

CBJ DOCKS & HARBORS BOARD
OPERATIONS COMMITTEE MEETING MINUTES
For Tuesday, February 15, 2011

I. Call to Order.

Mr. Busch called the Operations Meeting to order at 5:00 p.m. at the Aurora Harbor.

II. Roll Call.

The following members were present: Don Etheridge, Michael Williams, and Greg Busch.

The following members were absent: Jim Preston, Cheryl Jebe, and Bob Wostmann.

Also present were the following: John Stone – Port Director, Phil Benner –Harbormaster, Dwight Tajon – Harbors Operations and Maintenance Supervisor, and Ruth Danner – CBJ Assembly Liaison.

III. Approval of Agenda.

Mr. Stone said no changes.

MOTION by MR. ETHERIDGE: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

The motion passed without objection.

IV. Public Participation on Non-Agenda Items.

Bruce White, Juneau, AK 99801. He said he moved from DeHart's to Statter Harbor about two months ago because the shore power was not grounded right. He is plugged in at Statter Harbor and paying the \$60.00 flat rate. He said he used to pay typically \$20.00 a month.

Mr. White said in the last 10 years he has stayed at Fishermen's Bend or DeHart's, he has had no incidents. In the two months being at Statter Harbor, he has had his fuel tank stolen, and his shore power cord has been disconnected more than one time (with the fees still going even if it is not plugged in). He said when he reported these incidents, he was told that this was not uncommon for the fuel tanks to be taken, and some were recovered from the University. He said there is video surveillance at the Harbor, but because the actual day it was taken was unknown, it was too difficult to figure out who took the tank by watching the tape.

Mr. Williams wanted to know what size the fuel tank was.

Mr. White said it was a 6 gallon cruise tank and he has purchased another one and put his name and information on that tank.

V. Approval of Previous Meeting Minutes.

Hearing no objection, the minutes of the January 18, 2011 Operation Committee Meeting minutes were approved as presented.

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VI. Items for Action

1. Used Oil Burner Replacement

Mr. Benner said Docks and Harbors has a used oil burner that was purchased before 1991 that they have been burning used oil in at the old garage next to the Aurora Harbor Office. The current burner is taking up much time and money with maintenance. This oil burner is at the end of its useful life. Having an oil burner is very valuable for the Harbor. This allows vessels to drop off their used oil and filters after they have done oil changes and then it is burned in the oil burner to help heat the garage. Mr. Benner got a price quote for a new oil burner for \$7,500.00.

Board Questions

Mr. Busch wanted to know if that price was delivered to Juneau.

Mr. Benner said the price was to Seattle, and there is additional shipping to Juneau.

Mr. Etheridge wanted to know if this was ample size to take care of the load that the Harbor has.

Mr. Benner said yes it is ample size and the burner should last 20 years.

Ms. Danner wanted to know if this was just service Docks and Harbor provides for the public, or is there a cost.

Mr. Benner said it is just a service Docks and Harbors provides. There is also State evidence and criminal things that is burned in the burner, but mostly for the general public.

Ms. Danner wanted to know if anyone could bring oil in, even car oil.

Mr. Benner said yes, all of the general public.

Mr. Busch wanted to know if Mr. Benner looked for a local source for a new burner.

Mr. Benner said he could not find anything local.

Public Comments

Paul Swanson, Juneau, AK 99801. He said Docks and Harbors uses the oil burner for heat.

Board Comments

MOTION by MR. ETHERIDGE: TO AUTHORIZE THE PORT DIRECTOR TO SOLICIT BIDS FOR SUPPLY OF A REPLACEMENT OIL BURNER AT THE AURORA HARBOR OFFICE AND TO AUTHORIZE THE PORT DIRECTOR TO AWARD A PURCHASE OF THE BURNER TO THE LOWEST QUALIFIED BIDDER IN AN AMOUNT NOT TO EXCEED \$7,500 DOLLARS, FUNDING PROVIDED BY THE EQUIPMENT REPLACEMENT RESERVE FUND AND ASK UNANIMOUS CONSENT.

Motion passed without objection

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VII. Items for Information/Discussion.

1. DeHart's Marina Maintenance

Mr. Stone introduced Mr. Tajon who is the maintenance supervisor for Statter Harbor, DeHart's Marina, Amalga Harbor, Echo Cove and the Commercial Loading Facility. He said he is responsible for keeping DeHart's still floating.

Mr. Stone said Mr. Preston wanted to have DeHart's Maintenance topic at this meeting from the last meeting, so Mr. Stone said he included the inspection report that was done in 2004 before the Marina was purchased. This condition assessment was done to help determine the value of the Marina. The facility is old and a lot of the timber elements are water logged and advanced rot. The floatation system is marginal and the Styrofoam is water logged. Pipes that add buoyancy are getting corroded, and the staff is patching and adding air to keep the docks floating. The electrical system is quite old and has numerous issues. The electrical engineer that Mr. Stone had look at DeHart's has recommended complete replacement. Old electrical systems will start catching on fire because wires will start shorting out. He compared DeHart's project to Harris project. He said at DeHart's most of the boats are taken out in the winter, so the electrical system is not overloaded. Mr. Stone suggested to have some consumption readings done on the cables in the summer and compare to the draw in the winter. Another big issue is as the Harbor gets older it is getting lower and lower in the water. With a heavy snow in the night the floats end up submerged. This will only get worse over time and eventually sink. This is happening on the floats closest to the shore. The fuel float is in the best shape of the whole facility. Mr. Stone asked Mr. Benner and Mr. Tajon to explain what maintenance they have been doing and can do to keep DeHart's going.

Mr. Benner said he has a list in the packet of all the maintenance the harbor personnel has done and maintenance that still needs to be done. There is a problem with the gangway and asked Mr. Tajon to explain.

Mr. Tajon said the gangway has a cleat side, and a flat bottom side, so you can go up and down easily with a cart. Last fall the Harbor office was notified that a center plank on the gangway had cracked and fallen inward. A three foot by three foot square piece of plywood temporary patch was added. Mr. Tajon said it is a trip hazard and needs to be repaired properly.

Mr. Benner said the gangway will be fixed as soon as the weather is better in the spring. He said last year when the divers were there looking for the fuel leak, they found the places to pump air into the main float, and we were able to lift the main float out of the water. There was a chain that broke that was holding the fuel float to the piling, it is still held together with a one inch line. A chain needs to be back on it when we get a diver back out there. New astro turf will need to be added. Mr. Benner asked Mr. Tajon to explain about the power meter.

Mr. Tajon said the only way to be able to attach the power meter to the wood was going in at an angle because the wood is all rotten.

Mr. Benner said when cleats are added or tightened, you can see water coming out of the wood. He said you can not just replace the board on top because the one under that is rotten and the one under that is also rotten. The floatation billets are the same way.

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VII. Items for Information/Discussion(continued)

Any boats on B float will go dry on low tide and that is not good on floatation. The connections of the floats have been improved by using metal plates. Mr. Benner recommends to walk the facility and see the condition.

Mr. Busch said the work plan list in the packet is very short for this year. Is this list from only looking at the safety aspects? He said walking the floats, on a level flat walking area, a lot of places give away and there is a potential to roll your ankle.

Mr. Tajon said when the fuel float carpet was taken up, there was not an even plain. There was a lot of gaps. He talked about taking up the carpet versus putting plywood down. He does not know on price comparisons what is the best way to go.

Mr. Benner said the work list by the end of the summer will probably be a lot longer just from emergency situations that could arise.

Mr. Busch asked if there was more electrical work scheduled for this summer looking at the polarity issues.

Mr. Stone said the electrical engineer said the only reasonable repair alternative is to repair the entire system because there are so many issues. He said at one point the electrical may have to be taken out of commission, because the electrical engineer does not want to touch this due to liability issues.

Ms. Danner asked if Docks and Harbors has liability forms.

Mr. Stone said CBJ and AEL&P does have liability forms.

Mr. Busch wanted to know the next step on DeHart's as far as recording and briefing of conditions.

Mr. Stone said most of the people attending the meeting tonight are concerned about the possibility of closing DeHart's. Docks and Harbors Board is not going to close it down. Docks and Harbors can run it for as long as it can, but the people have to recognize that at some point the electrical may be taken out of commission.

Mr. Busch said he would like to see the safety issues recognized and biggest concerns brought back to the Board before the spring boating season. He said he would like the work done before then.

Mr. Williams said liability is an issue and talked about different situations.

Mr. Etheridge asked Mr. Stone how long is Docks and Harbors away from doing the new floats at Statter Harbor, not counting the budget issue.

Mr. Stone said that could be done quickly. He said Mr. Preston wanted the CIP committee to look at the plan at the meeting in March. After the length of stalls are decided, it is a matter of designing and building. It is not a big project and could be done in a year.

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VII. Items for Information/Discussion(continued)

Mr. Etheridge asked what the basic cost for putting the floats in was.

Mr. Stone said just over \$6 million including the fuel float. The fuel company (Petro Marine) should pay for the fuel float, so roughly \$5 million as a planning cost estimate. It may be less after the design is finalized. He said this is not a complicated project.

Mr. Etheridge clarified that the Statter Harbor project is just waiting on the Board to decide the length of the stalls.

Mr. Williams said the CIP Committee wants to get moving on this.

Mr. Busch wants this topic back on the next Operations Committee Agenda for further discussion on safety issues as well as liabilities.

Dennis Watson, Juneau, AK 99801. He said the gangway's ¾ inch plywood patch that Mr. Tajon talked about was put on in 2005 just after the Marina was purchased. The anti slip material that runs down the ramp that Dick Deems put on when he had it needs to be looked at and possible replaced. Part of the problem with the ramp is the cart wheels are wider than the space allows them.

The chains Mr. Benner talked about are held on by chokers, he recommends taking a look at turn buckles. The 5/16 chain on the south side of the bridge from the main float to the fuel float has been on there since he has been in the Marina and is rusted and needs to be replaced. He said the chain runs about \$3 dollars per foot and the turn buckles run about \$12 to \$18 dollars per each so this is not a lot of money. That would save the fuel dock from breaking free again.

He said since 1992 the main float has grounded out also.

The combination to the combination lock should be changed because it makes it accessible to vandalism and theft. Those locks run about \$35 to \$50 dollars.

On the front of the fuel dock there is a board missing with sizeable bolts sticking out. The board was replaced about three years ago and has fallen off again.

The electrical problem seems to go away in the summer.

He said if you put anyone in the Marina, have the courtesy to tell them what is going on. He said he has a good friend that told him he was finally in the Marina. Mr. Watson asked his friend if he knew all the existing issues, and he said he did not know. It is all about communication and to be honest with people up front and to not create another unhappy citizen.

On page four of the PND documents, the last paragraph of the document has a cost estimate of \$2.9 million, he said he believes it will come somewhere between PND's \$2.9 million and Mr. Stone's \$5 million.

Mr. Watson talked about the liability issue. Anyone assigned moorage signs a contract that says Docks and Harbors is not liable for anything. He said to read the contract that Docks and Harbors has patrons sign.

Mr. Williams said the liability issue includes the employees at Docks and Harbors, not just the patrons. Mr. Williams said the combination lock that Mr. Watson talked about is on a public dock, and anyone can have access to this dock.

VII. Items for Information/Discussion(continued)

2. Launch Ramp Permit Enforcement

Mr. Benner said some issues have come up on the launch ramp permit enforcement and said it is not true information. He said the launch ramp permits are available in December and it is an annual permit. He did research on other Alaska Harbors launch ramps and Juneau has the most launch ramps. You have to have a permit to use the launch ramp. If you do not, you are not in compliance, and you will get a ticket.

Mr. Etheridge said he knows that if you are not following the rules, he expects to get a ticket, and not just a warning ticket. He applauds the Harbors crew for doing the job of enforcement, even though it is not very pleasant.

Mr. Williams said if you do not have your permit or tags in other departments, you are going to get a ticket. He said Docks and Harbors should look into some incentive for people who pay early. He suggested offer a 10% discount if patrons pay before December 31st and a 5 % discount if they pay in January.

Mr. Etheridge said Docks and Harbors even did a public service announcement for the launch ramp permits as a reminder.

Mr. Benner said he even put on the scanner channel.

Mr. Busch said Docks and Harbors should look into their ability to issue warning tickets. He said reading the CBJ code there is an option for using a warning ticket, but should be used very infrequently and in very minor situations. CBJ code 03.03.040 talks about illegal cancellation of citations, and it says it is unlawful to cancel citations except for equipment requirements.

Mr. Benner said he has looked into the ability to write warning tickets and this is not a fixable ticket under code.

3. Harbor Operations Update

Mr. Benner said the Harbor staff has been doing snow removal and sanding of areas.

There was booming, reporting, and floating of a sunken vessel.

There was a major water leak at the IVF float and a major repair of electrical. The water leak at the IVF has still not been figured out. Docks and Harbors purchased meters for the water lines. This will be part of a daily report to look at the meters and hopefully catch leaks quicker.

He said he attended the Seattle Boat Show and there was a lot of interest in cruising Southeast Alaska.

Mr. Benner said there is a few personnel issues that he is dealing with.

A, B, and C float in Aurora Harbor are in the worst shape of any of the Harbors facilities.

The Harbor staff repaired two finger floats on B float in Douglas Harbor that were wind damaged, they assisted Juneau Police Department with thefts in cabins at Lucky Me, and they worked with USCG to repair the sewer line from the Liberty in Auke Bay.

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VII. Items for Information/Discussion(continued)

He said he is working with various agencies on the US Navy visit to Juneau sometime in June.

Marine Park is closed for parking now so people can use the new parking garage.

Docks and Harbors has sold approximately two hundred fifty 2011 launch ramp permits.

He said he will send out in the next mailings of the bills a copy of the CBJ code 85.20.020. There are vessels in the Harbors that have not moved for 10 years. The boat that was notified of being out of compliance, he said there were two lawyers involved and they said no one has enforced this for years, so they need more time. The lawyer said the boat could be in compliance by May 1st. It will either be May 1st or by June 1st that all boats will have to be in compliance. He will do public service announcements saying if your boat has not moved since the 1st of the year, and it does not move by May 1st in Auke Bay and June 1st downtown, your boat could be impounded or asked to leave the Harbor.

Mr. Benner also talked about the intended use of the Harbor. People are buying boats and renting them out. According to CBJ code, that is not the intended use of the Harbor. Is this an issue?

Mr. Benner received a memo from Mr. Tajon. Mr. Tajon wanted Mr. Craig recognized for his efforts for going above and beyond keeping the floats clear and the snow blowing equipment going.

VIII. Staff & Members Reports.

None

IX. Committee Administrative Matters.

Next Operations Meeting March 22, 2011 at 5:00 pm at the Aurora Office.

X. Adjournment.

The Operations Meeting adjourned at 6:05 pm.