

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS COMMITTEE MEETING AGENDA**  
**For Tuesday, March 20<sup>th</sup>, 2012**

- I. Call to Order** (5:00 p.m. at the **AURORA HARBOR OFFICE**).
- II. Roll Call** (John Bush, Tom Donek, Don Etheridge, Kevin Jardell, Bud Simpson, Wayne Wilson, and Greg Busch)
- III. Approval of Agenda.**  
  
**MOTION: TO APPROVE AGENDA AS PRESENTED OR AMENDED.**
- IV. Public Participation on Non-Agenda Items** (not to exceed five minutes per person or twenty minutes total).
- V. Approval of February 14<sup>th</sup>, 2012 Operations Board Meeting Minutes.**
- VI. Items for Action.**

- 1. Summer Moorage Promotion  
Presentation by Harbormaster

Committee Questions

Public Comment

Committee Discussion/Action

**MOTION: TO BE DEVELOPED AT THE MEETING.**

- 2. Alaska Glacier Seafood Lease Modification  
Presentation by Port Director

Committee Questions

Public Comment

Committee Discussion/Action

**MOTION: TO BE DEVELOPED AT THE MEETING**

- 3. Seasonal Administration Position Description  
Presentation by the Port Director

Committee Questions

Public Comments

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Committee Discussion/Action

**MOTION: TO BE DEVELOPED AT THE MEETING**

**VII. Items for Information/Discussion.**

1. Harbormaster Operations Report  
Presentation by Harbormaster
2. Auke Bay Commercial Loading Facility  
Presentation by Port Director
3. Mail and Package Update.  
Presentation by Port Director
4. Rescue Ladders at CBJ Harbor Facilities- Information/Options  
Presentation by Port Director
5. Parking concerns at Harbors & Boat Ramps  
Presentation by Port Director

**VIII. Staff & Member Reports.**

**IX. Committee Administrative Matters.**

1. Next Operations Committee meeting – April 17<sup>th</sup>, 2012

**X. Adjournment.**

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS COMMITTEE MEETING MINUTES**  
**For Tuesday, February 14, 2012**

**I. Call to Order.**

Mr. Busch called the meeting to order at 5:00 p.m. at the Aurora Harbor office.

**II. Roll.**

The following members were present: Greg Busch, Budd Simpson, Tom Donek, Don Etheridge, John Bush, and Kevin Jardell.

The following members were absent: Wayne Wilson.

Also in attendance were: Dwight Tajon – Harbor Master, Carl Uchytel – Port Director.

**III. Approval of Agenda.**

**MOTION by Mr. Etheridge: TO APPROVE THE AGENDA AS PRESENTED.**

**IV. Public Participation on Non-Agenda Items.**  
**NONE**

**V. Approval of January 17, 2012 Operations committee Meeting Minutes.**

Hearing no objection, the minutes from the January 17, 2012 Operations Committee Meeting is approved.

**VI. Items for Action.**

**1. Miner's Hall Tidelands Lease Adjustment**

Presentation by Port Director

Mr. Uchytel

This is a five year tideland lease rent adjustment that should have been done last May. It requires reappraisal, that appraisal will be paid by the lessee. I need acknowledgment from the committee to go ahead with the new lease.

Mr. Simpson

At this point the committee is just authorizing you to go ahead and get the appraisal and take the next steps. Then it will come back to the board for setting the final rates.

Mr. Uchytel

Operation committee gives approval for the appraisal to be done, then the finance committee agrees on the rate of the lease, and then it moves to the full board.

Committee Discussion/Action

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Mr. Simpson

I move that Mr. Uchtyl go forward with the lease agreement with Miner's Hall.

**MOTION: PASSED – Approved Unanimously**

**VII. Items for Information/Discussion.**

**1. Rescue Ladders at CBJ Harbor Facilities**

Presentation by Port Director

Mr. Uchtyl

Ms. Schrader is here to address the committee on an issue pertaining to rescue ladders. This has been discussed various times; the board has looked at whether or not to proceed with providing rescue ladders. There is no ordinance or marina guideline that makes it a requirement. Some harbors have elected to proceed and install rescue ladders. Anecdotally there is a story in Kodiak (previous harbormaster Phil Brenner) told me that they installed rescue ladders and there was a death in one of their harbors. Even though they were installed the harbor was still at fault for insufficiency of the location of the rescue ladders. It is a matter worth discussing and giving the public time to present their positions.

Ms. Schrader – Juneau, Alaska

In 2007 around fall time I had my dog down at the little park area near the yacht club and heard a faint cry for help. It was about noon and when I figured out where it was coming for I ran down there. It turned out to be a man in the water near Norway Point. I then ran back up the dock to a person with a cell phone and had them call 911. I stayed with him until rescue personnel showed up. He was rather large and I was not able to get him out. I can not say that if there was a rescue ladder he would have been able to get out. But I can tell you he wasn't going to get himself out without a rescue ladder. The reason I decided to write this letter after five years was I have seen rescue ladders in Hoonah and Sitka Alaska. I made a brief call in January to the Sitka harbormaster (Stan). The brand Sitka installed is Up and Out. The Sitka Assembly approved the installation of the ladders four years after a death in one of the harbors. They worked with AMSEA (Alaska Marine Safety Education Association) to get them installed in every harbor about every 50 feet. Please check me on this but my understanding was the cost of buying them all was \$15,000.00 to \$20,000.00. I didn't ask if that include installation. I have talked to Dwight and have been told about the Kodak issue. I did cc this letter to the City attorney. I think it is time to revisit the issue. There could be a liability for not having them and more than anything it is just simply not the right thing to do. I know that death by drowning is not uncommon and it is frequently at night with alcohol involved. Whether or not they will be able to get to a ladder and get themselves out that is a question no one can answer. But at least I believe that it is worth the monetary investment to give those people or anyone that falls in the opportunity to rescue themselves and not have to depend on someone hearing the cries for help or throwing them a safety device. I hope you will have time and interest in pursuing it.

Mr. Jardell

The gentleman in the punt did he have a life jacket on?

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Ms. Schrader

No he was in sweatpants. When I was talking to the Sitka harbormaster he mentioned that a group called Women in Commercial Fishing helped with some of the funding for the ladder. I would be willing to help with some of the funding. I did get a chance to talk to a gentleman that has something to do with the head tax that is collected from the cruise ship passengers. I did ask him if this was possible at all. He said no not at all. I don't agree with him. There are enough visitors that walk the docks.

Mr. Uchytel

I did ask a consultant friend with R and M in Anchorage about rescue ladders. With what she suggested the cost would be somewhere around \$450,000.00 to build them. That wouldn't include the insulation.

Mr. Busch

Maybe have the staff take and look and do some research in terms of what is out there and the cost.

Mr. Uchytel

I did talk to Tim Allen. His position is the City can not provide 100% a surety on any issue. Cost is a factor in all decision the City makes.

Mr. Simpson

Is there any operational reason not to have safety ladders like boats running into them and damaging hulls? Ladders seem like a good idea.

Mr. Tajon

Other than a boat hitting it and damaging it the placement would be tuff. The ideal places in Aurora Harbor would be in the dead center and there are power pedestals there. Then you have to deal with the utilities.

Mr. Simpson

You could off center them just a little.

Mr. Donek

What is the liability of having safety ladders?

Mr. Tajon

Last I heard with the Kodiak issue is that they didn't have them in the right location. There for they still got sued due to not having them in the right location.

Mr. Jardell

Wouldn't the City be sued anyways whether the City has them or not.

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Mr. Tajon

With the cases I known about of people falling in the water the City hasn't been sued. The one I remember the most was out at Auke Bay. The gentleman was observed going down in the harbor in the middle of the night on the cameras. He fell and pumped his head and tried to get out of the water but didn't make it. His wife never sued the City.

Mr. Jardell

I have been around for a couple of these discussions. In the past there is a perspective that you increase your liability by recognizing the danger and trying to address it and then were you prudent in how you addressed it or did you just put everyone on notice. Once you start spending the money to put them in place you have make sure the maintenance is done, they are operational and there better be one in every single place at the right amount of distance. If they are in one harbor they better be in every harbor. Once the risk is identified and attempted to be address you are saying you tried to address a known risk. I like the idea of having the rings out there and encouraging people to use the lifejackets. It is just a personal responsibility to be carful around the water.

Mr. Busch

Are there rings available?

Mr. Tajon

There are life rings at the ABLF, IVF, along the water front and I think in the new part of Harris.

Mr. Etheridge

DH looked into this when Harris Harbor was rebuilt during the construction faze. The cost was pretty prohibitive as far as trying to get them in there.

Mr. Busch

What is the preference of the committee in terms to go forward with this? Do you want the staff to do some research and look for some alternatives? See what the cost would be?

Mr. Simpson

I would like to see some more on the cost, roll out ladders or life rings. It is hard to believe that a local welding company would charge \$300.00 a piece to weld some rebar together for a homemade ladder.

Mr. Busch

Look at the range of alternatives and different options maybe to life rings only to life rings and portable ladders. If it was ladders how many does there need to be?

Mr. Etheridge

Follow up with the legal department to figure out the liability if there are some put in place.

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Mr. Busch

Maybe DH could put them in as harbors are rebuilt or so many a year until they are in all harbors.

Mr. Bush

Maybe research the regulations on working on the water front and see if there are any guidelines for that.

Mr. Busch

It would be nice to look at the alternatives, see what the options are for DH, put it on a work list and come back to the committee with more information.

Mr. Uchytel

I will have more information for the committee at the next meeting.

**2. Statter Harbor Boatyard Haul-Out Facility**

Presentation by Port Director

Mr. Uchytel

I asked Jeff Duvernay to come by and briefer the committee on his needs out at the Auke Bay Boat Yard and how that dovetails in with DH plans to bring a sea lift out to the ABLF. He knows that DH had P&D do a structure inspection of the haul out facility in Auke Bay last fall. Essentially the report said the facility needs to be rebuilt completely but temporary repairs could be made to down grade the capacity to about 12,500 pounds. Right now it is at that stage of how can this go forward with doing the repairs and fitting into the JMS business model.

Jeff Duvernay – Juneau, AK)

One correction with the modifications it is 25,000 pound. The pier and the lift are critical for the operation of the facility. I understand that there is a new hydraulic trailer that is coming to be used at the ABLF but it is to large to be used at the Statter Harbor. So that is not an interim solution for the continence of the operation for the boat yard in its present location. An interim solution is what needs to be looked at. I also understand that there is a relatively short life expectancy of this operation in it current configuration in Auke Bay. I believe it was to be about four years to get out of these piers and travel lift.

Mr. Uchytel

There are three phases of Auke Bay, the first one is the replacement of DeHarts, then the uplands facility and last would be the haul out facility. One potential use for that area would be using the trailer lift at that facility but I can not say that will be done in four years. I would like to see that but it is subject to funding.

Mr. Duvernay

The Auke Bay facility is an important part of what JMS does. It has helped us achieve some economy of scales with our downtown operation. It has allowed us to breathe a little bit easier

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monetarily. It has also helped me keep people employed year round, it has helped with burden of fixed over heads you that comes with operating a boat yard in a area where there is really only four months to make the money. The Auke Bay location is very important to us whether it is operating a travel lift at DeHarts or us operating a trailer at the ABLF. JMS is interested in pursuing the operational side of the trailer once we talk with DH. In the short term there is a pier that has been condemned and it is going to cost approximately \$40,000.00 to get it back into some semblance of useable condition albeit a reduced capacity. It will be approximately two thirds of what it was originally rated for. The majority of the boats JMS is hauling out there are with in 25,000 pounds. Max lifts are not being down out at the facility, anything close to maxing out that lift and pier is sent downtown. Operationally I don't see this as a big deal, but the \$40,000.00 investment is a big deal, practically in the light of the fact that it is potentially going to be ripped out and go away in four years. It makes it tough to amortize that type of investment both for JMS and DH. All of us need to get our heads together and come up with an understanding of what DH desires are, what services DH want to provide, how DH wants to provide them and then how that interacts with JMS. JMS is definitely interested in continuing and expanding operations out there.

Mr. Jardell

I am happy to see you here. Maybe a subcommittee should meet with Jeff and Mr. Uchytel and bring back something to the full board. How is the trailer lift going to operate, how DH and JMS thinks it is going to operate, and how is it going to impact the current operation. The thing that needs to be done is provide the service.

Mr. Duvernay

I had North Pacific Erectors over at the facility. I anticipate having a price back from them by the end of the week. The services are important from DH perspective and from mine. The focus needs to be on the critical path of how do the repairs get done and who pays for it. There is a clause in JMS's lease to make repairs and get rental credit. However my rental rate is only \$1,000.00 a month so if I spend \$40,000.00 for repairs that will make for a long amortization. If there is a way to incorporate the lease payments downtown that is another \$2,500.00 monthly payment. If I could get a rental credit for both places I would be able to write the check for \$40,000.00. That would come out to a year and some change for rent on both places. If that type of arrangement was made this process would go faster and eliminates some steps. There needs to be a conversation on who is going to foot the bill. I am willing to put the money out but I don't think it is fair for me to pay any of it. This is a rotten pier. I leased a facility that was in operational condition. It has been condemned and JMS has only operated it for three and half years. The place was worn out when DH got it. I feel that I am paying fairly already for the use of the place. JMS has done little repairs already. This is a major infrastructure repair that I really believe is not JMS's responsibility.

Mr. Etheridge

I definitely feel that it is important to keep the facility in operation. I don't see the uplands being developed in four years. It is important to keep it in operation because I don't think DH could get permits to put the facility back in if it was lost. The condition survey stated it was rotten when DH bought the facilities.



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Mr. Donek

Four years is not realistic, that place is going to be out there for another ten years. DH doesn't have the money and/or permits for that area and DH doesn't have a set plan on what is going to be in the area that is currently occupied by JMS. The travel lift and pier needs to be fixed and it needs to be now.

Mr. Jardell

I would suggest Mr. Duvernay and Mr. Uchytel get together and look over the report from North Pacific Erectors. Then come up with a proposal to present to the full board at the next meeting and then a decision can be made.

Mr. Busch

Also the board can explore whether or not the two leases can be used to differ the cost of repairs.

Mr. Donek

Is North Pacific Erectors talking with P&D?

Mr. Uchytel

Mr. Duverney and I have not been talking so I didn't know what JMS was doing with North Pacific Erectors. If DH was to do the repairs it would have to go through the normal bid process. If Mr. Duverney wants to take on the responsibility and move forward all he has to do is let the board know what he is doing. There would be less oversight from DH if Mr. Duverney was to do it himself.

Mr. Donek

P&D needs to be involved in the front end because they will have to do the inspection once the work is done.

Mr. Duverney

JMS wants someone to come out and say this is the weight rating so JMS can hang a hat on that rating. So if anything does happen and JMS was under that capacity they are covered.

Mr. Jardell

The biggest thing is to have everything ready by next Thursday.

Mr. Duverney

I will talk with P&D and Mr. Uchytel and come forward with a more robust detailed plan of action for consideration.

**3. Bull Rail Rot at Aurora Harbor Boat Houses**

Presentation by Harbormaster

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Mr. Tajon

This is a section from down on G float in Aurora Harbor. This happened during the last wind storm when a nut rusted off and the eye bolt pulled out. After getting it temporally secured it was inspected and there is a lot of rot throughout the area. The bull rails were cut out by a former staff member on the request of the boat house owner. By cutting them it has been weakened. This particularly boat house owner asked who is responsible for the repairs. Is DH responsible for the repairs and cost or is it billed out to the boat house owner? Since it was an actual act of god because of the wind storm, however if the wind storm hadn't happen I don't believe that section would have broke. After talking with Bob Clauder the correct way to fix them would be to unbolt the whaler and replace the bull rails tying into a few sections to strengthen them where the short sections are. Another possibility is to sister into another section of whaler and then reinstalls a new bull rail. Also there is damage done to the bull rails due to the chain chafing on it.

Mr. Busch

With DH looking at replacing Aurora in stages how much time and effort should be put into this or should it be done as things fail?

Mr. Jardell

What is the recommendation?

Mr. Tajon

If it is done correctly there would be a lot of boat house owners displaced. The quick way to do it would be to sister in and do them as they come up.

Mr. Bush

How many are cut out?

Mr. Tajon

No more then six.

Mr. Busch

Do you know the cost?

Mr. Tajon

No. I definitely think the ones that are in need of repair should be repaired. It should be under \$2,000.00.

**4. Floating Restrooms**

Presentation by Port Director

Mr. Uchytel

I just wanted to socialize this with the Operation Committee regarding whether DH wants to go forward with floating restrooms in the new remolded facilities. The reason this came up was because Fish and Game and DH has a corruptive arrangement with matching grant monies are out

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there. DH could procure two of these floating restrooms with a 1000 gallon capacity, to purchase them new it would be about \$150,000.00 with \$40,000.00 investment from DH and the matching grant. I was thinking Statter and or new Aurora. People in Statter wouldn't have to go all the way up to the other restrooms. I wanted to see if there was any interest in pursuing this.

Mr. Bush

So there is matching money?

Mr. Uchytel

These particular models are built in Rhode Island for about \$135,000.00 with \$15,000.00 in shipping. I was told that if DH invests \$40,000.00 F&G could match the rest.

Mr. Simpson

That is a piece or for a pair?

Mr. Uchytel

That is for a basic two room unit with a manual boat pump out. I think there are two rooms per unit.

Mr. Busch

By manual pump out does that mean you have to bring a honey truck down to pump them out?

Mr. Tajon

There is a hand pump in it.

Mr. Simpson

Take it to the pump station.

Mr. Tajon

There is an option for an electrical pump.

Mr. Donek

Are these heated?

Mr. Uchytel

They are used in New England and on the Great Lakes.

Mr. Donek

These are more or less portable out houses no running water.

Mr. Uchytel

These could help DH achieve a goal with Alaska Clean Harbor program and becoming a clean harbor.

Mr. Tajon

The Auke Bay pump is the most highly used one.

Mr. Busch

Lets keep this as one of the options to consider and keep available as DH looks into the clean harbor program.

#### **5. Downtown Harbor Dumpster**

Presentation by Harbormaster

Mr. Tajon

A few weeks ago when it was snowing Mike Dobson stopped supervisor Bob Clauder over at C approach to let him know due to the snow load when he was trying to open the dumpster the handle slipped out of his hand. It swung back and hit him on the forearm. He let Mr. Clauder know that if it had been any other individual their arm would have been broken. The idea came up as to putting a lean tub type roof over the dumpster, one that would be higher at the end where the truck picks up the dumpster. It would keep the rain out, that would lower the weight on the dumpster because DH is charged by the pound and it would help keep the snow off the dumpster lid. Mr. Clauder did say that at that time there was a lot of snow; however DH didn't have a lot of crew over there. So should DH look at installing a roof system? I don't think doing this would work at the Douglas harbor due to the amount of wind over there. The main concern is the high use dumpster.

Mr. Donek

It is definitely something that should be looked into. Keep in mind that it has to look nice because it is sitting right next to the highway in Aurora and Harris.

Mr. Busch

Go head and look at what the potential cost is and alternatives as long as it works with whom ever is doing garbage pick up. Remember to look at the high school construction group for ways to keep costs down.

#### **6. Harbor Customer Personal Mail/Packages**

Presentation by Harbormaster

Mr. Tajon

There has been some on going problems since I first took over the office. There has been an abundance of personal mail being delivered especially packages. These are not small packages sometime there are up to eight boxes at a time for certain customers that are live-a-boards. The problem I seen was years ago when OSHA came through, DH must maintain a three foot walkway no where ever there is a door. With the amount of boxes that were being delivered it was well under the requirement. I had to scoot my way between the boxes to get into the reception area of the office. There may be a letter going out to individual that are looking for other alternatives

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where DH will not be accepting their packages here at the offices. Years ago there was a place called mail box ect. they are no longer there. There is nothing like that right now.

Mr. Bush

Is it mail in care of harbors, fed ex packages or ups?

Mr. Tajon

It is all of the above.

Mr. Etheridge

Are there no more mail boxes out front available? When Wild Alaska gets a package there is a slip in the box saying come to the Post Office to pick up your package. However Fed Ex and UPS will not deliver to the box out here and that needs to be delivered to my house. Just send a letter out saying DH will not accept personal mail or personal boxes. Other places you need to do general delivery.

Mr. Tajon

It would require DH to install more and bigger mail boxes.

Mr. Busch

A letter is a good thing and also looking at other alternatives.

Mr. Uchytel

Should there be an exception to the summer boats that visit? Parts need to be delivered.

Mr. Tajon

When I worked at the IFV I would include a note on how to have packages sent here if it was an emergency. Once the packages came in it would be taken right down to the boat.

Mr. Etheridge

If it is going to be done for transient then it will be hard to tell the year round customers no.

Mr. Uchytel

DH will craft a letter to all the patrons with a date that they will have to start arranging another way to receiver packages.

Mr. Busch

It would be good to include why DH can not do it.

**7. Harbormaster Operations Report**

Presentation by Harbormaster

1. Net barge has been put in to temporary place at the ABLF. **The net barge is in temporary place with in 30 feet of the ABLF dock on the west side. It will remain there until**

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**DNR approves the permit. I am keeping in constant contact with them and it has past the comment period. Once the permit comes in it will be moved to it two year spot and anchored with spud anchors.**

2. Bull rail damage as previously noted.
3. Aurora C-water line end cap has failed. Flange on the end of the line is cracked at the weld. C-float is without water until a repair can be made. Live-aboards on C-float have been notified of the problem. **There may be an individual that can weld that piece back together. Right now it is in a wait and see mode. Once the pipe is brought up the individual will let DH know if they can weld it. If not the alternative is gorilla hose and T's from the main source from C-float for a temporary.**
4. Lighting problems at the ABLF – contractor has been called. **The problem was a tripped breaker and there was also a problem with the manual over ride switch.**
5. Snow removal & equipment maintenance.
6. Secure A-float break in dock with chain binder in Statter. **It is the last quarter of the dock.**
7. Repaired electrical problems on harbor boat.
8. Repaired gravel spreader chain-master link broke.
9. Crane maintenance at ABLF. **Trained Greg Craig.**
10. Closed Amalga restrooms due to freezing conditions-put in a port-a-potty. **The Auke Bay staff is doing its best to unfreeze it. It has been leaking and filling with water.**
11. Replaced blocking where floats had to be chained together.
12. Assisted Eric, Gary & PND with buoy placement for test run for boats in area of CST & IVF where 16B dock dolphins are to be tied. **Mr. Uchytel – Randy on the Patriot ran it made three or four approaches and he said it was tight. I directed the engineer to go back to PND to see what modification can be made to give as much clearance as possible. DH is looking to make it right and there is one chance to get it right.**

**Mr. Simpson – I don't see were the Patriot had problems but bigger and older vessels could have a problem.**

**Mr. Uchytel – DH is also looking at making some improvements to the Taku Dock. The problem DH will have is a perception issue if for what ever reason 16B is built and DH doesn't have the best interest of the commercial fisherman and Hank Baumgart in mind. It will be a public relations nightmare that DH will not recover from.**

13. Electrical repairs to A-float. – **A pedestal was replaced.**
14. Fishermans terminal lights, A-approach lights worked on and replaced
15. Float pin replacement to B & C fingers.

**VIII. Staff & Member Reports.**

Mr. Tajon

Carl and I attended the Boat Show in Seattle. While there Carl and I handed out brochures from the Juneau Convention Visitor Borough, a tri fold of local informational that are available here in Juneau and the discounts for people headed up here this summer. The people that were

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given the discount were very appreciative and are looking forward to coming up. I handed out roughly 30 of my business cards. Carl handed out 27 letters for the discount, totally 57 discounts. From the Boat Show web site it showed a seven percent drop in attendance from last years. I personally notice the drop too. There was a lot of positive feed back, however there was one complaint that Carl fielded in regards to radio directions and tie up assistance.

Mr. Uchytel

I just wanted everyone to know that DH got a letter praising Doug Liermann about his actions with the boat Snowbear from the owner Harold Moeser. On another note there was a boat that sank in Statter Harbor. It was delivered to Trucanos Construction and crushed. The total cost was around \$6,000.00. DH will be going after the owner and I have been working with Amy Mead on other avenues to collect the bad debt.

**IX. Committee Administrative Matters.**

1. The next Operations Committee meeting – March 20, 2012 at 5:00 pm at the Aurora Harbor Office.

**X. Adjournment.**

The meeting Adjourned at 6:42 P.M.



City & Borough of Juneau • Docks & Harbors  
155 S. Seward Street • Juneau, AK 99801  
(907) 586-0292 Phone • (907) 586-0295 Fax

## CBJ Harbors

**To: Operations Committee**  
**From: Dwight Tajon- Harbormaster**  
**Cc: Carl Uchytel- Port Director**  
**Date: March 15, 2012**  
**Re: Summer Moorage Promotions**

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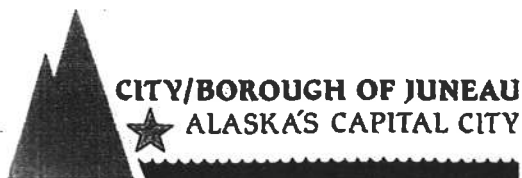
February 2011 the Docks & Harbors Board established and approved of promotional moorage rates for the 2011 boating season. (Please see attached).

Staff has asked if this promotion will be in effect again for the 2012 boating season due to good feed back on the advantage that was previously offered. It was estimated that 10-15 customers applied for the 2011 moorage promotion. Some of the same customers have been inquiring if the promotion will be offered again for the 2012 boating season.

### **Recommendation:**

The Operations Committee makes this an annual promotion that must be reviewed each year for possible adjustments.





City & Borough of Juneau • Docks & Harbors  
155 S. Seward Street • Juneau, AK 99801  
(907) 586-0292 Phone • (907) 586-0295 Fax

## Port of Juneau

**To:** Harbors Patrons  
**CC:**  
**From:** John M. Stone, P.E. Port Director  
**Date:** February 25, 2011  
**Re:** 2011 Summer Moorage Promotions

---

At its February 25, 2011 meeting, the Docks and Harbors Board established two promotional moorage rates for the 2011 boating season. The rates are good in Douglas, Harris, and Aurora Harbors as space allows on a first come, first served basis. Numbered slips are available along with shorepower connections.

### Buy Two Months, Get One Month Free Promotion

1. Must have purchased a 2011 annual launch ramp permit to qualify.
2. Buy two months of moorage for a summer stay and get an additional month free.
3. Limited to vessels with maximum LOA of 27' (maximum size that can fit in a 24' slip)

### 5% Discount Promotion

1. Buy three months of moorage for a summer stay during May, June or July and get a 5% discount of published moorage rate plus two one day permits to use a CBJ launch ramp to launch and retrieve your boat. If you pay by Friday, May 28, moorage is good from Friday, May 28 through Monday, September 6, 2010.
2. Limited to vessels with maximum LOA of 27' (maximum size that can fit in a 24' slip)

Call me at 586-0294 if you have questions.

↗

# SeaFisk Consulting & Management, L.L.C.

FISHERIES DEVELOPMENT • PROJECT MANAGEMENT • MARKETING • SOURCING  
P.O. Box 20628 Juneau, Alaska 99802 — 114 S. Franklin St., Rm. 206  
tel. (907) 586-4090 / (907) 723-4095 cellular / e-mail [prawns@alaska.net](mailto:prawns@alaska.net)

## MEMORANDUM

To: Mr. Carl Uchytel, Port Director  
CBJ Docks & Harbors Department  
155 S. Seward St.  
Juneau, AK 99801

cc. Dwight Tajon, Harbormaster

From: Greg Fisk

Subject: Access by Alaska Glacier Seafoods to its leased parcel through the Auke Bay Loading Facility lot

Date: March 15, 2012

---

Dear Mr. Uchytel,

I am writing on behalf of Alaska Glacier Seafoods. AGS leases a parcel of land at the Auke Bay Loading Facility. When the lease was established AGS agreed that their access to the leased parcel should be through their existing entrance off Glacier Highway. It was further agreed that AGS would install concrete jersey barriers to separate its lease parcel from the rest of the ABLF lot and prevent traffic flow between the two areas. The logic behind that arrangement was that:

- a. the ABLF area in question was to be used as a staging area for bulk materials; and
- b. AGS access through its existing entrance would be adequate.

However, this is not proving true in either instance. Accordingly, AGS respectfully requests a revision of these aspects of its lease terms.

AGS eventually plans to construct additional processing facilities on the leased parcel – facilities it hopes will substantially increase its ability to purchase and process salmon caught in Juneau waters.<sup>1</sup> However, their expansion plans are not finalized. They are currently funneling available investment dollars into an important dock and ice plant expansion. However, they have been investigating modifications to their entrance from Glacier Highway to accommodate freezer van traffic including into the leased area. So far this has been discouraging. Possible modifications appear costly and DOT has not viewed initial proposals positively. Indeed, when pressed on the need to modify the entrance to access the leased parcel DOT has stated that access to that land already exists – though the entrance to the ABLF. This obviously puts AGS in a bind given the current lease provisions.

---

<sup>1</sup> As you may be aware, a great deal of the salmon produced by the DIPAC hatchery end up going to other communities for processing. In fact, for the past two years all of DIPAC's cost recovery harvest has gone to Sitka. Our estimate is that roughly 2/3 of *all* the salmon caught in Juneau waters goes elsewhere for processing. This represents a substantial loss of opportunity to AGS and other Juneau processors. It also represents a substantial loss of Fisheries Business Tax to CBJ Docks & Harbors –as much as \$125,000 or more annually.

Meanwhile, the use of the ABLF area immediately adjacent to the AGS lease parcel as a bulk products staging area has not, in fact, materialized. Granted, such use may develop. but meanwhile AGS has a pressing need for access for freezer vans to support its existing production. The attached schematic outlines a proposal to establish an access corridor through the ABLF area.

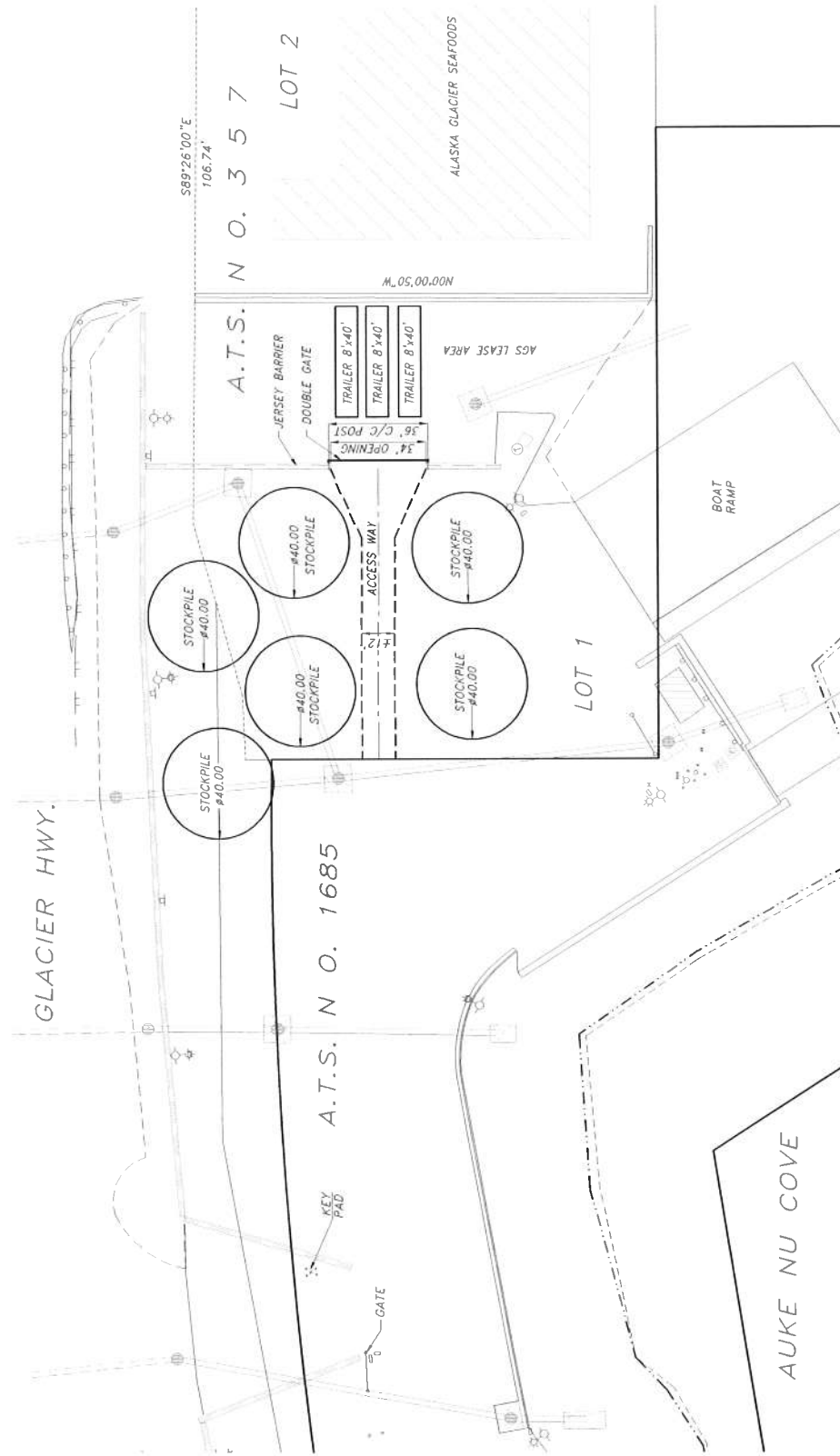
- This would allow AGS to move freezer vans onto and off its leased parcel. They have a need to have three vans there at any given time, and there is daily turn-over during the busy season.
- Three jersey barriers would be removed and be replaced by a lockable gate that would remain closed at all times except when vans are being moved. This would prevent this corridor from becoming a regular traffic lane.
- AGS proposes that the corridor be outlined with paint on the pavement to ensure that it remains clear.

In our view the establishment of this corridor will not diminish the usability of the ABLF area for CBJ purposes. In fact, it seems to us that some sort of access lane must be maintained anyway for the movement of materials into and out of the area. After all, access to materials, gear, storage vans, or whatever, in the back corner of the ABLF lot would be required. The entire area cannot simply be filled up with stuff with no access provided. The proposed corridor would serve that purpose, while helping AGS – a “win /win” situation. Note that the location of the proposed corridor on the schematic is illustrative only. Its exact placement could vary and still suit AGS’s needs.

AGS requests that the Board take up this matter at its earliest convenience via its committee and full board process. The matter is pressing time-wise because of the upcoming salmon season.



SOURCE: NOAA, JAN. 7, 2010  
DECLINATION 21°15'E  
CHANGING BY 0°19'N/YEAR



PROPOSED ACCESS TO LEASE AREA  
ALASKA GLACIER SEAFOODS

SCALE: 1"=40'  
MARCH 2, 2012



## CBJ Harbors

### **Harbormasters Monthly Report:**

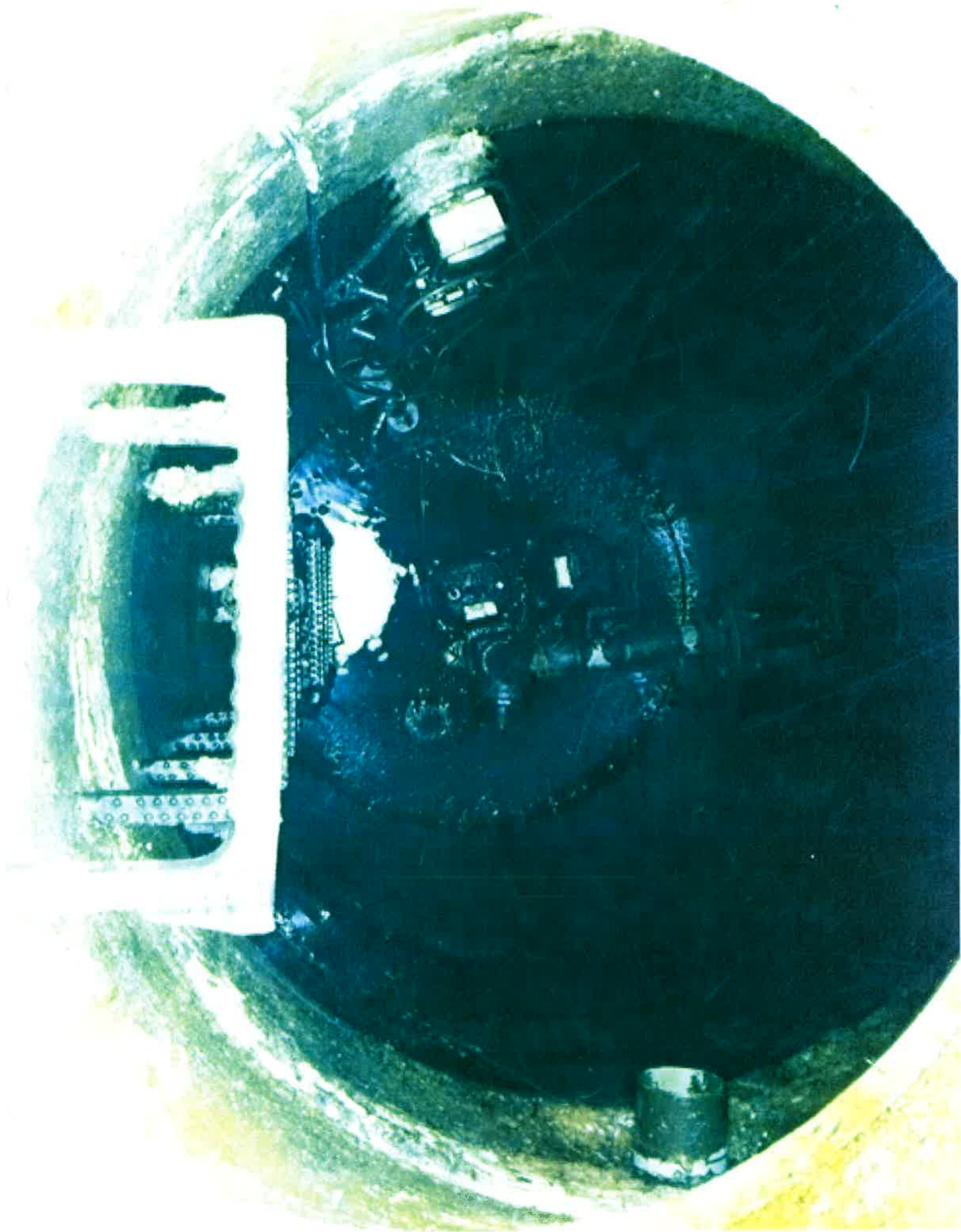
**Date: February 14 to March 15, 2012**

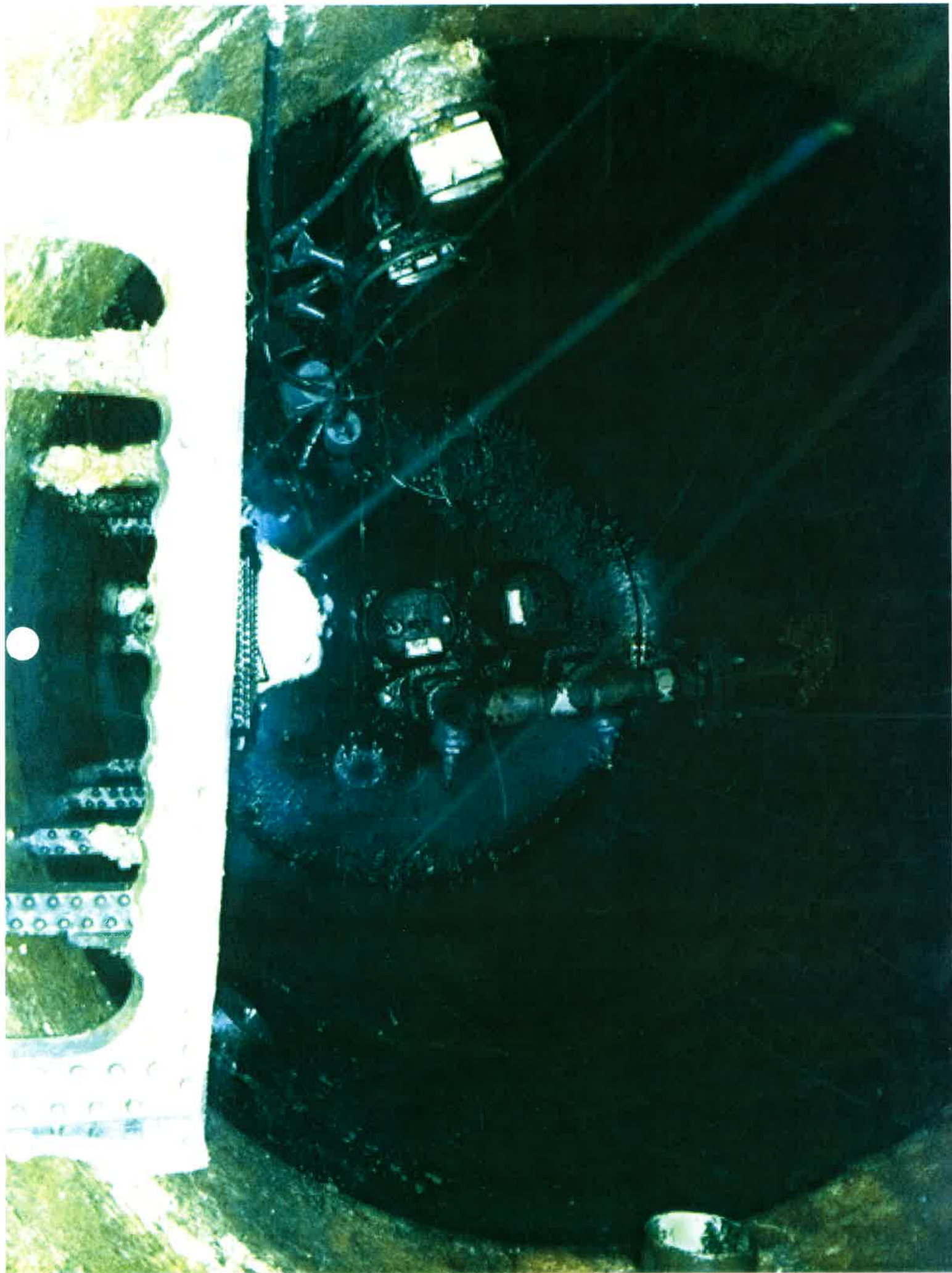
1. Replaced bent bolts on bullrails on A,B & Main floats at Statter
2. Repaired toilet seat in Amalga restroom.
3. Retrieved large Echo Cove Fish & Game sign that wind took down.
4. Cut blocking for ongoing bullrail project.
5. Fixed restroom door and latch at Amalga.
6. Replaced cleats on breakwater.
7. Installed water signs at ABLF.
8. Towed top two sections of boarding float over to N. Douglas.
9. Shored up failing concrete in service corridor at Main & B float.
10. Lock on brown shed repaired.
11. Timber prep work for bullrails.
12. Observed Harris lift station clean out for slide pump estimate.
13. Met with term contractor for estimate of new lift pumps for Harris.
14. Water faucet repairs in Douglas Harbor.
15. Removed logs at C-ramp parking and replaced with cement barricades.
16. Vehicle impounds
17. Replaced gangway lights at N-ramp and approach.
18. Repaired three sections of bullrails on G-float in Aurora.
19. Installed top two sections of boarding float Auke Bay staff towed over with use of boom truck.
20. Worked with contractors resetting buoys to simulate dolphins for sixteen B project.















City & Borough of Juneau • Docks & Harbors  
155 S. Seward Street • Juneau, AK 99801  
(907) 586-0292 Phone • (907) 586-0295 Fax

## CBJ Harbors

To: Operations Committee  
From: Dwight Tajon- Harbormaster  
Cc: Carl Uchytel- Port Director  
Date: March 13, 2012  
Re: Auke Bay Commercial Loading Facility

---

The Auke Bay Commercial Loading Facility (ABLF) located adjacent to the Alaska Glacier Seafoods facility has been under security concerns due to staging and loading of 1,000lbs. propane tanks for delivery to outlying communities. Two years ago after the facility was completed we contacted our security contractor and the suggestion was then to have that kind of activity suspended so we did not need to have a security plan in place.

In speaking with the owner and operator of the Liteweight last summer regarding propane staging and loading, he stated that it is a need for his business to load and stage of propane. I explained how I would have to talk with our security advisors on this matter and get back with him ASAP. This time frame also fell within vehicle loading that took place by Allen Marine.

After contacting consultants with Alaska Marine Exchange their advice was to put the wheels in motion and contact Coast Guard Sector Juneau. After several meetings with the security consultants and Sector Juneau it was determined that a security plan was to be approved and implemented for vehicle and propane loading/staging.

This facility may also be identified as and emergency drop off point since it is a semi-enclosed facility with access control measures.



City & Borough of Juneau • Docks & Harbors  
155 S. Seward Street • Juneau, AK 99801  
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## CBJ Harbors

March 9, 2012

Dear Harbor Customers,

At a recent Docks & Harbors Operations Committee Meeting, it was determined that the Aurora Harbor Office and the Auke Bay Harbor Office can no longer receive personal mail and packages destined for our harbor patrons.

We realize this may be an inconvenience to some patrons and this decision is not made without considerable thought. The reality is concerns over liability, security and lack of appropriate facility storage has resulted in this decision. The recent news accounts of suspicious packages being delivered in Juneau, and throughout Alaska, demonstrate a need to install greater safeguards to protect harbor employees.

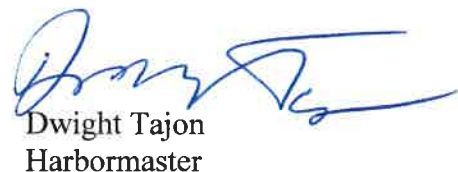
We ask that by May 1<sup>st</sup>, 2012, customers utilizing the harbor office locations as the primary mailing address that you please discontinue this practice. It is recommended that mail and packages be delivered to USPS PO Boxes or held for pick-up at FedEx or UPS locations. This does not affect those of you having regular mail delivered to the boxes outside of the Aurora Harbor Office, unless you are expecting a package.

Another package delivery alternative for consideration includes one of several courier services in town, found in the yellow pages. The courier services provide a delivery address, the notification of an incoming package and the coordinated delivery to your destination.

We appreciate your understanding on this matter. If you have questions please do not hesitate to ask.

Thank you,

  
Carl Uehytel  
Port Director

  
Dwight Tajon  
Harbormaster



## Port of Juneau

**To:** Docks & Harbors Operations Committee  
**Cc:**  
**From:** Carl Uchytel, Port Director  
**Date:** March 6, 2012  
**Subj:** Auke Bay Loading Facility (ABLF) – Use Options  
**Ref:** (a) CBJ/JMS Auke Bay Boatyard Lease Agreement of 10 April 08

---

**Background:** Docks and Harbors has made a deliberate effort to improve opportunities for commercial marine operations, including commercial fisheries in Juneau. The ABLF provides approximately 5.5 acres of prime real estate (marine cargo staging area, drive down float, commercial ramp & tidelands) in support of the maritime needs of the Juneau and SE Alaska community. An additional 0.82 acre for “fishing gear and boat storage” was envisioned to provide a semi-secure storage facility and possibly a commercial boatyard. The ABLF, along with the recently procured boom truck and self-propelled hydraulic boat lift, have the potential to greatly enhance Juneau’s reputation as providing significant commercial maritime services in SE Alaska.

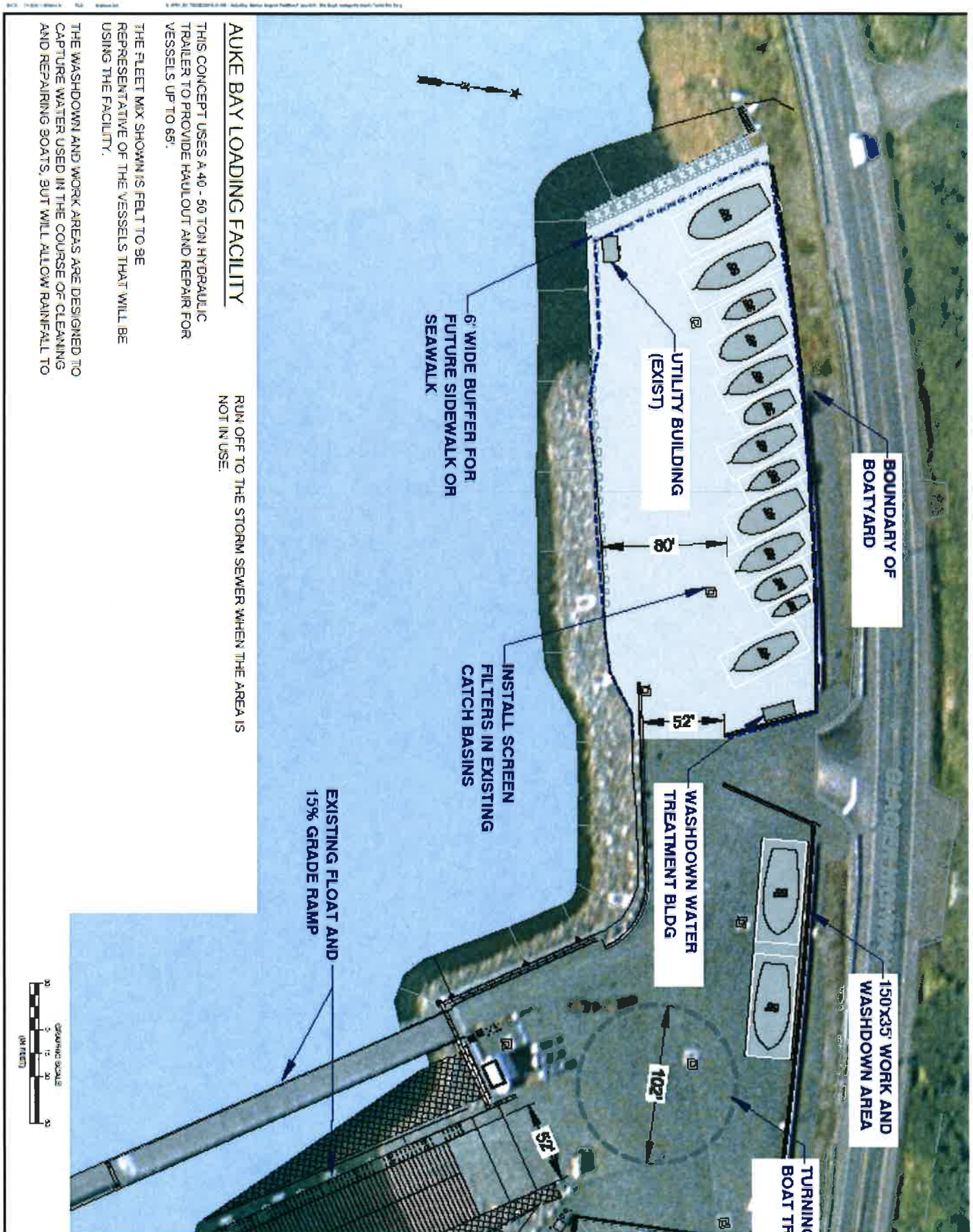
Issues which demand resolution in the near term to fully exploit the ABLF potential:

- The existing condition use permits include “commercial loading dock”, “fishing gear and boat storage” and “fuel bunkering”. The existing permits do not allow for “boatyard” activity and a variance from Community Development would be necessary to expand its original intended use.
- If the gear storage area is to be fully realized to support boat storage, the ability to pressure wash vessel hulls must be met. Currently under the FY13 “1% Sales Tax Initiative”, Docks and Harbors has requested \$2.3M in support of a new haul-out facility at Statter Harbor and a “wash down” facility at ABLF.
- The boom truck procured under US DOT TIGER grant is anticipated to meet a narrowly focused niche by providing commercial vessels with access to move gear within the ABLF (or Juneau Fisheries Terminal). There are no US DOT stipulations as to limitations on operating the boom truck.
- The self-propelled hydraulic boat lift was also procured under an US DOT TIGER grant to provide benefits to the ABLF. Again, there are no US DOT stipulations as to limitations on operating the boat lift. We anticipate this vehicle being used in support of the Statter Harbor boat haul-out facility, when it is fully realized.
- The operations of the ABCLF facility could be accomplished in at least three business models:
  - Docks and Harbors operations. The Board could solely manage the ABLF uplands facilities, including the operations of the Sea-Lift and boom truck.

Assuming the ABLF is a “designated long-term storage area”, Docks and Harbors already is afforded the authority to collect revenues throughout the harbor for storage fees.

- 05 CBJAC 20.130 Storage fees.  
A person may apply to the Harbormaster for use of long-term storage space in designated areas. Except as provided herein, the fee for use of this space is \$0.50 per square foot per calendar month, or portion thereof. A person who maintains a reserved moorage assignment may store one personal item of up to 200 square feet for \$0.25 per square foot per calendar month, or portion thereof. The Harbormaster is authorized to issue permits and develop written procedures to implement this section.
- Proposed Sea-Lift fee structure would require Assembly approval and Docks & Harbors would then establish an appropriate schedule of operations.
- Docks & Harbors staff would be responsible for blocking and the security of vessels stored in the ABLF yard .
- Docks & Harbors could pursue a variance to the conditional use permit enabling “boatyard” activities. Docks & Harbors could then allow individual boat owner or their agents to engage in boat repairs.
- Vendor Contracted. Docks & Harbors out-leases the ABLF fishing gear and storage operations. Docks & Harbors drafts an RFP for prospective vendors to bid on the rights to operate and maintain the uplands. This would enable the Board to prescribe what services would be rendered and the terms of the revenue. For example, the RFP could require the vendor to provide independent contractors access to the ABLF area. The Board could also elect to utilize revenue sharing (i.e. royalties) in lieu of lease rent. The role of Docks & Harbors staff to operate the boom truck and boat-lift, could run from minimal to exclusive operations. Similarly, the Board could elect to utilize the uplands as a full boatyard (subject to conditional use permits) or as a storage yard.
- JMS Operated. Juneau Marine Services may have exclusive lease rights to ABLF yard. The existing April 2008 lease states:
  - *“TERM. The effective date of this lease shall be the date this lease is signed by the City. The term of the lease shall be ten (10) years, or until such time as a new haul-out facility is constructed, whichever is sooner. In the event a new haul-out facility is constructed during the term of the lease, the City agrees to offer Lessee a new lease, provided the new lease terms, including the lease payment, will be amended as necessary to address any terms and conditions of the new lease, and to comply with any new CBJ Code provisions.”*
  - The construction of the ABCLF and procurement of the boat-lift may constitute a de facto “haul-out facility”. I have requested JMS provide their interpretation of this clause.
  - If JMS requests and the City Attorney concur to new terms, similar discussion stated to the various options above could yield a new lease agreement.





## Carl Uchytel

---

**From:** Amy Mead

**Sent:** Tuesday, March 20, 2012 10:06 AM

**To:** Tim Allen; Carl Uchytel

**Subject:** RE: Letter for Docks & Harbor Board Members - Swim/Rescue Ladders in Harbors

Carl, the only thing I have to add is this: as long as there isn't a consensus, meaning no Coast Guard, State or other regulatory agency requirement; and it isn't so ridiculously unreasonable for us to NOT have ladders, the decision whether to install them or not is a discretionary/budget decision for which the CBJ would have immunity.

A potential claim would likely look like this: If someone were to get hurt and sue, it would likely be a negligence claim. We would claim immunity for the decision, which is a defense to a negligence claim. If the court agreed, it would be over. If the court disagreed, the plaintiff would have to prove that it was so unreasonable for us to not have ladders that our decision was negligent.

I can't give a better opinion on what our liability exposure might be without knowing what the general consensus is among other municipalities – if everyone installs them as a matter of course, we might want to do so as well. The decision isn't a legal one – it's a policy call.

Lastly, I will echo what Tim said; if the ladders are installed, we would have a duty to maintain them, install them correctly, etc.

---

**From:** Tim Allen

**Sent:** Tuesday, March 20, 2012 9:04 AM

**To:** Carl Uchytel; Amy Mead

**Subject:** RE: Letter for Docks & Harbor Board Members - Swim/Rescue Ladders in Harbors

Carl-

I consulted with my insurance broker who handles about 40 port and harbor accounts along the west coast. Their opinion is that there is no clear consensus as to if the installation of swim ladders would add to or reduce liability to the port. Their additional thought was that if ladders are installed; there is an additional duty to maintain these devices. I hope this helps.

Tim

---

**From:** Carl Uchytel

**Sent:** Monday, March 19, 2012 2:30 PM

**To:** Tim Allen; Amy Mead

**Subject:** FW: Letter for Docks & Harbor Board Members - Swim/Rescue Ladders in Harbors

Tim/Amy,

Any chance I can get an opinion regarding the use/no use of rescue ladders before my Tuesday evening meeting?

Thx.

Carl

---

**From:** Carl Uchytel

**Sent:** Wednesday, February 15, 2012 10:37 AM

**To:** Amy Mead; Tim Allen

**Cc:** Dwight Tajon; Gary Gillette; Erich Schaal

**Subject:** FW: Letter for Docks & Harbor Board Members - Swim/Rescue Ladders in Harbors

3/20/2012

Amy/Tim –

I was directed last night from the Docks & Harbors Board to request a written opinion from the City Attorney/Risk Manager to CBJ's liability/financial exposure to potential claims resulting in or failing to act on the installation of swim ladders. I will continue to research this topic and committed to the Board that I would have answers by March 20<sup>th</sup>

Thx.

Carl

---

**From:** Carl Uchytel

**Sent:** Friday, January 20, 2012 1:42 PM

**To:** kjardell@gci.net

**Cc:** Dwight Tajon; Gary Gillette; Erich Schaal; Amy Mead; John Hartle

**Subject:** FW: Letter for Docks & Harbor Board Members - Swim/Rescue Ladders in Harbors

Kevin –

Something we need to discuss – especially as we move towards final design at Statter. We can have an informational discussion at the Board Meeting next week or push it off until next month's Operations Committee Meeting? Ms. Schrader would like to address the Board at the 23 February meeting. The email attachment is from an engineer suggesting it's not a code requirement. Phil Benner told me that Kodiak Harbor had swim/rescue ladders and were still liable for a death because they weren't in the "right location". If we elect to go with the swim/rescue ladder at the new Statter Floats, I'd rather decide now than retrofit later. If the answer becomes we need a rescue/swim ladder at each slip – we would be looking at ~\$400K to accomplish (\$300/ladder) throughout the harbors.

Regards,

Carl

I'll plan to add to January 26<sup>th</sup> Regular Board Meeting as an informational item, unless you tell me otherwise?

---

**From:** Sue Schrader [mailto:schrader@gci.net]

**Sent:** Friday, January 20, 2012 11:24 AM

**To:** Carl Uchytel

**Cc:** John Hartle; Dwight Tajon

**Subject:** Letter for Docks & Harbor Board Members

Hello Mr. Uchytel,

The CJB Clerk's office advised me to email this letter to you for distribution to all the D&H Board members.

Please note that I have included Mr. Tajon and Mr. Hartle, whom I cc'd on the letter, in this email.

Thank you -

~~~~~  
Sue Schrader

Home: 907-789-1269

Cell: 907-209-5761

3/20/2012

## Carl Uchytel

---

**From:** aahpa-l-bounces+carl\_uchytel=ci.juneau.ak.us@lists.uaf.edu on behalf of Carl Uchytel  
[Carl\_Uchytel@ci.juneau.ak.us]  
**Sent:** Friday, February 24, 2012 3:46 PM  
**To:** 'aahpa-l@lists.alaska.edu'  
**Subject:** [AAHPA-L] FW: DOCK RESCUE/SAFETY LADDERS

**Attachments:** Dock Ladders.jpg; ATT00001.txt



Dock Ladders.jpg (4ATT00001.txt (388 MB)



B)

AAHPA Colleagues,  
Last week I inquired about egress/rescue/safety ladders. I've compiled all the responses received into this one email and color coded to distinguish the various threads. (The attached picture was submitted by Diane Kinney of Valdez.) Greatly appreciate everyone's input to this matter.  
Regards,  
Carl

---

**From:** Carl Uchytel  
**Sent:** Wednesday, February 15, 2012 11:51 AM  
**To:** 'aahpa-l@lists.alaska.edu'  
**Cc:** 'Kim Nielsen'  
**Subject:** DOCK RESCUE/SAFETY LADDERS

AAHPA Members,  
A Juneau Harbor Patron has requested the installation of rescue ladders at all of our facilities. This seems to be a trend throughout Alaska. I spoke with Kim Nielson (R & M Engineering) at the Harbormaster Conference and she indicated there is no code requirement mandating such installation. Anecdotally, I have heard Kodiak had rescue ladders installed, but were still liable for loss of life because the ladders were either insufficient in number or improperly located. [Marty/Lonnie, maybe you can provide a factual account?] At the risk of sounding insensitive to the safety of the harbor patrons, I would like some feedback from the harbormasters. Such as:

- \* What was the trigger for your Harbor Board/Assembly to direct the installation?
- \* Without a standardized code, at what interval/location did you install the ladders?
- \* <http://www.up-n-out.com/> provides commercially available ladders which are installed in some of our Alaskan harbors. Are you pleased with the performance (i.e. maintenance/installation/ease of use)? If you had to do it again would you have used fabricated rebar or other systems?
- \* Are there any confirmed accounts of installed ladders saving lives?
- \* In addition to costs (~\$250/ea), tripping hazards and boat interferences/obstructions are there other things we should weigh to determine whether to move forward?

Thank you,

Carl

Carl J. Uchytel, PE  
Port Director  
Port of Juneau  
907.586.0294

---

Carl,

Just a clarification. What I was referring to at the conference when we spoke is the fact that there are no specific codes that govern harbors and marina design. At the conference, you had asked me specifically about ladder spacing. There are standards/design guidelines by the American Society of Civil Engineers which indicates ladders should be installed in harbors and should be accessible for anyone who falls into the water to get out. But, the exact locations or spacing is not specified. I recommend installing one ladder in each stall to ensure public safety (I recall telling you how a



harbor staff member in Seward fell in during winter and had trouble finding a ladder, so this was now their protocol).

Kim Nielson

>From CFR 1917.26(f) - Marine Terminal Operations -OSHA Regulations  
A U.S. Coast Guard approved 30-inch (76.2 cm) life ring, with at least 90 feet (27.43m) of line attached, shall be available at readily accessible points at each waterside work area where the employees' work exposes them to the hazard of drowning. Employees working on any bridge or structure leading to a detached vessel berthing installation shall wear U.S. Coast Guard approved personal flotation devices except where protected by railings, nets, or safety belts and lifelines. A readily available portable or permanent ladder giving access to the water shall also be provided within 200 feet (61 m) of such work areas.

Carl,

In the discussions that have had with our customers and the problem of the ladders interfering with mooring it has been suggested that even if there was something one could grab a hold of till help came along it would be better than nothing.

A lot of people due too exhaustion and etc. might not be able to get up the ladders anyways without help.

Peter

-----Original Message-----

From: Joy Baker [mailto:JBaker@nomealaska.org]  
Sent: Wednesday, February 15, 2012 1:36 PM  
To: Carl Uchytel  
Subject: RE: [AAHPA-L] DOCK RESCUE/SAFETY LADDERS

Carl,

Nome has galvanized pipe rail ladders on all of our sheet pile docks, but nothing on our float system as it would interfering with mooring of the small vessels. No one has approached us to install rescue ladders as the existing ladders extend down to the water's surface and are usually only used by personnel coming up from the tug/barge decks. We've had a few folks fall in while working on vessels or tying up boats but they've been rare.

Hope this helps.

Good luck,

Joy

Joy L. Baker  
Harbormaster/Port of Nome  
P.O. Box 281  
Nome, AK 99762  
907.304.1905

-----Original Message-----

From: Jim Beckham [mailto:JimB@harborent.com]  
Sent: Wednesday, February 15, 2012 3:42 PM  
To: Carl Uchytel  
Subject: Re: [AAHPA-L] DOCK RESCUE/SAFETY LADDERS

carl,

im not sure if any of the regs have changed since i left the business, but egress ladders, and that is what i would call them vs rescue ladders, are not a required item. for yrs here in swd hbr a group of concerned boaters used to install a 2x4 contraption until i came along and stopped it. i showed them that what they installed was rotten and ineffective less than a yr after they installed it and it was doing damage to the floats. then there is the concept of anyone "constructing" items on a city float system. what we did in the interim, along with looking insensitive to the boating public, is to send out mailers and info in their billings telling them what they should do in the un planned event they found themselves in the water. ever boat has a swim step, an outboard, a stern ladder or something. we directed them to look for these if they fell in the water. best

you can do without any other alternative.

in 2000 when i renewed a substantial portion of the hbr float system with transpac concrete floats, dave and the guys came up with a very inexpensive ladder design that was very effective and did not present as an obstacle to any hbr user or function. we placed these in the center of every slip pair. they were designed like a dive ladder in that it was a center support ladder with the rungs protruding from the center. it was j-shaped, and it looped up and on top of the bull rail where it was bolted into place. there was an addl support brace out the back of the ladder that bolted into the waler. beautifully simplistic, effective and low cost. we painted them yellow and put a retro reflective band around the top portion.

i'd recommend calling dan jankelson at 800 775 0577, ext 12 and see what he can do for you. i have a picture somewhere around but can't lay my hands on it. mack should be able to get you one fairly easily. the ladders are low to no maintenance and easy to put in/ take out. even at \$200 ea, you could buy a few each yr (10 or so) and include them in the float renewal projects and you'll have a fairly inexpensive "soln".

jim

-----Original Message-----

From: Owen, Martin [mailto:mowen@city.kodiak.ak.us]  
Sent: Wednesday, February 15, 2012 12:48 PM  
To: Carl Uchytel  
Subject: RE: [AAHPA-L] DOCK RESCUE/SAFETY LADDERS

Absolutely not. There was no suit and it was never considered.

Marty  
Martin Owen, Harbormaster  
City & Port of Kodiak  
403 Marine Way, Kodiak, AK 99615  
907-486-8080 Office  
907-654-8150 Cell

-----Original Message-----

From: Carl Uchytel [mailto:Carl.Uchytel@ci.juneau.ak.us]  
Sent: Wednesday, February 15, 2012 12:46 PM  
To: Owen, Martin  
Cc: White, Lon  
Subject: RE: [AAHPA-L] DOCK RESCUE/SAFETY LADDERS

Marty -  
So did Kodiak pay out on the loss of life?  
Carl

-----Original Message-----

From: Owen, Martin [mailto:mowen@city.kodiak.ak.us]  
Sent: Wednesday, February 15, 2012 12:33 PM  
To: Carl Uchytel; 'aahpa-l@lists.alaska.edu'  
Cc: White, Lon  
Subject: RE: [AAHPA-L] DOCK RESCUE/SAFETY LADDERS

Carl:

Don't know about any liability . . . I think anyone walking on public docks assumes some risk . . . i.e. walking a sidewalk along a street. Hazards are everywhere and they are even more dangerous when "alcohol is involved!"

Ideally, installing a ladder between each finger (every two boats) is optimum. But that's awfully expensive. The cheapest and simplest example of an water egress ladder is: a car tire tied to a cleat (or bull rail) suspended just below the water's surface. It's a place to insert a foot so a person could get himself up on the dock. I saw this in a private marine in the San Juan Islands. Ladders must be located where they don't

interfere with lines, etc.

Yes, Kodiak had a tragic event a few years ago that spurred me into thinking that ladders could save lives. But when alcohol is involved . . . even ladders don't help. I think the only users of Kodiak's ladders are an occasional diver that that needs to get out after inspecting a hull.

Marty  
Martin Owen, Harbormaster  
City & Port of Kodiak  
403 Marine Way, Kodiak, AK 99615  
907-486-8080 Office  
907-654-8150 Cell

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From: Arlen Skaflestad [mailto:hoonahharbor@gmail.com]  
Sent: Wednesday, February 15, 2012 3:25 PM  
To: Greg Meissner  
Cc: Owen, Martin; Carl Uchytel; aahpa-l@lists.alaska.edu  
Subject: Re: [AAHPA-L] DOCK RESCUE/SAFETY LADDERS

Carl,

I too agree with Marty that the location is key but you cannot have one in every possible location for every accident. A few years ago we had two drownings and one almost drowning. All involved alcohol and the one saved was only saved because my brother was going to check his boat and heard him on the way down the main float. My brother was a state wrestler, obviously older now, but a strong man and could not lift the individual out of the water on his own after calling 911 called his wife who was waiting in the truck in the parking lot who ran down to help and were able to get the individual out. He was in the water maybe half hour.

After all of these tragic accidents it was requested that we install safety ladders and after much discussion we went with the up and out. The local Hoonah Indian Association was able to find the money, (\$10,000) to purchase one for every two stalls. We in the harbor along with a couple guys that HIA had contracted installed them. They are compact and out of the way the only issue is shovellers and boat owners (and kids) sometimes hit them and the unfold into the water. So if your not paying attention on dock checks to them they will get encrusted with growth. Not hard to re set though. To my knowledge they have not been used for a rescue....yet.

The main reason to use these as opposed to other options was the fact that they are out of the water and not getting encrusted like a tire or anything else that goes into the water. I was unable to find any kind of code or requirement on location and how many. One per two boats in between at the head of the dock seemed fine, however one death was at the stern of a boat.

Take care,

Arlen Skaflestad  
Hoonah  
723-8487

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On Wed, Feb 15, 2012 at 1:55 PM, Greg Meissner  
<harborgreg@aptalaska.net<mailto:harborgreg@aptalaska.net>> wrote:  
Carl, I agree with Marty that unless you have them at every possible location in a harbor, they will not and cannot be totally effective.  
Wrangell has put many of the up and out version for the most part they make people feel better and that you are doing something. The reality is we all realize that the majority of people in the water is alcohol related, at night when the party is over and they are usually alone. They don't make it out of the water. Sadly we had just that happen last year. We had a ladder on the finger where the individuals boat was. He didn't fall over next to the ladder and therefore never found it. With all that said we do have them and are adding some others ( HDPE) pipe versions because the Port Commission wanted to feel like we were doing something.

Greg

Carl,

We installed ladders in our Harbor here in Valdez. We have a combination of 2 different types of ladders. The attached photo shows the ladders we have on our main docks, which were purchased from Keiser Steel, and then we used the Up-N-Out ladders from Marina Accessories on our docks with the smaller vessels.

We had started placing ladders in the Harbor, but after one of our elderly long time Valdez residents fell into the water, the Harbormaster completed a project to place ladders between the fingers (so a ladder between every 2 boats). Luckily our tenant was pulled out of the water and is okay, but that started a push for some type of alarm system, which we found was going to be very expensive. We opted to continue the ladder installation program, which is now complete.

Both type of ladders seem to be holding up for us.

Diane Kinney  
Ports & Harbor Director  
City of Valdez  
dkinney@ci.valdez.ak.us

## Carl Uchytel

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**From:** Chris & Tom Donek [donek@gci.net]  
**Sent:** Wednesday, February 29, 2012 8:32 AM  
**To:** Carl Uchytel; 'Kevin Jardell'; 'Gregory Busch'; Dwight Tajon  
**Subject:** FW: Dock Rescue/Safety Ladders

**Attachments:** Boat ramp ladder.pdf; PRD POLICY 9.17 Installation of Ladders.doc

I asked Paul and Val if they had encountered this question from any of their contacts around the county and Val kind of made a project of it. You can see what she found out below. One thing that has confused the issue in some of the replies is that some states like Maryland use fixed piers where they have a relatively stable water level. They install ladders for boaters to use on a regular basis.

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**From:** Blajeski, Valerie E (DFG) [mailto:valerie.blajeski@alaska.gov]  
**Sent:** Tuesday, February 28, 2012 9:02 AM  
**To:** donek@gci.net  
**Cc:** Cyr, Paul A (DFG)  
**Subject:** Dock Rescue/Safety Ladders

Tom-

I polled SOBA regarding the topic of having an interval/location guideline or recommendation for the placement of dock rescue/safety ladders within harbors.

Below are the responses I received from various folks. The bottom line is that there really isn't an established SOBA guideline. But on average most folks who replied stated that they place them every 100'. Some only every 200' and remove them in winter and even some who place them every other slip. I hope this helps.

-Val

## Valerie E. Blajeski

Assistant Statewide Access Program Coordinator

Alaska Department of Fish & Game  
Sport Fish Division, Headquarters  
525 W 67th Ave  
Anchorage, AK 99518  
Phone: 907-267-2164  
Fax: 907-267-2466  
Email: [valerie.blajeski@alaska.gov](mailto:valerie.blajeski@alaska.gov)

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**From:** Killien, Larry M (DNR) [mailto:Larry.Killien@state.mn.us]  
**Sent:** Tuesday, February 21, 2012 9:10 AM  
**To:** Blajeski, Valerie E (DFG)  
**Subject:** ladders

Valerie: We installed safety ladders on our marina with spacing about every 200'. Initially we used swing up ladders, on the end of a few piers and on the end of a few walkways. During the boating season they were set down and kept that way until Nov. then swung up to prevent ice damage.

3/19/2012

Problem: if someone went in during the transition or winter season they had no way out.

We found a better ladder, it stays attached to the pier end or walkway and just above the water level, but when grabbed it pulls down allowing the steps to drop down and provides a way out.

I don't remember the name but it was made in Scandia, MN and at the time we bought them sold by Premier Products of St. Paul, MN. Good luck. If you see Tom Donek say Hi. Larry

**From:** Boik, William (DNR) [mailto:BOIKW@michigan.gov]

**Sent:** Tuesday, February 21, 2012 4:20 AM

**To:** Blajeski, Valerie E (DFG)

**Subject:** Ladder Placement in Harbors

Valerie,

Here is our policy on ladder placement in harbors. Hope this helps.

Bill Boik

**From:** Bedell, Fred [mailto:FBedell@dnr.state.md.us]

**Sent:** Tuesday, February 21, 2012 3:08 AM

**To:** Blajeski, Valerie E (DFG)

**Subject:** Safety Ladders

Valerie, I do design review for the Maryland, Department of Natural Resources, Boating Services Division. We have also had the same issues as you when looking for placement and also design of ladders at marinas and boat ramps.

So given the lack of guidelines, we have been recommending the placement at 100' intervals along a docks, bulkheads, etc in combination with throw rings. OSHA guidelines may give some ideas for placement, but if I recall correctly it really was not for the same application as the boating facilities.

As a side note: last week a project manager from our office and I met with a disabled veteran that is an avid boater and fisherman. He uses many of our boat ramps and had issues with our ladders. We in Maryland take pride in making our boating facilities accessible to everyone, so if this man could shed some light on new ideas we are interested.

In his case, he pointed out that, the ladders the county used (which varied) actually impeded his use of the facility. For example: round rungs on the ladders are more difficult for a person with limited foot use, a flat wide rung is better. At some boat ramps the ladder's top rung was about 8" to 12" above the pier deck, he showed us that with limited leg use he cannot step over this rung, it would be better to remove the rungs above the deck height.

Another point was to make sure the rungs are not located in front of a wood timber on the pier or boatramp. It prevents the foot from being fully on the rung or the ladder and with limited strength it is hard to use with just a toe hold. Lastly, ladder hand rail height. I have been checking online and most ladders are like ours about 25" to 26" above the dock. It seems after our meeting hand rails that are about 4' above the dock will work better for a person with a disability. In his case, if he looks down he becomes dizzy, so when they are low like 25" he can fall into the water or on the dock trying to use them. Keeping them higher will allow a person to remain straighter and back up to the ladder to climb down to a boat.

We will not try to meet just this one man's needs, but we think his needs can apply to other users. So I contacted a company that makes these ladders that seem to meet most of the requirements. They are A1A Dock Products (954)986-2366, I spoke with the owner about the 4' long handrails and if they can provide a brace for the bottom. This brace will be useful for us on boat ramps and piers. They did not have a brace so I did some CAD drawings for her to review of the ladders we like and the heights. She will give me a price to modify some standard ladders and shipping costs.

I am attaching my drawings and photos of the ladders at ramps that we have issues with. Sorry this is so long but I hope it will be helpful to you in Alaska. Stay warm!

Fred Bedell

Maryland Department of Natural Resources

3/19/2012

Boating Services  
580 Taylor Ave., E-4  
Annapolis, MD 21401  
410.260.8920, (cell) 443.695.3064

**From:** Keith Bjella [mailto:kbjella@marina-accessories.com]  
**Sent:** Friday, February 17, 2012 9:39 AM  
**To:** Blajeski, Valerie E (DFG)  
**Cc:** Info@sobaus.org  
**Subject:** RE: SOBA Question about Dock Rescue/Safety Ladders

Great question, hopefully I can help shed some light.

**Short answer:** with a life on the line, the more the better. There may be some legal reasons behind not setting firm recommendations on placement of emergency ladders, but the closer you can get the ladders to an accidental swimmer, the better the chance they will be able to 1) see it, and 2) get to it. The colder the water, the quicker an accidental swimmer with fatigue and drown.

**Long answer:** After working with a number a marinas and associations, we've found that the biggest impact on ladder placement is water temperature. After that, dock freeboard accessibility comes into play (a higher freeboard will be harder to hold onto and/or get out of).

If you fall into colder water, the shock of hitting the cold water causes something called "cold shock response" which can cause hyperventilating and panic. If completely submerged, this can cause you to breathe while underwater, severely shortening the time before drowning. After 1-3 minutes of panic, you will start to calm down and hypothermia will start to set in making it harder and harder for you to move to a ladder, let alone hold onto the edge of a 2' high or more dock. When your muscles start to shut down, you won't be able to edge your way to a ladder, which will lead to an eventual drowning.

Even if another person witnesses someone fall into the water, it can be very difficult to pull the person out, especially considering a larger freeboard.

We have consistently recommended placing ladders in every slip, or every other finger, as the energy and time required for a hypothermic, accidental swimmer to reach (let alone see and recognize) an emergency ladder is greatly reduced the further apart the ladders are placed.

If anyone has any questions, please speak up. We've installed our emergency ladders on numerous docks around the US, so we've seen quite a few different applications. This is definitely a topic that needs discussion, and shouldn't be put off until a high-profile drowning occurs.

Thanks,

**Keith Bjella**  
Business Manager  
Marina Accessories Inc  
Direct: (360) 392-1433  
Toll Free: (800) 585-6890  
Office Fax: (360) 392-1443  
[www.marina-accessories.com](http://www.marina-accessories.com)

3/19/2012

**From:** Wendy Larimer [mailto:wlarimer@lighthousecg.com]  
**Sent:** Friday, February 17, 2012 9:26 AM  
**To:** Blajeski, Valerie E (DFG)  
**Subject:** FW: SOBA Question about Dock Rescue/Safety Ladders

Valerie-

I've been asked this question before and so posed it to a few marina consultants and engineer/developers. As you can imagine it varies tremendously by state. Generally a ladder is placed between every two slips and spaced evenly along the bulkhead. Alaska would likely go heavier on ladders than Florida for the very reason your water is cold and people need to get out faster. There doesn't seem to be any rules on this although you might want to check with your local OSHA office. Part of the reason for no rules is because some view ladders as an invitation to swim which is obviously frowned upon where boats are docked. Signs tend to take care of that problem.

For life rings or other life saving devices the standard seems to be spaced every 100'. Again though check with your local OSHA to see if they have any requirements.

Hope that helps a little. Have a great weekend.

**Wendy Larimer**  
**Legislative Coordinator**  
**Association of Marina Industries**  
**202/350-9623**  
**[www.marinaassociation.org](http://www.marinaassociation.org)**

**From:** Byelich, Jordan (DNR) [mailto:BYELICHJ@michigan.gov]  
**Sent:** Friday, February 17, 2012 9:13 AM  
**To:** 'info@sobaus.org'; SOBA Members and Nonmembers; Blajeski, Valerie E (DFG)  
**Subject:** RE: SOBA Question about Dock Rescue/Safety Ladders

I have not gained access to the list serve at this time so am providing a response by general electronic reply.

Please see below per the State of Michigan Waterways Program's current Harbor Development Standards and Guidance Manual regarding safety ladders:

*i. **Ladders:** General criteria for the location of ladders and their design are as follows (See Plates 4 and 5 and Figure 23):*

- 1. Ladders will be installed at the end of every other fixed finger pier extending from a bulkhead or main dock.*
  - 2. Ladders will be installed at the end of every other flotation type finger pier that extends from a main pier or bulkhead.*
  - 3. Ladders will be installed along bulkheads and main piers such that no length of bulkhead or main pier is greater than 100 feet without the occurrence of a ladder, or similar device, or the connection of a finger pier.*
  - 4. Ladders will not normally be installed where water depth does not exceed four feet.*
  - 5. Ladders are not required on finger piers extending from rip rap slopes.*
- Care shall be exercised in the design, operation and maintenance of ladders to avoid damage from ice. Ladders, except those on floating piers, shall have a bottom rung at least two feet below low water datum. Ladders on floating structures shall have a bottom rung at least three feet below the water surface.*

3/19/2012



Jordan J. Byelich  
State Waterways Development Program Coordinator  
Michigan DNR, Parks and Recreation Division  
530 W. Allegan St.  
Lansing, MI 48933  
ph. 517-241-1533  
fx. 517-373-4625

Where can \$10 take you? Find out here: [www.michigan.gov/recreationpassport](http://www.michigan.gov/recreationpassport).

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## **Parks and Recreation Policy #9.17**

Replaces P&R Policy # Appendix G, Design Guide for Mooring Facilities (1993)

Revised December 2001

### **INSTALLATION OF LADDERS**

**Policy:**

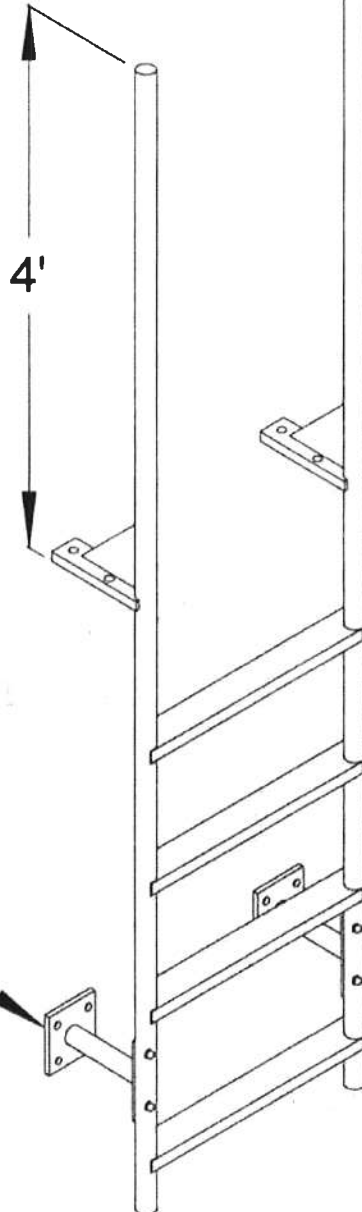
Ladders shall be installed at Bureau administered mooring facilities according to specification standards. Standard for ladder construction will be located in the Harbor Design Guide.

**Procedure:**

General criteria for the location of ladders and their design are as follows:

- 1) Ladders will be installed at the end of every other (alternate) finger pier extending from a bulkhead or main dock.
- 2) Ladders will be installed along bulkheads and main piers such that no length of bulkhead or main pier is greater than 100 feet without the occurrence of a ladder, or similar device, or the connection of a finger pier.
- 3) Ladders are not required on finger piers extending from rip rap slopes.

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## TYPICAL LADDER (N.T.S.)



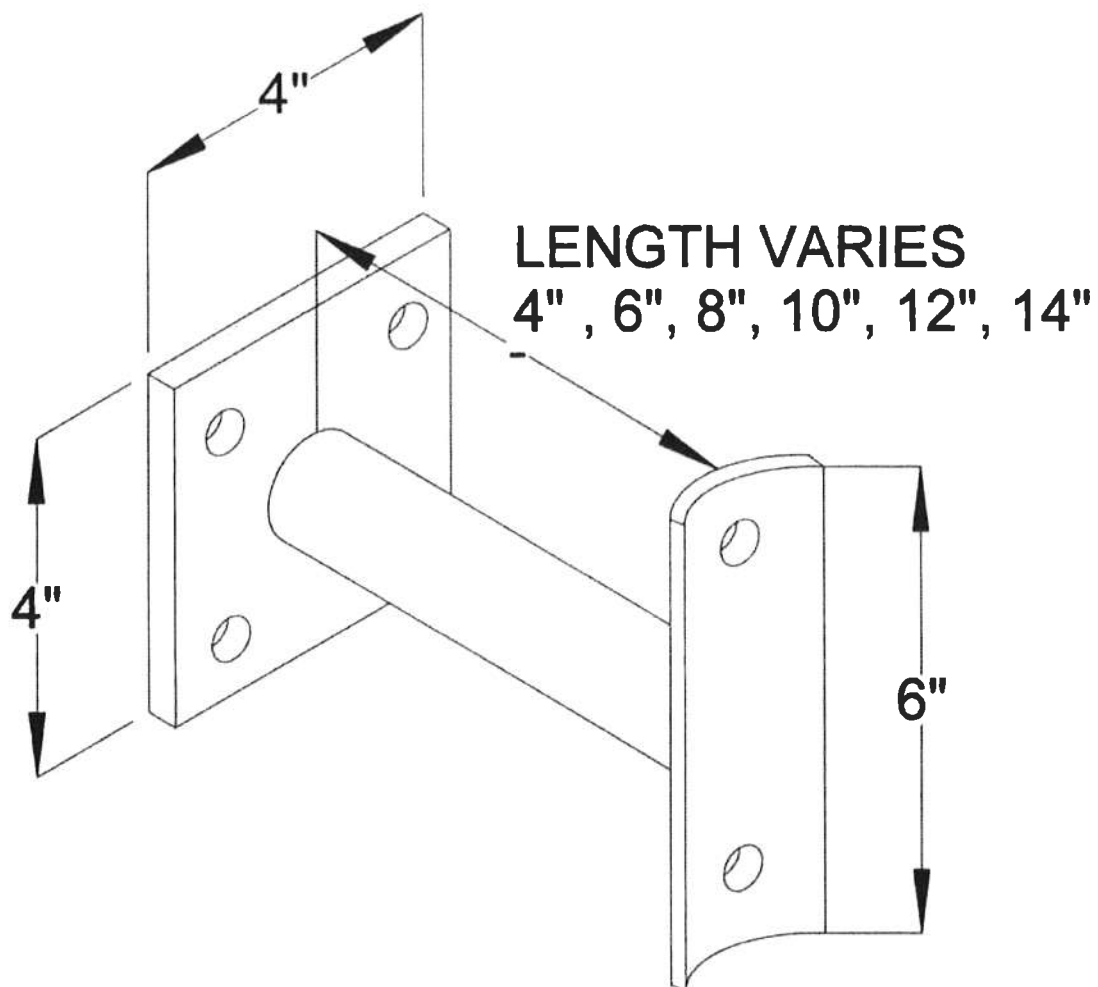
**MARYLAND**  
DEPARTMENT OF  
NATURAL RESOURCES

### BOAT RAMP LADDER

BOATING SERVICES  
TAWES STATE OFFICE BUILDING  
580 TAYLOR AVE., E-4  
ANNAPOLIS, MD 21401

DATE:  
FEBRUARY, 2012

Drawing Number:



**UNIVERSAL BRACKET DETAIL**



**MARYLAND**  
DEPARTMENT OF  
NATURAL RESOURCES

**BOAT RAMP LADDER**

BOATING SERVICES  
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580 TAYLOR AVE., E-4  
ANNAPOLIS, MD 21401

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