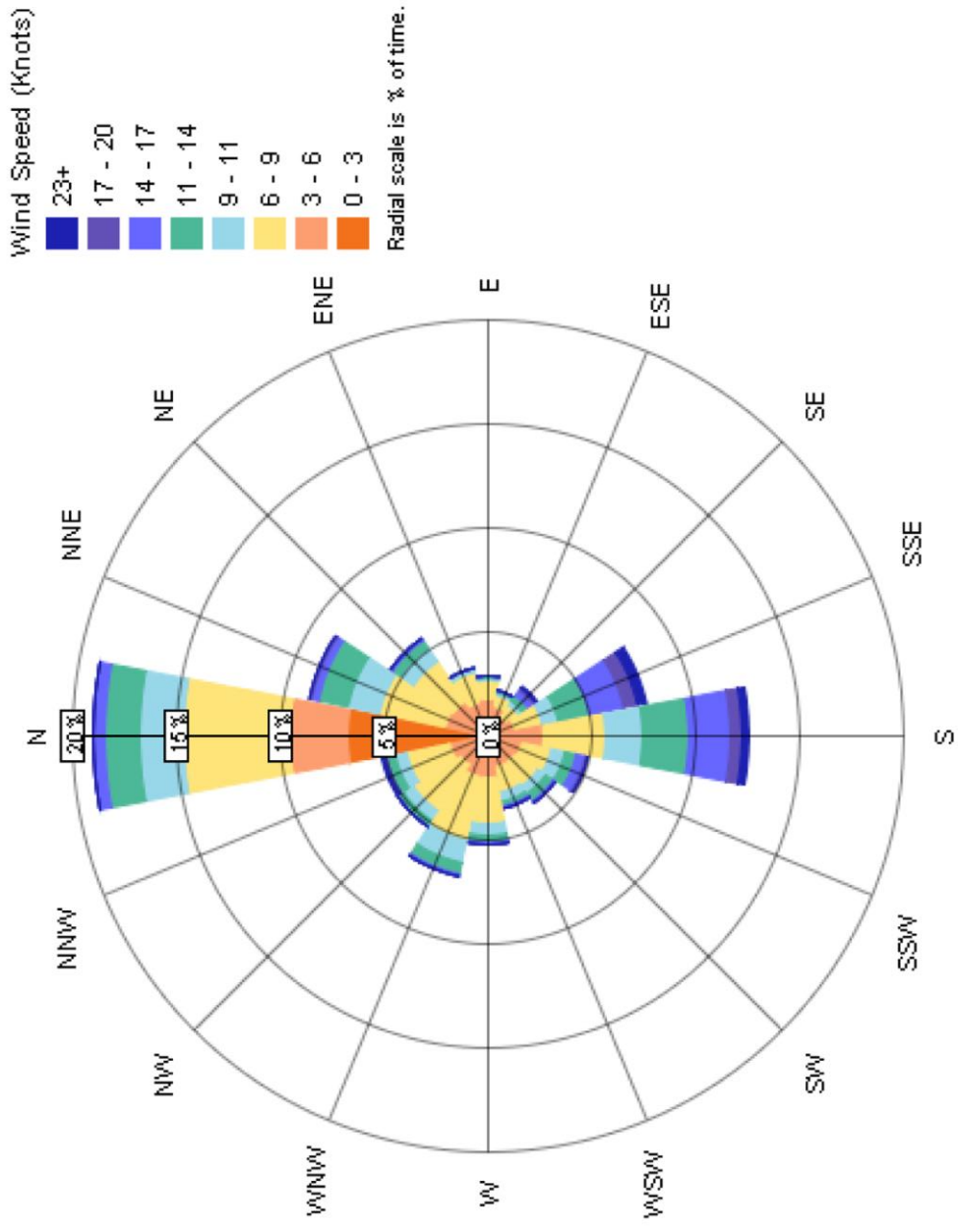
ELEVATION



RENDERING

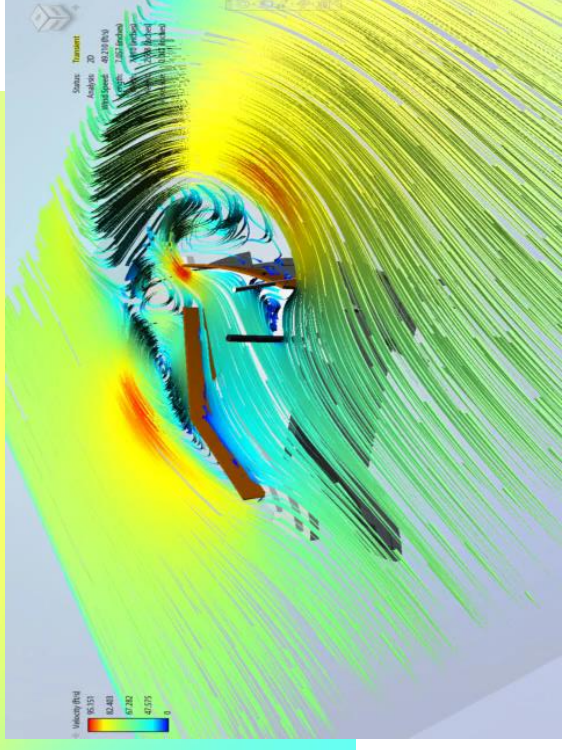
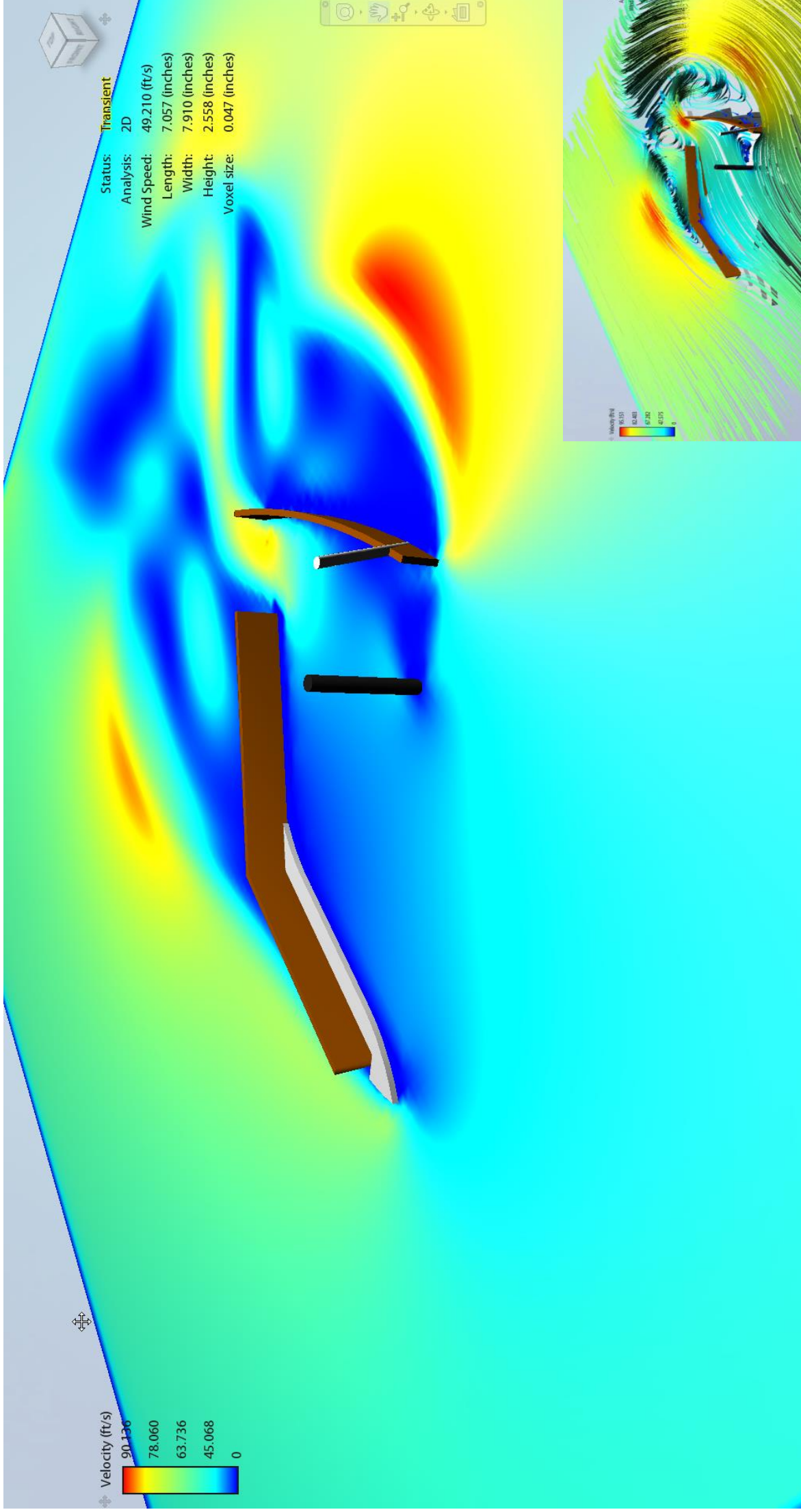
# WIND ROSE : SPEED DISTRIBUTION HOMER, ALASKA

PERCENTAGE OF TIME AND SPEED OF WIND BLOWING  
FROM EACH DIRECTION



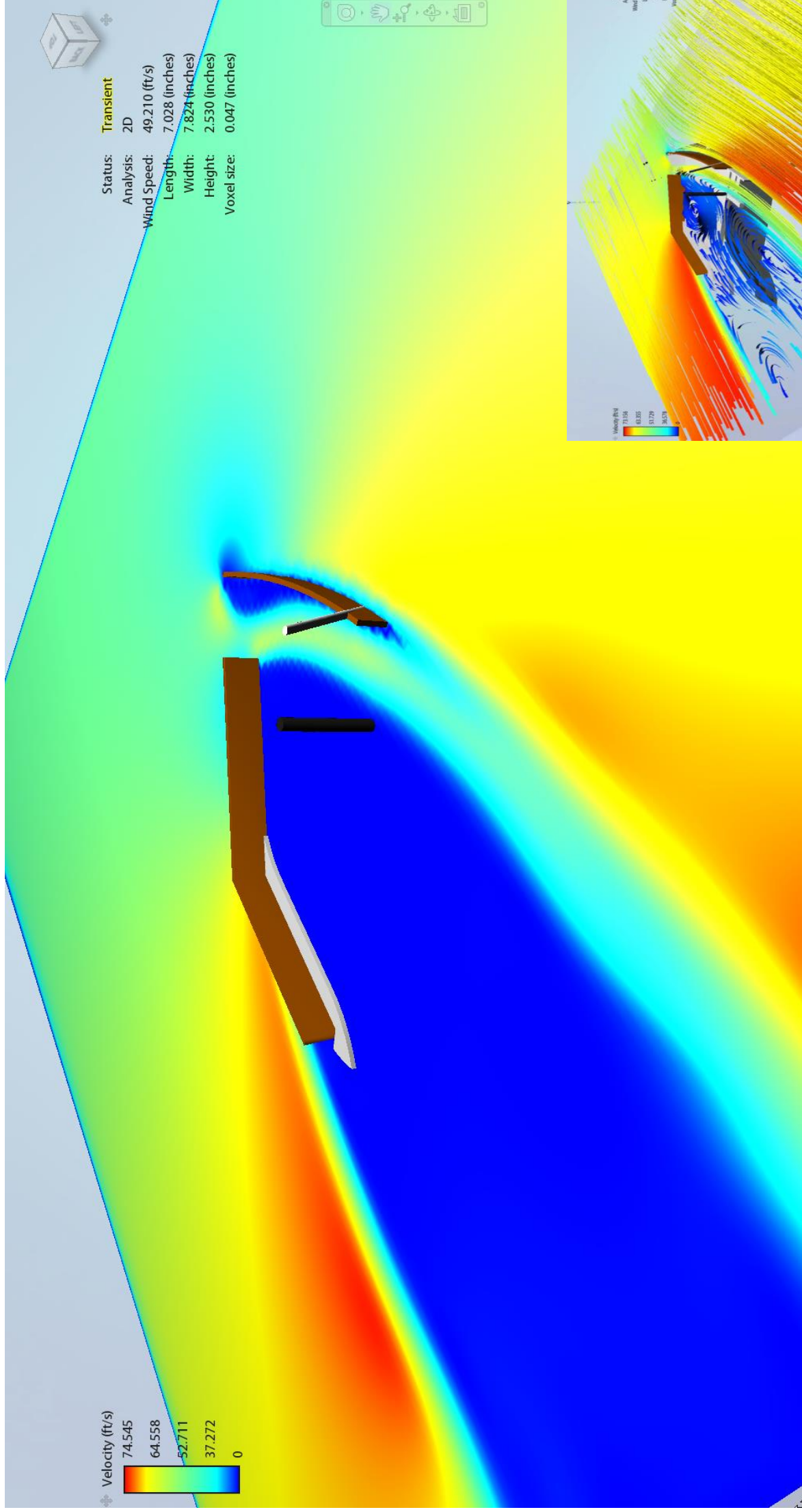






## WIND FLOW : VELOCITY

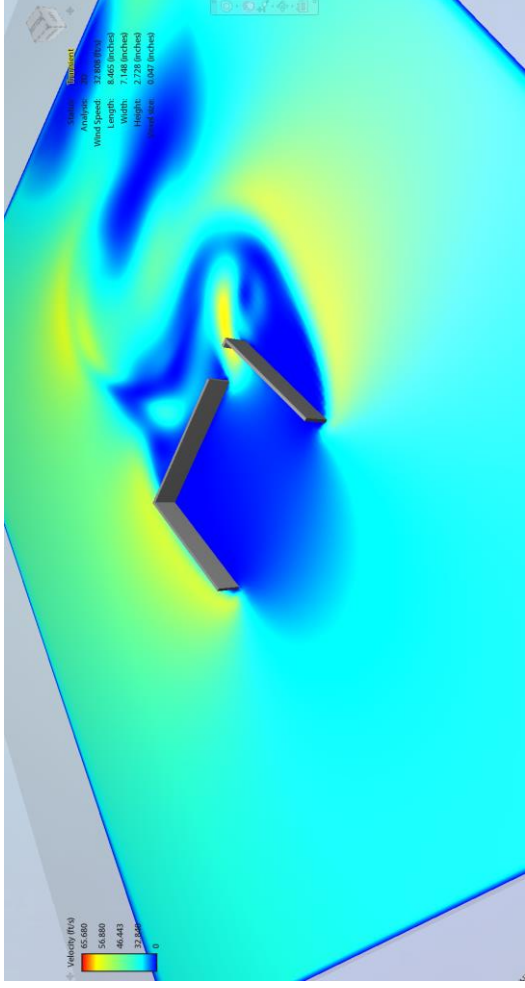
WIND VELOCITY REPRESENTED AS A PLANE  
FROM THE NORTH



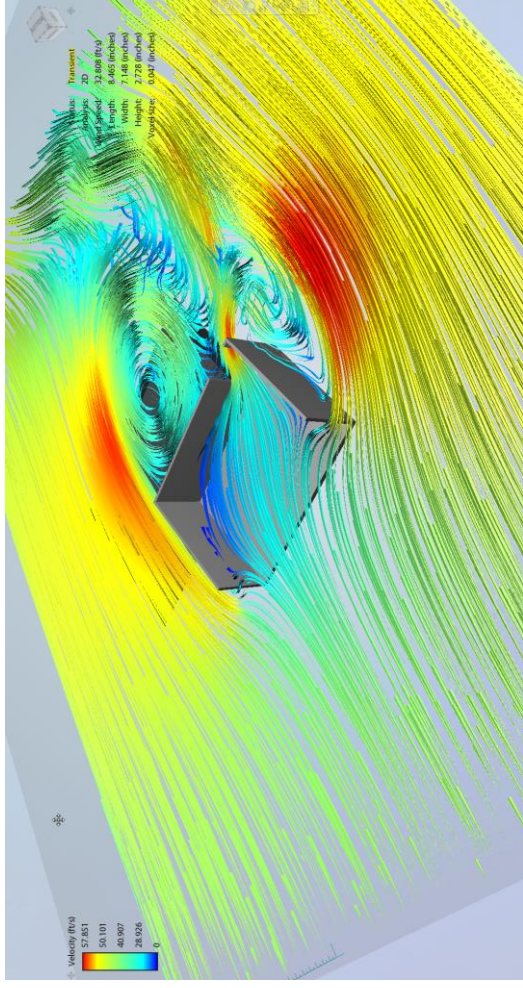
## WIND FLOW : VELOCITY

WIND VELOCITY REPRESENTED AS A PLANE  
FROM THE SOUTH/SOUTHWEST

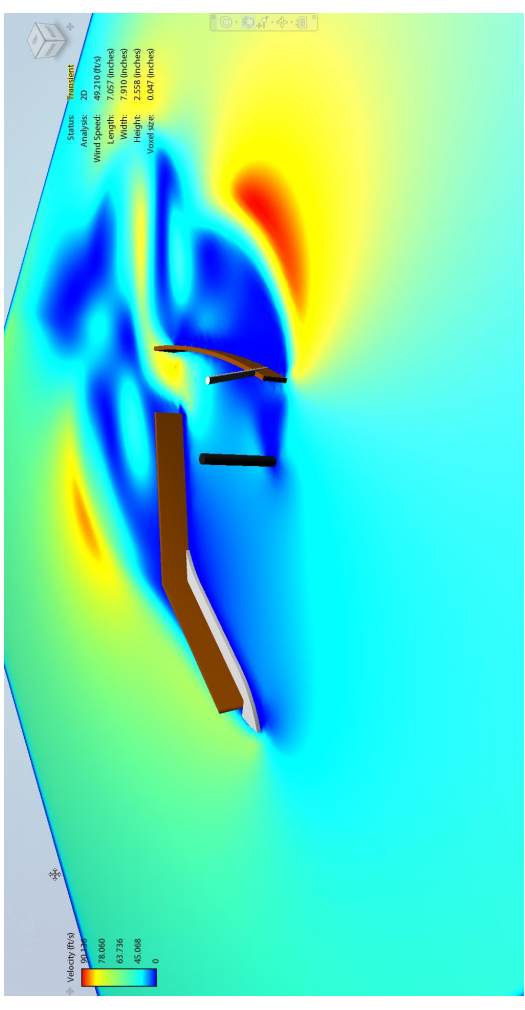
PLANAR WIND VELOCITY FROM THE NORTH  
 – GENERIC MODEL



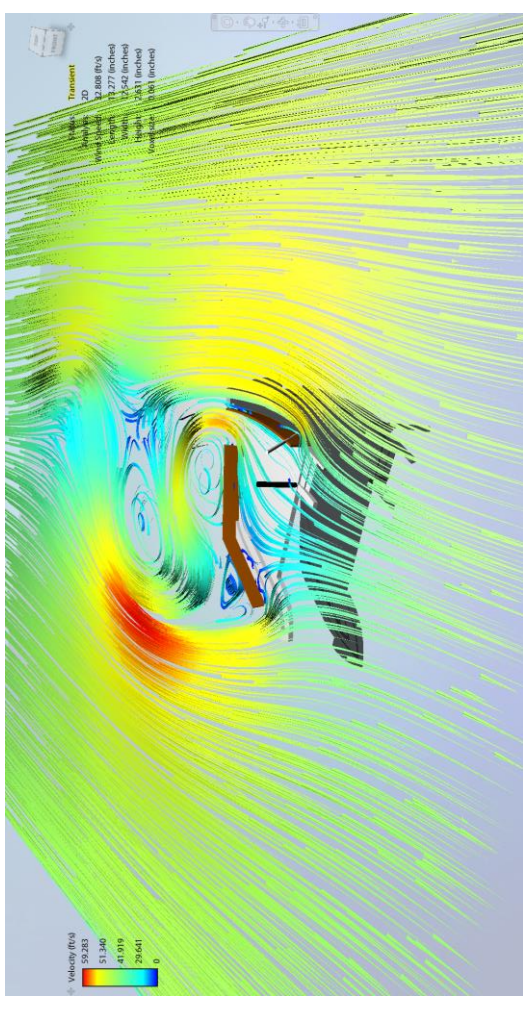
FLOW LINES WIND VELOCITY FROM THE NORTH  
 – GENERIC MODEL



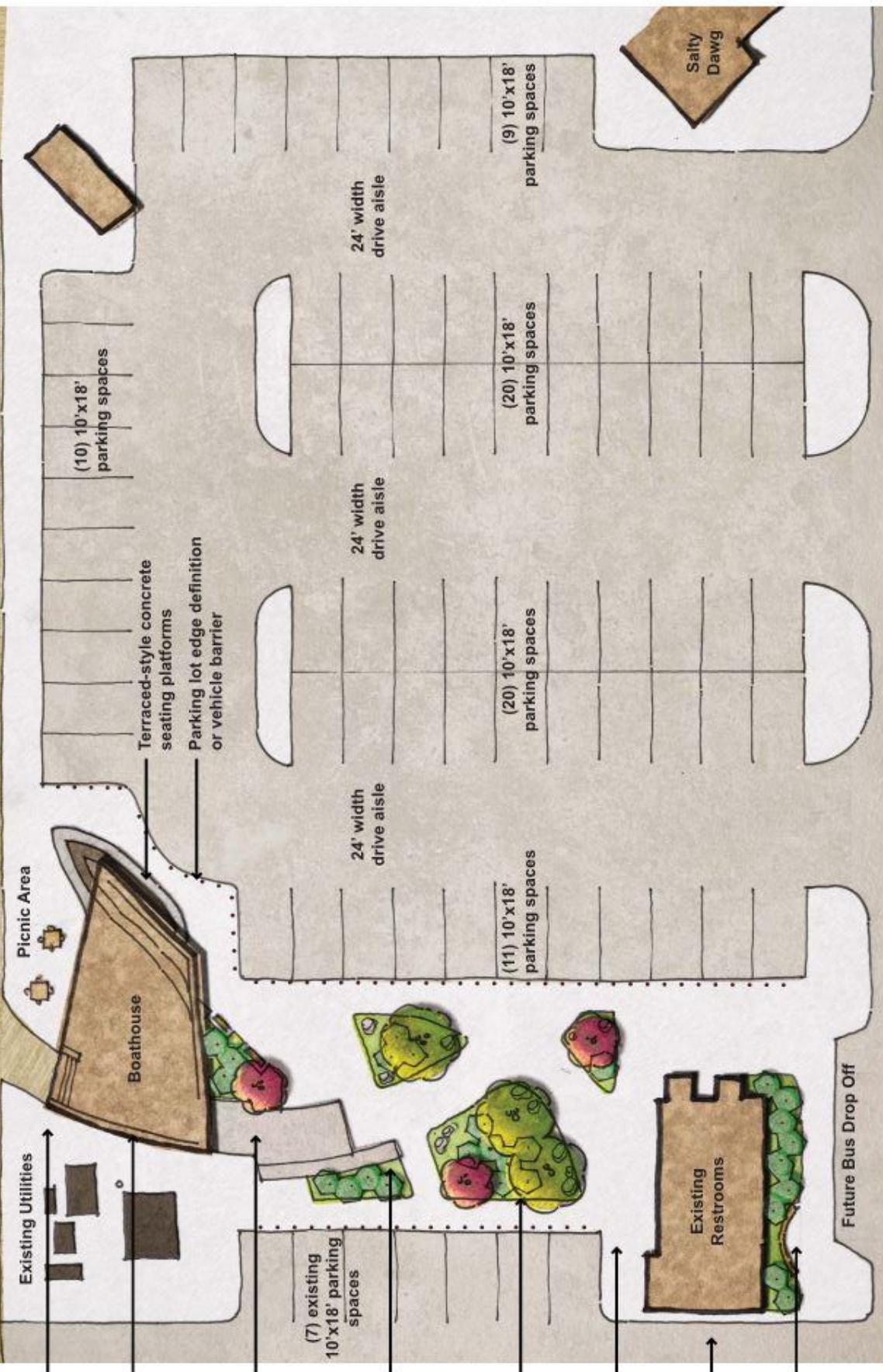
PLANAR WIND VELOCITY FROM THE NORTH  
 – BOATHOUSE MODEL



FLOW LINES WIND VELOCITY FROM THE NORTH  
 – BOATHOUSE MODEL



Existing Spilt Trail - along Harbor



Total Parking Spaces: 77





# 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

## AUGUST 2016 PORT & HARBOR STAFF REPORT

### **1. Administration**

Staff met with:

- Department Head Staff Meeting
- Lease Staff Meeting – SpitWSpots, GSFA, & Yourkowski Leases
- Jeff Monroe, Marpro Associates International – Terminal Tariff Draft
- City Attorney – Contract with RDI & Outstanding Lease Issues
- Bill Nelson, Nelson Engineering – Fishing Lagoon Cleaning Table Upgrade

Reserved Stall renewal notices have been mailed out, kicking off the fall season for Admin staff. Renewals will be due Saturday, October 1<sup>st</sup> with stall swaps and then new stall offers following.

### **2. Operations**

It has been a busy month in operations at the Port of Homer. The two new mooring buoys, which replaced the one near the harbor's entrance and the other located near the north side of the Deep Water Dock, have already been utilized by the Cruise ship Maasdam. We are starting to see the return of the commercial fishing fleet and can be challenging for the harbor officers with finding space for everyone, leading us into a busy September. Additionally, the officers have been involved with multiple E.M.S and law enforcement assists due to busy summer crowds on the Homer Spit.

We said good bye to Harbor Assistants Trevor Bossi and Zack Kudla, who completed their three months of seasonal employment with the Port; their hard work has been appreciated.

Landings at all harbor facilities included the following vessels: Massdam, CISPRI Perseverance, Pacific Wolf & DBL54, Tustumena, Kennicott, Labrador, Helenka B and Islander Packer.

### **3. Ice Plant**

The ice sales are slowing down for the season. Ice Plant staff have a few ice mechanic repairs to make, including changing out some electric control valves, work on lights to work on, and some back feed check valves to deal with.

### **4. Port Maintenance**

July and August have been busy mid-summer months for the Maintenance Staff. The Maintenance Crew was involved with a number of improvements to the Deep Water Dock, which included installing new LED light fixtures on the light poles on either end of the dock and assisting the CISPRI vessel Perseverance with the installation of the new mooring buoys. The old mooring buoy chain was then laid out along the Load and Launch Ramp road to add a nautical feel to the harbor. Maintenance staff is currently in the process of rehabbing a fire fighting pump cart with a new Tohatsu pump and waiting, it seems in vain, for a few sunny days in a row to finish up on our yearly round of concrete sealing.







## **Memorandum**

TO: PORT & HARBOR ADVISORY COMMISSION  
FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER  
DATE: JUNE 15, 2016  
SUBJECT: WORKSESSION FOR THE MARINE REPAIR FACILITY & PROPOSED TRAILER

---

At the May 25, 2016 regular meeting, the Port and Harbor Advisory Commission made a motion to City Council asking that the Large Vessel Haul-Out Task Force be reformed for the purpose of exploring the idea of purchasing a large vessel trailer for the Marine Repair Facility. Staff has since learned that the task force was disbanded by City Council at the conclusion of their work last year; to reform the group again would require formally advertising to the public for volunteers for the task force, which takes extra time and expenses that staff does not feel is necessary.

This being the case, staff recommends that the commission hold a worksession before their next regular meeting on July 27, 2016 to identify the various aspects of this subject and the overall feasibility of attaining a trailer capable of hauling out large vessels at the new Load and Launch Ramp. Since worksessions allow greater flexibility for discussions, members of the Marine Trades Association could be invited to participate, or other businesses/individuals that could contribute to the conversation. It could also be possible for the commission to discuss this topic as an agenda item over the next few meetings.

In the proposed worksession or next meeting, we should focus on laying out the scope of work and identifying our overall goals for this project, such as:

- Organizational options and ownership of the trailer: City-owned and operated, public private partnership (PPP), Memorandum of Agreement (MOA) between the City, vessel owners, and local businesses, Private owner/operator
- Vessel type: What are our realistic vessel size options? Tonnage, hull shape, etc.
- Equipment options: A product research team consisting of commissioners and/or staff could build a portfolio of options with pricing that we could use to build a cost benefit analysis from.
- Goals for this project: We need to clearly state our goals and who we're attempting to serve to make sure that existing businesses understand that we are not competing with their business, and instead provide haul-out services to vessels that are too large to be served with or by existing businesses.
- Haul-out and repair yard management options: As we continue to get deeper and deeper into the vessel haul-out and repair business, the commission may want to consider making a motion to City Council to form a managing committee or board for the Homer Marine Repair Facility.

### **Recommendation**

Port and Harbor Staff recommends the Port and Harbor Advisory Commission determine whether to hold a worksession for the Marine Repair Facility and proposed trailer, or have it as an agenda item at their regular meetings. Further, staff recommends a course of action/what needs to be discussed at said worksession and/or meetings.





## Memorandum

TO: VESSEL HAUL-OUT TASK FORCE

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

DATE: MAY 9, 2014

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

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

### Questionnaire Conduction & Response Compilation

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

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

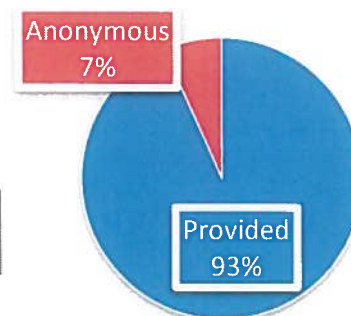
All questionnaires were sent out April 4, 2014 with a 30-day period for collecting, ending May 5, 2014. Combining all questionnaires received in person, by mail, by email, and via the link to the online Survey Monkey, there was a response rate of 22% (45 of 209). All responses were entered into an Excel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

### Findings

#### Vessel Information

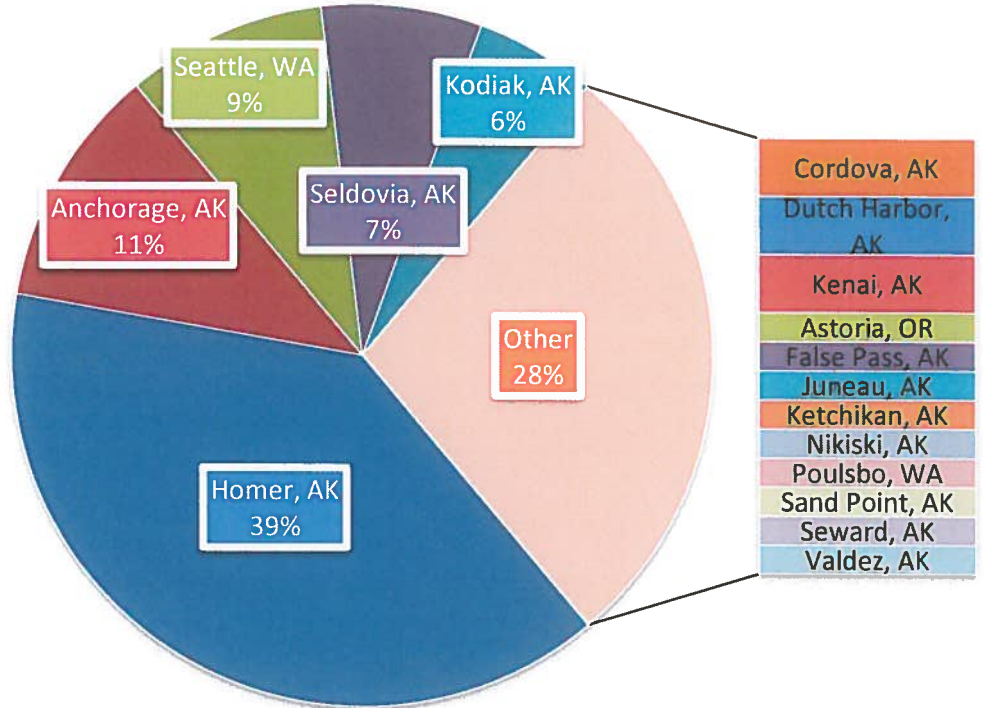
##### Question 1 & 2: Provided Owner & Vessel Name

Provided	42
Anonymous	3



**Question 3: Home Port**

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

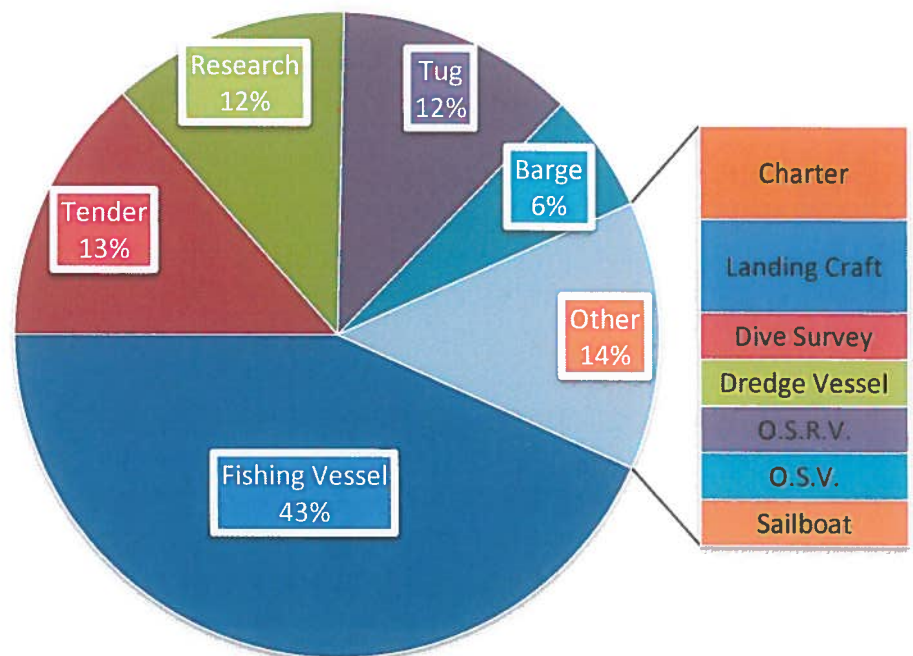


**Question 4, 5, & 6: Vessel Length, Beam, & Displacement Tonnage**

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

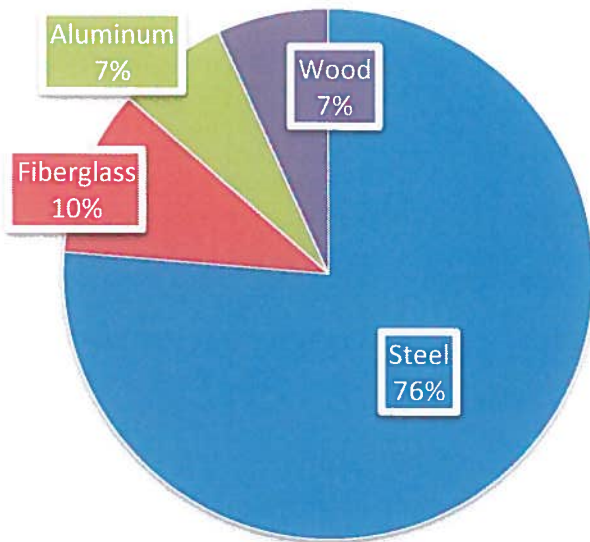
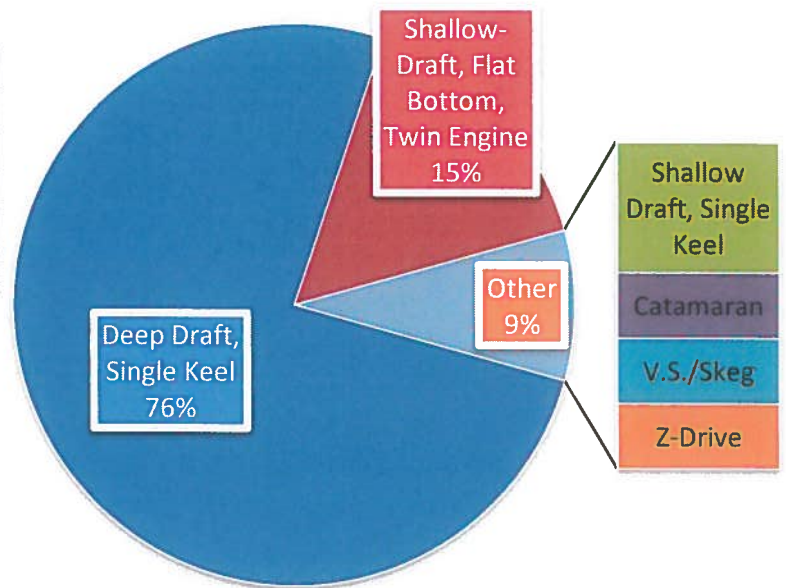
**Question 7: Type of Vessel**

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



### Question 8: Hull Shape

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

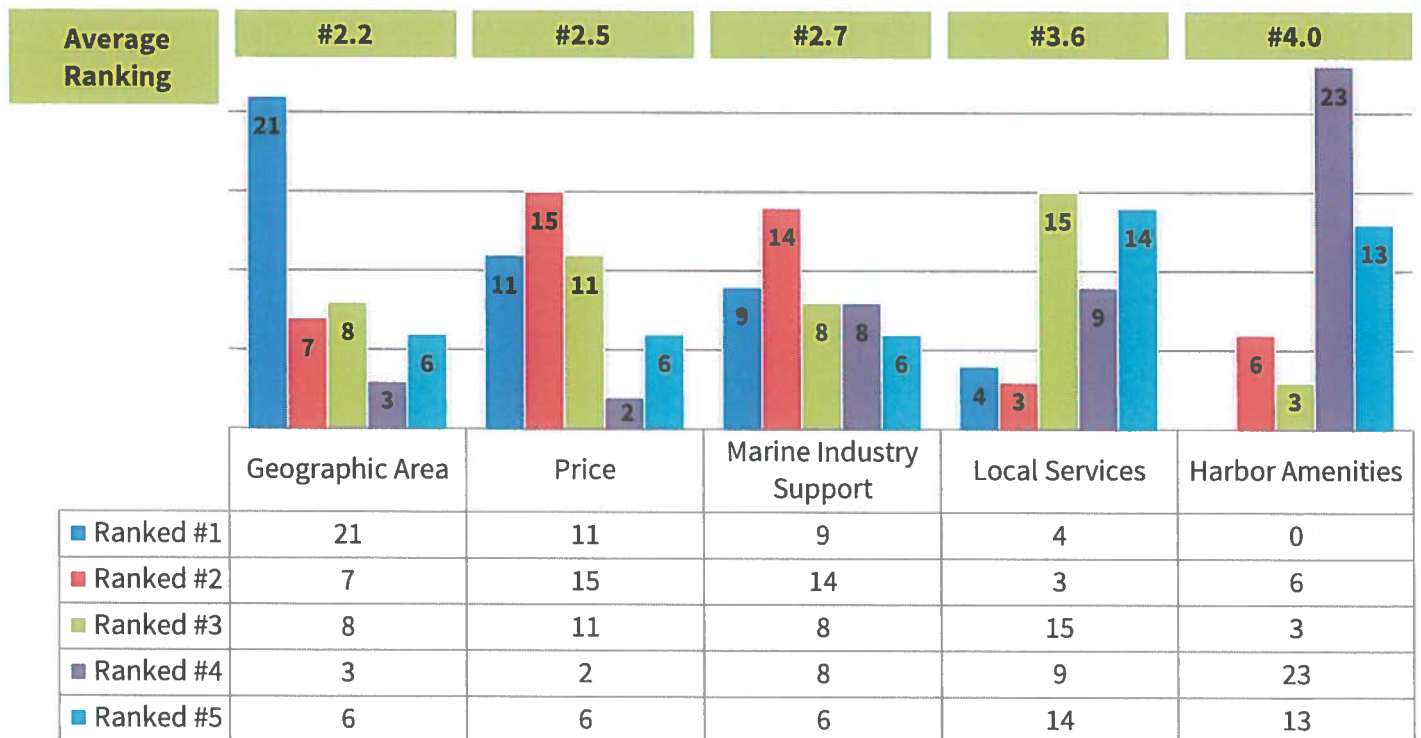


### Question 9: Hull Material

Steel	45
Fiberglass	6
Aluminum	4
Wood	4

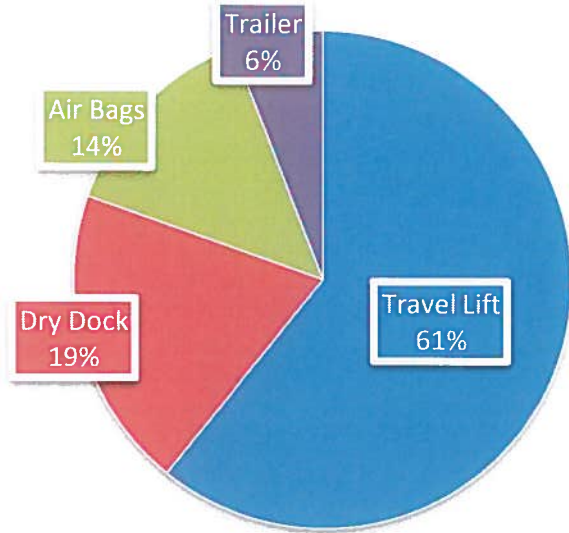
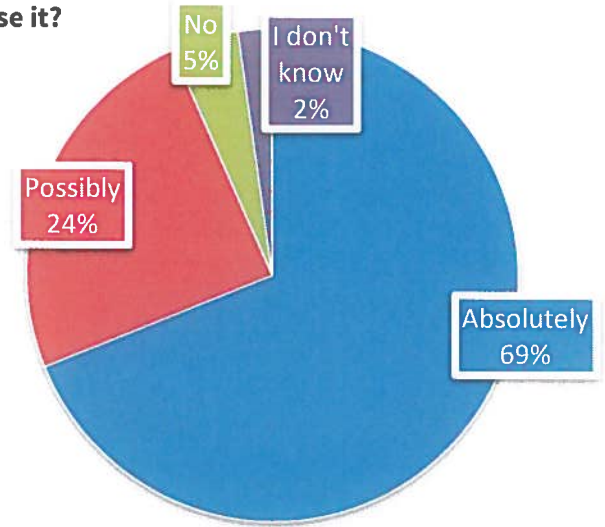
### Haul-Out Preferences

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



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

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

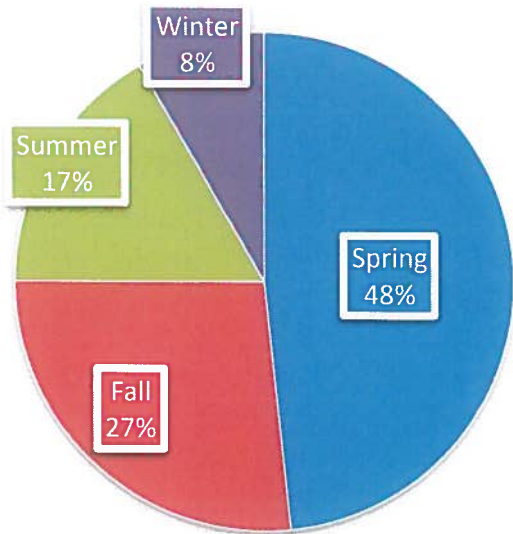
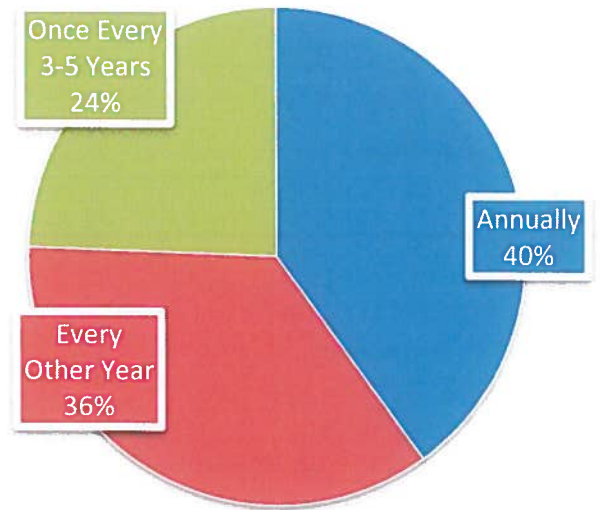


**Question 12: What is your preferred method for removing the vessel from the water?**

Travel Lift	31
Dry Dock	10
Air Bags	7
Trailer	3

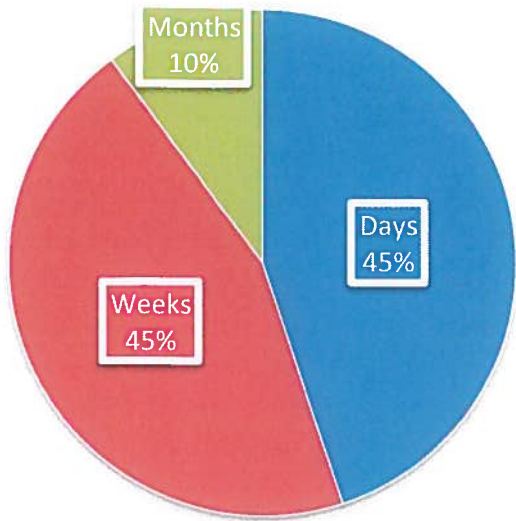
**Question 13: In regards to your maintenance/repair schedule, how often would you have your vessel hauled?**

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



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

Spring	29
Fall	16
Summer	10
Winter	5

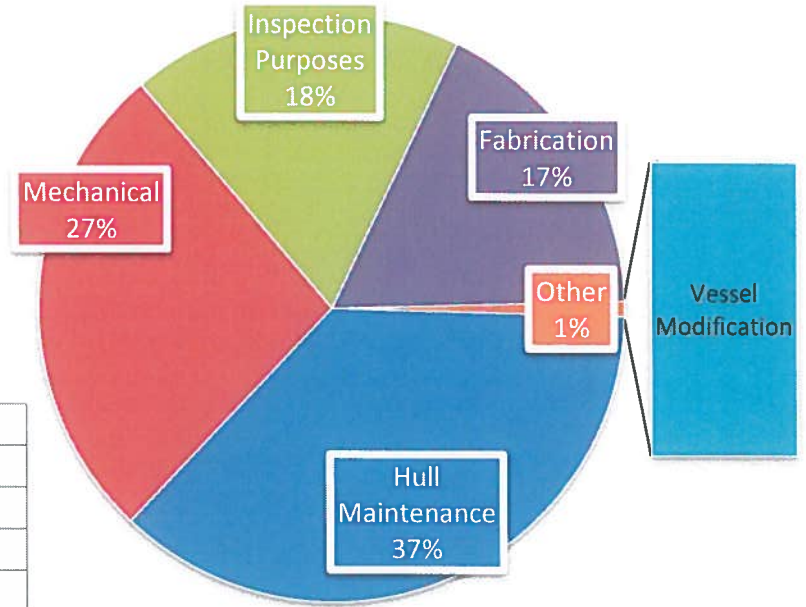


**Question 15: How long would you like to be hauled out?**

Days	22
Weeks	22
Months	5

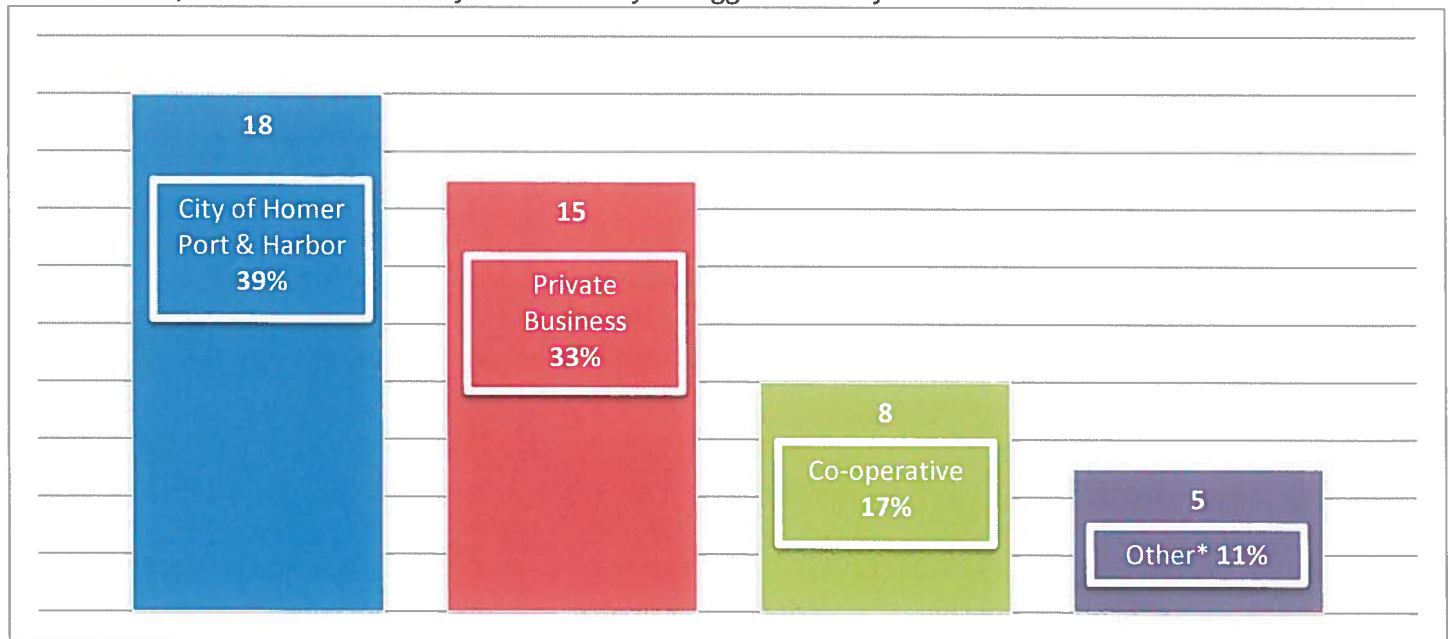
**Question 16: While hauled out, what kind of boat work are you looking to have done?**

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



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

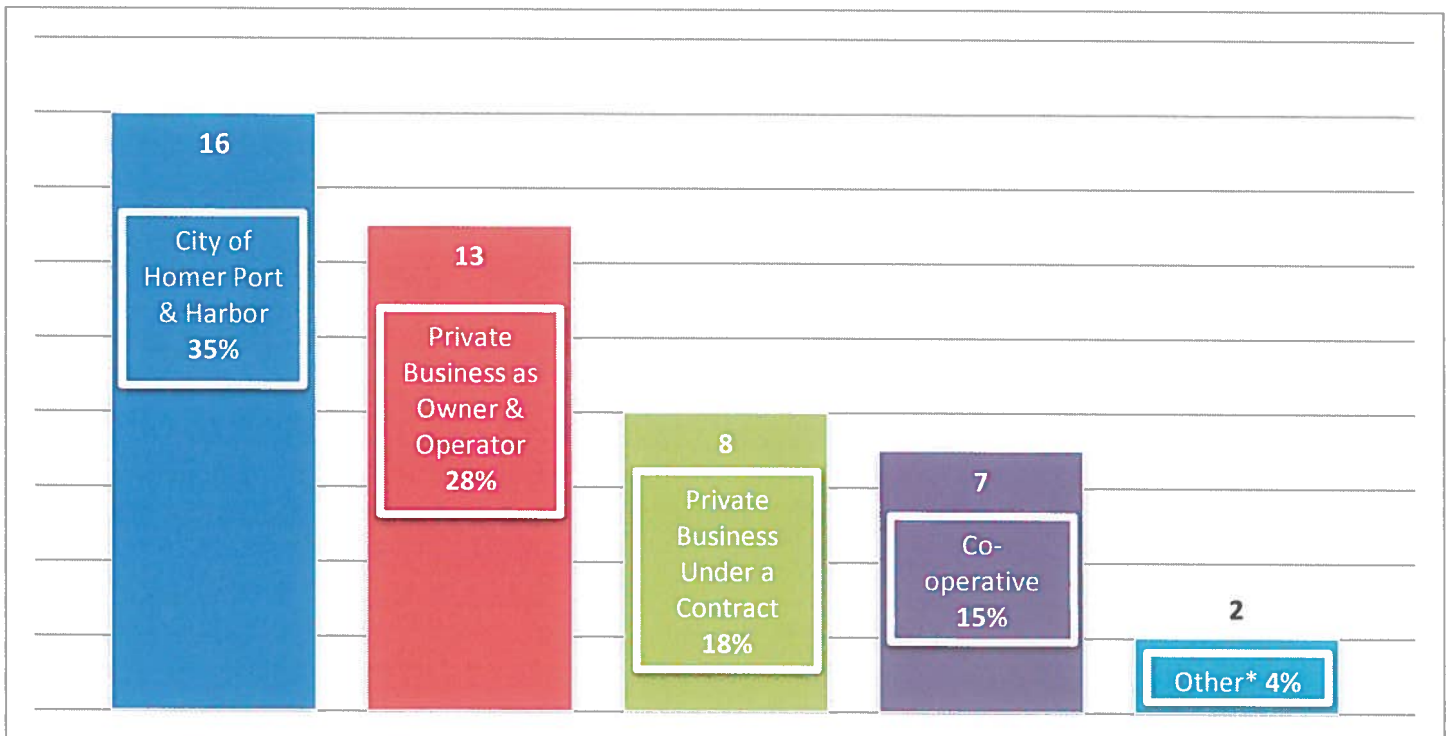
**Question 17:** Let's say that the City of Homer Port and Harbor offered specific lots in the harbor, at a reasonable lease rate and term, to establish the facility. How would you suggest a facility such as this be funded and owned?



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

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

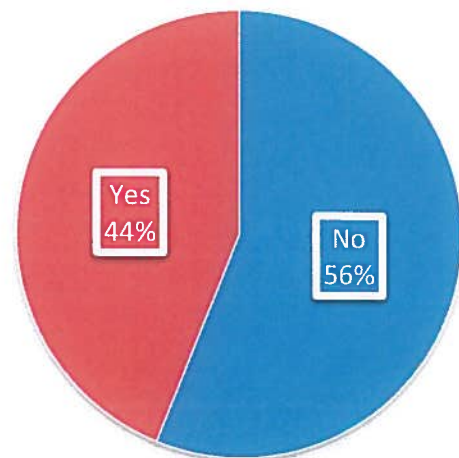
**Question 18:** If the facility is built, who do you think should operate the haul-out equipment, run the office, and manage the facility overall?



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

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

No	23
Yes	18





## **Additional Questionnaire Comments**

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

•	Needed
•	Great project - Keep it moving
•	I would haul out more frequently if haul-out was easily available. Currently I have to leave area so requires great deal of organization and effort to be effective with time and money. Operation and management should clearly be monitored by Port and Harbor. I do not wish project to be delayed while waiting for grants and state funding. Give private enterprise or cooperative opportunity to move it forward.
•	I'm going to King Cove for next haul out; there last year; Kodiak the year before
•	Dry storage lot for large vessels with travel lift service i.e. for winter storage & summer vessel modifications. I have had the R/V Thunder in Seward for 2 years as they offer these services & Homer does not have a good large vessel haul out facility.
•	Homer needs a big haul out. I'm 100% for it. Most fisher men that have boats do their work in the fall are spring, so you know Alaska weather, snow, rain, wind, cold, so it would be nice to have like some kind of shelters, and more than one. Not one haul-out in Alaska that I know of have heated, and more than one kind of shelters. Haul outs need shelters; it's a must for the kind of weather we have. If you can have more than one kind of shelter, the haul out will be the best in Alaska and do really good. Thank you.....
•	I understand price of travel lift is not economical; air bags would be ok.
•	As of now, I wouldn't participate in a cooperative effort.
•	Kodiak's facility, although very nice, runs in the red constantly. Prices keep going up with no end in sight. Poor management, too many people wearing harbor dept. clothes, ancillary charges escalating (electric boxes etc.)
•	In the present summer facility you should be concerned about the environmental protection that needs to be in place in order to protect the surrounding area from sand blasting a high pressure cleaning remnants and overspray of paint. Using dry cloths under vessels will not in my opinion provide protection from chips and marine growth, etc. staying in that area.
•	Homer prides itself in being the "Halibut Capital" and a leading visitor attraction. Creating an industrial shipyard adjacent to the small boat harbor is not the best use of the property. Consider an educational facility to attract visitors from around the world.
•	I agree that a travel lift facility is needed however most likely cost prohibitive. Homer has grids that service the fleet now and it is doubtful to me the cost of a travel lift facility could be profitable. You need at minimum a 300 ton lift probably a 500 but then you can end up like Kodiak with a too expensive of a project so the fees are too high and only those that have to go there.
•	Sand Blasting would have to be part of the facility.
•	A large vessel haul out would be an asset to the City of Homer.
•	I may be selling my boat shortly. If you still want to consider my comments, it would be helpful to have a large boat haul out in Homer. Presently, I would have to go somewhere else to haul out. Price is a huge consideration and makes a difference on where I haul out. Please keep the application short. One place has a 19 page application that discourages use of the application and facility; tell your lawyer to keep it short (1 or 2 pages). If a travel lift or crane is used, have flat straps. One place had only round straps that greatly increased the risk of strap chafing on boat edges and keels. Have chocks available publicly. Public ownership is better than private, as private facilities don't seem generally to be as available and affordable as public facilities for whatever reason.
•	We currently operate two barges and 3 tugs in Cook Inlet. We now take our tugs to Kodiak to service them. Seward ships has been an expensive and dysfunctional owner but preferable to Kodiak because it is on the road system. Homer is attractive because it is close and on the road system.
•	We have tugs from 45 feet to 205 and also some smaller barges too. Always looking for a new idea and a place closer than Seattle / Ketchikan to do the work.
•	I would love to see a haul out facility in Homer that could be used at all or most tides. I have 3 similar boats that

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

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

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

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

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

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



## City of Homer

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

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(f) 907-235-3143

## Memorandum

TO: CHAIR ULMER AND THE PORT AND HARBOR ADVISORY COMMISSION  
FROM: MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK  
DATE: AUGUST 17, 2016  
SUBJECT: BOAT HOUSE PAVILION RECOMMENDATION

---

The Boat House Pavilion Committee requests the Commission make a recommendation to the City Council acknowledging and supporting continued efforts and construction of the pavilion.

**Recommendation:** A Commissioner makes the following motion: *I move that the Commission agrees the Boat House Pavilion Committee has made solid progress and recommends to the City Council that the project move toward construction once the remaining funds have been raised.*





## **Memorandum**

TO: PORT & HARBOR ADVISORY COMMISSION  
FROM: BRAYN HAWKINS, PORT DIRECTOR/HARBORMASTER  
DATE: AUGUST 17, 2016  
SUBJECT: VESSEL MANAGEMENT ON THE FISH DOCK

---

At the last Port and Harbor Advisory Commission meeting on July 27, 2016, harbor patron David Mastolier spoke before the commission to share his point that the Port and Homer Terminal Tariff No. 600 concerning Fish Dock management contradicts actual use/administration of the policy. It is true that in practice the Port and Harbor staff does not require advance approval or scheduling of the Fish Dock for persons intending to use it for reasons other than loading and unloading of fish, fish products and fishing gear. It is managed on a first-come, first-serve basis as long as vessels with fish are given preference without applying fees to non-fish-related vessels.

I would like to remind the commission that staff is currently working on a complete re-write of the entire tariff with one of the primary goals being to bring it up to-date with current use and to make the document more useable for customers and staff. The new document will be before the commission next month for review. Discrepancies or old policies exactly like the one that was brought up at the last commission meeting are being addressed in the rewrite.

### **Fish Dock Management**

There has always been a requirement for communication on the Fish Dock because of the mixed use between fish buyers, fishermen, and the non-fishing vessels so that everyone is able to get their work done. Sometimes Harbor Officers or Ice Plant/Fish Dock Staff have to step in and motivate vessel owners to move off the dock so that others can get alongside. I wish that was not the case but not everyone plays well with others. Overall, most are able to get the dock time they need so that they can get on with their mission.

At the last meeting I told Mr. Mastolier that if he sees an opening at the dock he is authorized to use it and that is true. I will add to that statement by saying if any vessel owner (fishing or non-fishing) pulling up to a crane sees totes and fish-buying gear being set up, there's a good chance that a fishing boat is coming in soon to deliver; the vessel owner should communicate with the buyers on the dock to ensure they're not blocking access. In a case like that, the "fish come first" rule comes into effect and the boat (fishing or non-fishing) that is not delivering fish will need to give way, even if that means they have to pull away and let the fishing boat deliver their product.

The inside berth at the Deep Water Dock is also available for use and can be scheduled if a certain day is needed. The Port and Harbor will commonly waive the docking fee for vessel owners that pay annual moorage in the harbor, or provide discounts to vessels simply needing a few hours of time to move gear or a shelter deck.

As I see it, this is a communication problem and the communication needs to happen between the skippers and the dock crew so as to avoid conflicts. Harbor staff cannot also dispatch and schedule Fish Dock landings. I understand this challenge from both sides as I've used the dock as a fisherman and as the captain of a local research vessel. Although it takes a bit of hustling to get the work done, it's do-able. Many times I took the deep water dock inside berth option and it worked out just fine.

**Recommendation**

Port and Harbor Staff does not advise any policy changes for the Fish Dock at this time. To designate or prioritize any part of the dock for other than fish would cause many downstream effects that impact our fish processing/buying operations.



## **Memorandum**

TO: PORT & HARBOR ADVISORY COMMISSION  
FROM: LEASE STAFF  
DATE: AUGUST 8, 2016  
SUBJECT: POLICIES FOR OVERSLOPE LEASING & DEVELOPMENT

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### **Background**

In October 2009, Ordinance 09-44(S) was passed by City Council establishing HCC 21.46, Small Boat Harbor Overlay District. This code primarily focuses on the design and building standards of overslope development, not necessarily policies regarding property management (outlined in Chapter 18).

At the May 25, 2016 regular meeting, the Port and Harbor Advisory Commission discussed overslope development and reviewed the current HCC and a 1983 Homer Harbor Slope Study that was conducted by Derry & Associates. Concerns were raised that the planning/zoning code seemed prohibitive, that parking was not adequate, and for it to work it had to be able to overcome the three month business window to justify the development. It was concluded at this meeting that it's good to address overslope from time to time, but it isn't feasible yet.

### **A Need for New Overslope Management Policies**

A formal lease request for overslope area was submitted to the City by a current lessee on June 8, 2016. This request was presented to City Lease Staff at their last meeting on August 5, 2016 and sparked a discussion on not just the question "Do we say yes to an overslope proposal?", but the bigger question "What policies do we follow when leasing overslope?" It is a unanimous agreement among Lease Staff that overslope should be treated differently than standard upland ground leases, and there needs to be policies in place so when proposals are received staff knows how to process them.

City leases are managed per HCC Chapter 18 and the Property Management Policies and Procedures. Lease and Port and Harbor Staff would like to amend the code and lease manual to include a section on overslope leasing. This information will also be used to update the Land Allocation Plan, which is necessary before any City land is allowed to be leased out. Staff is requesting input from the Port and Harbor Advisory Commission and the Planning Advisory Commission on several points that were brought up during the discussion:

- 1. Areas Allowed for Development:** The primary question to the commissions: which sections of the overslope are to be available for development, and which areas are to stay undeveloped? The Land Allocation Plan (LAP) will need to be revised to include any overslope areas that are available for leasing. Staff has discussed the pros and cons of re-platting the two parcels that contain overslope (would it be easier to have established lots for leasing?) and concluded that the City would NOT replat. One of the reasons is because by zoning code, each new lot would require an access easement, which is extremely difficult to provide in such a congested area as the Homer Spit. It was agreed that once all the development-allowed overslope areas are chosen, a professional surveyor would be hired to measure out and provide the City with the specific descriptions of those areas. Those descriptions will be included in the LAP detailing which areas are available for lease, and for use in City leases to delineate the area.

- 2. Parking:** As was discussed at the last port commission meeting, Lease Staff is fully aware of the parking inadequacies on the Spit and discussed with the Planning Dept. the regulations concerning parking requirements. Since businesses built on overslope would not be able to provide the standard number of parking spaces as usual ground leases do, a simple solution to this problem would be a “Parking Impact Fee”. Lease Staff agreed that instead of requiring lessees to provide unrealistic parking spaces on boardwalks that cannot be accessed by vehicles, a Parking Impact Fee would be established and written into their lease to compensate the City for the parking we provide to that business’s employees and customers. According to Planning Staff, if a business is within 1,500 feet of a public parking area it may use that area to meet their parking requirements; overslope areas would meet this option, giving further approval towards a parking impact fee vs. requiring parking spaces.
- 3. Sanitations/Dumpsters:** Another standard lease requirement is that each lessee is supposed to provide their own dumpsters for their business; they are not allowed to use the dumpsters provided by the Port and Harbor for vessel owners and other harbor patrons. Overslope lessees would have great difficulty meeting this requirement given the fact that dumpsters not only take up quite a bit of space, but also need accessibility by sanitation trucks. The Lease Staff proposed establishing a “Sanitation Impact Fee”, similar to the parking impact fee in that it would be written into the lease and paid in lieu of implementing a lease policy that is impractical for overslope leases.
- 4. To Provide or Not Provide Preferential Treatment to Upland Lessees/Owners:** Commonly when a City lot is listed in the LAP as available for lease, a Request for Proposals (RFP) is advertised as a fair and equitable way to solicit lease proposals from the public. This process also allows the City to conduct its due diligence so that if an unsolicited lease proposal is submitted to us, we are able to accept it for review since we have already offered the lot to other potential lessees. The issue with overslope areas is that much of the prime locations are adjacent to upland lots that are either privately-owned or currently leased by the City. Once the overslope areas are depicted in the LAP, how does the City solicit for proposals in a fair and equitable way when it could be unfair to the existing lessee/land owner if the overslope directly in front of their lot is suddenly occupied by another entity/individual that blocks their business’ view of the harbor?

Lease Staff recommends that after the overslope areas are included in the LAP, the City would send out notifications to all lessees and land owners that have adjacent upland property giving them the first opportunity to submit a lease/development proposal. Afterwards, the City could then advertise a RFP or not.

- 5. Building a Boardwalk:** Current HCC details the standards that a boardwalk must be built to; this code may be revised to ensure the platform itself is structurally sound and make it a requirement that any new development be done in a way that connects seamlessly to neighboring overslope platforms to ensure a continuous path along the boardwalk. This code, though, poses the question: does the City want multiple overslope dock/platforms built at different times by different people? Would it be smart for the City to invest in the construction of a single platform (say, in the overslope between Ramp 2 and 3), and then lease the boardwalk space for development by long-term lessees or even rent boardwalk space for seasonal businesses? It could be set up where certain overslope areas could be available for individual development, but designate other spots for City development.

If the City agrees that areas of the overslope should be developed by us, where would that money come from? The Port and Harbor Enterprise could fund the expense, but how will it get paid back? If the commission supports the idea, determining the cost of building a boardwalk would be the first step, next would be to estimate the rate of return to see how much we would need to charge for leasing it. This information could help us decide if building our own boardwalk is a good investment or not.



### **Recommendation**

Lease Staff requests input from the Port and Harbor Advisory Commission regarding overslope leasing and development, specifically on the following questions:

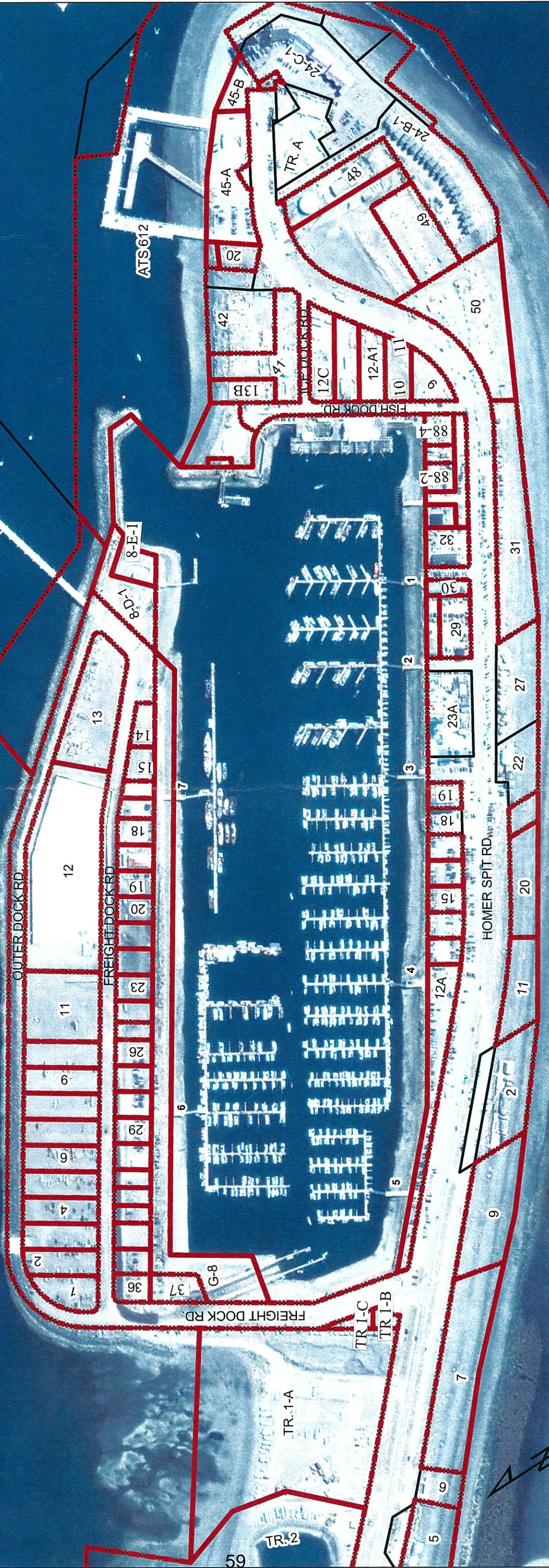
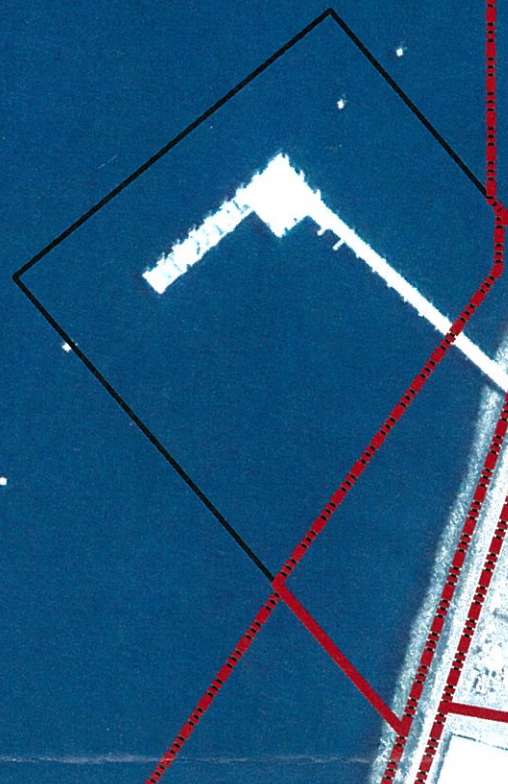
1. Which sections of the overslope are to be available for development, and which areas are to stay undeveloped?
2. Does the commission support Lease Staff's recommendation of a "Parking Impact Fee" as a solution to the parking issue?
3. Does the commission support Lease Staff's recommendation of a "Sanitation Impact Fee" in lieu of requiring individual dumpsters for every overslope lease?
4. (a) Once the overslope areas are depicted in the LAP, how does the City solicit for proposals in a fair and equitable way when it could be unfair to the lessee/land owner occupying the adjacent uplands lot?  
 (b) Should the City send out notifications to all lessees and land owners that have adjacent upland property giving them the first opportunity to submit a lease/development proposal?  
 (c) Does the commission think the City should or shouldn't advertise a RFP?
5. (a) What revisions to the Planning code would the commission like to see?  
 (b) Would the commission rather see all the overslope lots available for individual development, or designate some lots for City development?  
 (c) If the City builds all or some of the boardwalks, how should staff proceed in determining the funding sources and investment/rate of return information?

Further, if the commission believes that there is adequate interest in overslope development, staff recommends to make a motion either at this meeting or their next regular meeting requesting that City Council approve amending City documents, such as the Land Allocation Plan, Homer City Code, and the Property Management Policies and Procedures, to include verbiage regarding harbor overslope leasing for the purpose of development.

Attached: Overview Map of Homer Spit Parcels  
 HCC 21.46, Small Boat Harbor Overlay District



ATS612



**Legend**

-  City Land
-  Private Land

City property outlined in red.  
 Photo taken in 2005  
 Property lines are not exact - use with care  
 P & Z 6/5/08, JE

ATS612



## Chapter 21.46 SMALL BOAT HARBOR OVERLAY DISTRICT

### Sections:

- [21.46.010](#) Purpose and intent.
- [21.46.020](#) Overlay district boundaries.
- [21.46.030](#) Applicability.
- [21.46.040](#) Conditional uses.
- [21.46.050](#) Overslope platform standards.
- [21.46.060](#) Architectural standards.
- [21.46.070](#) Signs.
- [21.46.080](#) Landscaping.
- [21.46.090](#) Architectural plans.

### **21.46.010 Purpose and intent.**

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The purpose of the Small Boat Harbor [Overlay District](#) is to establish additional [development](#) regulations specifically designed for the unique nature and needs of water- and tourism-oriented [uses](#) on platforms over the small boat harbor. These regulations will delineate special performance and design standards, encourage mixed [use](#) developments which contribute to the [stabilization](#) of [water-dependent](#) and [water-related](#) uses, encourage the link between the marine business and general business sectors of the community, and encourage safe and enjoyable access along the harbor's edge. [Ord. [09-44\(S\)](#) § 3, 2009].

### **21.46.020 Overlay district boundaries.**

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The Small Boat Harbor [Overlay District](#) applies to the property described as [Lot](#) G-8 and Small Boat Harbor, Homer Spit Subdivision No. Two, T6S, R13W, Sections 35 and 36, and T7S, R 13W, Sections 1 and 2, Seward Meridian, as shown on Plat No. [92-50](#). [Ord. [09-44\(S\)](#) § 3, 2009].

### **21.46.030 Applicability.**

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Unless otherwise noted, the requirements of the Small Boat Harbor [Overlay District](#) apply to all [development](#) and are in addition to the requirements of the underlying [zoning district](#). Where a requirement of the underlying district conflicts with a requirement of the [overlay district](#), the [overlay district](#) requirement shall govern. [Ord. [09-44\(S\)](#) § 3, 2009].

### **21.46.040 Conditional uses.**

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The following [uses](#) may be permitted in the Small Boat Harbor [Overlay District](#) when authorized by conditional [use](#) permit issued in accordance with Chapter [21.71](#) HCC:

- a. Overslope [development](#). [Ord. [09-44\(S\)](#) § 3, 2009].

### **21.46.050 Overslope platform standards.**

---

An [overslope platform](#) shall comply with the following standards:

- a. An [overslope platform](#) shall be 40 feet deep, and shall be not less than 40 feet nor more than 240 feet wide.
- b. There shall be a minimum 20-foot [setback](#) separating an [overslope platform](#) from a dedicated [right-](#)

of-way. Except as provided in the preceding sentence, there are no setback requirements for overslope platforms, and an overslope platform may be constructed to the lot line.

c. An overslope platform that is used for the docking of boats shall be designed to bear the loads associated with that use, and include suitable rail access, gates, stairs and fenders.

d. The bottom of the lowest structural member of the lowest floor of an overslope platform (excluding pilings and columns) shall be at least one foot above the base flood elevation.

e. The area of an overslope platform that at the time of its construction is within 15 feet of the edge of a ramp shall be used as a public access area, within which no sales or commercial activity may occur. Such a public access area shall not be counted to meet open space or landscaping requirements.

f. Direct access from an overslope platform to the ramp shall be limited to avoid user conflicts. Gates or other moveable barriers that facilitate loading and unloading may be used to control access. [Ord. 09-44(S) § 3, 2009].

#### **21.46.060 Architectural standards.**

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Overslope development shall conform to the following architectural standards:

a. All buildings on the same overslope platform shall receive a common architectural treatment. The main color of the exterior walls of all buildings on an overslope platform shall be one or more earth or seascape tones.

b. Not less than five percent of the area of an overslope platform area shall be outdoor public open space.

c. Overslope development shall include pedestrian walkways that provide direct access between common areas in the overslope development and public rights-of-way.

d. Opaque walls, fences or planter boxes, or any combination of them, shall be used to screen mechanical equipment and trash containers from view in adjacent public areas.

e. The design of structures and outdoor pedestrian areas shall take into consideration environmental factors such as prevailing wind, salt spray, solar exposure, snow and heavy rains.

f. Along the length of a building, the roofline shall not be continuous for more than 60 feet. Roofs shall be gabled.

g. The maximum height of a building measured from the overslope platform or the adjacent grade to the highest roof peak shall not exceed 25 feet.

h. A public access not less than eight feet wide to an area overlooking the harbor shall be provided at each end of an overslope platform and at intervals not greater than 150 feet on the overslope platform.

i. A continuous pedestrian corridor at least eight feet wide must extend the length of the overslope development, on either the harbor or the uplands side, or some combination thereof. The corridor must be clear of obstructions, but may be covered by an awning or roof overhang. The minimum eight-foot width of the corridor may not be counted to meet landscaping or public open space requirements. [Ord. 09-44(S) § 3, 2009].

#### **21.46.070 Signs.**

Signs are subject to the requirements in Chapter [21.60](#) HCC that apply in the underlying [zoning district](#); provided, that the maximum combined total area for all [signs](#) under Table 2 in HCC [21.60.060\(c\)](#) is calculated on a per-building basis instead of on a per-lot basis. No [sign](#) bearing a commercial message, as defined in HCC [21.60.040](#), may be placed in an outdoor public [open space](#). [Ord. [09-44\(S\)](#) § 3, 2009].

#### **21.46.080 Landscaping.**

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- a. Five percent of the area of an [overslope platform](#) must be landscaped.
- b. In addition to the types of plantings listed in the definition of [landscaping](#) in HCC [21.03.040](#), [landscaping](#) on an [overslope platform](#) may include planter boxes and hanging basket plantings.
- c. The [Commission](#) may [permit](#) the substitution of durable outdoor art, or amenities for public [use](#) such as bike racks, benches, trash receptacles and information kiosks, for part of the required [landscaping](#) on an [overslope platform](#). [Ord. [09-44\(S\)](#) § 3, 2009].

#### **21.46.090 Architectural plans.**

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An application for an [overslope development](#) conditional [use](#) shall include the following detailed plans and specifications showing compliance with the requirements of this chapter:

- a. Floor plans at a scale of one-eighth inch equals one foot.
- b. Architectural elevations.
- c. Site elevation showing the relationship to the platform of the base flood elevation and mean high tide line, and the elevation of the land where the platform adjoins the shore.
- d. Exterior finish schedule.
- e. Roof plan showing direction of drainage and where runoff will go.
- f. Drawings must show design oversight by an architect registered under the laws of the [State](#) of Alaska. [Ord. [09-44\(S\)](#) § 3, 2009].

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**The Homer City Code is current through Ordinance 16-42, passed August 8, 2016.**

Disclaimer: The City Clerk's Office has the official version of the Homer City Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

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## Port & Harbor Monthly Statistical & Performance Report

For the Month of: **July 2016**

<b><u>Moorage Sales</u></b>	<u>2016</u>	<u>2015</u>	<b><u>Stall Wait List</u></b>	<u>2016</u>	<u>2015</u>
Daily Transient	457	472	No. on list at Month's End		
Monthly Transient	254	255	20' Stall	6	2
Semi-Annual Transient	2	1	24' Stall	50	45
Annual Transient	4	3	32' Stall	84	68
Annual Reserved	1	0	40' Stall	32	23
			50' Stall	21	27
			60' Stall	4	3
			75' Stall	3	2
<b><u>Grid Usage</u></b>			Total:	200	170
1 Unit = 1 Grid Tide Use	<u>2016</u>	<u>2015</u>			
Wood Grid	16	19			
Steel Grid	0	5			
			<b><u>Docking &amp; Beach/Barge Use</u></b>		
			1 Unit = 1 or 1/2 Day Use	<u>2016</u>	<u>2015</u>
<b><u>Services &amp; Incidents</u></b>	<u>2016</u>	<u>2015</u>	Deep Water Dock	31	32
Vessels Towed	2	2	Pioneer Dock	30	33
Vessels Moved	39	36	Beach Landings	26	3
Vessels Pumped	8	4	Barge Ramp	11	13
Vessels Sunk	0	0			
Vessel Accidents	3	2	<b><u>Marine Repair Facility</u></b>	<u>2016</u>	<u>2015</u>
Vessel Impounds	0	0	Vessels Hauled-Out	0	0
Equipment Impounds	7	17	Year to Date Total	7	2
Vehicle Impounds	1	1			
Property Damage	4	3	<b><u>Wharfage (in short tons)</u></b>		
Pollution Incident	3	4	In Tons, Converted from Lb./Gal.	<u>2016</u>	<u>2015</u>
Fires Reported/Assists	0	4	Seafood	1	87
EMT Assists	12	11	Cargo/Other	940	690
Police Assists	6	7	Fuel	69,293	71,914
Public Assists	47	27			
Thefts Reported	1	1			
			<b><u>Ice Sales</u></b>	<u>2016</u>	<u>2015</u>
<b><u>Parking Passes</u></b>	<u>2016</u>	<u>2015</u>	For the Month of July	789	469
Long-term Pass	7	4			
Monthly Long-term Pass	10	13	Year to Date Total	1,727	1,164
Seasonal Pass	6	0			
			<b><u>Difference between</u></b>		
<b><u>Crane Hours</u></b>	<u>2016</u>	<u>2015</u>	<b><u>2015 YTD and 2016 YTD:</u></b>	563 tons more	
	332	485.9			





## Port & Harbor Water/Sewer Bills

Service Period End Date: July 31, 2016

Meter Reading Period: 6/14 to 7/13/2016

Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129	\$19.00	\$756.46	-	\$775.46	348,300	417,700	69,400
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.01	84872363	\$9.50	\$8,153.20	-	\$8,162.70	9,459,900	10,207,900	748,000
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$9.50	\$698.69	-	\$708.19	22,701,100	22,765,200	64,100
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$9.50	\$936.31	-	\$945.81	1,093,900	1,179,800	85,900
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$19.00	\$500.31	-	\$519.31	3,002,300	3,048,200	45,900
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$19.00	\$50.14	-	\$69.14	447,600	452,200	4,600
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$19.00	\$737.93	-	\$756.93	8,461,000	8,528,700	67,700
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	\$19.00	-	-	\$19.00	229,800	229,800	-
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	\$19.00	\$3,700.55	\$48.72	\$3,768.27	865,322,100	865,322,100	339,500
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$19.00	\$238.71	\$508.08	\$765.79	951,300	973,200	21,900
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$19.00	\$487.23	-	\$506.23	1,478,600	1,523,300	44,700
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$19.00	\$305.20	\$649.60	\$973.80	1,296,500	1,324,500	28,000
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$19.00	\$61.04	\$129.92	\$209.96	698,100	703,700	5,600
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	\$33.79	\$71.92	\$124.71	45,500	48,600	3,100
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$19.00	\$29.43	\$42.39	\$90.82	32,800	35,500	2,700
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$19.00	\$331.36	\$477.28	\$827.64	96,200	126,600	30,400
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$19.00	\$238.71	-	\$257.71	216,300	238,200	21,900

**Overall Charges: \$19,490.97**

**Overall Water Usage: 1,583,400**

Water/Sewer Monthly Comparison CY 2013 to Current								
	2013		2014		2015		2016	
January	\$1,039.71	62,100	\$3,545.49	288,500	\$2,526.35	183,700	\$1,216.22	68,800
February	\$995.09	57,300	\$4,042.38	322,400	\$2,015.14	140,800	\$1,891.14	122,500
March	\$3,777.17	91,400	\$3,968.26	320,400	\$3,339.49	253,700	\$2,341.13	162,300
April	\$2,825.07	208,200	\$5,792.92	452,200	\$4,997.38	467,700	\$3,532.78	256,700
May	\$11,647.05	1,176,600	\$12,019.73	973,600	\$6,982.27	541,900	\$9,770.89	709,300
June	\$19,728.26	1,660,800	\$13,396.30	1,106,200	\$14,116.19	1,134,100	\$21,628.74	1,800,700
July	\$73,511.61	6,344,600	\$16,516.50	1,348,000	\$12,038.01	919,900	\$19,490.97	1,583,400
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	\$59,871.87	4,703,700



**WEEKLY CRANE TIME / TONS OF ICE**  
**City of Homer - Fish Dock 2016**

<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>
1/4/2016	1/10/2016	6	6	shut down for maintenance	0
1/11/2016	1/17/2016	24	30	shut down for maintenance	0
1/18/2016	1/24/2016	29.1	59.1	shut down for maintenance	0
1/25/2016	1/31/2016	28.5	87.6	shut down for maintenance	0
2/1/2016	2/7/2016	30.1	117.7	shut down for maintenance	0
2/8/2016	2/16/2016	64.5	182.2	shut down for maintenance	0
2/15/2016	2/21/2016	40.2	222.4	shut down for maintenance	0
2/22/2016	2/28/2016	36.9	259.3	shut down for maintenance	0
2/29/2016	3/6/2016	32.3	291.6	shut down for maintenance	0
3/7/2016	3/13/2016	51.3	342.9	shut down for maintenance	0
3/14/2016	3/20/2016	43.3	386.2	19	19
3/21/2016	3/27/2016	46.1	432.3	28	47
3/28/2016	4/3/2016	21	453.3	13	60
4/4/2016	4/10/2016	25.4	478.7	20	80
4/11/2016	4/17/2016	52.6	531.3	81	161
4/18/2016	4/24/2016	48.6	579.9	31	192
4/25/2016	5/1/2016	26.1	606	52	244
5/2/2016	5/8/2016	30.9	636.9	16	260
5/9/2016	5/15/2016	42.5	679.4	109	369
5/16/2016	5/22/2016	48.9	728.3	73	442
5/23/2016	5/29/2016	42.4	770.7	77	519
5/30/2016	6/5/2016	56.2	826.9	65	584
6/6/2016	6/12/2016	77.3	904.2	83	667
6/13/2016	6/19/2016	59.7	963.9	81	748
6/20/2016	6/26/2016	84.7	1048.6	113	861
6/27/2016	7/3/2016	91.5	1140.1	77	938
7/4/2016	7/10/2016	111.2	1251.3	95	1033
7/11/2016	7/17/2016	108.1	1359.4	345	1378
7/18/2016	7/24/2016	63.9	1423.3	276	1654
7/25/2016	7/31/2016	48.8	1472.1	73	1727
8/1/2016	8/7/2016	88.1	1560.2	40	1767
8/8/2016	8/14/2016	87.5	1647.7	82	1849
8/15/2016	8/21/2016				
8/22/2016	8/28/2016				
8/29/2016	9/4/2016				
9/5/2016	9/11/2016				
9/12/2016	9/18/2016				
9/19/2016	9/25/2016				
9/26/2016	10/2/2016				
10/3/2016	10/9/2016				
10/10/2016	10/16/2016				
10/17/2016	10/23/2016				
10/24/2016	10/30/2016				
10/31/2016	11/6/2016				
11/7/2016	11/13/2016				
11/14/2016	11/20/2016				
11/21/2016	11/27/2016			shut down for maintenance	
11/28/2016	12/4/2016			shut down for maintenance	
12/5/2016	12/11/2016			shut down for maintenance	
12/12/2016	12/18/2016			shut down for maintenance	
12/19/2016	12/25/2016			shut down for maintenance	
12/26/2016	1/1/2017			shut down for maintenance	
				shut down for maintenance	



## Deep Water Dock 2016

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/3	Tustumena	296	1900/2200	St of AK	788.00	52.00
1/7	Swiftwater	218	1000/2100	Turnagain Ma	788.00	52.00
1/13	DBL 54	300	0820/1215	Kirby Offshor	788.00	52.00
1/13	Pacific Wolf	121	0845/1215	Kirby Offshor	506.00	52.00
1/17	Java Sea & DBL 78	395	0430/0900	Kirby Offshor	1,206.00	52.00
1/17	Java Sea INSIDE	121	0900/	Kirby Offshor	506.00	na
1/18	Java Sea & DBL 78	395		Kirby Offshor	1,206.00	
1/18	Java Sea INSIDE	121	/1000	Kirby Offshor	253.00	na
1/19	Java Sea & DBL 78	395	/0245	Kirby Offshor	1,206.00	
1/27	Tustumena INSIDE 1/6	296	0915/1200	St of AK	131.28	na
1/30	Java Sea & DBL 78	395	0500/	Kirby Offshor	1,206.00	52.00
1/31	Java Sea & DBL 78	395	/2020	Kirby Offshor	1,206.00	
1/31	Millennium Star	105	1800/	Olympic	253.00	na
2/1	Millennium Star INSIDE	105	/1200	Olympic	253.00	
2/4	Perseverance	207	1000/	Cispri	788.00	52.00
2/5	Perseverance	207		Cispri	788.00	
2/6	Perseverance	207	/1030	Cispri	788.00	
2/9	Millennium Star INSIDE	105	1350/	Olympic	253.00	na
2/10	Millennium Star INSIDE	105		Olympic	506.00	
2/11	Millennium Star INSIDE	105	/0900	Olympic	253.00	
2/16	PacWolf & DBL54 INSIDE	395	0745/1645	Kirby Offshor	603.00	na
2/23	Tustumena	296	1900/2030	St of AK	788.00	52.00
2/24	DBL 106	383	1630/	Kirby Offshor	1,206.00	52.00
2/24	Bismarck Sea INSIDE	125	1730/	Kirby Offshor	253.00	na
2/25	DBL 106	383		Kirby Offshor	1,206.00	
2/25	Bismarck Sea INSIDE	125		Kirby Offshor	506.00	
2/26	DBL 106	383	/2120	Kirby Offshor	1,206.00	
2/26	Bismarck Sea INSIDE	125	/2100	Kirby Offshor	506.00	
3/2	Anna T INSIDE	105	1215/	Amak Towing	253.00	na
3/3	Anna T	105		Amak Towing	506.00	
3/3	Millennium Star INSIDE	105	0030/	Olympic	506.00	na
3/4	Anna T	105		Amak Towing	506.00	
3/4	Millennium Star INSIDE	105	/1830	Olympic	506.00	
3/5	Anna T	105		Amak Towing	506.00	
3/6	Anna T	105		Amak Towing	506.00	
3/6	Millennium Star INSIDE	105	1600/	Olympic	253.00	na
3/7	Millennium Star INSIDE	105	/1130	Olympic	506.00	
3/7	Anna T	105		Amak Towing	506.00	
3/8	Millennium Star	105	/1315	Olympic	506.00	
3/8	Anna T	105	/1300	Amak Towing	506.00	
3/9	Anna T	105		Amak Towing	506.00	
3/9	Millennium Star INSIDE	105		Olympic	506.00	
3/10	Anna T	105		Amak Towing	506.00	
3/10	Millennium Star INSIDE	105		Olympic	506.00	
3/11	Anna T	105		Amak Towing	506.00	
3/11	Millennium Star INSIDE	105		Olympic	506.00	
3/12	Randolf Yost RIG	350	1930/	Furie	1,005.00	52.00
3/12	Anna T	105	/1530	Amak Towing	506.00	
3/12	Millennium Star INSIDE	105	/1500	Olympic	506.00	
3/13	Randolf Yost RIG	350		Furie	1,005.00	
3/13	Anna T	105	/1115	Amak Towing	506.00	
3/13	Millennium Star INSIDE	105	/1130	Olympic	253.00	
3/14	Randolf Yost RIG	350		Furie	1,005.00	
3/15	Randolf Yost RIG	350		Furie	1,005.00	
3/16	Randolf Yost RIG	350		Furie	1,005.00	
3/17	Randolf Yost RIG	350		Furie	1,005.00	
3/18	Randolf Yost RIG	350		Furie	1,005.00	
3/19	Randolf Yost RIG	350		Furie	1,005.00	

3/20	Randolf Yost RIG	350		Furie	1,005.00	
3/21	Randolf Yost RIG	350		Furie	1,005.00	
3/22	Randolf Yost RIG	350		Furie	1,005.00	
3/23	Randolf Yost RIG	350		Furie	1,005.00	
3/23	Perseverance Cispri INSIDE	207	0030/	Cispri	788.00	na
3/24	Randolf Yost RIG	350		Furie	1,005.00	
3/24	Perseverance Cispri INSIDE	207	/1745	Cispri	788.00	
3/25	Randolf Yost RIG	350		Furie	1,005.00	
3/26	Randolf Yost RIG	350		Furie	1,005.00	
3/27	Randolf Yost RIG	350		Furie	1,005.00	
3/28	Randolf Yost RIG	350		Furie	1,005.00	
3/29	Randolf Yost RIG	350		Furie	1,005.00	
3/30	Randolf Yost RIG	350		Furie	1,005.00	
3/31	Randolf Yost RIG	350		Furie	1,005.00	
3/31	Silver Arrow	242	0930/1145	AK Maritime	131.28	na
4/1	Randolf Yost RIG	350		Furie	1,005.00	
4/2	Randolf Yost RIG	350		Furie	1,005.00	
4/2	Bismarck Sea	125	1300/	Kirby Offshore	506.00	52.00
4/3	Bismarck Sea	125	/2130	Kirby Offshore	506.00	
4/3	Randolf Yost RIG	350		Furie	1,005.00	
4/3	Endurance INSIDE	207	0600/2030	Alyeska Pipe	788.00	na
4/4	Randolf Yost RIG	350		Furie	1,005.00	
4/5	Randolf Yost RIG	350		Furie	1,005.00	
4/6	Randolf Yost RIG	350		Furie	1,005.00	
4/6	Endurance INSIDE	207	1600/	Alyeska Pipe	394.00	na
4/7	Randolf Yost RIG	350		Furie	1,005.00	
4/7	Endurance INSIDE	207	/0800	Alyeska Pipe	394.00	
4/8	Randolf Yost RIG	350		Furie	1,005.00	
4/8	Endurance INSIDE	207	1600/2110	Alyeska Pipe	394.00	na
4/9	Randolf Yost RIG	350		Furie	1,005.00	
4/10	Randolf Yost RIG	350		Furie	1,005.00	
4/11	Randolf Yost RIG	350		Furie	1,005.00	
4/12	Randolf Yost RIG	350		Furie	1,005.00	
4/13	Randolf Yost RIG	350		Furie	1,005.00	
4/14	Randolf Yost RIG	350		Furie	1,005.00	
4/15	Randolf Yost RIG	350		Furie	1,005.00	
4/15	Ramblin Rose	96	1300/1400	Diamond Back	338.00	52.00
4/15	Sam M Taalak	150	1030/1200	Naknek Barg	84.30	na
4/16	Randolf Yost RIG	350		Furie	1,005.00	
4/17	Randolf Yost RIG	350		Furie	1,005.00	
4/18	Randolf Yost RIG	350		Furie	1,005.00	
4/19	Randolf Yost RIG	350		Furie	1,005.00	
4/20	Randolf Yost RIG	350		Furie	1,005.00	
4/21	Randolf Yost RIG	350		Furie	1,005.00	
4/22	Randolf Yost RIG	350		Furie	1,005.00	
4/23	Randolf Yost RIG	350		Furie	1,005.00	
4/24	Randolf Yost RIG	350		Furie	1,005.00	
4/25	Randolf Yost RIG	350		Furie	1,005.00	
4/26	Randolf Yost RIG	350		Furie	1,005.00	
4/27	Randolf Yost RIG	350		Furie	1,005.00	
4/28	Randolf Yost RIG	350		Furie	1,005.00	
5/1	Randolf Yost RIG	350		Furie	1,005.00	
5/1	Anna T	105		Amak Towing	506.00	
5/2	Randolf Yost RIG	350		Furie	1,005.00	
5/2	Anna T	105		Amak Towing	506.00	
5/3	Randolf Yost RIG	350		Furie	1,005.00	
5/3	Anna T	105		Amak Towing	506.00	
5/3	Arctic Titan	120	?	Western Tow	506.00	52.00
5/4	Randolf Yost RIG	350		Furie	1,005.00	
5/4	Anna T	105		Amak Towing	506.00	
5/4	Arctic Titan	120	70 /1330	Western Tow	506.00	

5/4	Guardsman INSIDE	127	1600/	Crowley	253.00	na
5/5	Randolf Yost RIG	350		Furie	1,005.00	
5/5	Anna T	105		Amak Towing	506.00	
5/5	Arctic Titan	120		Western Tow	506.00	
5/5	Guardsman INSIDE	127	/1500	Crowley	253.00	
5/6	Randolf Yost RIG	350	/0530	Furie	1,005.00	
5/6	Anna T	105	/0520	Amak Towing	506.00	
5/6	Arctic Titan	120	/0575	Western Tow	506.00	
5/12	Anna T	105	0540/	Amak Towing	506.00	52.00
5/13	Anna T	105	/0700	Amak Towing	506.00	
5/18	Silver Shadow	610	/1700	AK Maritime	2,957.00	481.53
5/18	Bismark Sea INSIDE	125	1830/	Kirby Offshore	253.00	na
5/18	DBL 106	383	1800/	Kirby Offshore	1,206.00	52.00
5/19	DBL 106	383		Kirby Offshore	1,206.00	
5/19	Bismark Sea INSIDE	125		Kirby Offshore	506.00	
5/20	DBL 106	383		Kirby Offshore	1,206.00	
5/20	Bismark Sea INSIDE	125		Kirby Offshore	506.00	
5/21	DBL 106	383		Kirby Offshore	1,206.00	
5/21	Bismark Sea INSIDE	125	/1400	Kirby Offshore	506.00	
5/21	Nakao barge	275	1900/	Kirby Offshore	788.00	52.00
5/22	Bismark Sea & DBL106	536	/0620	Kirby Offshore	2,154.00	
5/23	Perseverance	207	0600/	Cispri	788.00	52.00
5/24	Perseverance INSIDE	207		Cispri	788.00	
5/25	Perseverance INSIDE	207		Cispri	788.00	
5/26	Perseverance INSIDE	207	/1130	Cispri	788.00	
5/31	Maasdam	720	0900/1745	Holland Am	5,119.00	481.53
6/1	North Pacific	98	1230/1700	North Pac	169.00	na
6/1	Whale INSIDE	86	1730/	Suomela LLC	169.00	na
6/7	Whale INSIDE	86	/0230	Suomela LLC	56.31	
6/11	Maasdam	720	0900/1800	Holland Amer	5,119.00	481.53
6/17	Rainier NOAA	231	0900/	NOAA	788.00	52.00
6/17	Rainier NOAA	231		NOAA	788.00	
6/18	Rainier NOAA	231		NOAA	788.00	
6/19	Rainier NOAA	231		NOAA	788.00	
6/20	Bismark Sea&DBL 106	536	2200/	Kirby	2,154.00	52.00
6/21	Bismark Sea&DBL 106	536	/2200	Kirby	2,154.00	
6/22	Maasdam	720	0915/1800	Holland Amer	5,119.00	481.53
7/1	NOAA Fairweather	231	0650/	NOAA	788.00	52.00
7/2	NOAA Fairweather	231		NOAA	788.00	
7/3	NOAA Fairweather	231		NOAA	788.00	
7/4	NOAA Fairweather	231		NOAA	788.00	
7/5	NOAA Fairweather	231	/2000	NOAA	788.00	
7/10	Pacific Wolf & DBL 54	395	1630/	Kirby Offshore	1,206.00	52.00
7/11	Pacific Wolf & DBL 54	395	/0500	Kirby Offshore	1,206.00	
7/12	Maasdam	720	0900/?	Holland Am	5,119.00	481.53
7/18	Barge Swiftwater	218	1000/	Turnagain M	788.00	52.00
7/19	Barge Swiftwater	218		Turnagain M	788.00	
7/20	Barge Swiftwater	218		Turnagain M	788.00	
7/21	Barge Swiftwater	218		Turnagain M	788.00	
7/22	Barge Swiftwater	218	/0930	Turnagain M	788.00	
7/22	RM Thornstensen	315	1115/	Icicle	1,005.00	52.00
7/23	RM Thornstensen	315		Icicle	1,005.00	
7/24	RM Thornstensen	315		Icicle	1,005.00	
7/25	RM Thornstensen	315		Icicle	1,005.00	
7/26	RM Thornstensen	315	/0600	Icicle	1,005.00	
7/26	Maasdam	720	0900/1815	Holland Am	5,119.00	481.53
7/27	Perseverance	207	1700/	Cispri	788.00	52.00
7/28	Perseverance INSIDE	207		Cispri	788.00	
7/29	Perseverance INSIDE	207		Cispri	788.00	
7/30	Perseverance INSIDE	207	/1800	Cispri	788.00	

08/18/16				<b>Year to Date Totals:</b>	\$163,843.17	\$4,137.18
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### Pioneer Dock 2016

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/8	Pacific Wolf & DBL54	395	0030/1315	Kirby Offshore	1,206.00	52.00
1/13	Perseverance	207	0600/1400	Cispri	788.00	52.00
1/22	Pacific Wolf & DBL55	395	0730/1400	Kirby Offshore	1,206.00	52.00
1/23	Bob Franco	120	0030/	Olympic	506.00	52.00
1/24	Bob Franco	120	/1200	Olympic	506.00	
2/5	Pacific Wolf & DBL54	395	0800/1220	Kirby Offshore	1,206.00	52.00
2/12	Perseverance	207	1015/1600	Cispri	788.00	52.00
3/9	Pacific Wolf & DBL 55	395	1200/1700	Kirby Offshor	1,206.00	52.00
3/10	Java Sea & DBL 78 noPO	395	?	Kirby Offshor	1,206.00	52.00
3/11	Java Sea & DBL 78 noPO	395		Kirby Offshor	1,206.00	
3/12	Java Sea & DBL 78 noPO	395		Kirby Offshor	1,206.00	
3/13	Java Sea & DBL 78 noPO	395		Kirby Offshor	1,206.00	
3/14	Java Sea & DBL 78 noPO	395		Kirby Offshor	1,206.00	
3/15	Java Sea & DBL 78 noPO	395	/0730	Kirby Offshor	1,206.00	
3/16	Pacific Wolf & DBL 54	395	0800/2045	Kirby Offshor	1,206.00	52.00
4/1	Silver Arrow	242	1000/	AK Maritime	\$788.00	\$52.00
4/2	Silver Arrow	242	/1115	AK Maritime	788.00	
4/2	DBL 106	383	1200/	Kirby Offshor	1,206.00	52.00
4/3	DBL 106	383	/2200	Kirby Offshor	1,206.00	
4/6	Bob Franco	120	1100/1545	Olympic	506.00	52.00
4/13	Pacific Wolf & DBL54	395	0730/1830	Kirby Offshor	1,206.00	52.00
4/19	Sam M Taalak	150	1400/1630	Naknek Barg	506.00	52.00
4/21	Perseverance	207	0900/1400	Cispri	788.00	52.00
4/21	Capt. Frank Moody	73	1415/1700	Cook Inlet Tug	338.00	52.00
5/2	Pacific Wolf & DBL54	395	0130/	Kirby Offshore	\$1,206.00	\$52.00
5/3	Pacific Wolf & DBL54	395	/1830	Kirby Offshore	1,206.00	
5/3	Swiftwater	218	1945/	Turnagain Mar	788.00	52.00
5/4	Swiftwater	218		Turnagain Mar	788.00	
5/5	Swiftwater	218	/1000	Turnagain Mar	788.00	
5/11	Arctic Titan	120	0550/0950	Western Tow	506.00	52.00
5/18	Pacific Wolf & DBL54	395	0615/1900	Kirby Offshore	1,206.00	52.00
6/3	Pacific Wolf & DBL 54	395	0000/1700	Kirby	1,206.00	52.00
6/15	Pacific Wolf & DBL 54	395	0745/1500	Kirby	1,206.00	52.00
6/16	Bob Franco	120	0815/1200	Olympic	506.00	52.00
6/17	Millie Cruz & Inokoa	150	1400/1515	Cruz Marine	506.00	52.00
6/25	Pacific Wolf & DBL 54	395	1130/2000	Kirby	1,206.00	52.00
7/14	Pacific Wolf & DBL 54	395	1530/	Kirby	1,206.00	52.00
7/15	Pacific Wolf & DBL 54	395	/2000	Kirby	1,206.00	
7/27	Pacific Wolf & DBL 54	395	0700/1700	Kirby	\$1,206.00	\$52.00
<b>08/18/16</b>				<b>Year to Date Totals:</b>	<b>\$37,922.00</b>	<b>\$1,404.00</b>

### Ferry Landings 2016

	Pioneer Dock	Deep Water Dock
January	14	2
February	21	1
March	12	0
April	8	0
May	9	0
June	25	
July	25	
August		
September		
October		
November		
December		







**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>Zeiset</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>