

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS COMMITTEE MEETING AGENDA**  
**For Tuesday, April 16<sup>th</sup>, 2013**

- I. Call to Order** (5:00 p.m. at the Aurora Harbor.)
- II. Roll Call** (John Bush, Tom Donek, Kevin Jardell, David Logan, Budd Simpson, Scott Spickler 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 March 19<sup>th</sup>, 2013 Operations Board Meeting Minutes.**
- VI. Items for Action.**
  1. Port – a – potty units for Statter Harbor  
Presentation by the Harbormaster  
  
Committee Questions  
  
Public Comment  
  
Committee Discussion/Action**MOTION: TO BE DEVELOPED AT THE MEETING**
- VII. Items for Information/Discussion.**
  1. Arrow Refuse Garbage weights for the Harbors.
  2. Second Gangway
  3. Proposed Live-a-board Registration
  4. Auke Bay Loading Facility Conditional Use Permit
  5. Harbormaster Operations Report
- VIII. Staff & Member Reports.**
- IX. Committee Administrative Matters.**
  1. Next Operations Committee meeting May 21<sup>st</sup>, 2013 at the Aurora Harbor Office.
- X. Adjournment.**

**CBJ Docks and Harbors Committee**  
**Operations Meeting Minutes**  
**For Tuesday, March 19th, 2013**

I. Call to Order

Mr. Busch called the Operations Committee Meeting to order at 5:00 p.m. at the CBJ Assembly Chambers.

II. Roll Call

The following members were present: John Bush, Tom Donek, David Logan, Budd Simpson, Scott Spickler, and Greg Busch.

Absent: Kevin Jardell

Also in attendance were the following: Dwight Tajon – Harbormaster, and Carl Uchytel – Port Director

III. Approval of Agenda

Mr. Tajon asked to add a #4 Arrow Refuse Report to Items for Information/Discussion.

MOTION By MR. LOGAN: TO APPROVE THE AGENDA AS AMENDED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

IV. Public Participation on Non-Agenda Items – None

V. Approval of the Operations Committee Meeting Minutes.

Hearing no objection, the February 19<sup>th</sup>, 2013 Operations Committee Meeting Minutes were approved as presented.

VI. Items for Action.

1. Charter Vessel For- Hire Loading Operations

Mr. Tajon said staff met with nine of the Charter Boat companies on Friday March 8<sup>th</sup> at Statter Harbor and went over proposed loading areas for the summer. There are two maps attached to the packet with four concepts being discussed;

Concept A: 503 feet of space in different locations near the harbor office.

Concept B: 250 feet of space in two different locations

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Concept C: 250 feet of space towards the end of the existing transient A-float.

Concept D: 120 feet of space in conjunction with four stalls on the new A-float in the 42 foot section from May 1 – Sept 30. (stalls 1-4)

With Concept D approval, it would displace four 42' stall holders that Mr. Tajon gave staff direction to assign off the waiting list.

The assigned slip holders that were on the 42' waitlist will be relocated to the inside of the main float seasonally, and then back again for winter moorage. Power will be available for vessels. Mr. Tajon read the regulation 05CBJAC 25.010 – Designated Moorage Areas. At any time during the year, the harbormaster, in his discretion, may designate moorage areas within the harbor for specific uses, such as the loading and unloading of passengers, crew, or cargo, fish cleaning, boat repair. Commercial recreational, and other types of moorage.

Mr. Tajon said the recommendation is for the Committee to approve Concept D and forward to the full Board for approval.

Committee Questions

Mr. Logan asked if Concept D was the preferred choice from the Charter Operators?

Mr. Tajon said Concepts B and D were the preferred from the Charter Operators.

Mr. Simpson asked if the existing loading area will still continue to be open to the public on a first come first serve basis?

Mr. Tajon said it is still open for the general public use.

Public Comment

Mike Banyas, Juneau, AK

He said he is one of the stall holders that will be displaced by the Concept D choice. Mr. Banyas wanted to know why Concept D was recommended over Concept B?

Mr. Tajon said the access for the operators entering and leaving the two different areas was going to be an issue. The Charter operators wanted to also stay centralized.

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Mr. Banyas said the only reason is really communication on what area is open.

Mr. Tajon said yes.

Mr. Banyas said the communication issue is a problem that could easily be resolved. He said he was granted the stall and now he is hearing that he doesn't have the stall and there is a big disappointment with that.

Mr. Busch said regardless of what was decided, you would have a permanently assigned place to tie up your boat with power. It is just a matter of location.

Mr. Banyas said he would have to move for the summer.

Mr. Busch said if that is your choice, or you could stay at that location year around.

Mr. Banyas said he wouldn't keep the boat in the outside of the main float in the winter because it gets rocky on that side. Mr. Banyas asked why the charter operators aren't offered that seasonal moorage area?

Mr. Tajon said that area was offered and designated as the horse shoe, the majority of the charter operators said it would be difficult to use with maneuverability and safety issues.

Gordon Bozarth, Juneau, AK

He said this has been very disappointing being granted a stall and then hearing the reason why he no longer has a permanent stall. The Harbormaster worked on a plan for the Charter Operators and now that is unacceptable. The Charter Operators have all expanded their fleet. He said he has a 45' boat that he can run in that area offered to the Charter Operators and can't understand why the area isn't utilized. Mr. Bozarth said he only received 24 hours notice before this meeting. Some received less notification, and he said that is inappropriate. There are many people on A float that are going to be affected by this also. People are going to be paying prime prices for not so prime locations. He wanted to know why the horseshoe area that was offered to the Charter Operators is not acceptable? Since you are displacing individuals that will be renting for the other seven months of the year, this becomes problematic. You have revenue that comes to about \$16,000 for the five months for that moorage area, are the Charter Operators going to pay that?

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Chris White, Juneau, AK

He said moving the Charter Operators to the outside will improve the traffic in the Harbor and it will limit the boat size. Offering Concept D does not make any sense.

Dick Deems, Juneau, AK

He said this facility is being replaced for moorage for the DeHart's customers. Now because of the Charter Operators, he is not going to be given the permanent moorage. He said he pays 12 months out of the year while the Charter Operators only pay for 5 months. The Charter Operators cause a huge congestion of people and he liked the idea of the horseshoe area that was originally offered to the Charter Operators.

Louis Juergens, Juneau, AK

He said he is a Charter Operator and totally understands no solution is going to be perfect and someone is going to be compromised in some way. He talked about why the different proposed options wouldn't work for the Charter Operators. He said the Charter Operators bring \$40,000 to the Statter Harbor in passenger revenue.

Bruce White, Juneau, AK

He said he is against giving up these stalls for commercial users. He said there is a huge shortage of slips in Statter Harbor. Mr. White said he googled Juneau's neighboring communities for offered boat slips per capita. He provided the number of slips per community and said Statter Harbor has reduced slips from 100 to 66.

Mr. Busch said the Committee recognizes that reduced slips, but he would like to keep this on track on terms of the proposed Concepts.

Mr. White said he just wanted to make a point of how few boat slips there are, and it makes no sense to be taking more away. He said he recommends to work with the Mayor and Legislature to get some money to be able to increase the number of boat slips.

Paul Swanson, Juneau, AK

He said he has commented several times that Docks and Harbors is not building adequate amount of slips for Statter Harbor. Reducing the slips

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from 99 to 64 is a problem. He said he has never been given an answer as to why the slips were reduced. In the seven years Docks and Harbors owned DeHart's the only maintenance that was done was the emergency maintenance. Mr. Swanson said he asked why the rates are so much higher in Auke Bay than downtown, and he said he was told, "that is what the market could bare". If saying that is what the market can bare, why are there less slips being built. He said he was one of the people that went to the Legislature to get money to rebuild DeHart's. He said if the Whale watchers weren't in DeHart's originally, then they don't belong there now.

Dennis Watson, Juneau, AK

He said the \$40,000 that was brought up earlier is not revenue that will go to just Statter Harbor but all the Harbors that is directly affected by Cruise Ship passengers. Docks and Harbors has an obligation to the citizens of Juneau and not just one user group that just continues to grow. There were 99 slips in DeHart's that was totally accessible all the time. The former Port Director said it was going to cost \$4 to \$5 million to build a replacement facility. There were past Assembly members, the former Port Director and past Board members that were not concerned about the needs of the community. Now that is happening again. There is a pattern of not following the needs of the community in a balanced way. \$5 million was raised, the amount the former Port Director said was needed to rebuild DeHart's, but that only built 66 slips. Now four more are being taken away. Mr. Watson said he preferred the horseshoe shape for the Charter Operators that was originally offered. He said any Charter Captain should be able to operate his boat in that area, and if he can't he shouldn't be operating a boat. This is a quality Marina and it is being turned over to temporary moorage. This belongs to the people that worked hard to raise the money and supported this rebuild.

Jason Thomas, Juneau, AK

He said he is the operations manager for Gastineau Guiding. He handed out a letter and explained the content of the letter. He said a majority of the Charter Captain's felt the proposed plan that was presented at the February 19<sup>th</sup> Operations Committee meeting was an unsafe set up for the amount of vessels that would be running on a daily basis. He said he knows this is not a final solution, but Concept D will work. Mr. Thomas said the Charter Operators are not trying to take over Auke Bay, but just wants access to it also.

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Mr. Jardell asked Mr. Thomas what Concept, for safety and maneuverability, would be preferred?

Mr. Thomas said the first option was Concept D, and the second is Concept C. Extra walking for their customers is not an issue.

Dick White, Juneau, AK

He said he has one of the slips that was given out. He will be affected by this. He said he has been in DeHart's for 30 years. He does not want to have to move his boat back and forth. He Charters and runs about six days a week. He liked where he was assigned and then he found out about this meeting this morning.

Suparna, Juneau, AK

She owns Juneau Sport Fishing. She said she was promised a spot, and this is important with the coming and going and the flow of her charters.

Mr. Jardell asked Suparna what Concept was best in her opinion?

Suparna said she would say the outer loading for all the boats.

Committee Discussion/Action

Mr. Uchytel said the commitment from Docks and Harbors to the DeHart's patrons regarding the sale of DeHart's was to accommodate the move into Statter Harbor to the best of our ability. The number of DeHart's patrons that met that criteria last year was 62. There are 66 slips being built with 62 patrons. The direction the Harbormaster was given was to work with the Charter Operators to come up with a working solution. Because moorage has been assigned along the head float, 70 patrons have moved in. This has cleared 10% of the waitlist. Mr. Tajon's proposal is still accommodating Docks and Harbors commitment to the DeHart's patrons with the DeHart's purchase. The question today is, what is the most safe, and most efficient way to accommodate all the user groups in Statter Harbor?

Mr. Jardell said the original plan was to use the unassigned slips, that were left over after accommodating the DeHart's patrons, as loading and unloading area until the other phases of this project were completed. This is about competing interests and trying to meet everyone's needs. Mr. Jardell said he is not comfortable with losing the transient space on A float. With the traffic issues with ADOT's work, transient space is important to maintain. It is also important to maintain the space for the

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DeHart's patrons and maintain a safe space for the loading zone. Mr. Jardell said he is recommending Concept D.

Mr. Simpson said none of this is that great of a solution, because we are dealing with a situation that isn't going to be resolved until the next facility is built. Everyone is going to have to give a little and do the best they can. Mr. Simpson said he would like to see the loading area at the base of the ramp be retained. The proposed horseshoe area is unsafe and their concern is legitimate. He recommends Concept C.

Mr. Donek said he has a problem with taking away the slips that were already given out. He does not see justification to take the slips back. He said he agrees with Mr. Simpson and the north side of A float should be opened up for the loading and unloading area. Mr. Donek said he recommends Concept C.

Mr. Logan asked Mr. Tajon for more detail on staff having difficulty regulating the north side of A float.

Mr. Tajon said if staff was in the parking lot and an issue arose on A float, it would take time for staff to get there to address the issue.

Mr. Busch said there were a lot of comments from the Charter Operators about safety and maneuverability concerns on using the outside of the main float. He doesn't like the idea of the four patrons being displaced either. He is recommending Concept C as the preferred option.

Mr. Spickler asked if a video cam could be mounted so a person could look at their i phone to see if the space is available before venturing into an area.

Mr. Busch said that may be an option for a long term plan, but probably not for the beginning of May.

Mr. Simpson said an operator could call the office to see if someone is in that space.

MOTION By MR. LOGAN: THAT THE NORTH SIDE OF "A" FLOAT AND 120' FEET AT THE BASE OF THE RAMP BE DESIGNATED FOR LOADING ZONE FROM MAY 1 TO SEPTEMBER 31<sup>ST</sup> (Concept C).

Mr. Simpson asked for clarification – To only use 130' on "A" float, the remainder to be used as transient moorage and spaces would be marked accordingly.



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Mr. Logan accepted the clarification.

Mr. Jardell objected. He said squeezing out transient space will be a mistake.

Mr. Busch asked for a vote and clarified that this vote would be who is in favor of Concept C.

Yes – 6

No – 1

Motion passes.

Mr. Busch said this recommendation will go to the full Board next Thursday.

VII. Items for Information/Discussion.

1. Staffing Update

Mr. Tajon said Docks and Harbors is in the process of ramping up staffing levels for the summer season. Job announcements have been put out for the following vacancies. Two seasonal Administrative Assistants I positions and two seasonal Harbor Technician positions. The two seasonal administrative positions will provide ability for the town office and the port office by the Tram to stay open seven days a week 8 am to 4:30 p.m. beginning June to the second week in September. The two seasonal Harbor technicians will be placed at the Port to assist with port security duties and in other Harbor areas if needed. Jenny Mejia has accepted the Full Time Administrative Assistant I position at the Aurora Harbor office.

2. Vehicle Update

Mr. Tajon said an opportunity came up for the purchase of a 2004 John Deere Gator Utility vehicle. This will take the place of the electric vehicle he talked about at the last meeting. The 4 X 4 full size pickup that was recommended from the last meeting also will be brought to the next Finance meeting.

3. Harbormaster Operations Report

Mr. Tajon read his monthly report that is provided in the packet and attached to these minutes

4. Arrow Refuse Report

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Mr. Tajon said Arrow refuse called and said they would have the weight usage by the end of next week that the Committee asked for. They will also provide an update on the dumpster lids.

VIII. Staff & Member Reports

IX. Committee Administrative Matters.

1. Next Operations Committee Meeting April 16<sup>th</sup>, 2013 at 5:00 p.m. at the Aurora Harbor.

X. Adjournment

The Operations Committee adjourned at 6:13 p.m.



# Port of Juneau

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155 S. Seward Street • Juneau, AK 99801  
(907) 586-0292 Phone • (907) 586-0295 Fax

## **Harbormaster Monthly Report**

March 14, 2013

1. 12 planks replaced in Aurora Harbor on Main Float – trip hazards from power pedestal removal.
2. Douglas Harbor water line pulled out of water to allow repairs – plastic weld new fittings.
3. H-ramp floatation added by divers – crew assist.
4. N-ramp gravel leveled and placed parking barricades and Handicap parking spaces.
5. Repairs to 2 heat tapes Harris and IVF floats.
6. Grease John Deere and 906 loader.
7. North Douglas hill side drain line dug and installed by launch ramp to divert water off of ramp.
8. JPD enforcement/citation refresher training for full time harbor officers. Seasonal officers will also attend first week back on duty.
9. Nail setting @ Sea walk and Aurora Main floats and A-G fingers.
10. Dennis Holloway and Doug Unruh attended Facility Security Officer training for port operations.
11. 2 water cans repaired Douglas Harbor floats.
12. 50amp and 30amp breakers replaced Douglas Harbor.
13. Replace breaker covers Douglas Harbor.
14. Dock lights repaired Harris Harbor.
15. Light repairs IVF float.
16. Heat tape repairs 3X Aurora Harbor.
17. Install starter into Harbor Vehicle.
18. Repair toilet Aurora Harbor Office.
19. Repair/Refasten dumpster fence Douglas Harbor.
20. Brickyard lights/sensors/receptacles and marine park checked and repaired as needed.
21. Maintenance of Honda tractor new battery, plugs and air filter installed.
22. Overhaul of storage lot procedures and inventory.
23. Replaced fire extinguishers in Aurora Harbor – Annual inspection replacement recommendations.
24. Brickyard and Marine park power and light breakers checked and labeled in power panel.



# Port of Juneau

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155 S. Seward Street • Juneau, AK 99801  
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**To: Operations Committee**  
**From: Dwight Tajon- Harbormaster**  
**Date: April 1, 2013**  
**Re: Port-a-Potty Units for Statter**

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Concerns have been raised at various meetings regarding the insufficient size of the current restrooms at the Auke Bay office that serves the general public. The intent of these restrooms was for the boating public users when it was designed and built.

With the booming amount of passenger for hire tourists transiting Statter harbor, some of the operators have been directing passengers to use the Auke bay office public restrooms before the trip departs. This increase of use is noticed by onsite harbor staff and means constant cleaning and restocking of paper every two and a half hours from 6am to 7:30pm.

Ideas have been tossed around from requiring the operators to have their passengers utilize the onboard commode to, contracting a bank of port-a-potties.

The port-a-potty option was quickly opposed by staff due to the following:

- Location to place them out of the way
- Cleaning when a mess is made
- Restocking every two and a half hours or when the paper runs out

The cost that Docks and Harbors spends monthly during the summer season for toiletries is about \$2,850.00 per season. Time spent cleaning the two public restrooms by staff is about 45 hours per month.

The contract stipulation with R&S Pumping that provides portable toilets to Docks & Harbors allows us to increase units at any time during the contract. With the amount of tourist traffic that transits Statter each day, R&S estimated that one ADA unit and two standard units would be needed to service the proposed tourist loads. There may be an increased cost if restocking and pumping is above four times a week.

No. of Units & Type	Weekly Quantity Service & Pump-Outs	Dates of Service/Pump-out	Location	Unit Price (cost per week)	Extended Price
1 Standard	4	April 1 – September 30 (26 weeks - Summer)	North Douglas Launch	\$ <u>122<sup>98</sup></u>	\$ <u>3197<sup>48</sup></u>
1 Handicap Accessible	4	April 1 – September 30 (26 weeks - Summer)	North Douglas Launch	\$ <u>122<sup>98</sup></u>	\$ <u>3197<sup>48</sup></u>
1 Standard	4	April 1 – September 30 (26 weeks - Summer)	Douglas Harbor (Old Ramp)	\$ <u>122<sup>98</sup></u>	\$ <u>3197<sup>48</sup></u>
(1) Handicap Accessible	(4)	Oct. 1 – March 30 (26 weeks - Winter)	Douglas Harbor (New Ramp)	\$ <u>144<sup>98</sup></u>	\$ <u>3769<sup>48</sup></u>
1 Handicap Accessible	3	April 1 – September 30 (26 weeks - Summer)	Douglas Harbor (New Ramp)	\$ <u>92<sup>24</sup></u>	\$ <u>2398<sup>24</sup></u>
1 Handicap Accessible	4	April 1 – September 30 (26 weeks - Summer)	Harris Harbor	\$ <u>122<sup>98</sup></u>	\$ <u>3197<sup>48</sup></u>
(1) Handicap Accessible	(3)	Oct. 1 – March 30 (26 weeks - Winter)	Harris Harbor	\$ <u>114<sup>24</sup></u>	\$ <u>297<sup>02</sup></u>
2 Standard	4	April 1 – September 30 (26 weeks - Summer)	Aurora Harbor	\$ <u>245<sup>96</sup></u>	\$ <u>6394<sup>96</sup></u>
1 Handicap Accessible	4	April 1 – September 30 (26 weeks - Summer)	Aurora Harbor	\$ <u>122<sup>98</sup></u>	\$ <u>3197<sup>48</sup></u>
(2) Standard	(3)	Oct. 1 – March 30 (26 weeks - Winter)	Aurora Harbor	\$ <u>228<sup>47</sup></u>	\$ <u>5946<sup>22</sup></u>
(1) Handicap Accessible	(3)	Oct. 1 – March 30 (26 weeks - Winter)	Aurora Harbor	\$ <u>108<sup>74</sup></u>	\$ <u>2827<sup>24</sup></u>
	1 x April 1 x July 1 x October	End of month	Amalga Pit Toilet	\$ <u>350<sup>00</sup></u>	\$ <u>1050<sup>00</sup></u>
	1 x April 1 x July 1 x October	End of month	Echo Cove Pit Toilet	\$ <u>350<sup>00</sup></u>	\$ <u>1050<sup>00</sup></u>
	1 x April	End of month	Harris Harbor Lift Station	\$ <u>350<sup>00</sup></u>	\$ <u>350<sup>00</sup></u>

TOTAL \$ 40,064.58

Company Name: \_\_\_\_\_

Date: 6-16-11

BID NO. DH11-802

Term Contract to Provide Portable Sanitation Units and Related Services

Bid Schedule

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# Douglas Harbor Garbage weights

Date of Haul	WO#	Acct#	Site Name	Address	Weight
9/4/2012 JNU08	5857	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.965 ROT010
9/11/2012 JNU08	5298	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.99 ROT010
9/14/2012 JNU08	5299	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.4 ROT010
9/18/2012 JNU08	5300	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.72 ROT010
9/21/2012 JNU08	5301	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.49 ROT010
9/25/2012 JNU08	5302	60340002	CBJ HARBOR	DOUGLAS HARBOR	1.04 ROT010
10/2/2012 JNU08	5304	60340002	CBJ HARBOR	DOUGLAS HARBOR	1.025 ROT010
10/5/2012 JNU08	5305	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.39 ROT010
10/9/2012 JNU08	5306	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.34 ROT010
10/12/2012 JNU08	5307	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.29 ROT010
10/16/2012 JNU08	5308	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.56 ROT010
10/26/2012 JNU08	5311	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.93 ROT010
11/2/2012 JNU08	5313	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.485 ROT010
11/9/2012 JNU08	5315	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.74 ROT010
11/16/2012 JNU08	6182	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.745 ROT010
12/3/2012 JNU08	19184	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.55 ROT010
12/7/2012 JNU08	12392	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.83 ROT010
12/14/2012 JNU08	14378	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.63 ROT010
12/21/2012 JNU08	15140	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.72 ROT010
12/28/2012 JNU08	20568	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.955 ROT010
1/4/2013 JNU08	16937	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.71 ROT010
1/18/2013 JNU08	21267	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.94 ROT010
2/1/2013 JNU08	21954	60340002	CBJ HARBOR	DOUGLAS HARBOR	1.5 ROT010
2/15/2013 JNU08	22642	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.855 ROT010
2/22/2013 JNU08	22987	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.445 ROT010
3/1/2013 JNU08	23328	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.575 ROT010
3/8/2013 JNU08	23927	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.705 ROT010
3/22/2013 JNU08	25576	60340002	CBJ HARBOR	DOUGLAS HARBOR	0.495 ROT010
3/29/2013 JNU08	26448	60340002	CBJ HARBOR	DOUGLAS HARBOR	1.005 ROT010

AVG Weight (tons) 0.725

# Harris Harbor Garbage Weights

Date of Haul	WO#	Acct #	Site Name	Address	Weight
9/7/2012 JNU08	5645	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	0.985 ROT020
9/14/2012 JNU08	5646	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	0.915 ROT020
9/21/2012 JNU08	5647	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	1.54 ROT020
9/28/2012 JNU08	5648	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	1.41 ROT020
10/5/2012 JNU08	5649	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	1.115 ROT020
10/12/2012 JNU08	5650	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	0.75 ROT020
10/19/2012 JNU08	5651	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	1.33 ROT020
10/26/2012 JNU08	5652	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	0.87 ROT020
11/2/2012 JNU08	5653	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	1.155 ROT020
11/9/2012 JNU08	5654	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	0.71 ROT020
11/16/2012 JNU08	6189	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	0.88 ROT020
11/23/2012 JNU08	7923	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	0.8 ROT020
12/3/2012 JNU08	19188	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	1.04 ROT020
12/14/2012 JNU08	14384	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	1.945 ROT020
12/21/2012 JNU08	15111	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	0.875 ROT020
12/28/2012 JNU08	20567	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	0.935 ROT020
1/4/2013 JNU08	16917	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	1.08 ROT020
1/18/2013 JNU08	21265	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	1.515 ROT020
1/25/2013 JNU08	21611	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	0.675 ROT020
2/1/2013 JNU08	21952	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	1.025 ROT020
2/8/2013 JNU08	22299	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	0.875 ROT020
2/15/2013 JNU08	22640	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	0.735 ROT020
2/22/2013 JNU08	22985	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	0.885 ROT020
3/1/2013 JNU08	23326	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	0.905 ROT020
3/8/2013 JNU08	23926	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	1.34 ROT020
3/15/2013 JNU08	24768	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	0.905 ROT020
3/22/2013 JNU08	25575	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	0.91 ROT020
3/29/2013 JNU08	26447	1190024	CBJ HARBOR HARRIS	HARRIS HARBOR	1.36 ROT020
AVG Weight (tons)					1.0523

## Aurora Harbor Ramp C Garbage Weights

Date of Haul	WO#	Acct#	Site Name	Address	Weight
9/6/2012 JNU08	5233	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	0.635 ROT020
9/10/2012 JNU08	5234	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	1.11 ROT020
9/13/2012 JNU08	5235	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	0.62 ROT020
9/17/2012 JNU08	5236	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	1.28 ROT020
9/20/2012 JNU08	5237	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	0.565 ROT020
9/24/2012 JNU08	5238	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	1.025 ROT020
9/27/2012 JNU08	5239	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	0.615 ROT020
10/1/2012 JNU08	5240	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	1.005 ROT020
10/4/2012 JNU08	5241	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	0.43 ROT020
10/8/2012 JNU08	5242	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	0.7 ROT020
10/11/2012 JNU08	5243	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	0.96 ROT020
10/15/2012 JNU08	5244	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	0.585 ROT020
10/18/2012 JNU08	5245	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	0.665 ROT020
10/25/2012 JNU08	5247	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	0.755 ROT020
11/1/2012 JNU08	5249	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	0.89 ROT020
11/8/2012 JNU08	5251	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	1.035 ROT020
11/15/2012 JNU08	6079	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	1.315 ROT020
11/22/2012 JNU08	7804	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	1.82 ROT020
11/29/2012 JNU08	11540	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	0.965 ROT020
12/6/2012 JNU08	12324	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	0.665 ROT020
12/13/2012 JNU08	14311	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	1.11 ROT020
12/20/2012 JNU08	15071	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	0.39 ROT020
12/27/2012 JNU08	16014	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	0.955 ROT020
1/3/2013 JNU08	20909	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	1.015 ROT020
1/10/2013 JNU08	17581	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	0.53 ROT020
1/17/2013 JNU08	21200	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	0.98 ROT020
1/24/2013 JNU08	21545	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	0.89 ROT020
1/31/2013 JNU08	21887	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	2.1 ROT020
2/7/2013 JNU08	22233	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	1.175 ROT020
2/14/2013 JNU08	22575	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	1.5 ROT020
2/21/2013 JNU08	22919	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	1.51 ROT020
2/28/2013 JNU08	23261	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	1.68 ROT020
3/7/2013 JNU08	23859	1190023	CBJ HARBOR AURORA C	AURORA HARBOR RAMP C	1.17 ROT020



Aurora Harbor Ramp C Garbage Weights

3/14/2013 JNU08	24700	1190023	CBI HARBOR AURORA C	AURORA HARBOR RAMP C	1.66	ROT020
3/21/2013 JNU08	25506	1190023	CBI HARBOR AURORA C	AURORA HARBOR RAMP C	0.78	ROT020
3/28/2013 JNU08	26376	1190023	CBI HARBOR AURORA C	AURORA HARBOR RAMP C	0.805	ROT020

AVG Weight (tons) 0.997

## Aurora Harbor Ramp A Garbage Weight

Date of Haul	WO#	Acct#	Site Name	Address	Weight
9/4/2012 JNU08	5865	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.875 ROT010
9/11/2012 JNU08	5278	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.89 ROT010
9/14/2012 JNU08	5279	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.275 ROT010
9/18/2012 JNU08	5280	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.45 ROT010
9/21/2012 JNU08	5281	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.2564 ROT010
9/25/2012 JNU08	5282	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.44 ROT010
9/28/2012 JNU08	5283	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.2564 ROT010
10/2/2012 JNU08	5284	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.285 ROT010
10/9/2012 JNU08	5286	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.63 ROT010
10/12/2012 JNU08	5287	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.285 ROT010
10/19/2012 JNU08	5289	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.2564 ROT010
11/2/2012 JNU08	5293	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.865 ROT010
11/9/2012 JNU08	5295	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.275 ROT010
11/16/2012 JNU08	6181	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.2564 ROT010
11/23/2012 JNU08	7915	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.285 ROT010
12/3/2012 JNU08	19190	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.2564 ROT010
12/7/2012 JNU08	12391	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.2564 ROT010
12/14/2012 JNU08	14377	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.28 ROT010
12/21/2012 JNU08	19885	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.555 ROT010
12/28/2012 JNU08	19886	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.275 ROT010
1/4/2013 JNU08	19887	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.445 ROT010
1/11/2013 JNU08	20979	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.34 ROT010
1/18/2013 JNU08	21320	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.325 ROT010
1/25/2013 JNU08	21666	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.46 ROT010
2/1/2013 JNU08	22007	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.575 ROT010
2/8/2013 JNU08	22354	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.45 ROT010
2/15/2013 JNU08	22695	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.43 ROT010
2/22/2013 JNU08	23040	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.2564 ROT010
3/1/2013 JNU08	23381	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.37 ROT010
3/8/2013 JNU08	23932	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.2564 ROT010
3/15/2013 JNU08	24774	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.2564 ROT010
3/22/2013 JNU08	25581	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.2564 ROT010
3/29/2013 JNU08	26452	1190022	CBJ HARBOR AURORA A	AURORA HARBOR RAMP AVE	0.605 ROT010

Aurora Harbor Ramp A Garbage Weight

AVG Weight (tons)	0.400879
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# Auke Bay Garbage Weights

Date of Haul	WO#	Acct#	Site Name	Address	Weight
9/1/2012 DHRO	5854	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.46 ROT020
9/5/2012 JNU08	5092	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	1.255 ROT020
9/10/2012 JNU08	5094	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.585 ROT020
9/17/2012 JNU08	5097	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	1.64 ROT020
9/21/2012 JNU08	5099	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.92 ROT020
9/24/2012 JNU08	5100	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.83 ROT020
9/28/2012 JNU08	5102	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.965 ROT020
10/1/2012 JNU08	5103	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.76 ROT020
10/5/2012 JNU08	5105	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	1.475 ROT020
10/8/2012 JNU08	5106	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.49 ROT020
10/12/2012 JNU08	5108	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.55 ROT020
10/15/2012 JNU08	5109	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.415 ROT020
10/19/2012 JNU08	5111	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.455 ROT020
10/22/2012 JNU08	5112	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.635 ROT020
10/26/2012 JNU08	5114	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.5 ROT020
11/2/2012 JNU08	5117	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.97 ROT020
11/5/2012 JNU08	5118	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.71 ROT020
11/9/2012 JNU08	5120	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.59 ROT020
11/12/2012 JNU08	5488	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.655 ROT020
11/16/2012 JNU08	6178	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.515 ROT020
11/23/2012 JNU08	7925	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.72 ROT020
12/3/2012 JNU08	19189	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.92 ROT020
12/7/2012 JNU08	12399	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.845 ROT020
12/10/2012 JNU08	13966	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.79 ROT020
12/17/2012 JNU08	14701	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	1.42 ROT020
12/24/2012 JNU08	15531	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	1.175 ROT020
12/31/2012 JNU08	19603	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.995 ROT020
1/7/2013 JNU08	17224	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.945 ROT020
1/14/2013 JNU08	21067	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.745 ROT020
1/21/2013 JNU08	21408	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.875 ROT020
1/28/2013 JNU08	21754	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.945 ROT020
2/4/2013 JNU08	22096	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	1.325 ROT020
2/11/2013 JNU08	22442	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.965 ROT020

Auke Bay Garbage Weights

2/18/2013 JNU08	22783	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	1.105	ROT020
2/25/2013 JNU08	23128	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	0.96	ROT020
3/4/2013 JNU08	23470	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	1.445	ROT020
3/11/2013 JNU08	24349	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	1.025	ROT020
3/18/2013 JNU08	25069	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	1.695	ROT020
3/25/2013 JNU08	25971	1190021	CBJ HARBOR AUKE BAY	AUKE BAY DOCK	1.7	ROT020

AVG Weight (tons) 0.922



# Port of Juneau

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155 S. Seward Street • Juneau, AK 99801  
(907) 586-0292 Phone • (907) 586-0295 Fax

**To: Operations Committee**  
**From: Dwight Tajon- Harbormaster**  
**Date: April 1, 2013**  
**Re: Statter Second Gangway**

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There is a second gangway that has been put in place during construction at the Southwest end of the Statter office. This gangway acts as a temporary access while the main gangway and main floats were being replaced during the construction of the new A & B floats for stall holders.

When the temporary gangway was put in place, layers of additional floatation had to be placed under the fifty plus year old wood float to help accommodate the new longer and heavier gangway load. This raised the freeboard of the float so that the decking was above the water instead of walking through it.

Westerly storms that have happened throughout the year have generated swells that have been strong enough to rock the float with the old shorter gangway on the float. There have not been many swells that made it to this new gangway and float due to the barge and temporary float protecting it in a quasi-fashion. Once the barge and temporary access float is removed, it will no longer be protected and may be susceptible to the westerly wave action during bad weather.

The recommendation is to allow the contractors to remove and relocate this temporary gangway according to the contract on May 7, 2013.



# Port of Juneau

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155 S. Seward Street • Juneau, AK 99801  
(907) 586-0292 Phone • (907) 586-0295 Fax

**To: Operations Committee**  
**From: Dwight Tajon- Harbormaster**  
**Date: March 25, 2013**  
**Re: Proposed Live-Aboard Registration**

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Inquiries were sent to local US Coast Guard officials and Alaska Clean Harbors to find out the penalties for discharging of raw sewage in to the local harbors. (Please see attached)  
The City's Waste Water Collections department was also contacted as well.

At the Federal level of discharging of raw sewage that pertains to live-aboards and boaters in general were as follows:

33 CFR 159.7 (a) – Maximum penalty \$2,200.00

33 CFR 159.7 (c) – Maximum penalty \$2,200.00

33 CFR Part 27.3 – Penalty Adjustment table:

This section refers to a penalty table that lists 33 USC 1322 (j) - Marine Sanitation devices; Operating.

All of the above listed 33 CFR penalties must be witnessed by the Coast Guard in order for a fine to be written.

Docks & Harbors Title 85.25.120 (b) fine as follows:

1<sup>st</sup> Offense- \$50.00

2<sup>nd</sup> Offense- \$100.00

3<sup>rd</sup> Offense- MCA- Mandatory Court Appearance

85.25.120 - Nuisances declared; removal.

(a)

Derelicts. For the purposes of this title and in the interest of the greatest use of the facilities of the boat harbor and the municipal waters by the general public, boats in the boat harbor and elsewhere on the municipal waters which are derelicts and unfit and unseaworthy or which are maintained in such manner as to make them liable to sinking for lack of being pumped or other maintenance, or which have been declared unqualified by the port director under the provisions of section 85.20.020, or which are maintained in a manner as to constitute a fire hazard, and sunken boats and boats in imminent danger of sinking, are hereby declared to be nuisances and subject to abatement and removal from the boat harbor or other municipal waters, by the City

and Borough or its agents, without liability on the City and Borough for any damage done by virtue of the removal or for any of its consequences.

(b)

Other nuisances. Refuse of all kinds, structures or pieces of any structure, dock sweepings, dead animals or parts thereof, timber, logs, piles, broom sticks, lumber, boxes, paint, empty containers and oil of any kind floating uncontrolled on the water, and all other substances or articles of a similar nature are hereby declared to be public nuisances, and it shall be unlawful for any person to throw or place in or cause or permit to be thrown, or placed any of the articles or substances named in this subsection in the boat harbor or the municipal waters, or upon the shores thereof or in such position that the article or substance may or can be washed into said boat harbor or municipal waters, either by high tides, storms, floods or otherwise. Nets, gear, and other material left on any float or dock for more than 96 hours is hereby declared a nuisance. Any person causing or permitting the nuisances to be placed as provided in this subsection shall remove the same and upon his or her failure to do so, the same may be removed or caused to be removed by the port director. When the port director has authorized such nuisances to be removed or stored commercially, all costs of such commercial removal or storage shall be paid by and recoverable from the person creating said nuisance. The abatement of any such public nuisances shall not excuse the person responsible therefor from prosecution under this section.

(c)

Abatement or disposal. Nuisances described under this section constituting a clear and present danger to the public health, safety, morals or general welfare may be summarily abated. Boats declared a nuisance under subsection 85.25.120(a) which do not constitute a clear and present danger to the public health, safety, morals or general welfare may be removed, impounded, and disposed of as provided in section 85.25.180. Other nuisances under subsection (b) of this section may be impounded, disposed of by destruction, private sale, or any other means deemed reasonable by the port director. Such disposition is to be made without liability to the owner of the nuisance.

Docks & Harbors may need to insert language in to section “b” of this regulation that specifically states “sewage of any kind”.



U.S. Department of  
Homeland Security

United States  
Coast Guard



## Marine Sanitation Device

### ***Systems Engineering Division (CG-ENG-3)***

Each Code of Federal Regulation (CFR) cited below is updated annually in a free searchable database available from [GPO Access](#).

Marine sanitation device (MSD) regulations in 33 CFR Part 159 provide for the design, construction, and certification of equipment that prevents discharge of untreated sewage from vessels into the waters of the United States. These regulations are divided into three sections covering acceptance of laboratories that examine, inspect, and test MSDs, certification of equipment, and requirements for a vessel to have an MSD.

[Laboratory Acceptance](#) | [Equipment Approval](#) | [Vessel Requirements](#) |

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### **Changes to International Standards:**

The U.S. Coast Guard announced the availability of Navigation and Vessel Inspection Circular (NVIC) No. 1-09, which provides guidance on voluntary compliance with MARPOL Annex IV. On January 1, 2010, the revised effluent standards and performance test criteria for *sewage treatment plants* under MARPOL Annex IV will enter into force internationally. The United States is not party to MARPOL Annex IV; however, vessels registered in the United States visiting nations that are party may need to demonstrate compliance with MARPOL Annex IV regulations on the prevention of pollution by sewage from ships. The U.S. Coast Guard is assisting vessels registered in the United States as well as the manufacturers of *sewage treatment plants*, and the independent laboratories that test such equipment, in demonstrating compliance with MARPOL Annex IV by providing the guidance in NVIC No. 1-09. Failure of a vessel registered in the United States to have the appropriate certificate demonstrating voluntary compliance with MARPOL Annex IV could result in a port State detention abroad.

NVIC 1-09 establishes the policies, procedures, and standards for MARPOL Annex IV in the United States. These procedures are divided into four distinct sections covering: (1) general applicability, (2) testing facilities, (3) equipment manufacturers, and (4) the issuance of vessel certificates.

You may download this NVIC from our Website by clicking [here](#).

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### **Laboratory Acceptance:**

**Approval Series:** 159.015

**Purpose:** Laboratories that are in the business of independently evaluating, inspecting, and testing MSDs and the effluent discharged from such systems for compliance with published standards may

apply to the U.S. Coast Guard for a letter of acceptance as a *recognized facility* under the provisions of 33 CFR Part 159. The standards for acceptance are contained in 46 CFR 159.010 with specific application procedures provided for in 159.010-5.

**Application Procedures:** The application for acceptance should be made in writing, signed by the chief laboratory official, and include all of the required information for an *independent laboratory* under 46 CFR 159.010-5. Send the application with supporting documentation to the Systems Engineering Division (CG-ENG-3).

**Accepted Laboratories:** Laboratories accepted by the U.S. Coast Guard are issued a letter of acceptance that is valid until terminated and are entered into the [Coast Guard Maritime Information Exchange](#) (CGMIX). This online searchable database is the official listing of all equipment and laboratories that have been accepted by the U.S. Coast Guard.

**International Standards:** Laboratories that are in the business of independently evaluating, inspecting, and testing shipboard sewage systems and the effluent discharged from such systems for compliance with published standards may be eligible to receive a U.S. Coast Guard letter of acceptance as a *qualified facility* to evaluate, inspect, and test sewage treatment plants for compliance with MARPOL Annex IV. More information is available in the U.S. Coast Guard [Navigation and Vessel Inspection Circular No. 1-09](#).

#### Contact:

Commandant (CG-ENG-3)  
US Coast Guard  
2100 2nd Street SW Stop 7126  
Washington DC 20593-7126  
Tel: +1 (202) 372-1367

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## Equipment Approval:

**Approval Series:** 159.015

**Purpose:** Manufacturers of marine equipment designed to receive, retain, treat, or discharge sewage and any process to treat such sewage on board a vessel may apply to any *recognized facility* accepted by the U.S. Coast Guard for certification of MSD under the provisions of 33 CFR Part 159. The standards for certification, including design, construction, and testing, are also contained in 33 CFR Part 159 with specific application procedures in 159.14.

**Application Procedures:** The application for certification should be made in writing, signed by the manufacturer's representative, and include all of the required information in 33 CFR 159.14. Send the application with supporting documentation to the [Marine Safety Center](#) in Washington DC.

**Approved Equipment:** MSDs certified by the U.S. Coast Guard are issued a Certificate of Approval that is valid for five years and are entered into the [Coast Guard Maritime Information Exchange](#) (CGMIX). This online searchable database is the official listing of all equipment and laboratories that have been accepted by the U.S. Coast Guard.

**International Standards:** Shipboard sewage systems manufactured in compliance with MARPOL Annex IV may be certified by the U.S. Coast Guard Marine Safety Center (MSC) as meeting the requirements of both 33 CFR Part 159 and MARPOL Annex IV. Type approval is annotated on the U.S. Coast Guard Certificate of Approval. More information is available in the U.S. Coast Guard Navigation and Vessel Inspection Circular No. 1-09.

**Contact:**

Marine Safety Center  
U.S. Coast Guard  
2100 Second Street, SW  
Washington, DC 20593  
202-475-3400

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## **Vessel Requirements:**

**Vessel Manufacturers:** Manufacturers may not sell or distribute vessels having an installed toilet facility unless it is equipped with an installed and operational MSD of the type approved by the U.S. Coast Guard to meet the requirements of 33 CFR Part 159. The term *vessel* includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on the waters of the United States.

**Vessel Operators:** No person may operate any Vessel having an installed toilet facility unless it is equipped with an installed and operable MSD of a type approved by the U.S. Coast Guard to meet the requirements of 33 CFR Part 159.

**Approved MSDs:** There are three different types of MSDs that can be certified by the U.S. Coast Guard to meet the requirements in 33 CFR Part 159, each having its own design, certification, and discharge criteria. For more information see 33 CFR 159.53.

- **Type I** is a flow through discharge device that produces effluent having a fecal coliform bacteria count not greater than 1,000 per 100 milliliters and no visible floating solids. This type of device is typically a physical/chemical based system that relies on maceration and chlorination. Type I MSDs are issued a Certificate of Approval.
- **Type II** is a flow through discharge device that produces effluent having a fecal coliform bacteria count not greater than 200 per 100 milliliters and suspended solids not greater than 150 milligrams per liter. This type of device is typically a biological or aerobic digestion based system.
- **Type III** is a device that prevents the overboard discharge of treated or untreated sewage or any waste derived from sewage. This type of device is typically a holding tank and may include other types of technology including incineration, recirculation, and composting.

**Inspected Vessels:** In addition to the MSD requirements in 33 CFR Part 159, inspected vessels must also comply with the marine engineering regulations in 46 CFR Subchapter F and the marine electrical regulations in 46 CFR Subchapter J. The U.S. Coast Guard Certificate of Approval and device label will both indicate *inspected vessel* for those devices that meet these additional

requirements and therefore are suitable for installation onboard inspected vessels. For more information see 33 CFR 159.97.

**International Voyages:** U.S. vessels on international voyages may obtain a U.S. Coast Guard Statement of Voluntary Compliance to demonstrate compliance with international sewage regulations contained in Annex IV to MARPOL 73/78. More information is available in the U.S. Coast Guard [Navigation and Vessel Inspection Circular No. 1-09](#).

**Contact:**

Commandant (CG-ENG-3)  
US Coast Guard  
2100 2nd Street SW Stop 7126  
Washington DC 20593-7126  
Tel: +1 (202) 372-1367

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**Additional Information:**

**Built before 1976.**

MSDs manufactured before January 30, 1976 having no Certificate of Approval and no device label may have instead been issued a U.S. Coast Guard letter certifying the device meets 33 CFR 159.53 under an equivalency. A copy of this letter should be kept on board the vessel at all times to demonstrate compliance. Vessels that do not have this letter may not be in compliance. For more information see 33 CFR 159.12.

**Capacity.**

Regulations allow for the manufacturer to determine MSD capacity. As a result, manufacturers have used widely varying per capita sewage estimates in calculating equipment capacity, ranging from 35 liters per day to 35 gallons per day. For more information see the [capacity white paper](#).

**Effluent sampling.**

Under the law, it may become necessary to take a sample of the effluent discharged from an MSD especially when a marine inspector suspects it is not in operable condition. In this case, the marine inspector will require the vessel owner to have an effluent sample taken by a state-certified wastewater laboratory with results reported to the USCG. The laboratory findings may form the basis for an enforcement action that could result in civil penalty, so only qualified personnel can take, transport, and analyze the MSD effluent.

**Expired certificate.**

The Certificate of Approval is issued by the U.S. Coast Guard to a manufacturer for a period of five years. This five-year period primarily affects the MSD manufacturer and not the vessel manufacturer or the vessel owner or operator. MSDs of a type approved by the U.S. Coast Guard that are manufactured during this five year period in accordance with the terms of the certificate may be installed on a vessel to meet the requirements of 33 CFR Part 159.

**Foreign vessels.**

While in U.S. waters, foreign vessels having a valid International Sewage Pollution Prevention Certificate (ISPPC) issued by its flag Administration indicating that the installed sewage system complies with MARPOL Annex IV as amended by either resolution MEPC.159(55) or MEPC.2(VI) will be accepted by the U.S. Coast Guard as being in compliance with 33 CFR 159.7(b) or (c) provided the system is in operable condition. For more information see [Navigation and Vessel Inspection Circular No. 1-09](#).

**Graywater.**

Graywater includes drainage from dishwater, shower, laundry, bath, and washbasin drains but not from toilets, urinals, hospital spaces, and cargo spaces. Graywater is not sewage and therefore may be discharged overboard without passage through an MSD or a holding tank, except where otherwise prohibited. For more information see the graywater white paper.

**Houseboats.**

States may adopt and enforce a statute or regulation with respect to the design, manufacture, installation, and use of MSDs on houseboats provided such published standard is stricter than those published by the EPA and USCG. The term *houseboat* refers to a vessel which, for a period of time determined by the State in which the vessel is located, is used primarily as a residence and is not used primarily as a means of transportation. For more information see 33 U.S.C. 1322(f)(1)(B).

**Illegal discharge.**

Effluent discharged from a vessel that does not meet EPA's published standard subjects the vessel owner or operator to civil penalty of up to \$2,000 for each violation under section 1322 (j) of the Act. Strict adherence to all of the manufacturer's operating instructions may be taken into consideration when determining the gravity of the violation. The device itself may be investigated to determine why it was not capable of meeting EPA's effluent standard and, in this case, the manufacturer may be in violation of section 312(g)(1) of the Act which requires that all MSDs be "...in all material respects substantially the same as a test device certified under this subsection." The maximum penalty for each violation of this subsection is \$5,000. For more information see 33 U.S.C. 1322(j). If you witness a vessel discharging raw or untreated sewage inside U.S. waters or if you see a visible floating solid in the wastestream then you are encouraged to report it to your nearest Coast Guard office or to the National Response Center 24-hours a day.

**Legal basis.**

Section 312 of the Clean Water Act, which is also known as the Federal Water Pollution Control Act of 1956, requires a certified operable MSD on every vessel with an installed toilet to prevent the discharge of untreated or inadequately treated sewage into U.S. waters. It is illegal for vessels having an installed toilet but no MSD to discharge sewage. Section 312(g) (2) of the Act directs the Coast Guard to certify MSDs. For more information see 33 U.S.C. 1322, et. seq.

**Malfunctions.**

Vessel owners and operators are encouraged to report any information regarding faulty equipment such as MSDs to the Systems Engineering Division (CG-ENG-3). Be specific in describing the problem and include the manufacturer's name, the USCG certification number, type of vessel, date of installation, and maintenance record.

**No discharge zone.**

While operating a vessel in an EPA designated no discharge zone, flow-through devices are only permitted if adequately secured to prevent discharges of all treated and untreated sewage. For example, closing the seacock and padlocking, using a non-releasable wire tie, or removing the seacock handle are considered to be sufficient in most cases. For short voyages, locking the door to the head with a padlock or a door handle key lock is another acceptable method. For vessels that routinely operate in no discharge zones a Type III MSD is recommended. For more information see 33 CFR 159.7 and 40 CFR Part 140.

**Other jurisdictions & agencies.**

Vessel owners and operators are responsible for complying with other local, state, and Federal agencies having jurisdiction on the water. For example, foreign passenger vessels calling at U.S. ports are subject to USCG quarterly control verification boardings. The Public Health Service (Centers for Disease Control) also inspects the sanitation of passenger vessels calling at U.S. ports.

**Portable toilets.**

Vessels having no installed toilet are not subject to the provisions of Section 312 of the Act. Portable toilets or porta-potties that use no installed water, power, etc., are not considered installed toilets and therefore not subject to the requirements in 33 CFR Part 159. However, regulations still exist to prohibit disposal of raw sewage within U.S. territorial waters, the Great Lakes, and navigable rivers. Use of portable toilets in combination with a direct discharge toilet is not permitted. Vessel owners may elect to remove installed toilets and use instead portable toilets. For vessels having a portable toilet, all non-compliant fixed toilets should be removed unless impractical or unsafe in which case such devices should be rendered permanently inoperable. For inspected vessels using portable systems, use only devices manufactured of a durable material, such as molded plastic, aluminum, etc., to facilitate removal ashore, securely fastened to the vessel using straps, wooden framing, or similar materials, and maintained by the vessel operator following the manufacturers instructions as to waste disposal, chemical additives, etc.

**Toilets & urinals.**

The U.S. Coast Guard does not certify or approve urinals or toilets for vessels. Such devices are subject to the provisions of any applicable marine engineering and electrical requirements for the particular class of vessel.

**Type III devices.**

**Ambient air pressure & temperature.** A Type III device that stores sewage and flushwater at ambient air pressure and temperature is not subject to formal U.S. Coast Guard certification if it meets the requirements in 33 CFR 159.53(c). Such devices will have no U.S. Coast Guard Certificate of Approval, no U.S. Coast Guard letter, and no device label.

**Adequacy.** Type III MSDs should be of adequate size and construction to retain all wastewater generated while the vessel is operating in U.S. waters. For example, the use of piping to hold sewage or the securing of a head's direct overboard discharge valve are not adequate Type III devices.

**Existing vessels.** Any Type III device installed on an *existing vessel* before January 30, 1975 is considered certified under 33 CFR 159.12(b) and will have no U.S. Coast Guard Certificate of Approval, no letter, and no device label. In this case, *existing vessel* means that construction started before January 30, 1975.

**Y valve.** Type III MSDs having a through hull Y valve must only be opened when the vessel is offshore, beyond the limit of U.S. territorial waters. At all other times, the valve must be positively secured in a way that presents a physical barrier to valve use and prevents all discharges. Adequate means include the use of padlock, non-releasable wire-tie, or removal of the valve handle. For more information see 33 CFR 159.7.

**Inspected vessels.** Inspected vessels having Type III MSDs must still comply with the marine engineering regulations in 46 CFR Subchapter F and the marine electrical regulations in 46 CFR Subchapter J, where applicable.



# Port of Juneau

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155 S. Seward Street • Juneau, AK 99801  
(907) 586-0292 Phone • (907) 586-0295 Fax

## Harbormaster's Monthly Report

April 11, 2013

1. Amelga restrooms cleaned and opened for season
2. Temporary water hooked up at Statter for cleaning floats
3. Repairs to Statter restroom doors
4. 32 foot Icy Straight put back in water
5. Replace chain binders on broken section of B-float Statter
6. Installed reflective tape on sections of North Douglas boarding float
7. Stored snow throwers for summer
8. Monthly servicing of hydraulic hoists at ABLF
9. Began sweeping of Statter lot and wash down
10. Replaced safety hook clip on ABLF #2 hoist
11. Harris and New Douglas launch ramp bushes pulled
12. Receptacles and breakers checked in brickyard & Marine Park
13. Harris and Douglas launch ramps cleaned up
14. N-ramp Aurora and Harris railing repaired
15. Installed 9 parking stops south of dumpster in Harris
16. Water canister and heat trace repairs in Douglas, Harris and Aurora harbors
17. Installed replacement lift gate on S-10 truck