

## Oct 2020 Harbormaster Report

Staff: We have had some turnover this year. Stacey Hjort left us at the end of the summer and Jake Slaven stepped into the evening shift schedule. Earlier in the year we also lost the split shift staff so we have tried out a few different prospective employees and recently secured Abby Hosier in that position. Last week we interviewed and hired Rans McIntosh for the maintenance position so once again will have a full crew as November rolls around. While I was out on maternity leave (Feb-May) Eddie and the crew did a great job of holding down the fort through all the Covid-19 turmoil.

### Maintenance:

North Harbor – All is going well. Normal cleaning and upkeep on the floats. The NH fire shed decking is getting soft, so will be looking at figuring out a replacement or major repair of this in the upcoming year.

Middle Harbor – Normal upkeep here too. Still working to monitor the siltation and work with the USACE on dredging.

South Harbor – \*We did another round of finger float repair with replacement of hinges and floatation. Leveling requires a diver, our UHMW lift tanks we purchased for this specific task and many many floatation billets we have specially build and coated for these locations. Maintenance is assembling the new steel SH fire/maintenance shed that will replace the 60 plus year small fire shed.

Crane Dock – all well there. Passed the annual inspection with a few minor upkeep details.

SH Grid – the new waterline has made it easier to turn on/off.

Drive Down – normal cleaning and maintenance. Staff explored using lasers to help with our nightly roosting bird issue, they seem to have gotten used to those as well as the noise bird deterrent, so now are turning the float lights off when facility is not in use. We are looking at possible getting a 12 x 750 area paved to help with the rutting issues, got a reasonable quote from Jesse West

Scow Bay – continue to monitor area daily. A new lease went to Raleigh Cook and essentially shut down public parking which most users expected. We continue to talk with one user who is not happy and threatening legal action with the Borough. The Borough manager and attorney is handling it.

Port Storage – graded and rolled- regular maintenance.

The 2016 Gulf of Alaska Pink Salmon Fishery Disaster allocated for the Petersburg Borough come to the amount of \$102,432.21. These funds must use the funds for developing, improving, or maintaining infrastructure, services or habitat that support Pink Salmon commercial fisheries in our area. Eligible municipalities and boroughs must identify projects that support infrastructure for commercial Pink Salmon fishing and other related shoreside fishery support facilities and/or equipment (cold storage, ice houses, docks, storage facilities). Projects that support Pink Salmon habitat can include restoration, enhancement, and

rehabilitation (culvert replacement, log jam placement, streambank revegetation/stabilization, elevated light penetrating walkways). We proposed the South Harbor Dredge as project that would help both catcher and processors, but because there are Federal dollars already involved NOAA said the project is not eligible to apply these funds towards that project.

Other ideas include:

- Small crane at Drive Down Float
- Paving a 12 x 750 lane at the Drive Down Approach (est.
- Purchasing a stockpile of materials to resurface the net float (new float cost \$500,000)

This summer the Assembly authorized the continuation of the cost sharing partnership with the USACE to engineer and complete the design for dredging the South Harbor dredge project and agreed to the amount of \$125,000 to be paid by the Borough using Harbor Enterprise Funds. The next phase and agreement will focus on the actual construction portion of the project ie: dredging 83,000 cubic yards of material. Construction costs are projected to be \$7,284,000.00 with the Federal Government share projected to be \$6,555,600.00 and the Non-Federal Sponsor's (Petersburg Borough) share projected to be \$1,456,800. Half of the Non-Federal Sponsors portion minus \$100,000 that is eligible for in-kind contributions (\$628,400.00) will be due upon project completion. The second half of the Non-Federal Sponsors portion (\$728,400) is eligible for a 30 year federal loan program and therefore not due immediately. The exact amounts are unknown until the USACE performs the actual project contract bid opening which is listed on the most up to date schedule as 5/10/2021 with a project completion of 5/20/2022.

There have been a couple of changes in the fleet earlier this year that led the staff to wonder about the future of large landing craft uses along the Petersburg Waterfront. We are considering possibly designing and building a loading ramp out at Scow Bay off the end of the breakwater/jetty to help accommodate possible future needs in this area. This summer we contacted Alan Murph about engineering/permit such a design and he is willing to do it for \$16,790. Will consider moving forward with this as the year progresses and if we start to see the need.

PETRO Trade update. The Borough Manager has kept in contact with Petro through our lawyer and theirs. The negotiation terms are still in effect. Currently Petro is compiling a plan for DEC as to areas of concern that were found on the Phase II survey. They have until the end of 2020 to submit this plan, but the Manager feels like they might ask for an extension due to the pandemic.

Misc.

- Thus far we have transferred approx. 8,300 gals of waste oil to the Baler.
- Build an additional storage building in the NH to house our gas caddy and power washers (lack of space).
- Budget update. We are behind largely due to no tour ship activity and the transient vessel traffic very low. End of FY 2019-20 we were down 9%.

- I am participating weekly in the EOC. As a point of entry, the Harbor was on the front line of incoming traffic. Things seemed to go fine, we had a few incidents but by and far it went smooth.
- We are undergoing our 5 year review of the Petersburg Facility Security Plan with the USCG. Marine Exchange is contracted to help us with the technical writing. This round looks relatively easy only a couple of tweaks.
- AAHPA conference was supposed happen in Nome this year but was cancelled due to the COVID 19 travel issues.
- We are assisting customers with the PIA Cares Act \$500 moorage assistance for local resident stall holders.
- Tested back flow preventers in our four locations – NH, NSH, SSH & DDF and Petro handled the Port Dock.
- Have sold 520 LP so far this season, this is up from other years.
- No parking tickets this year as part of a daily occurrence.
- SE Extinguisher Inspected/tested all (45) harbor fire extinguishers, retired/replaced 3.
- I have been working with the Borough Assembly, Admin and PEDC to request the Governor to declare this salmon season a disaster.