



**BOARD OF DIRECTOR'S MEETING**

**TUESDAY, DECEMBER 15, 2020 - AGENDA  
3:00 PM**

**Room 6 Harrigan Centennial Hall/Zoom Meeting**

**Regular Meeting**

**3:00 PM**

<b><u>Item</u></b>	<b><u>Action</u></b>
A. Call to Order	Acknowledge
B. Roll Call	Acknowledge
C. Review of Minutes	Motion to Approve
<b>NOVEMBER 30TH, 2020</b>	
D. Correspondence & Other Information	Acknowledge/Questions
E. Changes/Additions/Deletions to Agenda	Change/Add/Delete
F. Reports	
G. Persons To Be Heard	
H. Unfinished Business	
1. GPIP Port Tariff Adjustments	Discussion/Recommendation
I. New Business	
1.	
J. Adjournment	

EXECUTIVE SESSION – Not expected

**The Mission**

**It is the mission of the Gary Paxton Industrial Park Board and management, by direction of the Sitka Assembly, to strategically develop the park in a fiscally responsible manner that maximizes its economic benefit to the community through creation of meaningful jobs in conformance with established community plans and policies.**

**Gary Paxton Industrial Park – Board of Directors Meeting  
November 30, 2020 3:00pm – Harrigan Centennial Hall**

**DRAFT Meeting Minutes**

**A. CALL TO ORDER:** The Chair, Scott Wagner, called the meeting to order at 3:02 pm

**B. ROLL CALL**

**Members Present:** Scott Wagner, Vaughn Morrison, Mike Johnson, Jamal Floate, Chris Ystad

**Members Absent:** None

**Staff Present:** Garry White, Makena Hardwick

**City Representatives:** John Leach (Administrator), Brian Hanson (City Legal)

**Others Present:** Jeremy Serka, Stan Eliason, Jorgen Eliason and via Zoom Robert Woolsey, Fred Reeder, Michael Eckert, Dawn Johnson, and others

**C. Review of Minutes – October 29, 2020**

**Motion:** M/S Floate/Ystad to approve the minutes of October 29, 2020

**Action:** Motion Passed 5/0 on a voice vote

**D. Correspondence & Other Information-** A letter from Jorgen Eliason and other fisherman requested information for the GPIIP dock for the calendar year. This shows a usage uptick this summer. Pulled numbers from finance and noticed that for fiscal year 2021 the Tariff fees were not added. \$7,000 in Tariff fees were neglected to be added as our revenue. Since the dock has been in place we have gained \$86,000 in revenues.

**E. Changes/Additions/ Deletions to Agenda-** None

**F. Reports –**

Garry White reported on the recent GPIIP usage.

Dock has been a good success, increased revenues year after year. RFP was taken to ports and harbor commission last Monday it was approved to move forward with no changes. The Artic Blue contract was approved to move forward at the next assembly meeting.

The bulk water line had a crack in it. Which was causing water to leak. NSRAA discovered it. A temporary repair was made, a long-term fix will need to be looked into next.

#### **G. Persons to Be Heard-**

Fred Reeder spoke on use of the GPIIP dock for a small cruise ship. His statements are summarized below.

He is looking at using the dock for a small cruise ship, 6 uses total, 12 hours a day, for about 175 passengers. Economic Analysis to the city of Sitka, with what will be paid to the dock it is about a \$750,000 impact to the city. The ship will turn here in Sitka, they will go on a brief tour around town, including Fortress of the Bear and the Raptor Center. Fuel will be purchased here in town. A wharfage fee will be added. Revenue will be doubled in 6 days. The inside slip could still be used for other activities. Growth is planned for next year as well. More small ships will be looking into turning here in Sitka. Maintenance, cost every 5 years is \$300,000 to pull the barge dock and work on them. Revenue streams within the park itself will become necessary because the state and city cannot support projects at this time.

#### **H. New Business**

##### **1. Eckert Fine Beverages Water Agreement Extension**

Garry White explained how GPIIP and the City entered into the original agreement with Eckert. We sent them a letter in October stating that they did not meet the minimum export within the set amount of time. They responded and said they would like to extend their contract.

Michael Eckert spoke on behalf of Eckert Fine Beverage. His statements are summarized below. We need more time, we had many hurdles that made it difficult to reach our export goal. Our intention is still to use the Sitka water in our product. Our original idea was to do bottled water we are now making vodka. It is doing well in Southern California. We lost the timing of our original plan, we would like a reset.

A 36-month extension was suggested from members of the board rather than 5 years.

**Motion:** **M/S Johnson/Floate** move to change section 3.1 to 72 months instead of 36 months. Section 3.2 to 96 months instead of 60 months.

**Action:** **Passed (5/0)** on voice vote

##### **2. Northline Seafoods Sublease Request**

Garry White introduced this item. Lot 4 and lot 8 are currently being leased by Northline Seafoods, they would like to sublease parts of their property to Sitka Salmon Shares.

Dawn Johnson spoke on behalf of Northline Seafoods. Her statements are summarized below. Salmon Shares is looking to lease some space for ice and such, Northline Seafoods would still be responsible for handling all lease payments to the city.

Brian Hanson: Will the sub-lesers provide a sublease agreement or will the city be expected to create one?

Garry White: We do have the sublease term sheet. We can ask Northline Seafoods to create an official document to propose to the City Assembly for approval.

**Motion:** **M/S Floate/Ystad** move to approve the sublease between Northline Seafoods and Sitka Salmon Shares and ask them to create an official document to present to the City Assembly.

**Action:** **Passed (5/0)** on voice vote

### 3. GPIP Budget FY22

Garry White presented the budget. Last fiscal year ended this June 2020, all expense totaled at \$244,000, enterprise fund has operated to create jobs, and divest itself from its property. The purpose is to get it in the hands of private enterprise. End of fiscal year 20 we had \$818,00 in working capital. The budget shows revenues \$197,000, dock revenue could be increased to \$50,000 as more and more business gets pushed to the dock. On the business side, pretty similar to previous years. Fixed costs have not changed a great deal. Utilities seem high, Garry will look into that. Certain maintenance expenses cannot be avoided.

**Motion:** **M/S Floate/Morrison** to approve the operating budget for FY22 and to present to the Assembly for approval

**Action:** **Passed (5/0)** on voice vote

Garry White made suggestions for the capital budget and what the board may ask for in the budget such as a wash down pad or a crane. Members of the board discussed what items they may like to have and what fund would be supporting those items. John Leach recommend to hold off as of right now, due to lack of money available. The assembly is recommending all departments put in only core needs for their budgets. Within the next one to two assembly meetings we will have a better idea of where it is going.

### 4. GPIP Port Tariff Adjustments

Garry White introduced the next item. There is no rush to approve it today. All forms are in draft format. Mr. White then explained the history of the tariffs used at the GPIP site.

Mr. White had several Suggestions that are listed below.

**Dockage-** we have built in CPI adjusted rates. Currently anything over 150' is a flat fee. Move all fees up 6% and instead of flat fee above 150' do a per foot charge. A tiered fee system could be implemented that charges per foot within sections (i.e. 40'-80').

**Security-**A security system and plan will need to be put in place for the cruise ships.

There was a board discussion on who would pay for the security. What the ongoing fees involved with a security plan are. \$1,200 of estimated yearly costs for a FSP and \$5,500 to implement a plan. The money could be taken out of the general head tax funds.

A concern that was voiced during the discussion is that MARSEC level 2 and 3 are higher security levels that could limit public access to the dock.

A security plan, though the need is driven by the cruise ship, per the harbor master is a good tool for any public dock to have. Certain funds that could cover the cost of the security plan are only available for entities working with cruise ships.

A security fee charged to the cruise ships was suggested. Wharfage facility security fee (\$1.39 per person or \$850 flat fee).

**Motion:** M/S Floate/Morrison move to approve the City setting up a security plan for the GPIIP port

**Action:** Passed (4/1) on voice vote

**Miscellaneous-** Mr. White already talked to the cruise line agency staff and they agreed they will be responsible for everything to do with the ship and there will not be liability on GPIIP.

Charges for miscellaneous services were suggested, charge \$4 for every person that comes off a vessel.

A time limit may need to be implemented to avoid a luxury vessel tying up for an entire month.

**User Agreements and other documents-** The city of Homer has a plot of land similar to GPIIP, and many of their agreements and rules can be applied to GPIIP. Modified documents have been supplied in the meeting packet. These documents could allow the dock to operate as a haul out without too much capital investment needed. These documents will also limit liability on GPIIP and the City. Each document will need to be reviewed and approved and some still require format editing.

Mr. Wagner suggested a chart of recommended changes so that they can be seen easily picked through one by one for the next meeting.

John Leach reminded the board that the City has been looking for money to fund the haul out. And asked what are we willing to do to get the revenue? John Leach stated that the cruise ship could bring in revenue that could fund City maintenance projects such as the seawall and the pillars under the net shed at Crescent Harbor.

The board spoke on the fear that it will become a cruise ship dock and local access will be cut off. The worry is that the dock will be taken away from fisherman.

Garry White mentioned that this item can be put on the next agenda.

**Comments from the public:**

Jeremy Serka mentioned concern with what kind of long-term plan will be set up with the cruise ships. He stated that it is important to establish a long-term plan. He asked, will these companies try to take some land and take away revenue from local businesses? And said that we want to stay away from what is happening in Ketchikan with the tourism driving many local decisions.

Jorgen Eliason said that the working side of the dock being taken up by a cruise ship will mean no other boats can use the dock. He went further to say that the inside of the dock is unusable especially at low tide. Tying up cruise ships out there goes against what he believed the haul out facility vision was. July and August is when the ship would come in and that is also peak fishing season here in Southeast Alaska. That dock is needed most every day during the summer. Many companies use the dock including Trident Seafoods.

- I. **Adjournment:** The Chair, Scott Wagner, adjourned the meeting at 4:48 pm

## Garry White

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**From:** dorian@casayacht.com  
**Sent:** Thursday, November 12, 2020 3:41 PM  
**To:** Garry White  
**Cc:** Dan Stockel - Sitka; dorian@transoceanic.us  
**Subject:** Export of Alaskan Bulk Water - Business Proposal - PPP  
**Attachments:** CHEL0102PCT\_Drawings (1).pdf; CHEL0102PCT\_APPLICATION.PDF; Pct101.PDF; CHEL0102PCT\_efilingAck40970883.PDF

NON-CONFIDENTIAL

11.12. 2020

By email

The Board of Directors

Gary Paxton Industrial Park

Sitka, Alaska 99835

Dear Board Members and Garry White (SEDA):

TRANSOCEANIC LLC would like to propose a public-private partnership (PPP) for selling and delivery of as much of your Sitka's fresh water that can be transported by our present and future Ultra-Large Marine Submersible (ULMS) technology.

Your perennial activity for selling the excellent fresh water of Sitka, Alaska to the world is appreciated and now it really can be achieved on a grand scale.

As a premiere, our Ultra-Large Marine Submersible (ULMS) transportation technology developed by TRANSOCEANIC LLC, USA tries to solve the vexing problem of economic fresh water transfer at large distances.

For those technically inclined, the ULMS concept is shown on our site <https://transoceanic.us/>. It involves the use of ultra-large marine submersibles (up to thousands of feet long, and up to hundreds of feet in diameter) built of hollow reinforced concrete hulls that are filled with billions of gallons of freshwater loaded in collapsible bags to be transported over the seas and oceans from freshwater sources to destinations of choice. This concept is patent-pending and the latest patent application has also been attached.

The proposed PPP would be a new entity formed by your Sitka partners of choice and TRANOCEANIC LLC, that will be controlled by mutual agreement and will endeavor to sell and transport fresh water from Sitka Borough, AK to potential markets, with transportation made with the proprietary Ultra-large Marine Submersible (ULMS) boats presented in the appended application for patent, to Southern California and Baja California (Mexico) and any other accessible markets.

The sale price and quantity of fresh water, the sales contracts, the profit-sharing, and all other details related to the sales, transportation, financing, and investments, will be mutually agreed upon.

The Sitka partner(s) will be entitled to continue to independently sell any not yet contracted quantity of fresh water to any third party as long as they do not use the propriety ULMS boats and procedures presented in the appended application for patent, and TRANSOCEANIC LLC can continue to independently engage in the business of transportation of bulk liquids for third parties.

The Sitka sources of fresh water considered for this PPP consist of the available quantities of Blue, Baranov, and Carbon lakes, and any other sources that might be considered valuable and accessible.

The expected fresh water sales at the maturity of the project is about one million acre-ft per year, with a value of a few hundred million US\$ per year.

The duration of the PPP is proposed to be 20 years and eventually extended by mutual approval.

The patent application(s) and processing are the sole responsibility and cost of TRANSOCEANIC LLC and is already started.

The request for water export licenses and documentation from Sitka Borough, AK would be the sole responsibility of Sitka partner(s); it is understood that this might be a long term action.

All other work and costs will be jointly covered by the PPP with the mutual approval of the parties.

The present Letter of Intent is public, and after mutual approval will allow the PPP parties to contact the potential fresh water customers and also the project developers and potential financing entities, in a coordinated mode.

We kindly ask you to advise your position regarding this Letter of Intent.

Sincerely,

Silviu Dorian Chelaru  
Owner and CEO  
TRANSOCEANIC LLC, USA  
Div of IPA SA (EU) - a 60 Year Young European Company  
<https://transoceanic.us/>  
[dorian@transoceanic.us](mailto:dorian@transoceanic.us)





Friday, December 11, 2020

MEMORANDUM

TO: GPIIP Board of Directors  
FROM: Garry White, Director  
SUBJECT: Gary Paxton Industrial Park (GPIP) Management Report

**1. GPIIP Dock**

The GPIIP Dock is open for business. The dock had a lot of traffic during the spring of 2019. Most use was related to the commercial fishing fleet with vessel moving nets and other fishing gear across the dock.

Security cameras were installed in April, which allows for better management and tracking of use.

Next steps are to continue to monitor uses and adjust the Port Tariff to accommodate users of the facility. Additionally, prepayment or pay for use electric meters are being investigating to allow for better management of electric use. **(05/06/2019)**

The GPIIP Dock continues to see a lot of use this summer. **(09/15/2020)**

The GPIIP Director has received a request from the cruise ship industry for 7-8 port of calls for a 300 foot cruise ship at the GPIIP Dock in 2021 and the potential for additional port of calls for the 2022 season. The cruise ship would be turning passengers while in port in Sitka. The GPIIP Director and CBS Harbor Master are working cruise line officials to determine infrastructure needs, develop a Facility Security Plan, and work out logistics to accommodate cruise passengers. **(10/27/2020)**

GPIP Dock Revenues have increased each fiscal year. FY18 - \$689, FY19 - \$14,643, FY20 - \$37,462, FY21 YTD - \$26,058. **(11/25/2020)**

**2. Marine Services Industries at the GPIIP.**

The CBS received a proposal from the owners of Halibut Point Marina (HPM) stating that it will be reducing service within the next two years. HPM additionally submitted a proposal to the CBS to construct marine haul out infrastructure to include; haul out piers, an EPA approved wash down pad with a water treatment facility, and a 100 ton lift. HPM is requesting a trade of other CBS property to offset the cost of construction. The

GPIP Board has been unable to secure funding for the construction of haul out infrastructure to date.

The GPIP Board held a meeting on December 4<sup>th</sup> to discuss the proposed haul out infrastructure. Discussion from the public and board focused on travel lift capacity, pier width, upland improvements needed, access, and future management. The Board recommended the Assembly move forward with negotiations with HPM for a facility that has a new 100 tons lift, piers that are 26' apart, infrastructure to include a float to help vessel navigate into the lift, a larger or additional wash down pad be included, and that infrastructure is added to allow people to exit vessels before being lifted.  
**(12/9/2019)**

Halibut Point Marina has withdrew with its proposal to construct a vessel haul out at the GPIP in exchange for other CBS property due the CBS general code that requires CBS property to be disposed of via competitive bid. The CBS Assembly and GPIP Board held a joint work session on January 30<sup>th</sup> to discuss next steps. The CBS Assembly directed the CBS Administrator to prepare and release a RFP for private sector development of vessel haul out at the GPIP. **(02/10/2020)**

The GPIP Board met on Feb. 28<sup>th</sup> and approved a draft RFP for CBS Administration approval to be release to the public for private sector development of a vessel haul out at the GPIP. **(03/09/2020)**

The CBS received two proposals for development of a vessel haul out at the GPIP. The GPIP Board met via Zoom on April 27<sup>th</sup> and vetted the proposals as part of a selection committee, containing the 5 members of the Board, the CBS Administrator and Public Works Director. The Selection Committee scored a proposal from WC Enterprises as the best proposal. The RFP Scoring results were presented to the Assembly on May 12<sup>th</sup>. The Assembly gave direction to the CBS Administrator to work with WC Enterprises to develop a detailed agreement to move forward with the development of the haul out. The CBS Administrator, Public Works Director, and the GPIP Director have been meeting twice a week with WC Enterprises on the agreement. **(06/01/2020)**

The CBS Assembly rejected the proposal by WC Enterprises due to substantial changes to WC request for financial support. The CBS is working on conceptual plans and design for a haul out at the GPIP. **(09/15/2020)**

The CBS was unsuccessful in obtaining grant funds for the development of a CBS owned marine haul out facility. The GPIP Board met in September and provided direction that another RFP be developed for private sector development of the haul out. The CBS Assembly met in October and gave direction that they wished to see a partial private sector development of a haul out with the CBS retaining ownership of its property.  
**(10/27/2020)**

The GPIP Board met at its October 29<sup>th</sup> meeting and approved another RFP for private sector development of a haul out. The draft RFP was presented and approved by the CBS Ports and Harbors Commission at its November 23<sup>rd</sup> meeting. The CBS Haul Out Working Group will now discuss the RFP before it goes to the Assembly for approval and release. **(11/25/2020)**

### **3. Bulk Water**

The Director continues to work with entities interested in the export of Sitka's water. (05/06/2019)

The CBS Assembly met on April 30<sup>th</sup> to discuss needed repairs to the Raw Water delivery infrastructure. No funding or repair plan was determined. The CBS's ability to delivery water will need to be fixed before the bulk water export venture can move forward. The Assembly directed the GPIIP Director to continue to work with potential investors and exports to find a funding solution to repair the system. The CBS does not believe that the infrastructure can be repaired until the penstock is shut down and dewatered. Estimate timeframe for penstock shut down is estimated to be the fall of 2021. (06/03/2019)

The Director continues to receive inquiries from entities wishes to export Sitka's water. (09/15/2020)

The GPIIP Board recommended approval of a new water purchase agreement between the CBS and Arctic Blue Waters Alaska Inc. at its October 29<sup>th</sup> meeting. The Agreement will go to the CBS Assembly for approval in December. (11/25/2020)

### **4. Bottled Water**

The Director continues to receive inquires for bottled water. The Director has recently had conversations with entities from China, Costa Rica, and South Korea. (11/12/2019)

### **5. Blue Lake Dam Expansion Project**

The Assembly has approved a MOA between the GPIIP and Electric Department to allow the GPIIP to charge for use of Lots 16b and 20. Rock has been stored on these lots since the Blue Lake Dam Expansion project. (06/03/2019)

### **6. GPIIP Dock Fuel Sales**

Delta Western has received its build permit to establish a fueling operation on the GPIIP Dock. The fuel tanks will be relocated from the dock itself to the uplands above the dock. (07/03/2019)

Delta Western has completed its fuel delivery infrastructure on the GPIIP dock. (11/12/2019)



329 Harbor Drive, Suite 212  
Sitka, AK 99835  
Phone: 907-747-2660

Thursday, December 10, 2020

## MEMORANDUM

To: Gary Paxton Industrial Park (GPIP) Board of Directors  
From: Garry White, Director  
Subject: GPIP Port Tariff Discussion and Adjustments

### **Introduction**

The GPIP Director is recommending a discussion and adjustments to the GPIP Port Tariff. The City and Borough of Sitka (CBS) has received a request to moor a small cruise ship at the GPIP Dock in the summer of 2021 and 2022. Additionally, the CBS has received requests for vessels to be haul out using the existing unimproved GPIP Access Ramp and to be placed in the park for repair and maintenance work.

The GPIP Board met in November, 2020 to start the discussion on changes to the GPIP Port Tariff.

### **GPIP Port Tariff**

A Port Tariff is a document that contains published charges, rules, and requirements of the port, including docks and associated uplands. The Port Tariff is an implied contract that allows for rapid arrangements without the need for complicated agreements for use of the facility.

The GPIP Port is a “landlord” Port, which means that the GPIP will charge users for real estate and dock use and are responsible for maintenance, management and upkeep. The GPIP Port Tariff covers all properties of the GPIP uplands and tidelands.

The entire GPIP Port Tariff can be found at the following link:

<http://www.cityofsitka.com/government/departments/harbor/documents/MasterTariffNo.39-4-2018DRAFT-3.pdf>

### **Background**

The GPIP Board recommended and the City and Borough of Sitka Assembly approved the first GPIP Port Tariff #1 in February 2018. The GPIP Port Tariff #1 was drafted, with input by the GPIP Director, GPIP Board, and by Parrish, Blessing, & Associates Inc. (PBA), a regulatory and economics consulting firm from Anchorage. PBA has experience in port tariff development, having worked with the Port of Alaska (formerly port of Anchorage) on its port tariff development and financial management.

The GPIP Board discussed the need to monitor the fee schedule and to adjust if need be over time when the tariff was established. The tariff (Port Tariff #2) was adjusted in July 2018 to accommodate incidental use of the facility and to lower wharfage rates to promote more use of the facility. The tariff (Port Tariff #3) was adjusted again in September 2018 to accommodate the movement and storage of fishing gear over the dock and the GPIP uplands.

Based off conversations with potential future users of the facility, the Director is proposing a discussion on following adjustments to the fee schedule.

**Proposed Adjustments to the GPIP Port Tariff Fee Schedule (Port Tariff #4)**

**Small Cruise Ship/Passenger Vessels**

- **Item 200 – Dockage**

Item 200 sets the definitions and schedule of charges for docking or mooring a vessel to the GPIP Dock.

The current tariff schedule below has been adjusted to include items discussed by the Board at its November meeting. Rates for all vessel lengths have been adjusted to show a 3% increase annually.

Vessel Length (feet)	DOCKAGE RATE In Dollars					
	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
0 – 50 feet – rate per foot	\$0.89	\$0.94	\$0.97	\$1.00	\$1.03	\$1.06
51 – 149 feet – rate per foot	\$1.12	\$1.19	\$1.23	\$1.27	\$1.31	\$1.35
150 - 199	\$445	\$472	\$486	\$501	\$516	\$531
200 - 299	\$665	\$705	\$726	\$748	\$770	\$793
300-399	\$998	\$1,028	\$1,059	\$1,091	\$1,124	\$1,158
400	\$1,272	\$1,310	\$1,349	\$1,389	\$1,431	\$1,474

*Note: 400' is the largest vessel that can be accommodated at the GPIP Dock.*

**Fee for Incidental Use of Dock**

The moorage rates were adjusted in 2018 to allow for an incidental use fee for vessels less than 200 feet in the attempt to increase use of the GPIP Dock

- The current fee is \$25/hr for up 4 hours.

The GPIP Director is recommending to increase this fee to \$35/hr for up to 4 hours.

## **Terminal Operator Permit**

- **Item 215 – Terminal Operator Permit**

Item 215 allows the CBS to issue permits to business that wish to operate on the GPIIP Dock and GPIIP upland properties. Operators/Vendors would be considered agencies/entities performing petroleum transfer operations; general cargo operations; dry bulk cargo operations; offloading of cargo from first place of rest within Port transit areas; vessel servicing; fish handling operations; and, passenger operations.

Currently, the CBS harbor system does require operators/vendors to obtain a Marine Trades Permit in the general harbor, but does not charge a fee for the permit. Various other marine yards and harbors systems around the state do charge for a permit.

- Kodiak Vendor permit - \$500 annually
- Homer Vendor Permit - \$150 annually

Please see the attached DRAFT GPIIP Repair Facility Vendor Agreement

GPIIP Board's recommend on GPIIP Repair Facility Vendor Agreement. GPIIP Board's recommend to charge for an annual permit.

## **Wharfage**

- **Item 250 – Wharfage**

Item 250 sets the definitions and schedule for any freight, cargo, or goods moved over the GPIIP Dock (Wharf) or GPIIP property.

The Commodity section of the wharfage section of the tariff addresses fees associated with port security measures as required by the Office of Homeland Security.

The current fee schedule contains a per person fee for passengers crossing the GPIIP Dock to cover port security expenses. The listed fee for 2021 is \$1.39 per passenger. The original per passenger fee schedule was established when the GPIIP Dock was considering expanding to accommodate a larger passenger vessels.

The GPIIP Director is recommending that a flat fee of \$850 be charged for each passenger vessel to cover the cost of security personnel.

## **Charges for Miscellaneous Services**

- **Item 255 - CHARGES FOR MISCELLANEOUS SERVICES**

Item 255 is a new addition to the GPIIP Port Tariff to cover various miscellaneous services offered as the GPIIP Port expands.

A. Passenger Vessel Fee

Many ports in Southeast Alaska have established their own passenger vessel fee for passengers using their facilities. The fee is based on the number of passengers on the vessel. The GPIIP Director is recommending a \$4 per head fee for passenger vessels using the GPIIP Dock based off similar fees in the area.

Discussion: GPIIP Board's recommendation on a Passenger Vessel Fee.

B. Access Ramp Fee

The GPIIP Board has recently heard requests to use the access ramp at the GPIIP. The access ramp has been used by tenants of the park in the past without a published fee structure. Below are fees from various yards around the state.

- CBS Harbor System - \$5 in, \$5 out.
- Petersburg - \$425/vessel round trip avg. (fee includes hydraulic trailer lift)
- Homer - \$1.50/ft/calendar day

The GPIIP Director recommends a fee of \$1.50/ft/calendar day. The rationale for this fee structure is that the GPIIP property more resembles the Homer Marine Repair center than a public boat ramp.

The GPIIP Director is also recommending that all entities that wish to utilize the GPIIP Access Ramp sign a GPIIP Repair Facility User Agreement. Please see the attached DRAFT GPIIP Repair Facility User Agreement. The agreement is to outline environment and liability concerns with this unimproved ramp.

Discussion: GPIIP Board's recommendations for an Access Ramp fee.

C. Upland Vessel Dry Dock Fee

The GPIIP Board has recently heard request to use the uplands of the GPIIP properties for vessel work. Below are fees from various yards around the state,

- HPM - \$1.95/ft/day
- Kodiak - \$2.90/ft/day
- Wrangell - \$0.59/sf/month (vessel length x beam)
- Homer - \$0.20/sf/month (vessel lenth + 10' x beam + 10') Homer Harbor Vessels
  - \$0.25/sf/month (vessel lenth + 10' x beam + 10') Other Vessels

The GPIIP Director recommends a two tiered fee for different types of dry dock use.

- For short term projects
  - \$1.95/ft/day
  
- For longer term projects
  - \$0.20/SF/month for vessels with a Sitka moorage account
  - \$0.23/SF/Month for vessels without a Sitka moorage account
    - Upland Dry dockage footprint calculations – Charges are calculated as square feet and are based on the overall length and beam of vessel, plus a ten foot perimeter on all sides. If additional equipment is on site, it will be added to the total square footage.
    - \$50/month Dry Dock Administrative Fee
    - After 4 months the fee will double each month without GPIIP Port Director written approval to stay past 4 months.

The GPIIP Director is also recommending that all entities that wish to utilize the GPIIP Upland for vessel repair and maintenance work sign a GPIIP Repair Facility User Agreement. Please see the attached DRAFT GPIIP Repair Facility User Agreement and the DRAFT GPIIP Policies and Best Management Practices manual. The agreement and manual are to outline liability and environmental concerns with vessel repairs on the uplands.

Discussion: GPIIP Board's recommendations on GPIIP Repair Facility User Agreement and Policies and Best Management Practices Manual. GPIIP Board's recommendations for Dry Dock fees.

### **Additional Information**

- Weight limits in relation to above and underground infrastructure needs to be addressed before large vessel hauls outs can be achieved.
  
- The attached GPIIP Repair Facility User Agreement, Vender Agreement, and Policies and Best Management Practices Manual are all in DRAFT form and are for discussion purposes only. The documents will be updated to address hazardous waste handling and finalize appendixes.

### **Action**

- GPIIP Board recommendations on the proposed adjustments to the GPIIP Port Tariff Fee Schedule (Port Tariff #4).



## Proposed Adjustments to the GPIIP Port Tariff Fee Schedule

The following are recommended adjustments to the GPIIP Port Tariff Fee Schedule. Detail regarding proposed adjustments are contained in attached memo.

1. Item 200-Dockage

DOCKAGE RATES WILL BE ASSESSED AS FOLLOWS EXCEPT AS OTHERWISE PROVIDED.

Vessel Length (feet)	DOCKAGE RATE In Dollars					
	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
0 – 50 feet – rate per foot	\$0.89	\$0.94	\$0.97	\$1.00	\$1.03	\$1.06
51 – 149 feet – rate per foot	\$1.12	\$1.19	\$1.23	\$1.27	\$1.31	\$1.35
150 - 199	\$445	\$472	\$486	\$501	\$516	\$531
200 - 299	\$665	\$705	\$726	\$748	\$770	\$793
300-399	\$998	\$1,028	\$1,059	\$1,091	\$1,124	\$1,158
400	\$1,272	\$1,310	\$1,349	\$1,389	\$1,431	\$1,474

2. Incidental Use Fee

- \$35/hr for up to 4 hours

3. Port Security Passenger Fee

- \$850/Vessel Docking

4. Passenger Use Fee

- \$4/passenger registered on vessel

5. Access Ramp Fee

- \$150/foot/calendar day

6. Upland Dry Dock Fee

Short Term Projects

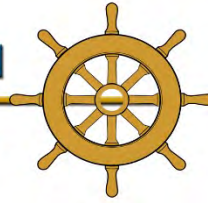
- \$1.95/ft/day

Long Term Project

- \$0.20/sf/month for vessels with a Sitka moorage account
- \$0.23/sf/month for vessels without a Sitka moorage account
- \$50/month Dry Dock Administrative Fee

Dry Dock limited to 4 months. Fee will double each month after 4 months without GPIIP  
Port Director written approval to stay past 4 months.

**GARY PAXTON**  
**INDUSTRIAL PARK**



Gary Paxton Industrial Park  
Marine Repair Facility

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# **Policies & Best Management Practices**

*Revised*  
*October 7, 2015*

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## FACILITY INTRODUCTION

The mission of the GPIP Port is to provide safe port facilities for the clients and the general public, to manage and maintain these facilities cost effectively, and to administer our Tariff and procedures fairly and equitably for all users.

The policies and best management practices detailed in this document are the backbone of GPIP's Marine Repair Facility, and apply to vessel owners, service providers, and vendors. We understand the value in being able to haul-out a vessel, and want to ensure it is done as efficient and productive as possible, while preventing/eliminating air, water and soil contamination. Please read this document carefully, since you will sign a document that states you will comply.

**Operational Structure:** The GPIP Marine Repair Facility is being managed as an "Open Yard" facility, meaning that the vessel owner is responsible for the actual work being performed on their vessel. The CBS and Borough (CBS) is simply facilitating the opportunity for haul-out and uplands use, and are not responsible for the finished product. This management structure gives the vessel owner the opportunity to manage their project from start-to-finish, contracting with vendors from the Approved Vendor List (provided by the CBS), or by using their own crew to make the repairs necessary for vessel maintenance.

### **Vessel owners are responsible for:**

- **All work** on their vessels, including haul-out, block, and launch activities
- **Hiring** only vendors that are on the CBS's list of "approved vendors"
- **Cleanliness** and safety of the immediate area surrounding their vessel
- **Security** of their vessel
- **Safety** of crew and vendors at their vessel's work site
- **Complying** with CBS policy contained herein including compliance of their vendors and crew

**Hours of Operation:** Vessel haul-outs shall be scheduled with the GPIP Port Director during normal business hours, Monday through Friday 9:00am - 5:00pm, unless extenuating circumstances dictate otherwise. During normal business hours, CBS staff can be reached at the Sitka Harbor Office and make regular inspections of the facility. During non-business hours, CBS staff will not be present except for random patrols of the boatyard.

As an "open yard", the Marine Repair Facility does not close; vessel owners are responsible for setting the working hours for their crews and contracted vendors. For safety purposes, the GPIP Port Director advises users of the facility to consider: A) the lack of daylight during winter months, B) providing adequate lighting, and C) that vendors are in agreement with the vessel owner on what hours are suitable. Timing of haul-out activities will be determined by the vessel owner, the haul-out service provider they choose, and tidal restrictions.

**Security:** Because the yard is an "open facility", vessel owners and vendors are responsible for their own security. When not actively working on a vessel, all tools, paints, and other materials must be secured to prevent theft, vandalism, and accidents. Harbor Officers will periodically patrol the yard during non-business hours and report obvious conditions that require owner attention.

**Concerns/Issues:** The GPIP Port Director encourage all questions, comments, and concerns pertaining to the Marine Repair Facility. Please contact the GPIP Port Director with these issues and we shall work with you.

## LEGAL NOTICES

**The CBS Agrees:** to provide dry dockage space to vessel owners under a User Agreement for the purpose of vessel repairs, maintenance, and inspections per a GPIP Port Director-approved work plan. Further, the CBS agrees to provide contractors, service providers, and vendors the opportunity to work in the Marine Repair Facility under a Vendor Agreement, of which will place vendors on the Approved Vendor List. The list shall be available on the CBS website and given to all vessel owners utilizing the facility.

**Responsibility:** The CBS does not accept the vessel, its tackle, fixtures, equipment, gear, or furnishings for storage or safekeeping belonging to either the owner or vendor. Nor does the CBS accept any responsibility for vendor supplies, their laborers/employees, equipment, and personnel that the vessel owner may organize or contract. The CBS shall not be responsible for lost fishing time, or any other lost time to the vessel, while it is hauled out or on the CBS-owned tidelands/beaches.

**Liability:** The CBS shall not be liable for death or injury to persons, or damage to property, upon the vessel, yard facilities or premises adjacent thereto arising from any cause other than the willful misconduct of the CBS. Vessel owners and vendors shall indemnify and hold the CBS and its officers and employees harmless from all claims for death or injury to persons, or damage to property, arising from their acts or omissions, their agents, service providers/vendors, crew, employees, or invitees.

**Policy Compliance:** Vessel owners, their agents, crew, service providers, and vendors agree to comply with the GPIP's Marine Repair Facility Policies and Best Management Practices, detailed in this document.

Every user's full cooperation will help the CBS maintain the facility with a minimal impact to the environment. The goal is to meet all regulatory requirements, prevent pollution, and provide a safe work environment for owner, crew, vendors, and CBS staff. Any user who observes another individual in violation is encouraged to report it to the GPIP Port Director as soon as possible. The identity of anyone reporting a violation will be kept confidential.

Owners, crewmen, and contractors performing work on boats shall comply with all applicable OSHA, Federal, State, and CBS regulations, policies, and procedures.

**Default in Compliance; CBS's Remedies:** Failure to adhere to the GPIP's policies and best management practices can result in unsafe actions and environmentally harmful activities. When violations are observed by CBS staff, intentional or otherwise, work will be stopped until corrective measures are taken. If vessel owners or vendors fail to properly follow and adhere to these practices/policies and/or their agreement with the CBS, or fail to pay fees or charges for more than thirty (30) days after the due date, the CBS may exercise any available remedy, including without limitation one or more of the following:

- a) Terminate the User/Vendor Agreement.
- b) Begin impoundment procedures per **SGC 13.14** to have the vessel removed until the violation has been cured, or disposed of.
- c) Place a lien on the vessel per **SGC 13.14** for towing, storage, costs of sale, attorney fees, any other charges incurred in connection with the impoundment, and charges for harbor services.

**Refusal of Service:** The CBS reserves the right to refuse service to vessels that: 1) do not have a current (within 3 years) marine survey, 2) have an inadequate work plan, 3) lack sufficient property and liability insurance, 4) fail to comply with the GPIP's Marine Repair Facility Policies and Best Management Practices, 5) are in poor condition, 6) are unsafe to haul-out, or 7) may be damaged by being hauled out. Such vessels may

be hauled out if the vessel owner signs a waiver and provides a performance bond in an amount equal to the dry docking fees plus the estimated cost to dispose of the vessel should removal become necessary.

**Refusal of Vendor Access:** The CBS reserves the right to refuse access to Vendors that: (a) do not have a current Alaska Business License, (b) fail to register for, collect, and remit sales tax, (c) lack sufficient insurance, (d) fail to comply with the GPIP's Marine Repair Facility Policies and Best Management Practices, or (e) fail to comply with safety practices.

**Disputes:** Disputes will be referred to a certified marine surveyor for a professional opinion of the vessel's fitness for hauling out. The vessel owner shall pay the cost of the surveyor. For all other disputes such as billing charges, stopping work orders, or missing work plan information, the CBS reserves the right to make the final decision.

**Notices:** Billings and notices will be mailed to the address given under the User or Vendor Agreement. Vessel owners and vendors shall notify the CBS in writing of an address change.

**Insurance:** Vessel owners must have a current marine insurance policy of a "named perils" or "all risks" type that fully insures the value of the vessel, plus accident and environmental liability. Vendors and service providers must have current insurance to cover all of the services to be provided, including proof of long-shore and harbor workers compensation insurance, or proof that such coverage is waived.

A Certificate of Insurance must be provided to the GPIP Port Director before any work may begin. The CBS must be included as additional insured and show coverage not less than the minimum required outlined below:

Minimum coverage	Vendors	Vessels
General Liability, Marine Artisan Liability, P & I	\$1,000,000	n/a
General Aggregate Limit	\$2,000,000	\$1,000,000
Products Hazard or Operations Hazard Aggregate Limit	\$1,000,000	n/a
Personal Injury	\$1,000,000	\$1,000,000
Damage to Premises	\$250,000	\$250,000
Medical Expense Limit	\$5,000	n/a
Pollution Liability	n/a	\$1,000,000
Hull and Machinery	n/a	*

\* Hull and machinery coverage shall be sufficient to dispose of the vessel if abandoned, burned, or otherwise left to the CBS.

## APPROVED VENDOR LIST REQUIREMENTS

### 1. GENERAL

Persons available for hire or contract labor is considered a "vendor", and must be on the CBS's Approved Vendor List before being allowed to work on any vessel in the GPIP Marine Repair Facility. This list is then given to vessel owners who wish to hire contractors/vendors to complete their vessel work.

Contracting for all services to the vessel while it is in the boatyard, and payment for those services, is the sole responsibility of the vessel owner.

### 2. REQUIRED DOCUMENTS

To become an approved vendor, the service provider is required to complete a GPIP Marine Repair Facility Vendor Agreement, include all necessary documents, and submit them to the GPIP Port Director along with the appropriate fee. The following documents are required before any work may proceed:

- Vendor Agreement
- Alaska Business License
- Borough Sales Tax Registration
- Proof of Insurance - Includes CBS as Additional Insured and Worker's Comp
- Certification, if applicable

### 3. ANNUAL FEE

To remain on the list, every year vendors must complete the Vendor Agreement with the CBS and pay an annual fee before providing services. Rates are published in the GPIP's Port Tariff.

### 4. ONE-TIME VENDOR FEE

In the circumstance that a vendor is being hired to provide services during a one-time job, but is not on the Approved Vendor List (such as an out-of-town business traveling to Sitka for a specific vessel project), the vendor is still required to complete the Vendor Agreement, provide the required documents, and pay the vendor fee. Rates are published in the GPIP's Port Tariff.



## PLANNING A HAUL-OUT

### 1. SCHEDULING

**Initial Planning Meeting:** A vessel haul-out begins with a meeting between the vessel owner, the selected haul-out service provider, and the GPIP Port Director. This meeting allows the vessel owner to provide the GPIP Port Director the primary logistics in regards to hauling out, work to be performed, service providers/vendors involved, and the timeframe/schedule. An estimation of all GPIP Port Tariff will be calculated (see "Appendix E" for a Haul-Out & Launch Estimate Worksheet).

**Timeline:** Vessel owners must plan to be in and out of the boatyard as scheduled, and vendors must plan to work within the vessel-owner's scheduled boatyard time. The CBS will not be responsible for lost time to the vessel, for any reason while it is in the boatyard. Every work plan should include a timeline of the work to be performed. This written plan will enable staff to understand your needs and schedule boatyard time appropriately. Advance planning is necessary to ensure sufficient time for your needed projects.

**Required Documents:** The vessel owner is required to complete a GPIP Marine Repair Facility User Agreement, include all necessary documents, and submit them to the GPIP Port Director. The following documents are required before hauling out may proceed:

- User Agreement
- Vessel Owner Registration - i.e. USCG documentation
- Proof of Insurance - Includes CBS as Additional Insured
- Work Plan - See #2 below for details of Work Plan
- Current Vessel Survey
- Bond and Waivers, if applicable

**Security Deposit & Cancellation:** A deposit of 50% of the estimated costs shall be made when the vessel owner makes arrangements with the GPIP Port Director to use boatyard facilities. The CBS may require the estimated payment in full at time of scheduling (dependent on account history). After the vessel has been launched, the deposit will be credited toward beach landing and dry dock fees. The deposit will be forfeited if: a) the vessel fails to adhere to the scheduled haul-out time, or b) the vessel owner fails to leave the facility clean after launching (see below #4 "Final Clean-up of Work Area"). A cancellation or schedule change must be communicated to the GPIP Port Director at least 24 hours in advance to avoid deposit forfeiture. Vessels missing their scheduled haul-out date will be accommodated on a "space available" basis.

### 2. WORKPLAN

Every haul-out must have a work plan, which includes a description of the work to be performed, materials required, timeline, etc. Once the GPIP Port Director approves the work plan, along with the agreement and other required documents, a deposit will be accepted and the vessel placed on the schedule. Vendors contracted to do any of the proposed work must be from the Approved Vendor List, which is provided by the GPIP Port Director. Content of the plan must include:

- A description of work to be performed: Be detailed in what you intend to do as it allows staff to schedule enough time for your haul-out; for instance:

- Hull Maintenance - sandblasting, painting, zincs, etc.
  - Mechanical - props, shafts, engines, etc.
  - Fabrication - fiberglass, welding, etc.
  - Inspection Purposes - USCG, insurance, etc.
- A list of who will be completing the work: Specify the persons that will be working on the vessel, including the vessel owner, crewmembers, or contracted vendors/service providers. Any crewmembers that are proposed to complete work on the vessel must have a crewman contract with the vessel; contracts should be available as proof for inspection by the GPIP Port Director. Vendors selected must be from the Approved Vendor List. Major structural modifications should be designed by a certified marine architect.
  - Information regarding the haul-out and launch: Commonly a vendor will be contracted to perform the haul-out and launch, but the owner may be able to provide their own haul-out equipment; details on who will be moving the vessel and the method/equipment used is required. Drawings/photos of the vessel's hull and the blocking plan should be included.
  - Plans for containment and disposal of waste: Unless a routine inspection is the only purpose for hauling out, vessel owners must be able to contain anything that may cause air, water or soil contamination. Include plans for:
    - Hazardous waste disposal
    - Containment structures and/or dustless systems for sanding, grinding, spray painting and scraping.
    - Ground cover tarps, which will be placed under the vessel prior to blocking and cover the ground under the entire vessel plus a 10 foot parameter; and welding mats to protect the ground cover tarps if any welding will be conducted.
    - Dumpsters provided by the vessel owner; use of CBS dumpsters is not permitted.
  - A timeline and proposed launching date: Breaking down the project into time increments allows staff to plan and coordinate your vessel haul-out into the schedule. It is imperative to the efficiency of the facility that all users adhere to the schedule; accurate timelines of projects/repairs are necessary as well as being finished when it is time to launch the vessel.
  - Additional information pertaining to the haul-out: Other details, such as Porta-Potties for workers, needed equipment, lighting, temporary structures, or storage requests should be included before the GPIP Port Director is able to approve a work plan. If it is applicable to your haul-out, include it.

A work plan example is provided in "Appendix D".

**Changes to the Work Plan:** Significant changes that alter the amount of time the vessel is hauled out, due to an emergency or vessel owner's preference, can potentially disrupt other scheduled haul-outs. Requests to change the work plan after the vessel has been hauled out must be approved by the GPIP Port Director before the work is conducted, and should be submitted to the GPIP Port Director with a revised work plan. Each request will be reviewed upon a case-by-case scenario by the GPIP Port Director, who reserves the right to make the final decision.

If upon inspection CBS staff finds that vessel work is being done outside the parameters of the approved work plan, the GPIP Port Director may take action as outlined under "Default in Compliance" (See Legal Notices).

### 3. MATERIALS, STRUCTURES & EQUIPMENT

Necessary materials should be on hand before each haul-out. For example: ground tarps, scaffolding and plastic for enclosures, welding mats, blasting medium, lights, coatings, zincs, etc. Arrangements for storage of materials must be coordinated with the GPIP Port Director.

Vessel owners and vendors may bring in vehicles, trailers, or set up temporary structures that fit within the dry storage site of their vessel. Unless otherwise approved, the structures must be removed after the vessel is launched. Mobile homes, travel trailers, or RVs will not be allowed without approval.

If the project requires more space for project lay-down, space will be provided as available and charges will reflect actual square foot usage.

#### 4. HAULING OUT & LAUNCHING

**Schedule:** The projected dates of hauling out and launching shall be scheduled at the time of the initial haul-out meeting, and is determined by the vessel owner's timeline, work plan, and the facility's schedule. Vessel haul-out/launch activities will be determined on the vessel owner, the haul-out service provider they choose, and tidal restrictions. Weather conditions must be considered as well since high winds, ice, or swell at the haul-out site pose hazards.

**Launching Walk-Thru Meeting:** Before the proposed launching date, a meeting between the vessel owner, their primary haul-out service provider, and the GPIP Port Director shall take place. This meeting will allow the GPIP Port Director to confirm that the vessel's dry dock location is clean of all debris (i.e. paint chips, metal, discarded equipment, engine blocks/part, refrigerators, stoves, lines, scaffolding, etc.), and that launching logistics are in order before the vessel is authorized to move.

**Responsibility:** The vessel owner and their primary haul-out service provider are responsible, and in charge, during the haul-out and launch; all haul-out/launching logistics must comply with the Marine Repair Facility Policies and Best Management Practices. The CBS accepts no responsibility for the vessel, crew, contractor or the contracted labor during these operations. However, the CBS does reserve the right to stop all work if the GPIP Port Director or their designee determines that there are unsafe conditions occurring at any time while the vessel is on CBS property. Work will cease until the safety issue is resolved to the GPIP Port Director's satisfaction.

**Final Clean-up of Work Area:** After the vessel has been launched, the vessel owner is required to clear all materials, structures, and equipment from the area. Any remaining items that require CBS expense to clean up will be subject to fees and/or deposit forfeiture. When cleaning up, be sure everything has been removed from the premises, including:

- Blocking
- Tarps
- Scaffolding
- Temporary Structures
- Dumpsters
- Equipment/Vehicles
- Vendor's Materials/Equipment
- Debris Not Cleared Before Launch

#### 5. COSTS, FEES, & BILLING

**Dry Dockage:** Due to limited space, the GPIP Marine Repair Facility will not be used as a long-term vessel storage site. Charges for dry dockage are payable from the time the vessel is hauled out until the vessel is removed from the boatyard. Payment of charges for dry dockage grants the vessel owner a

revocable license to use the dry dockage area that is designated for the vessel. Vendors are to work within the vessel's designated dry moorage area. Additional space may be rented from the CBS if available.

**Security Deposit:** A deposit of 50% of the estimated costs shall be made when the vessel owner makes arrangements with the GPIP Port Director to use boatyard facilities. The CBS may require the estimated payment in full at time of scheduling (dependent on account history). After the vessel has been launched, and the final work-area inspection by the GPIP Port Director has been completed and approved, the deposit will be credited toward beach landing and dry dock fees. The deposit will be forfeited if: a) the vessel fails to adhere to the scheduled haul-out time, or b) the vessel owner fails to leave the facility clean after launching.

**Charges:** Rates are published in the GPIP Port Tariff. All charges are billed out on a monthly basis and payable to the CBS. See the CBS Office for questions regarding bill payment options. See "Appendix E" for a Haul-Out & Launch Estimate Worksheet.

- **Dry Dockage.** Charges are calculated as square feet, and are based on the overall length and beam of the vessel, plus a ten foot (10') perimeter on all sides, including all appendages and additional space requested.
- **GPIP Access Ramp.** Prices for the use of the GPIP Access Ramp for landings are based on the overall length of the vessel. Time spent on the access ramp prior to and after a haul-out is charged per day and will be included in the overall cost of the haul-out.

## HULL CLEANING, BLOCKING, & VERTICAL ACCESS

### 1. HULL CLEANING

The GPIP Marine Repair Facility's Stormwater Pollution Prevention Plan (SWPPP) does not allow pressure washing.

Vessel owners who wish to remove marine growth from their vessel's hull must utilize alternative methods, such as manual removal by scraping. Ground covers must be used to collect debris and then shoveled into dumpsters, which the vessel owner provides.

### 2. GROUND COVERS/TARPS

Ground cover tarps must be placed under every vessel prior to blocking, and cover the ground under the entire vessel plus a 10 foot parameter. They must remain in place and shall be kept clean (daily) of all hazmat, paint chips, etc. Ground cover tarps will be protected during welding by placing protective welding mats in the affected areas. Good housekeeping practices will be implemented at all times while working in the CBS's facility.

### 3. BLOCKING

Vessel blocking is the responsibility of the vessel owner and their primary haul-out service provider. The CBS has the right to inspect vessel blocking and will, if necessary, require additional blocking if it is determined to be inadequate for the job. The CBS will not supply, store, or furnish ships blocking, nor supply the labor needed for blocking installation/removal.

### 4. SCAFFOLDING & LADDERS

Vessel owners and/or contracted Vendors will provide their own ladders and scaffolding. The vessel owner assumes all risk, including for their agents/crew members working on the vessel, when utilizing ladders and scaffolding. The CBS assumes no risk for persons utilizing such equipment in or on CBS facilities.

## **SANDBLASTING, GRINDING, SPRAY PAINTING & SANDING**

### **1. GENERAL**

Open air sanding, grinding and scraping are prohibited unless dustless systems are employed or the vessel is tented and properly vented/filtered. These precautions are to prevent escapement of airborne particulates from the vessel and soil contamination.

City staff will inspect enclosures, spray painting, and sanding practices. When violations occur, intentional or otherwise, work will be stopped until corrective measures are taken.

Owners, crewmen and contractors performing work on boats shall comply with all applicable OSHA, Federal, State, and City regulations, policies, and procedures. Personal protective clothing and respirators shall be used as appropriate.

### **2. SANDING & GRINDING**

When practical, vessel owners are required to utilize vacuum grinding and vacuum sanding (dustless systems). When not practical, a temporary structure must be constructed to fully enclose the area being worked on, including proper ventilation and filters.

### **3. SPRAY PAINTING**

Spray painting is permitted only when the vessel, or portion to be painted, is fully enclosed with proper ventilation and filters. Every possible effort must be made to prevent overspray from leaving the enclosure.

## HOUSEKEEPING & CLEANLINESS

### 1. AREA AROUND EACH VESSEL

The immediate area surrounding each vessel must be kept neat and clean at all times. No open containers of paint, oil, hazardous or other pollution-creating material shall be stored exposed. All containers must be closed and stored under covers.

### 2. INSPECTIONS

During normal business hours, the GPIP Port Director will make regular inspections of the facility. Harbor Officers will periodically patrol the yard during non-business hours and report obvious conditions that require owner attention.

Violations must be immediately cured to the satisfaction of the GPIP Port Director. The pre-launching walk-thru meeting will allow the GPIP Port Director to confirm that the vessel's dry storage location is clean of all debris before the vessel is authorized to move. Storage of any materials on site must be approved in advance by the GPIP Port Director.

### 3. DRUM STORAGE

All drums will be labeled with vessel name, date, and contents. Drums will be stored palletized and covered. Storage of any materials on site must be approved in advance by the GPIP Port Director. Space will be provided as available and charges will reflect actual square foot usage.

### 4. MACHINERY

Before removing machinery (i.e. engines, hydraulic motors and other equipment), all open fittings shall be sealed to prevent leakage of lubricating and cooling fluids. Through-hull fittings shall similarly be sealed to prevent leakage of contaminated bilge water.

### 5. DISPOSAL METHODS & RESTRICTIONS

**General:** Everything must be properly and promptly disposed of at the time materials/waste is generated. Nothing should be left lying about. Ask if you need guidance or assistance. Abandoned waste will be disposed of and billed to the vessel owner with applicable service fees. Empty cans, scraps of lumber, paper, or other debris must be placed in waste containers and the area cleaned on a daily basis and prior to departure.

**For LARGE amounts of waste oil, oily rags, used oil filters, antifreeze, and batteries:** [Contact National Response Corporation \(NRC\) Kenai Office for disposal logistics at 907-258-1558 or infoalaska@nrcc.com.](#)

**Liquid & Petroleum Waste:** Hazardous and non-hazardous wastes must be properly separated and properly stored and/or disposed. No liquid wastes may be drained onto the ground or into the harbor. Violations could result in substantial fines and the removal of such violators from working in the boatyard. No open containers of any liquids are to be left in the open where they could be filled with rain or tipped

over causing potential runoff into the ground and water. Common sense should dictate proper activities. Abandoning wastes without proper disposal is prohibited.

Flammable materials like paint thinners and gasoline must be segregated and properly disposed of at the **Sitka Landfill Bailing Facility**. Please contact the Kenai Peninsula Borough regarding their Hazardous Waste Disposal Program. The use of liquid dispersants, like Joy soap, or mechanical means to dissipate slicks caused by fuel spills, is prohibited. Spills must be reported to staff.

**Solid Waste:** Dumpsters are to be provided by the vessel owner; use of CBS dumpsters is not permitted. Dumping of solid waste materials must be free of all liquids and the products must be inert. Heavy metal (engines, refers, etc. and/or large volumes of insulation, cardboard, etc.) trash and recyclable products should be hauled directly to the **Sitka Landfill Bailing Facility**. Covers on dumpsters shall remain closed except during the process of actual trash disposal in order to minimize rainwater entry. No solid wastes may be disposed onto the ground. Any such violations will result in substantial fines and the removal of such violators from working in the boatyard. Abandoning wastes without proper disposal is prohibited.

**Contaminated Bilge Water:** Bilge water, contaminated with oil, antifreeze, solvents or similar materials shall not be pumped or emptied onto the ground of the boatyard or in harbor waters. **Contact National Response Corporation (NRC) Kenai Office for disposal logistics at 907-258-1558 or infoalaska@nrcc.com.**

**Sewage:** Direct discharge of sewage from vessel toilet facilities is prohibited. All applicable systems shall be tagged and locked out to prevent accidental discharge while in the yard. Overboard through hull ports may be plugged to prevent discharge. Vessel owners are responsible to make arrangements for Porta-Potties for their workers/vendors.

**Paint:** Paint waste, including anti-foulant, must be disposed of at the **Sitka Landfill Bailing Facility**. Please contact the CBS regarding their Hazardous Waste Disposal Program. Hazardous waste includes liquid paint, thinners, solvents and similar materials. All containers must have lids that are capable of being sealed to prevent spillage during transport, and must be properly labeled with vessel's name, its contents, and date. Accidental spillage should be reported to staff for assistance and guidance for clean-up. Paints and solvents shall be stored in properly sealed containers. Drip pans, tarps or other devices shall be used during the transferring of solvents or paints and during paint mixing.

**Hazmat Storage:** Storage of oily rags, open paints, open solvents, open thinners, gasoline, or other flammable or explosive material is prohibited on or within the boatyard facility, except for gasoline stored aboard a vessel in U.L. or Coast Guard approved containers.



## SAFETY

1. **Vessel Owner Responsibility:** Owners are responsible for the safety of their crew and workers.
2. **Vendor Responsibility:** Vendors are responsible for the safety of their employees and shall follow OSHA approved standards.
3. **Welding/Hotworks:** Vendors contracted to weld must be certified, licensed, and insured. All persons, including vessel owners, crewmembers, and vendors must follow all standard welding practices per OSHA regulations. Fire guards and protective measures must be in place during all welding and cutting activities. There will be no open flames (other than welding or cutting torches) and no open burning. For every welder working, each must have a person on fire watch with fire extinguisher near them. Atmospheric testing for enclosed areas shall be done when appropriate. Arc shields shall be used as appropriate and required.
4. **PPE:** Owner and vendors shall insure that personal protective equipment and clothing will be provided and worn as appropriate to each task.
5. **Ladders/Scaffolding:** Vessel owners and vendors assume all risk when utilizing ladders and scaffolding.
6. **Storm Events:** Vessel owners and vendors are solely responsible to take emergency measures to secure the vessel, or anything that may become airborne during a windstorm event to prevent damage/injuries caused by airborne debris from their vessel and/or dry storage location.
7. **Alcohol/Drug-Use in Facility:** No alcohol or drugs shall be consumed/allowed in the boatyard or aboard vessels in the boatyard.
8. **Fires:** No open fires are permitted aboard vessels or in the boatyard.
9. **Children:** Children, under the age of 12, must be accompanied by an adult at all times.
10. **Pets:** All animals must be leashed and cleaned up after per CBS Code.
11. **Live-a-boards:** No one will live aboard a vessel in dry moorage without consent of the GPIP Port Director.

## SPILL PREVENTION

### 1. OIL OR HAZARDOUS MATERIAL SPILLS

Owners, crewmen and contractors performing work on boats must immediately report any spills to the Harbor Office, NRC, DEC, and USCG MSD. Failure to report can result in fines. The vessel owner and vendor are responsible for the cleanliness of their dry moorage area. Fees will be assessed if City staff labor is utilized to clean a vessel's area.

- Harbor Office: 907-747-3439
- EPA's National Response Center: 800-424-8802
- Alaska Dept. of Environmental Conservation: 800-478-9300
- U.S. Coast Guard Marine Safety Detachment: 907-966-5454

### 2. IN CASE OF A SPILL USERS SHALL:

1. Immediately stop the source of the spill.
2. Shut of all ignition sources in the area.
3. Immediately cease all smoking or welding in the area.
4. Contain the spill by using absorbent pads and booms.
5. Recover the spill as quickly as possible.
6. Notify the Harbor Office, NRC, DEC, and U.S. Coast Guard MSD.



# APPENDIX A

## User Agreement

### GPIP MARINE REPAIR FACILITY USER AGREEMENT

Acct# \_\_\_\_\_

Owner: \_\_\_\_\_

Cell Phone: \_\_\_\_\_ E-Mail Address: \_\_\_\_\_

Billing Address: \_\_\_\_\_ CBS: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Haul-out Manager (if other than owner): \_\_\_\_\_ Phone: \_\_\_\_\_

Vessel Name: \_\_\_\_\_ Registration Number: \_\_\_\_\_

Length Overall: \_\_\_\_\_ Beam: \_\_\_\_\_ Draft: \_\_\_\_\_ Displacement Tonnage: \_\_\_\_\_

Hull Type: \_\_\_\_\_ Hull Material: \_\_\_\_\_

First-time Haul-out User?  Yes  No Haul-out Date: \_\_\_\_\_ Launch Date: \_\_\_\_\_

Damage below Waterline?  Yes  No If yes, explain: \_\_\_\_\_

Nature of Work:  Inspection Only  Paint  Zincs  Propeller  Shaft  Rudder

Other: \_\_\_\_\_

Vendors & Service Providers Contracted to Perform Work: \_\_\_\_\_

Documents (*Required)	Date	Staff Initials	Comments
<input type="checkbox"/> Owner Registration*	_____	_____	_____
<input type="checkbox"/> Proof of Insurance*	_____	_____	_____
<input type="checkbox"/> CBS as Additional Insured*	_____	_____	_____
<input type="checkbox"/> BMP Provided to User*	_____	_____	_____
<input type="checkbox"/> Vendor Compliance*	_____	_____	_____
<input type="checkbox"/> Bond Discussed*	_____	_____	_____
<input type="checkbox"/> Waivers, when Required	_____	_____	_____
<input type="checkbox"/> Port Director's Approval	_____	_____	_____

## GPIP MARINE REPAIR FACILITY USER TERMS & CONDITIONS

1. **The CBS agrees** to provide dry dockage space to vessel owners under a User Agreement for the purpose of vessel repairs, maintenance, and inspections per a GPIP Director-approved work plan during the dates specified in this agreement.
2. **Responsibility.** The CBS does not accept the vessel, its tackle, fixtures, equipment, gear, or furnishings for storage or safekeeping belonging to either the owner or vendor. Nor does the CBS accept any responsibility for vendor supplies, their laborers/employees, equipment, and personnel that the vessel owner may organize or contract. The CBS shall not be responsible for lost fishing time, or any other lost time to the vessel, while it is hauled out or on the CBS-owned tidelands/beaches.
3. **Policy Compliance.** Vessel owners, their agents, crew, service providers/vendors (all referred herein as Users) agree to comply with the GPIP's Marine Repair Facility policies and Best Management Practices (BMPs). A copy shall be provided when services are scheduled.
4. **Operational Structure.** The GPIP Marine Repair Facility is being managed as an "Open Yard" facility, meaning that the User is responsible for the actual work being performed on their vessel. The CBS is simply facilitating the opportunity for haul-out and uplands use, and are not responsible for the finished product. This management structure gives the User the opportunity to manage their project from start-to-finish, contracting with vendors from the Approved Vendor List (provided by the CBS), or by using their own crew to make the repairs necessary for vessel maintenance.
5. **Vendors & Service Providers.** Contracting for all services to the vessel while it is in the boatyard, and payment for those services, is the sole responsibility of the User. Persons providing services to a vessel in the boatyard ("Vendors") must be on the CBS's approved vendor list. To qualify for the list, the following documents must be on file along with payment of fees: Certificate of Insurance, Alaska business license, registration for CBS sales tax, and professional certifications for the named trades. Vendors must abide by OSHA safety rules and regulations pertaining to their trade.
6. **Security.** Users are responsible for the security of their vessel, tools, and equipment. Other than random patrols of the boatyard, CBS staff will not be present during non-business hours.
7. **Insurance.** Users other than Vendors agree to have a current marine insurance policy of a "named perils" or "all risks" type that fully insures the value of the vessel, plus accident and environmental liability. A Certificate of Insurance shall be provided to the CBS showing coverage not less than the minimum required in the boatyard policy document. Hull and machinery coverage shall be sufficient to dispose of the vessel if abandoned, burned or otherwise left to the CBS.
8. **Dry Dockage.** The GPIP Port Director shall designate a dry storage area within the boatyard for the vessel. Charges for dry dockage are payable from the time the vessel is hauled out until the vessel is removed from the boatyard. Payment of charges for dry dockage grants a User a revocable license to use the dry dockage area that is designated for the vessel.
9. **Scheduling, Deposits, & Cancellations.** Users must plan to be in and out of the boatyard as scheduled. A deposit of 50% of the estimated costs shall be made when the User makes arrangements with the GPIP Port Director to use boatyard facilities. The CBS may require the estimated payment in full at time of scheduling. After the vessel has been launched, the deposit will be credited toward beach landing and dry dock fees. The deposit will be forfeited if: a) the vessel fails to adhere to the scheduled haul-out time, or b) the vessel owner fails to leave the facility clean after launching. A cancellation or schedule change must be communicated to the GPIP Port Director at least 24 hours in advance to avoid deposit forfeiture. Vessels missing their scheduled haul-out date will be accommodated on a "space available" basis.
10. **Charges:** Rates are published in the GPIP Port Tariff. All charges are billed out on a monthly basis and payable to the CBS. **Boatyard Moorage:** Charges are calculated as square feet, and are based on the overall length and beam of the vessel, plus a ten foot (10') perimeter on all sides, including all appendages. **GPIP Access Ramp:** Prices for the use of the GPIP Access Ramp for landing are based on the overall length of the vessel. Time spent on the access ramp prior to and after a haul-out is charged per day and will be included in the overall cost of the haul-out.
11. **Blocking.** Vessel blocking is the responsibility of the User and/or their contractors. The CBS has the right to inspect vessel blocking and will, if necessary, require additional blocking if it is determined to be inadequate for the job. The CBS will not supply, store, or furnish ships blocking, nor supply the labor needed for blocking installation/removal.
12. **Tarps.** Ground cover tarps must be placed under every vessel prior to blocking, and cover the ground under the entire vessel plus a 10 foot parameter. They must remain in place and shall be kept clean (daily) of all hazmat, paint chips, etc. Ground cover tarps will be protected during welding by placing protective welding mats in the affected areas.
13. **Ladders/Scaffolding.** User and/or Vendors will provide their own ladders and scaffolding. User assumes all risk when utilizing ladders and scaffolding.
14. **PPE:** User shall insure that personal protective equipment and clothing will be provided and worn as appropriate to each task.
15. **Sanding, Grinding, & Scraping.** Open air sanding, grinding and scraping are prohibited unless dustless systems are employed or the vessel is tented and properly vented/filtered. These precautions are to prevent escapement of airborne particulates from the vessel and soil contamination.
16. **Pressure Washing:** The GPIP Marine Repair Facility does not allow pressure washing. Users who wish to remove marine growth from their vessel's hull must utilize alternative methods, such as manual removal by scraping. Ground covers must be used to collect debris and then shoveled into dumpsters, which the vessel owner provides.

17. **Disposal of Waste & Hazmat.** See the GPIIP Marine Repair Facility policies and Best Management Practices (BMPs), and/or ask staff for details for proper disposal methods and locations.
18. **Spills & Cleanup.** User must immediately report any spills to the Harbor Office, NRC, DEC, and U.S. Coast Guard MSD. Failure to report can result in fines. User is responsible for the cleanliness of their dry moorage area. Fees will be assessed if CBS needs to clean a vessel's area.
19. **Welding/Hotworks:** Vendors contracted to weld must be certified, licensed, and insured. All persons, including the User, crewmembers, and vendors must follow all standard welding practices per OSHA regulations. Fire guards and protective measures must be in place during all welding and cutting activities. There will be no open flames (other than welding or cutting torches) and no open burning. For every welder working, each must have a person on fire watch with fire extinguisher near them. Atmospheric testing for enclosed areas shall be done when appropriate. Arc shields shall be used as appropriate and required.
20. **Storm Events:** The User/Vendors are solely responsible to take emergency measures to secure the vessel, or anything that may become airborne during a windstorm event to prevent damage/injuries caused by airborne debris from their vessel and/or dry storage location.
21. **Materials, Structures & Equipment.** Necessary materials should be on hand before each haul-out. Arrangements for storage of materials must be coordinated with the GPIIP Port Director. Users and vendors may bring in vehicles, trailers, or set up temporary structures that fit within the dry storage site of their vessel. Unless otherwise approved, the structures must be removed after the vessel is launched. Mobile homes, travel trailers, or RVs will not be allowed without approval. If the project requires more space for project lay-down, space will be provided as available and charges will reflect actual square foot usage.
22. **Alcohol/Drug-Use in Facility:** No alcohol or drugs shall be consumed/allowed in the boatyard or aboard vessels in the boatyard.
23. **Fires:** No open fires are permitted aboard vessels or in the boatyard.
24. **Children:** Children, under the age of 12, must be accompanied by an adult at all times.
25. **Pets:** All animals must be leashed and cleaned up after per CBS Code.
26. **Live-a-boards:** No one will live aboard a vessel in dry moorage without consent of the GPIIP Port Director.
27. **Liability.** The CBS shall not be liable for death or injury to persons, or damage to property, upon the vessel, yard facilities or premises adjacent thereto arising from any cause other than the willful misconduct of the CBS. The User shall indemnify and hold the CBS and its officers and employees harmless from all claims for death or injury to persons, or damage to property, arising from their acts or omissions, their agents, service providers/vendors, crew, employees, or invitees.
28. **Default; CBS's Remedies.** Failure to adhere to the GPIIP's policies and best management practices can result in unsafe actions and environmentally harmful activities. When violations are observed by CBS staff, intentional or otherwise, work will be stopped until corrective measures are taken. If User fail to properly follow and adhere to these practices/policies and/or their agreement with the CBS, or fail to pay fees or charges for more than thirty (30) days after the due date, the CBS may exercise any available remedy, including without limitation one or more of the following: a) Terminate their User Agreement; b) Begin impoundment procedures per SGC 13.14 to have the vessel removed until the violation has been cured, or disposed of; c) Place a lien on the vessel per SGC 13.14 for towing, storage, costs of sale, attorney fees, any other charges incurred in connection with the impoundment, and charges for harbor services.
29. **No Waiver.** The failure of the CBS to insist upon strict performance of any provision of this Agreement, or to exercise any right or remedy available on a breach thereof, or the acceptance by the CBS of full or partial payments during the continuance of any breach, shall not constitute a waiver of any provision of this Agreement, and all provisions hereof shall continue in full force and effect. Nothing in this Agreement shall constitute a waiver by the CBS of its right to arrest any vessel to enforce a maritime lien, or any other right or remedy.
30. **Notices.** Billings and notices will be mailed to User's address as set forth herein. User shall notify the CBS in writing of an address change.
31. **Interpretations; Amendment.** Alaska law shall govern this Agreement. The invalidity of any provision of this Agreement shall not affect the validity of any other provision. This document, in concert with the GPIIP Marine Repair and Facility Best Management Practices and Policies constitutes the entire agreement of the parties. No amendment of this Agreement shall be valid unless in writing and signed by both parties.

- 
- I accept full responsibility for my activities in the boatyard, and for the actions of my crew, workers, vendors and contractors.
  - I agree to have insurance covering the vessel, crew and persons working for me, as may be required by the terms and by the law.
  - I understand that there may be a security bond required in the amount estimated to dispose of the vessel should project failure or abandonment occur.
  - I accept and acknowledge that I have read and agree to the terms hereinabove and will abide by the GPIIP Marine Repair Facility Policies and Best Management Practices (BMP). I shall take precautions to prevent pollution to the air, ground and water. Should there be fees, fines, or cleanup required, I agree to pay such costs.

User: \_\_\_\_\_ Date: \_\_\_\_\_  
 (Signature) (Print)

Harbormaster Approval: \_\_\_\_\_ Date: \_\_\_\_\_

## APPENDIX C

### Fee Schedule

#### GPIP MARINE REPAIR FACILITY FEE SCHEDULE

Please add 5 % ( Oct. - March) or 6 % (April - Sept.) sales tax to fees *unless* otherwise noted

- Upland Dry Dockage: \$0.20/square foot per month for vessels paying annual harbor moorage  
\$0.23/square foot per month for vessels paying transient daily, monthly, semi-annual harbor moorage
- Beach Landing: \$1.50 per linear foot per calendar day
- Vendor Fee: \$150.00 per calendar year
- Administration Fee: \$50.00 per month of Dry Dockage Use

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A full list of fees can be found in the GPIP Port Tariff No. 4. Hard copies are available upon request or at <http://www.cityofsitka.com/government/departments/harbor/documents/MasterTariffNo.39-4-2018DRAFT-3.pdf>

## APPENDIX D

### Work Plan Sample

Fisherman  
F/V Catch Fish  
1234 Main Street  
Sitka, AK 99835

Haul-out plan for the F/V Catch Fish:

#### Overview:

We plan to use the 11' at 9 am tide on December 11, 2020 to put the boat on the beach. Jim's Boat Hauling Service will have their airbags on the beach and we will let the boat go dry on the bags. Jim will begin inflating the bags as soon as the tide recedes and begin moving the Catch Fish up the beach into the boat yard. We estimate that it may take two tides to roll the boat off the beach into the yard.

Once in the uplands, we will proceed to the location indicated by the GPIIP Port Director and position the boat overtop of the ground cover that extends out from all sides of the vessel by 10'. Once in place, our crews will block the vessel and then the airbags will be deflated and removed.

#### Description of work to be performed:

At this time, we plan to repair the damage caused by grounding, pull the rudders, props and shafts, sandblast and paint, and then put it all back together with the last step being welding on Zincs. However, once we get the boat on blocks and are able to perform a thorough inspection, we may find other unanticipated damage. If more damage is found we may need to adjust our estimated timeline, but as it stands now we believe that our crew and contractors will be able to do this work within the two months that we have scheduled.

#### Haul maintenance:

Besides repairing the hull damage from the grounding, we plan to sandblast and paint the hull.

#### Mechanical:

We will be pulling the rudders, props, and shafts in this project. We will have the shafts turned at Strait Shooters Machine Shop and the propellers will be trued up by fairly honest Harry's Prop Shop.

#### Fabrication:

We intend to have the steel fabrication work done by Sparks A Lot Welding fabricators for hire.

#### Inspection:

Coast Guard MSD will inspect the fabrication work at various stages of completion and I, the vessel owner, will inspect the sandblasting and paint applications.

#### Work crew:

The work crew will be made up of a combination of my boat crew for the (unskilled labor) and the contractors that are hired from the CBS of GPIIP marine repair yard approved vender list to help with the skilled labor portions of the project.

At this time the contractors that I have made agreements with are welding Sparks A Lot Welding machining Strait Shooters Sandblasting/painting will be performed by Looking Good painters

#### Haul-out contractor and equipment:

We intend to hire Jim's Boat Hauling Service to move the Catch Fish from the beach into the repair yard and then put us back into the water once the work is completed.

#### Containment plans and waste disposal:

- Welding mats will be laid down over the ground covering to protect it from welding and cutting damage.



- Work areas will be cleaned up daily by my boat crew to ensure that the work site is clean and that debris doesn't blow out onto the unprotected ground.
- After the fabrication work is complete, we intend to build a temporary shelter around the Catch Fish that will contain the dust caused by sandblasting. This area will be kept clean during the whole process. Exhaust air from the enclosure will be filtered to keep so that blasting dust does not escape into the environment.
- We plan to spray on the paint coatings with an airless spray rig once the hull is prepared. This will be done undercover as well so as to ensure there are no overspray issues and for coatings quality. We will rent a job site furnace to control the temp inside the covered work area.
- We will contract with Dumpys's Refuse Disposal for a dumpster to be located on site.
- We have contacted Sitka landfill to discuss the proper disposal of the hazardous waste that will be generated from the project (paint slops and thinner).
- All waste generated from this project will be disposed of properly in dumpsters provided by me for the project. None of our project waste will be disposed of in the harbor dumpsters or waste disposal locations at the harbor.
- We will also have a Port-A-Potty on site for the work crews to use during this project.

Launch date:

At this time it is our intention to complete our work and launch the Catch Fish on February 10, 2021 at 11:30 am on the 11' tide.

Additional information:

- As the owner of the Catch Fish, I will be the project manager for this project. I intend to be on site every day for the duration of this project to ensure quality and cost control. However, if I am called away for some unforeseen reason, my relief Captain, Popeye will take over the project in my place.
- I will post contact information on the project site and will follow the rules listed in and agreed to in the GPIIP Marine Repair Facility user agreement.
- I also plan to stage a 20' conex van next to the project for secure equipment storage, and we may need to have a small travel trailer on site to use as a warm-up shack depending on the weather.
- Materials and supplies we'll be purchased from local merchants.
- I have rented a vacation rental for crew housing for the duration of the project. No one will be living on board the Catch Fish while it's in the repair yard.

## GPIP MARINE REPAIR FACILITY HAUL- OUT & LAUNCH ESTIMATE WORKSHEET

To better aid users of the haul-out facility, this estimate worksheet will help determine how a general cost of hauling a vessel out in the Homer uplands. The required 50% Security Deposit is based on the estimated costs, which is determined by the user's haul-out work plan and the Marine Repair Facility's fee schedule.

**All charges are billed out on a monthly basis and payable to the Sitka Harbor Office.** Upland Dry Dock charges are calculated as square feet, and are based on the overall length and beam of the vessel, plus a ten foot (10') perimeter on all sides, including all appendages and additional space requested. Prices for the use of the CBS's beach for landing are based on the overall length of the vessel. Time spent on the beach prior to and after a haul-out is charged per day and will be included in the overall cost of the haul-out.

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### Example of Estimating Costs

The F/V Catch Fish is a 120' landing craft with a 40' beam, which pays Transient Annual moorage in the Homer Harbor. They plan on being hauled out for two months with the possibility of staying longer, and also need additional space for a 20' Conex.

It lands on the CBS's beach the day before their scheduled haul-out and spend a total of two calendar days on the beach. Beach Landing charges will be:

$$\text{Beach Landing: } \$1.50 \times 120' = \$180 \times 2 \text{ days} = \$360.00 + \text{tax } (\$27.00) = \$387.00$$

After being hauled out, the Catch Fish is charged per square foot, plus a ten foot perimeter on all sides. They also require additional space for a 20' Conex. Dry Dockage charges are billed out on a per month basis and will be:

$$\begin{aligned} 120' + 20' \text{ (10' on each side)} &= 160' \text{ overall length} \\ 40' + 20' \text{ (10' on each side)} &= 60' \text{ overall width} \\ 160' \times 60' = 9,600 \text{ sq ft} + 20' \times 10' = 200 \text{ sq ft} &= 9,800 \text{ overall square feet} \end{aligned}$$

$$\text{First Month: } 9,800 \times \$0.17 = \$1,666 + \$50 \text{ Admin Fee} = \$1,716 + \text{tax } (\$128.70) = \$1,844.70$$

$$\text{Second Month: } 9,800 \times \$0.17 = \$1,666 + \$50 \text{ Admin Fee} = \$1,716 + \text{tax } (\$128.70) = \$1,844.70$$

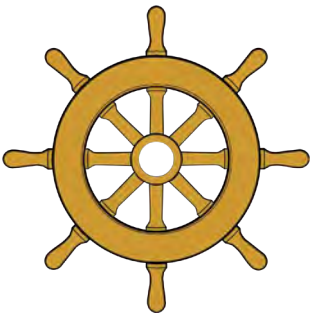
Halfway through the scheduled haul-out, unforeseen circumstances require an additional two weeks of work. The owner of the Catch Fish contacts the GPIP Port Director to confirm the delay will work with the haul-out schedule and to get the work plan changes approved. Further Dry Dockage charges will be:

$$\text{Third Month: } 9,800 \times \$0.17 = \$1,666 + \$50 \text{ Admin Fee} = \$1,716 + \text{tax } (\$128.70) = \$1,844.70$$

The launching date arrives and the Catch Fish is rolled out of the uplands onto the beach. The boat stays there for one calendar day as it waits for the next tide. An inspection by the GPIP Port Director of the uplands shows that the area was cleared properly by the vessel owner; no additional fees for cleanup will be charged. The second Beach Landing charges will be:

$$\text{Beach Landing: } \$1.50 \times 120' = \$180 \times 1 \text{ day} = \$180.00 + \text{tax } (\$13.50) = \$193.50$$

Total estimated costs for the Catch Fish hauling out are \$6,114.60. The 50% Security Deposit, paid at the time of scheduling, will be \$3,057.30. There being no defaults, this security deposit will be applied to the vessel's account.



GPIP PORT  
**REPAIR FACILITY  
VENDOR AGREEMENT**

**Business Info**

Name of Business: \_\_\_\_\_ Work Phone: \_\_\_\_\_  
 Billing Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Owner's Name: \_\_\_\_\_ Cell Phone: \_\_\_\_\_  
 E-Mail Address: \_\_\_\_\_  
 Manager's Name: \_\_\_\_\_ Cell Phone: \_\_\_\_\_  
 General Nature of Services to be Provided: \_\_\_\_\_

**Documents**

Documents (*Required)	Date	Staff Initials	Comments
<input type="checkbox"/> Alaska Business License*	_____	_____	_____
<input type="checkbox"/> Borough Sales Tax Certificate*	_____	_____	_____
<input type="checkbox"/> Proof of Insurance*	_____	_____	_____
<input type="checkbox"/> City as Additional Insured*	_____	_____	_____
<input type="checkbox"/> Proof of Worker's Comp*	_____	_____	_____
<input type="checkbox"/> Certification (if required)	_____	_____	_____
<input type="checkbox"/> Certification (if required)	_____	_____	_____
<input type="checkbox"/> BMP Provided to Vendor*	_____	_____	_____
<input type="checkbox"/> Harbormaster's Approval*	_____	_____	_____

**Acknowledgement & Approval**

I accept and acknowledge that I have read and agree to the terms on page 2 and 3, and abide by the GPIP Port Facility User Agreement and Best Management Practices (BMP). I shall take precautions to prevent pollution to the air, ground and water. Should there be fees, fines, or cleanup required, I agree to pay such costs.

- ✓ I will abide by OSHA safety rules and regulations pertaining to my trade(s).
- ✓ I accept full responsibility for my activities in the boatyard and for the actions of my workers.
- ✓ I agree to have insurance covering my workmanship employees, as may be required by the terms and by the law.
- ✓ I understand that the name of my business will be available to boatyard users.

Vendor: \_\_\_\_\_ Date: \_\_\_\_\_  
 (Signature) (Print)

Harbormaster Approval: \_\_\_\_\_ Date: \_\_\_\_\_

## GPIP REPAIR FACILITY

### VENDOR TERMS & CONDITIONS

1. **The CBS agrees** to provide contractors, service providers, and vendors the opportunity to work in the GPIP Port under a Vendor agreement, of which will place vendors on the Approved Vendor List. The list shall be available on the CBS's website and given to all vessel owners utilizing the facility.
2. **Responsibility.** The CBS does not accept the vessel, its tackle, fixtures, equipment, gear, or furnishings for storage or safekeeping belonging to either the owner or vendor. Nor does the CBS accept any responsibility for vendor supplies, their laborers/employees, equipment, and personnel that the vessel owner may organize or contract. The CBS shall not be responsible for lost fishing time, or any other lost time to the vessel, while it is hauled out or on the CBS-owned tidelands/beaches.
3. **Policy Compliance:** Vendors agree to comply with the CBS's GPIP Port policies and Best Management Practices (BMPs). A copy shall be provided when services are scheduled.
4. **Operational Structure.** The GPIP Marine Repair Facility is being managed as an "Open Yard" facility, meaning that the vessel owner is responsible for the actual work being performed on their vessel. The CBS is simply facilitating the opportunity for haul-out and uplands use, and are not responsible for the finished product. This management structure gives the vessel owner the opportunity to manage their project from start-to-finish, contracting with vendors from the Approved Vendor List (provided by the CBS), or by using their own crew to make the repairs necessary for vessel maintenance.
5. **Vendors & Service Providers.** Contracting for all services to the vessel while it is in the boatyard, and payment for those services, is the sole responsibility of the vessel owner. Persons providing services to a vessel in the boatyard ("Vendors") must be on the CBS's approved vendor list. To qualify for the list, the following documents must be on file along with payment of fees: Certificate of Insurance, Alaska business license, registration for CBS sales tax, and professional certifications for the named trades. Vendors must abide by OSHA safety rules and regulations pertaining to their trade.
6. **Security:** Vendors and vessel owners are responsible for the security of their property. Other than random patrols of the boatyard, CBS staff will not be present during non-business hours.
7. **Insurance:** Vendors must have on-file with the CBS a current certificate of insurance to cover all of the services to be provided. All vendors must carry a minimum of \$1,000,000 per incident and \$2,000,000 in aggregate liability insurance and the CBS must be included as additional insured. Copies of the insurance policy must be on file with the CBS before work may begin. Vendors must provide proof of longshore and harbor worker, workman's compensation insurance, or proof that such coverage is waived.
8. **Scheduling:** Vendors must plan to work within the vessel-owner's scheduled boatyard time.
9. **Dry Dockage:** The CBS shall designate a dry moorage area within the boatyard for each vessel. Vendors may work within the vessel's designated dry moorage area. Additional space may be rented from the CBS if available. Rates are published in the GPIP Port Tariff.
10. **Charges:** To remain on the list, every year vendors must complete the Vendor Agreement with the CBS and pay an annual fee before providing services. In the circumstance that a vendor is being hired to provide services during a one-time job, but is not on the Approved Vendor List, the vendor must complete the Vendor Agreement, provide the required documents, and opt to pay the "one-time" vendor fee instead of the annual fee. Rates are published in the GPIP's Port Tariff. All charges are payable to the CBS.
11. **Tarps.** Ground cover tarps must be placed under every vessel prior to blocking, and cover the ground under the entire vessel plus a 10 foot parameter. They must remain in place and shall be kept clean (daily) of all hazmat, paint chips, etc. Ground cover tarps will be protected during welding by placing protective welding mats in the affected areas.
12. **Ladders/Scaffolding.** Vendors will provide their own ladders and scaffolding. Vendor and/or vessel owner assumes all risk when utilizing ladders and scaffolding.
13. **PPE:** Vendor and/or vessel owner shall insure that personal protective equipment and clothing will be provided and worn as appropriate to each task.
14. **Sanding, Grinding, & Scraping.** Open air sanding, grinding and scraping are prohibited unless dustless systems are employed or the vessel is tented and properly vented/filtered. These precautions are to prevent escapement of airborne particulates from the vessel and soil contamination.
15. **Pressure Washing:** The GPIP Marine Repair Facility does not allow pressure washing.
16. **Disposal of Waste & Hazmat.** See the GPIP Marine Repair Facility Policies and Best Management Practices (BMPs), and/or ask the GPIP Port Director for details for proper disposal methods and locations.
17. **Spills & Cleanup.** The Vendor/vessel owner must immediately report any spills to the Harbor Office, NRC, DEC, and U.S. Coast Guard MSD. Failure to report can result in fines.
18. **Welding/Hotworks:** Vendors contracted to weld must be certified, licensed, and insured. All persons, including the vessel owner, crewmembers, and vendors must follow all standard welding practices per OSHA regulations. Fire guards and protective measures must be in place during all welding and cutting activities. There will be no open flames (other than welding or cutting torches) and no open burning. For every welder working, each must have a person on fire watch with fire extinguisher near them. Atmospheric testing for enclosed areas shall be done when appropriate. Arc shields shall be used as appropriate and required.

19. **Storm Events:** The Vendor/vessel owner are solely responsible to take emergency measures to secure the vessel, or anything that may become airborne during a windstorm event to prevent damage/injuries caused by airborne debris from their vessel and/or dry storage location.
20. **Materials, Structures & Equipment.** Necessary materials should be on hand before each haul-out. Arrangements for storage of materials must be coordinated with the Harbormaster. Users and vendors may bring in vehicles, trailers, or set up temporary structures that fit within the dry storage site of their vessel. Unless otherwise approved, the structures must be removed after the vessel is launched. Mobile homes, travel trailers, or RVs will not be allowed without approval. If the project requires more space for project lay-down, space will be provided as available and charges will reflect actual square foot usage.
21. **Alcohol/Drug-Use in Facility:** No alcohol or drugs shall be consumed/allowed in the boatyard or aboard vessels in the boatyard.
22. **Fires:** No open fires are permitted aboard vessels or in the boatyard.
23. **Children:** Children, under the age of 12, must be accompanied by an adult at all times.
24. **Pets:** All animals must be leashed and cleaned up after per CBSCode.
25. **Live-a-boards:** No one will live aboard a vessel in dry moorage without consent of the GPIIP Port Director.
26. **Liability:** The CBS shall not be liable for death or injury to persons, or damage to property, upon the vessel, yard facilities or premises adjacent thereto arising from any cause other than the willful misconduct of the CBS. Vendors shall indemnify and hold the CBS and its officers and employees harmless from all claims for death or injury to persons, or damage to property, arising from their acts or omissions, their agents, service providers/vendors, crew, employees, or invitees.
27. **Refusal of Service/Access:** The CBS reserves the right to refuse access to Vendors that: (a) do not have a current Alaska Business License, (b) fail to register for, collect, and remit sales tax, (c) lack sufficient insurance, (d) fail to comply with the CBS's Marine Repair Facility policies and Best Management Practices (BMPs), or (e) fail to comply with safety practices.
28. **Default in Compliance; CBS's Remedies:** Failure to adhere to the GPIIP's policies and best management practices can result in unsafe actions and environmentally harmful activities. When violations are observed by CBS staff, intentional or otherwise, work will be stopped until corrective measures are taken. If Vendor fails to properly follow and adhere to these practices/policies and/or their agreement with the CBS, or fail to pay fees or charges for more than thirty (30) days after the due date, the CBS may exercise any available remedy, including without limitation to terminate their Vendor Agreement.
29. **No Waiver:** The failure of the CBS to insist upon strict performance of any provision of this agreement, or to exercise any right or remedy available on a breach thereof, or the acceptance by the CBS of full or partial payments during the continuance of any breach, shall not constitute a waiver of any provision of this agreement, and all provisions hereof shall continue in full force and effect. Nothing in this agreement shall constitute a waiver by the CBS of its right to arrest any vessel to enforce a maritime lien, or any other right or remedy.
30. **Notices.** Billings and notices will be mailed to User's address as set forth herein. User shall notify the CBS in writing of an address change.
31. **Interpretations; Amendment:** Alaska Law shall govern this agreement. The invalidity of any provision of this agreement shall not affect the validity of any other provision. This document, in concert with the GPIIP Marine Repair and Facility Best Management Practices and Policies constitutes the entire agreement of the parties. No amendment of this Agreement shall be valid unless in writing and signed by both parties.

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I accept and acknowledge that I have read and agree to the terms on page 2 and 3 and will abide by the GPIIP Marine Repair Facility Policies and Best Management Practices (BMP). I shall take precautions to prevent pollution to the air, ground and water. Should there be fees, fines, or cleanup required, I agree to pay such costs.

- I will abide by OSHA safety rules and regulations pertaining to my trade(s).
- I accept full responsibility for my activities in the boatyard and for the actions of my workers.
- I agree to have insurance covering my workmanship employees, as may be required by the terms and by the law.
- I understand that the name of my business will be available to boatyard users.

Vendor Initials: \_\_\_\_\_ Date: \_\_\_\_\_



Gary Paxton Industrial Park Floating Dock- Operations and Maintenance Manual

# **Gary Paxton Industrial Park Floating Dock**

## **Operations and Maintenance Manual**

Sitka, Alaska 2017



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## Introduction:

This manual describes the Gary Paxton Industrial Park Floating Dock Operating and Maintenance requirements. This manual has been prepared to provide guidance and recommendations to assist in the longevity of the floating dock and associated structures. It should be used in conjunction with included specific equipment operations and maintenance manuals.

## PCC Provider Barge:

It is the recommendation of Turnagain Marine Construction that periodic inspection be performed on the PCC Provider Barge for the Gary Paxton Industrial Park Floating Dock Project. All barge hardware shall be visually inspected for rust, security, and functionality. Arch fenders shall be inspected for wear and tear. In addition to periodic inspection, the complete barge structure shall also be inspected following any major impacts to the structure.

Electrical operations and maintenance will be per Puffin Electric's O&M submission (See Appendix K). Mechanical operations and maintenance will be per Bering Industrial's O&M submission (See Appendix B). Barge coatings operations and maintenance shall be per Northwest Corrosion Engineering's evaluation (See Appendix E). Any coating repair will be per manufacturer's recommendations (See Appendix F). For acceptable fender berthing loads at the dock and dolphins please see the Dock Fender System Memorandum (Appendix J)

Ballast tank hatch hardware shall be inspected for rust, security, and functionality. The rubber seal for the hatch cover should also be inspected for rip and/or tears. The ballast tank anodes as well as the ballast tank float coat shall be inspected per Northwest Corrosion Engineering's Ship-2-Shore Corrosion Protection review (See Appendix G). The below table outlines the general inspection items and recommended inspection frequencies.

Inspection Items	Inspection Type	Frequency	Notes
Barge Structure (Topside)	Visual	1 month	Repair as needed.
Arch Fenders	Visual	5 yrs.	Replace as needed
Ballast tank hatch cover rubber gasket	Visual	2 yrs.	Replace as needed
Barge Structure (In-water dive inspection)	Visual	1 yr.	Repair as needed
Barge exterior anodes (in-water dive inspection)	Visual	3 yrs.	Repair as needed
Safety stands and cabinets	Functionality	1-2 yrs.	Replace as needed
Fire Extinguisher	Re-certification	1 yr.	
Barge exterior coatings & paint	15 yrs. Per Corrosion Control Provisions Evaluation (See Appendix E & F)		
Electrical	Per Electrical O&M submission (See Appendix K)		
Mechanical	Per Mechanical O&M submission (See Appendix B)		
Barge Ballast Tank Coating	15 yrs. Per Ship-2-Shore Corrosion Protection Review (See Appendix G)		





Ballast tank anodes	Visual	1 yr. then every 5 yrs.	Per Ship-2-Shore Corrosion Protection Review (See Appendix G)
Barge Deck Housekeeping	Debris Removal	1yr.	Fire hose used to wash deck and deck drains

-All inspection frequencies are the minimum. Owner may increase inspection frequency at their discretion.

The following table outlines the estimated life cycle expectancies and cost of the dock structure items.

Item	Length	Approximate Cost Estimate
Exterior barge anodes	20 yrs.	\$35,000
Pile Anodes	25 yrs.	\$20,000
Ballast Tank Anodes	15 yrs.	\$65,000
Barge dry-dock inspection	25 yrs.	\$400,000
Bridge bearing UHMW	25 yrs.	\$80,000
Fire extinguisher replacement	5 yrs.	\$1,000
Light fixtures	20 yrs.	\$15,000
Gangway rollers and guides	20 yrs.	\$3,000
Transfer bridge coating repairs	30 yrs.	\$40,000
Ballast tank corrosion coatings	15 yrs.	\$30,000
Pile hoop fenders	25 yrs.	\$4,500/ ea.
Small boat float pile hoop UHMW	25 yrs.	\$2,000/ ea.
Barge fender	25 yrs.	\$2,500/ ea.
Barge hatch gaskets	15 yrs.	\$500/ ea.

## Barge Ballast Changes and Discharging:

Discharging ballast water from the tanks coated with the Ship-to-Shore product will require application of an industrial or Nondomestic discharge permit from the Alaska Department of Environmental Conservation Division of Water. Specifically, the application will need to include APDES Form 1 (General Application) and Form 2D (New Sources and New Dischargers). See Appendix M for discharge forms or follow the link [http://dec.alaska.gov/water/wwdp/online\\_permitting/ind\\_ww\\_apps.htm](http://dec.alaska.gov/water/wwdp/online_permitting/ind_ww_apps.htm).

The application packet will need to include CBS's intended testing and monitoring to be completed with each discharge. The permit will be valid for a 5-year term. Upon new application the previous records from prior testing/monitoring efforts must be submitted. Annual fees could be as high as \$5000-\$7000 during the 5-year term. Final annual fee amount will be based on a negotiated rate with ADEC. An application must be filed and fees paid prior to any discharge.

The barge has been installed and ballasted down to 6.11' free board with zero trim and 3 inch starboard list. The 6.11' of freeboard is the minimum amount of free board. If free board is to be changed reference the Ballast Plan and Stability Analysis (Appendix A).



<b>Approximate Volume Removal for Ballast Adjustment 6.11' to 8' (Cubic Feet)</b>		
<b>Location</b>	<b>Port</b>	<b>Starboard</b>
Tank 1	1691	1691
Tank 2	4693	4693
Tank 3	4693	4693
Tank 4	4693	4693
Tank 5	1213	1238

<b>Approximate Volume Removal for Ballast Adjustment 6.11' to 10' (Cubic Feet)</b>		
<b>Location</b>	<b>Port</b>	<b>Starboard</b>
Tank 1	5493	5493
Tank 2	8196	8196
Tank 3	8196	8196
Tank 4	8196	8196
Tank 5	4402	4452

A discharge permit application would need to be completed and submitted. The ballast plan and stability analysis outlines the minimum free board and maximum free board. With appropriate applications submitted discharge ballast water amounts from each tank to achieve desired free board.

### **Abutment:**

It is the recommendation of Turnagain Marine Construction that periodic inspection be performed on the concrete abutment for the Gary Paxton Industrial Park Floating Dock Project. The abutment concrete should be visually inspected for cracking or discoloration. All hardware incorporated with the abutment should be inspected for rust and security. In addition to periodic inspection, the transfer bridge shall also be inspected following any major impacts to the barge structure.

Electrical operations and maintenance will be per Puffin Electric's O&M submission (See Appendix K). Mechanical operations and maintenance will be per Bering Industrial's O&M submission (See Appendix B). The below table outlines the general inspection items and recommended inspection frequencies.

<b>Inspection Items</b>	<b>Inspection Type</b>	<b>Frequency</b>	<b>Notes</b>
Concrete Structure	Visual	5 yrs.	Repair as needed
Hardware	Visual	1-2 yrs.	Replace as needed
Safety stands and cabinets	Functionality	1-2 yrs.	Replace as needed
Fire Extinguisher	Re-certification	1 yrs.	
Electrical	Per Electrical O&M submission (See Appendix A)		
Mechanical	Per Mechanical O&M submission (See Appendix B)		



## Transfer Bridge:

It is the recommendation of Turnagain Marine Construction that periodic inspection be performed on the Transfer Bridge for the Gary Paxton Industrial Park Floating Dock Project. The Transfer Bridge hardware and transfer plate hinges should be visually inspected for rust, security and functionality by a certified bridge inspector. UHMW should be visually inspected and repaired as needed. In addition to periodic inspection, the transfer bridge shall also be inspected following any major impacts to the barge structure. The transfer bridge upper and lower bearing plates shall be hosed off every year to ensure impair free movement

Electrical operations and maintenance will be per Puffin Electric’s O&M submission (See Appendix K). Mechanical operations and maintenance will be per Bering Industrial’s O&M submission (See Appendix B). Any spot repair should be performed in accordance with manufactures recommendations (Appendix C). The below table outlines the general inspection items and recommended inspection frequencies.

Inspection Items	Inspection Type	Frequency	Notes
Transfer Bridge Structure	Certified Bridge Inspector	2 yrs.	Repair as needed
Transfer Bridge Bearings	Certified Bridge Inspector	2 yrs.	Repair as needed
Transfer Bridge Coatings	Certified Bridge Inspector	2 yrs.	Repair as needed
Safety stands and cabinets	Functionality	1-2 yrs.	Replace as needed
Fire Extinguisher	Re-certification	1 yr.	
Electrical	Per Electrical O&M submission (See Appendix A)		
Mechanical	Per Mechanical O&M submission (See Appendix B)		

See Appendix L- Transfer Bridge Removal for options during barge dry docking operations.

## Small Craft Float:

It is the recommendation of Turnagain Marine Construction that periodic inspection be performed on the Small Craft Float for the Gary Paxton Industrial Park Floating Dock Project. The gangway connections should be inspected for proper shackles and overall functionality. The UHMW rub strip and UHMW strips within the pile hoops shall be visually inspected for proper fit and thickness. All float hardware should be inspected periodically with missing or damaged items replaced as needed to ensure longevity of float and connections. In addition to periodic inspection, the complete small boat float structure shall also be inspected following any major impacts to the barge and/or small craft float structure.

The below table outlines the general inspection items and recommended inspection frequencies.

Inspection Items	Inspection Type	Frequency	Notes
Gangway	Functionality	1-2 yrs.	Repair as needed
UHMW	Visual	2-3 yrs.	Replace as needed
Hardware	Visual	1-2 yrs.	Replace as needed
Safety stands and cabinets	Functionality	1-2 yrs.	Replace as needed
Fire Extinguisher	Re-certification	1 yr.	



## Safety Cabinets and Bollards

The safety stands and cabinets' hardware should periodically be inspected for functionality. Annual fire extinguisher certifications will need to be completed. The safety Bollards were fabricated by Rainier Welding, Inc. Bollard reflective safety tape should be replaced as needed. Bollard coating touch up shall be completed as needed. (See Appendix H)

### DESIGN LOADS:

- ASCE 7-05 MIN DESIGN LOADS
- ASCE 81-14 SEISMIC DESIGN OF PIERS AND WHARVES
- UFC 4-159-03 DESIGN: MOORINGS

DEAD LOAD	WEIGHT OF ALL CONSTRUCTION MATERIALS	
LIVE LOAD	FLOATING DOCK	400 PSF
	TRANSFER BRIDGE	125 PSF
	SMALL CRAFT FLOAT	50 PSF
	SMALL CRAFT GANGWAY	50 PSF
SNOW LOAD		50 PSF
WIND LOAD ON STRUCTURES		
	WIND SPEED, V	120 MPH 3-SEC GUST
	EXPOSURE CATEGORY	D
	IMPORTANCE FACTOR, I <sub>w</sub>	1.00
	TOPOGRAPHIC FACTOR, K <sub>zt</sub>	1.00
	DIRECTION FACTOR	0.85
	GUST FACTOR, G	0.85
SEISMIC	ASCE 81-14 PERFORMANCE REQUIREMENTS = LOW	
	DESIGN EARTHQUAKE PER ASCE 7-05	
	LIFE SAFETY PROTECTION	
	SS = 0.834g, S1 = 0.464g, Fa = 1.1, Fv = 2.4	
	SDS = 0.811g, SD1 = 0.742g	
	SEISMIC DESIGN CATEGORY	D
	SITE CLASS	E
BERTHING ENERGY		
	AT FACE OF FLOATING DOCK	20 KIP-FT
	AT DOLPHIN PILE CLUSTER	156 KIP-FT
MAX MOORING REACTION AT DOLPHIN		160 KIPS

### DESIGN VEHICLES:

- AASHTO HS20-44 TRUCK
- TAYLOR THDC-975 FORKLIFT
- TAYLOR TS-9972 FORKLIFT
- SVE 45120-57 FORKLIFT
- SVE-S1150 FORKLIFT
- MOBILE TRUCK CRANE WITH 20 TON CAPACITY

### DESIGN VESSELS:

- CONTROLLING DESIGN VESSEL FOR MOORING AND BERTHING LOADS AT DOLPHIN CLUSTERS: 950 TEU CARGO BARGE
  - DIMENSIONS: 400'X100'
  - DISPLACEMENT: 22,000 US TONS
- CONTROLLING DESIGN VESSEL FOR FACE OF FLOATING DOCK FENDER SYSTEM: COMMERCIAL FISHING VESSEL
  - DIMENSIONS: 150'X30'
  - DISPLACEMENT: 440 US TONS

Item	Length (in Years)	Approximate Cost Estimate	Cost/Year
Exterior Barge Anodes	20	\$35,000	\$ 1,750.00
Pile Anodes	25	\$20,000	\$ 800.00
Ballast Tank Anodes	15	\$65,000	\$ 4,333.33
Barge Dry-dock Inspection	25	\$400,000	\$ 16,000.00
Bridge Bearing UHMW	25	\$80,000	\$ 3,200.00
Fire Extinguisher Replacement	5	\$1,000	\$ 200.00
Light Fixtures	20	\$15,000	\$ 750.00
Gangway Rollers and Guides	20	\$3,000	\$ 150.00
Transfer Bridge Coating Repairs	30	\$40,000	\$ 1,333.33
Ballast Tank Corrosion Coatings	15	\$30,000	\$ 2,000.00
Pile Hoop Fenders (8)	25	\$4,500	\$ 1,440.00
Small Boat Float Pile Hoop UHMW (4)	25	\$2000/ea	\$ 320.00
Barge Fender (46)	25	\$2500/ea	\$ 4,600.00
Barge Hatch Gaskets (5)	15	\$500/ea	\$ 167.00

**\$ 37,043.67 Total Cost/ Year**

## Dock Sample Use

*GPIP Dock is 250' long by 74' wide with a 120' small vessel float on one side*

### Example 1 – Fishing vessels

*\*Note: The following estimate considers 5 vessels visit the GPIP Dock on one day in June. Estimates are pulled from actual billings in the summer of 2019. There were a total of 40 port of calls from fishing vessel in June 2019.*

- 53' vessel offloading catch
  - Dockage for 2 hours      \$50.00
  - Wharfage                      \$67.46
  - Sub Total                      \$117.46
  - Tax                                  \$5.87
  - Total                              \$123.33
  
- 43' vessel offloading gear
  - Dockage 1 hour              \$25.00
  - Wharfage                      \$24.30
  - Sub Total                      \$49.30
  - Tax                                  \$2.96
  - Total                              \$52.26
  
- 58' vessel offloading catch
  - Dockage all day              \$64.96
  - Wharfage                      \$157.33
  - Sub Total                      \$222.29
  - Tax                                  \$13.34
  - Total                              \$235.63
  
- 39' vessel offloading gear
  - Dockage all day              \$34.71
  - Wharfage                      \$34.81
  - Sub Total                      \$69.62
  - Tax                                  \$4.17
  - Total                              \$73.79
  
- 100' vessel offloading gear
  - Dockage 2 hour              \$50.00
  - Wharfage                      \$38.30
  - Sub Total                      \$88.30
  - Tax                                  \$5.30
  - Total                              \$93.60

Total for the Day = \$578.61

## Example 2 – Small Cruise Ship

- 304' Cruise ship
  - Dockage for 12 hours \$998
  - Passenger fee – 175 \$700
  - Security Fee \$850
  - Security Person -\$360
  - Vendor Fee (6 visits) \$25.00
  - Sub Total \$2,213.00
  - Tax \$132.78
  - Total \$2,345.78