

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

Mr. Simpson

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

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MOTION: PASSED – Approved Unanimously

VII. Items for Information/Discussion.

1. Rescue Ladders at CBJ Harbor Facilities

Presentation by Port Director

Mr. Uchytel

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 from 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 about four years ago 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 included installation. I have talked to Dwight and have been told about the Kodiak 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 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?

Ms. Schrader

No he was in sweatpants. When I was talking to the Sitka harbormaster he mentioned that a

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group called Women in Commercial Fishing helped with some of the funding for the ladder. I would be willing to help with fund raising efforts. I did get a chance to talk to a gentleman who is involved with the allocations of the head tax that is collected from the cruise ship passengers. I did ask him if he thought rescue ladders were a possible project. He didn't think so unless the requested amount was a few \$1,000.00. I don't agree with him that visitors don't use the harbors.

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.

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

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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 phase. 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.

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

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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 brief 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 PND 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 too large to be used at the Statter Harbor. So that is not an interim solution for the continuance 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 its 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 monetarily. It has also helped me keep people employed year round, it has helped with burden of fixed overheads that comes with operating a boat yard in an 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

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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 done 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.

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.

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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 PND?

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

PND 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 PND 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

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

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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 cooperative arrangement with matching grant monies out 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

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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

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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 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

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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 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.

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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 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.

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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.