

CBJ DOCKS & HARBORS BOARD
OPERATIONS/CIP COMMITTEE MEETING AGENDA
For Thursday, October 24th, 2013

- I. Call to Order** (5:00 pm in the Assembly Chambers)
- II. Roll Call** (Greg Busch, John Bush, Bob Janes, David Logan, Budd Simpson).
- III. Approval of Agenda.**

MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED.
- IV. Public Participation on Non-Agenda Items.**
(Not to exceed five minutes per person or twenty minutes total time).
- V. Approval of September 19th, 2013 OPERATIONS/CIP Meetings Minutes.**
- VI. Items for Action.**
 - 1. Net Float Barge
Presentation by the Port Director

Committee Questions

Public Discussion

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING
 - 2. Auke Bay Commercial Fishing Moorage Credit
Presentation by the Harbormaster

Committee Questions

Public Discussion

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING
 - 3. Department of Homeland Security Grant Award
Presentation by the Harbormaster

Committee Questions

Public Discussion

CBJ DOCKS & HARBORS BOARD
OPERATIONS/CIP COMMITTEE MEETING AGENDA
For Thursday, October 24th, 2013

VII. Items for Action - Continued

Committee Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING

VII. Items for Information/Discussion.

1. Aurora Harbor 65% Design Review
Presentation by the Port Engineer
2. Harbormaster's Monthly Report
Presentation by the Harbormaster

VIII. Member & Staff Reports.

IX. Committee Administrative Matters - Next Meeting: November 14th, 2013

X. Adjournment.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/CIP/PLANNING COMMITTEE MEETING MINUTES

Thursday, September 19th, 2013

I. Call to Order.

Mr. Simpson called the meeting to order at 5:00 p.m. in the Assembly Chambers.

II. Roll.

The following members were in attendance: Greg Busch, Robert Janes, and David Logan.

Also in attendance were: Michael Peterson, Carl Uchytel – Port Director, and Dwight Tajon – Harbor Master.

III. Approval of Agenda.

MOTION By Mr. Busch: TO APPROVE THE AGENDA AS PRESENTED.

The motion passed with unanimous consent.

IV. Public Participation on Non-Agenda Items.

None.

V. Approval of August 22, 2013 Operations/CIP/Planning Meeting Minutes.

MOTION By Mr. Logan: TO APPROVE THE AUGUST 22, 2013 OPERATIONS/CIP/PLANNING MINUTES AS PRESENTED.

The motion passed with unanimous consent.

VI. Items for Action.

1. Dockside Brochures

Mr. Tajon said an employee from one of the cruise ships was handing out brochures on the docks. I found these two regulations under title 36 regarding the litter ordinance for placing brochures on vehicles and distribution of handbills: 1. 36.30.160 Handbills; throwing or distributing in public place and 2. 36.30.190 Handbill distribution prohibited where posted. Staff informed the cruise ship employee that as far as they knew, distribution of brochures on the docks is prohibited. Staff has been proactive in engaging individuals who are handing out brochures and informing the individuals that handing out brochures is prohibited. Once precedence is set to allow one individual to hand out brochures or maps on the docks then many others will want to do the same.

Mr. Uchytel asked what direction would the Board encourage regarding the distribution of brochures on the docks.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/CIP/PLANNING COMMITTEE MEETING MINUTES

Thursday, September 19th, 2013

Committee Questions

Mr. Busch asked for more information regarding the origin of the brochures.

Mr. Tajon said the person handing out the brochures was an employee of the cruise ship. The brochure we found contained a map directing people to go to specific stores.

Mr. Peterson said I would like to limit this activity as much as possible. It's fine for employees to hand out brochures at their booths, but not on the docks.

Mr. Busch asked is there a way to work with them for permitting. Perhaps we can get them in contact with an advertising company or they will need to get their own vendor booth.

Public Discussion

None.

Committee Discussion/Action

Mr. Logan said I don't think the cruise ships need another mechanism to handout brochures. This will only create another piece of litter on the waterfront that staff works hard to keep clear.

Mr. Janes said I am in favor of keeping the regulations as is and if they move it to the top of the gangway that's fine.

Mr. Busch said it would create too much congestion if people were allowed to hand out brochures on the docks.

VII. Items for Information/Discussion.

1. Aurora A-Float Power

Mr. Tajon said one of the larger boats that winters in Aurora Harbor plugs into 50 amp power. When this vessel plugs into power it exceeds the demand the breaker can supply. It is overloaded often and creates a continually demand from the harbor officers to flip the breaker. The contractor, Anchor Electric, gave a quote of \$2068.00 to run a cable to an empty circuit breaker for the vessel to use. The other option was to run a new feeder line from "C" float at an estimated cost of \$11,000.

Mr. Peterson asked if boats have a limit on the amount of power they are allowed to draw.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/CIP/PLANNING COMMITTEE MEETING MINUTES

Thursday, September 19th, 2013

Mr. Tajon said no.

Mr. Peterson asked will the rebuild of Aurora resolve this problem.

Mr. Tajon said yes, but patrons are currently drawing more power than can be supplied.

Mr. Janes asked are there separate meters for each boat.

Mr. Tajon said most boats have separate meters and Patrons can get an AEL&P account in their name. If the stall is going to be transient for a while then the power is put in the Harbor's name.

Mr. Peterson asked if the Harbors decide to spend the money to run a cable to the empty circuit breaker and it doesn't work, are we then committed to spending more to solve the issue. I recommend that after the Aurora Harbor Rebuild we should specify to patrons what the maximum amount of ampage the Harbors offers and not go over that amount.

Mr. Uchytel said according to the Alaska Association of Harbor Masters and Port Directors, harbors are not permitted to sell power. The rebuild will provide sufficient 50 and 30 amp outlets for each slip and a few 100 amp outlets for the larger slips.

2. Harbormaster's Monthly Report

CBJ DOCKS & HARBORS BOARD
OPERATIONS/CIP/PLANNING COMMITTEE MEETING MINUTES
Thursday, September 19th, 2013



Port of Juneau

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

Harbormaster's Monthly Report

September 12, 2013

1. Harris harbor planking repairs
2. Cart Repairs-all harbors
3. Repaired bullrail at Taku Harbor
4. Washed floats at Taku Harbor
5. Refinished Harris grid numbering signs
6. Repainted yellow safety stations
7. Pushed Aurora guard rail overburden
8. Douglas boarding float pump-a-head unit repaired
9. Log removal at Harris harbor
10. Bullrail repairs at Aurora A-16
11. Repaired water leak by yellow hoists
12. Life ring repairs at Wayside park float
13. Plank repairs at old Douglas approach dock
14. Cleared brush near entrance of Statter and Amalga
15. Cleaned Horton lot
16. Refinished signs for Statter- old A& B floats not C&D floats
17. Cleaned area by lumber storage for more parking

CBJ DOCKS & HARBORS BOARD
OPERATIONS/CIP/PLANNING COMMITTEE MEETING MINUTES

Thursday, September 19th, 2013

Mr. Tajon said the boat trailer is missing from the Auke Bay Loading Facility. I filed a report with the police department.

Mr. Janes said I think we should look into a better system than the FOB keys that are currently being used to get into the Auke Bay Loading Facility. The current system seems to invite security problems.

Mr. Busch asked if the seasonal workers were going to stay on staff to work on any particular projects.

Mr. Tajon said the bull rail project at Statter might require more staff, but I am not certain that we will need to keep any seasonal staff hired for the project.

Mr. Uchytel said the FOB key system at the Auke Bay Loading Facility may need to be updated by deleting all of the users and reissuing keys. However, even if the trailer happened to be parked elsewhere in the Harbors, it could have been stolen.

Mr. Logan said the fact that the trailer was stolen means that all of the other trailers that are parked in the open in Juneau might get stolen too.

Mr. Janes said deleting and reissuing FOB keys annually should be looked into. I do not like the idea of Patrons items being stolen in a secure area.

Mr. Tajon said I just ordered 100 key cards and the cost was \$350.00.

3. Coeur Commercial use Permit

Mr. Uchytel said Coeur Alaska requests a commuting permit, and also the use of Echo Cove, from October to April. Last year the Harbors collected a total of \$3,200.00 from this permit. It is weather dependent. I have approved the permit.

4. Port of Juneau Cruise Ship Terminal Project Brochure

Mr. Uchytel said the Cruise Ship Terminal Project is open for bidding. I want this brochure to garnish support from the Juneau residents. I would like to inform the community of how beneficial the cruise ship docks are to Juneau. There is opposition with the Fishermen's Memorial.

Mr. Janes said he like the pedestrian friendly highlight. Can we inform the public that they will have access to the docks the majority of the time? I think the public will be supportive of this project if they know they will get to continue using the docks.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/CIP/PLANNING COMMITTEE MEETING MINUTES

Thursday, September 19th, 2013

Mr. Peterson asked if the Harbors should spend the money to mail the brochures. This would show people that we care about their opinions regarding the rebuild and I think it is interesting enough that people will read the brochure.

Mr. Uchytel said we could mail them with Harbor statements. I do not believe that the brochure will sway anyone's opinion. I think more people will be upset that the Harbors spent the money to mail the brochure.

5. Active Fishing Vessel Discount at Statter Harbor 05 CBJAC20.44

Mr. Uchytel said there is a regulation that allows commercial fishermen, who have annual slips in downtown Juneau, to be provided with up to 20 days of free moorage as Statter Harbor annually. It has been implemented by requiring fishermen to show receipts from selling their fish. Those receipts have to show that the fish were sold in the same month that the free days of moorage are being applied to. For example, if the patron provides a receipt for fish sold in Juneau in July, that patron can receive up to 20 free days of moorage in July at Statter Harbor. Approximately 75 fishermen have taken advantage of this discount. I do not know the legislative intent of this discount. Mr. Miner has questions regarding how we implement the discount.

Mr. Tajon said I had three complaints over the summer from fishermen who did not have annual slips in Downtown Juneau. They would like to receive the discount.

Mr. Busch asked if this should be an action item at the next meeting. What does it mean to make a landing in the City and Borough of Juneau? So far we have required the sales be made to one of the processors located in Juneau. This then insures that the landing tax also goes to the city. Should we also include the vendors in the Lynn Canal? The only difference would be between a floating vendor and a shore side processor.

Mr. Janes said we should consider adjusting the 20 day limit. We should verify that only active fishing vessels are receiving the discount.

Mr. Busch said the board has two options: 1. Vote on whether this is an issue that needs pursuing or the current status is good and do not pursue the topic. 2. Bring this up as an action item with an eye towards changing the regulation. We have between now and next summer to pursue this topic.

Dave Miners of Juneau said I have been an active fisherman for the past 20 years. The interpretation of the Harbor employees vs. what the regulations say does not match. Harbor employees have told me that the deliveries have to be

CBJ DOCKS & HARBORS BOARD
OPERATIONS/CIP/PLANNING COMMITTEE MEETING MINUTES

Thursday, September 19th, 2013

made locally. They are trying to tell me how to do my business. I travel around Southeast Alaska and generally sell to a particular buyer. They provide me with extra service and if I get in trouble they help me out. We have built a relationship. When I show up in Juneau, I have a stall. Do I qualify for this discount? There are only two active pull-up to the dock buyers in town: Glacier and Downtown Taku Fisheries. If you take local to mean someone who has a business here in Juneau, then I could sell in Hoonah to a person who has a business here in Juneau. The regulation says a significant fish landing within the City and Borough of Juneau. If your intent is to capture that fish tax, then say so. Within the City and Borough of Juneau I can make a sale to a tender at Taku Harbor, up Lynn Canal, and even at Auke Bay. How should I read this regulation?

Mr. Busch said staff has been interpreting it to mean shore side landings, and I do believe that is how the regulations were meant to be interpreted. We have an opportunity, with your input, to make sure we look at an expanded view of the regulation.

Mr. Miner said there are many gillnetters in town who sell to a particular buyer and they have built relationships with those buyers. This discount is worth \$500 a year and I would like to qualify for this.

Mr. Peterson asked if a tender from Haines or Petersburg comes to Juneau and buy fish, does Juneau receive a fish tax from that sale.

Mr. Miner said I do not know. I have made sales in Icy Straits to a local fish processor, but the fish tender is out of Ketchikan, and the fish ticket says Ketchikan.

Mr. Uchytel said the raw fish tax is earned from fish that physically comes across the docks.

Mr. Busch said there are two items that need to be looked into: 1. Give a benefit to the local fishermen 2. Promote the local fish processors. I think that is the original reason for this discount, but we do not have the legislative intent to say why the discount exists. What do we need to look at currently regarding promoting local fishermen and processors? Should we provide this discount to a wider pool of fishermen?

Mr. Uchytel asked does the 20 days have any significant value to you as a fisherman.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/CIP/PLANNING COMMITTEE MEETING MINUTES

Thursday, September 19th, 2013

Mr. Miner said I am not a gillnetter, so I view Statter Harbor a convenient stop to shorten my 20 hour commute by 5 hours. 20 days is more than adequate for what I do, but gillnetters moor at Statter for more than 20 days.

Mr. Busch said I would like to make this an action item. Are we looking to make changes to the regulations or policy clarification? We will need to ask staff for recommendations on what is the right route.

Mr. Logan said we will have an action item for the development of the Active Fishing Vessel Discount at Statter Harbor 05 CBJAC20.44.

Mr. Peterson asked Mr. Miner, other than number 3, do you have any other concerns with regards to this regulation?

VIII. Member & Staff Reports.

Mr. Logan said I bought an online permit last week and I received an email saying to go to a link containing a document to print and put in my window. The link never showed up. Perhaps next year we can email a printable document that is a launch permit.

Mr. Peterson asked does the new harbor at Statter require more staff time than the previous harbor.

Mr. Tajon said staff is spending less time with the new harbor than they did with the previous harbor.

Mr. Uchytel said a food vendor approached me asking if he could set up a food cart on the docks next year. He is a legitimate chief. I do not see any regulations that prohibit food vendors on the docks, but I am not sure if that is something the Docks and Harbors is interested in managing. More people will want to do this if one vendor is given permission.

Mr. Janes said if we do chose to allow food vendor then we will have to go with a similar process that we use for the tour booths. The food vendors would need to place bids every 2 to 5 years so a vendor has time to get established. This would be an asset and visitors would love having food vendors on the Docks.

Mr. Uchytel asked can you provide more specifics on how to manage food vendors.

Mr. Busch said we should ask some of the older staff why this has not happened before. If we do pursue this I think we should start slowly.

Mr. Uchytel said there is a net float that is for sale and the asking price is \$35,000.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/CIP/PLANNING COMMITTEE MEETING MINUTES

Thursday, September 19th, 2013

Mr. Peterson asked will the commercial fishermen use the net float and is \$35,000 a good deal for the net float.

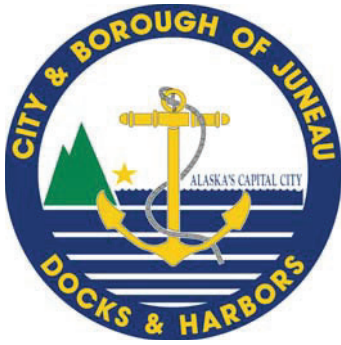
Mr. Uchytel said we can get the net float surveyed before we pursue this any further. We do have left over pipe piles we could use to build a net float. That is an estimated cost of \$100,000.

IX. Committee Administrative Matters

Next Operations/CIP/Planning Committee Meeting is scheduled for October 24th, 2013.

X. Adjournment.

The Operations/CIP/Planning Committee adjourned at 6:09 p.m.



Port of Juneau

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

From: Carl Uchytel, Port Director
To: Docks & Harbors Board
Date: October 22nd, 2013
Re: ABLF NET FLOAT

Docks & Harbors employed the services of Jim Sepel, registered marine surveyor, to conduct a “condition and valuation survey” of the net float currently in use through a memorandum of understanding with the barge owner, Marion Hobbs. Mr. Sepel conducted the limited inspection of the barge “in water” and did not inspect the below water hull or enter “confined spaces” (which requires a marine chemist to ensure the compartment is gas free.) Because the underwater hull condition is not known with certainty, the surveyor could not project a remaining useful life. The October 3rd, 2013 report is attached.

The summary of the report indicates the barge is ideally suited for its current use but well past its useful life. The report suggests preventative maintenance would be prohibitively expensive, exceeding \$100K. The results of the inspection established a market value of the existing barge at \$35K with replacement value at \$1.9M.

The report recommends that due to the existing condition and liability associated with the eventual salvage and disposal, that the barge not be purchased. The report suggests that an arrangement to lease the barge may be prudent and could mitigate risk to Docks & Harbors.

#

Encl: Sepel & Son Marine Surveying – Condition & Valuation Survey #22118HI-13



Jim Sepel, AMS®

Sepel & Son Marine Surveying, Inc.

P.O. Box 34685, Juneau, AK 99803

Surveyor Associate: Todd Sharp, SAMS® SA



email: marinesurvey@gci.net

907-790-BOAT (2628)

FAX: 907-790-3566

USPAP Course Certified

Former Licensed USCG Master

Commander, USCG RET.

Society of Accredited Marine Surveyors

American Boat & Yacht Council

NORPAC Fishing Vessel Safety Assoc.

Marine Insurance Association of Seattle

SAMS® Board of Directors, President ('08-'09)

Chairman, Alaska Boating Safety Council

CONDITION & VALUATION SURVEY # 22118HI-13

October 3, 2013

This certifies that the undersigned surveyor's did, at the request of the potential buyer, CBJ Ports and Harbors, attend the concrete/steel barge (unnamed), "Net Barge", while she lay anchored and on her two spuds in Auke Bay, Juneau, Alaska, in order to carry out a "CONDITION & VALUATION SURVEY", and the report is as follows:

OWNER: Marion Hobbs 907-723-9800

BUYER’s Representative: Carl Uchytel 907-586-0294.
CBJ Ports and Harbors Director
Email: Carl_Uchytel@ci.juneau.ak.us

SURVEYORS ATTENDING: Jim Sepel, AMS® and Darin Sepel, Associate Surveyor.

EXECUTIVE SUMMARY:

Proper inspection of this vessel requires a dry-docking, ventilation of compartments, and certification by a marine chemist that it is safe to enter each compartment. We could only do a limited “in-water” survey, and could not safely enter the compartments.

Exact date of construction is early 1960’s, according to Bill Gobel of Zidell Marine. This “vessel” is in poor condition and has not seen any routine maintenance such as cleaning, bottom paint, and interior or exterior paint in the five years that Mr. Hobbs has owned it. It is simply impractical to do very much “routine maintenance” on this vessel. Therefore, to even attempt to do some preventive maintenance would at this point be prohibitively expensive. It cost \$10,000 just to tow it from Aldersheim Lodge to its current location (a short distance of about 20 miles). It would have to be towed to Sitka (at a cost of \$20,000) or Ketchikan (\$45,000) and dry-docked in a shipyard for several days to begin to bring it back to suitable condition. The cost to refurbish this vessel could easily exceed \$100,000, plus towing, depending upon the extent of work. A thorough out of water inspection might reveal other issues.

This “vessel” is not documented and is really not a “vessel”. It can be classified as a “platform”. A “platform” is not capable of getting underway without significant external effort (it takes an excavator to raise and lower the spuds). Platforms are not documented.

Then there are the environmental issues. It is currently anchored in pristine tidelands, using the 2 spuds and 4 large anchors. A Corps of Engineers permit is not currently required because this is not a “regulated anchorage”. However, the State of Alaska DEC could become involved if this “platform” becomes a derelict, a risk for sinking, salvage, and or disposal.

But, this “platform” is ideally suited for its current use: seine net maintenance for SE Alaska seiners.

Because of its condition, our recommendation is to not purchase this platform. The financial burden as the vessel continues to deteriorate could quickly turn into a costly venture. And, should the vessel begin to founder and sink, then CBJ would be saddled with a costly salvage and disposal issue. There may be some salvage value in the scrap metal. It is doubtful that risk insurance could be obtained on this “platform” in its current condition.

That being said, it might be prudent to lease (short term, renew annually) the vessel and continue using it for net maintenance. However, it is only a matter of time before the vessel becomes a real liability. That could take several years; but, not knowing the condition of the underwater hull makes it very difficult to project its “useful life”.

GENERAL DESCRIPTION:

This vessel is an estimated forty-year old, welded and riveted, steel constructed, U. S. built deck barge with two mooring spuds and concrete deck. The vessel has a vertical bow with raked stem, hard chine displacement hull, with square and raked stern. The barge is unmanned and there are no berthing, galley, or marine toilet facilities. There is no engine, generator, or machinery of any type on the barge. There is no electrical system, no bilge pump system, and no means of raising or lowering the spuds. An excavator with choker chain has been used in the past to raise and lower the spuds which are pinned in place. It is anchored and moored on its two spuds in pristine Alaskan tidelands in Auke Bay.

USE: Vessel is used as a seine net platform allowing area seiners to lay out and work on their seine nets. It is anchored in approximately 40 feet of water (at high tide) with four anchors and its two 50’ steel spuds in Auke Bay near the commercial loading dock, north of the ferry terminal.

HULL CONSTRUCTION:

The vessel was originally built of good and adequate scantlings consisting of estimated 1/2” to 5/8” steel plating. There is adequate angled bracing, deck and internal frames, and longitudinals. Ultrasound readings were attempted, but were inconclusive due to rust built up on the inside of the hull. The vessel was built using scrap steel from dismantled ships and a variety of plating thicknesses was evident. The deck is steel and has a 2” to 4” (centerline) concrete pad that is crumbling at the stern end.

COMPARTMENTS:

Barge reportedly has seven water-tight compartments, each filled with about 1.5' of gravel for stability (except the stern compartment is gravel free). This leaves the barge with a freeboard of just under four feet. Freeboard measurements were:

- a. Port bow: 44".
- b. Starboard bow: 46".
- c. Port quarter: 45".
- d. Starboard quarter: 47".

The vessel exhibited a slight (2" list to port). There are seven hatches (only on the port side) that were originally water-tight, but are in need of maintenance. Each compartment is reportedly pumped out with portable pumps twice per year.

SPECIFIC AREA OF OPERATIONS:

The vessel is used for fish net maintenance on the inside waters of Southeast Alaska, in Auke Bay.

DOCUMENTATION NUMBER: None.

YEAR & MODEL: Estimated 1962. 140 X 40.

HULL IDENTIFICATION NUMBER: None.

BUILT BY: Zidell Shipyard, Portland.

Zidell began as a ship dismantling company in 1946. It began to build barges from scrap steel in 1961. 300 barges were built of various sizes up to 440' long. Most of the barges were deck barges with oil barges added in the 1990's. The shipyard closed from 1984 until 1991. It remains a viable business today, employing about 50 people.

DIMENSIONS: Length: 140' Breadth: 40' Draft: 8'
Depth: 12'. Gross ton: 672 (estimated).

CAPACITIES: Fuel: None.
Water: None.
Holding tank: None.

HORSEPOWER: N/A.

NAVIGATION & COMMUNICATIONS:

None.

MISCELLANEOUS EQUIPMENT AND MACHINERY:

None.

DECK GEAR:

Anchor:	Four.
Anchor Windlass:	None.
Anchor chain:	Two, 1 1/4" die-lock chain, length unknown; One 1 1/8" chain.
Anchor line:	One, 4.5" hawser.
Spare Anchors:	None sighted.
Rails:	None.
Cleats:	Four, 42" tow bollards (see finding); Nine, 17.5" to 24" bollards/cleats (see finding).

MAIN PROPULSION, PILOT HOUSE CONTROL:

Main engines:	None.
Auxiliary Engine:	None.

LIFESAVING EQUIPMENT: None.

Life-ring:	None.
First aid kit:	None.

FIRE FIGHTING EQUIPMENT:

None.

STABILITY INFORMATION:

There was no stability information available. Each compartment (except the stern) is filled with about 1.5 feet of gravel for added stability. The owner reportedly pumps out rain water twice per year using portable pumps. We tested each compartment for salinity using silver nitrate, and each compartment (except the stern) showed salt water is present. However, the chloride could be coming from the gravel. The vessel exhibits a slight 2" list to port.

ZINCS/CORROSION CONTROL:

Reported as four zincs hanging on four copper wires, not sighted.

AREAS INSPECTED:

The following areas were inspected in accordance with USCG regulations, and the doctrine of the Society of Accredited Marine Surveyors, including:

- a. Limited visual inspection of accessible portions of the exterior hull.
- b. Limited visual inspection of accessible portions of the interior compartments.
- c. Hull sides and weather decks.
- d. Compartment ladders (limited), grab rails, & hatches.
- e. Very limited inspection internally for fractures, defects, and bilges.
- f. Inspection of USCG safety equipment (none).

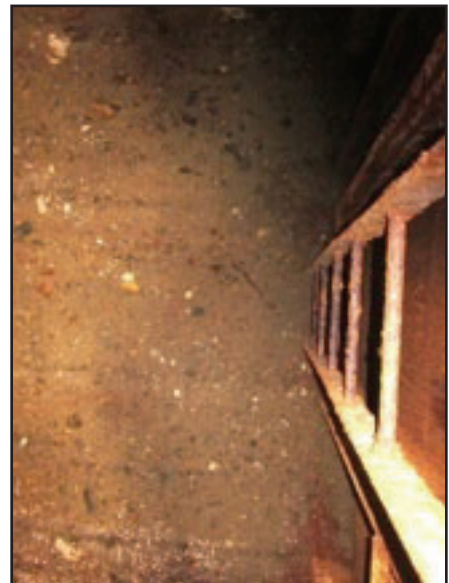
AREAS NOT INSPECTED: (limitations due to platform in water and depleted oxygen inside).

- a. Hull bottom, both interior and exterior.
- b. Interior hull not entirely visible from the port side hatches.

COMPARTMENT INSPECTION (bow to stern)











RECOMMENDATIONS:

1. Found: No documentation. Vessel should be declared a platform, since a “vessel” is defined as with ability to get underway. This platform requires an external and portable power source (excavator) to raise and lower the spuds and two raise the anchors. A platform is not documented.
2. Found: Annual maintenance is not practical. It can cost \$10,000 to \$12,000 just to move it a short distance, and ability to clean and paint the bottom in shallow water is prohibited environmentally. The nearest shipyard facility that could handle hauling this vessel would be Ketchikan (and possibly the Allen Marine drydock in Sitka). The expense of moving it to Ketchikan for maintenance would be more than the vessel is currently worth.
3. Found: Condition of bottom hull (both interior and exterior) is unknown since it has not received any bottom maintenance in many years. The barge was previously used as a breakwater in Young’s Bay for Green’s Creek Mine.
4. Found: All of the compartments were visually inspected, only from each of the seven hatch entrances. It was not safe to enter a rusting steel compartment due to the risk of oxygen depletion. The compartment has to be ventilated and declared “Oxygen Safe” by a marine chemist to enter the compartment. All of the compartments were found to exhibit moderate corrosion and loss of protective paint coating. The exterior of the barge hull above the water-line also showed corrosion, loss of paint, significant dents and indentations.

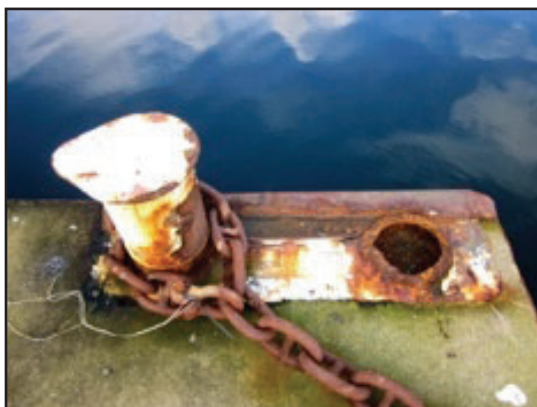
5. Found: All of the underwater surfaces are covered with four to six inches of heavy marine growth.
6. Found: Seiners should sign a “use at own risk, hold-harmless” agreement to use the barge for net maintenance.
7. Found: Broken and severely corroded deck vents.



8. Found: All hatches are missing bolts, in need of gasket maintenance, cleanup and re-coating with painting.



9. Found: Both port bow and port stern tow bitts are missing 1/2 of the bitt due to severe corrosion.



10. Found: Concrete deck damage, aft.

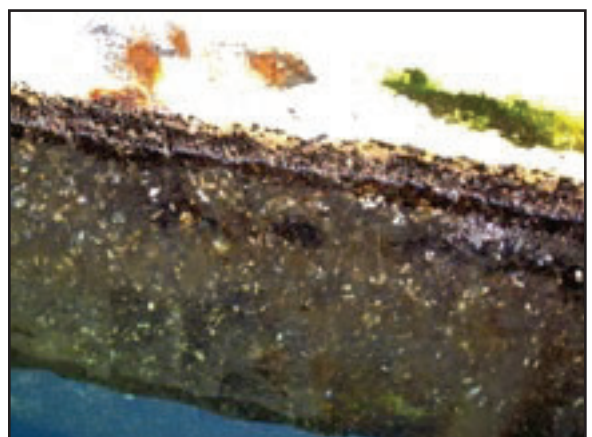


11. Found: Damaged bow “knees” and forward concrete deck.



CONDITION:

The overall condition of this vessel is poor due to lack of ability to do maintenance, with normal wear and tear expected. The vessels interior and exterior were dirty. Accessible portions of the interior and exterior hull were corroding and are in need of cleaning and painting. It's location and use as a “net barge”, for seine net maintenance is ideal. However, its tow bitts are severely corroded. The issue is that this platform could eventually sink, or become an environmental hazard. Then it would be a costly salvage, although there is probably some scrap value in the steel. The estimated useful life of this platform is unknown without an out of water dry-dock inspection, and an “oxygen safe” inspection of the interior compartments.



USPAP CERTIFICATION:

We certify to the best of our knowledge and belief:

1. The statements of fact included in this report are true and correct.
2. The reported analyses, opinion, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial and unbiased professional analyses, opinions, and conclusions.
3. We have no present or prospective interest in the vessel that is the subject of this report and no personal interest with respect to the parties involved.
4. We have no bias with respect to the vessel that is the subject of this report or to the client who requested this survey. We have not previously surveyed this vessel.
5. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
6. Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this report.
7. Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with Uniform Standards of Professional Appraisal Practice (USPAP), American Boat & Yacht Council (ABYC) standards, and applicable U.S. Coast Guard regulations.
8. We have made a personal inspection of the vessel that is the subject of this report.
9. The estimated market value of this vessel incorporated the USPAP Sales Comparison Model using Soldboats.com, and commercial barge web sites.
10. The replacement value of this vessel incorporated the USPAP Cost Approach using Soldboats.com, and commercial barge websites.
11. The services rendered and the report furnished are done with the distinct understanding that the undersigned, his agents or employees, are not responsible or liable under any circumstances for any error, omission, negligence or failure to properly perform the requested services. All matters and statements contained in the report are of opinion only. They are not to be construed as representations, warranties or guarantees. Purpose of this survey to determine whether the vessel is suitable for its intended use on the inside waters of Southeast Alaska. Limitation of liability is the fee paid for the survey, if this survey is used by the client.
12. In the opinion of these surveyors, after careful examination and testing in the accessible places while the vessel was in the water at Auke Bay, the main strength members, frames, beams, longitudinals, and deck, that the vessel is satisfactory for its intended service (as a net barge, as is, where is), for the time being.
13. This survey was conducted without boring or removing any of the foregoing members or parts. No material was removed from the vessel to gain access. No inspection was made of inaccessible places.

VALUATION: (soldboats.com, and various broker sites)

1. The estimated market value of this vessel using soldboats.com and various broker sites:

\$ 35,000.

2. The replacement value of this vessel incorporated the USPAP Cost Approach Model using Soldboats.com, and various commercial broker sites,

\$1,900,000.

This document is a statement of opinion, given without prejudice, that the service contemplated represents no specific hazards beyond that physical risk that is normally accepted by the underwriters.

This survey was conducted and signed without prejudice:

Sincerely,

Jim Sepel

Jim Sepel
Accredited Marine Surveyor®
Commander, USCG Retired



Port of Juneau

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

To: Operations Committee
From: Dwight Tajon- Harbormaster
Date: October 17, 2013
Re: Fish Tickets and Landings

The regulation for 20 days free moorage at Statter (05 CBJAC 20.044) which states *fish landings must occur within the City and Borough during each calendar month*, in order to be eligible for moorage credit at Statter harbor. Most fish deliveries take place out on the fishing grounds to a fish tender.

Based on a complaint at the last Operations Committee meeting regarding fish tickets for credit of moorage at Statter, staff called Alaska Glacier Seafoods and Taku Smokeries to ask how the fish tender operations work when a fisherman on the grounds sell to a tender. The explanations of both fish processing facilities were similar to the effect that they have a list of tenders that are contracted to deliver to the processing facilities.

When the fish are delivered to the on-site fish tender, the fisherman receives a fish ticket showing that the delivery was made to a specific tender. This ticket also shows the facility that is contracted to deliver to. The tenders on the upper Lynn Canal area will deliver to Alaska Glacier Seafoods and the tenders near the Taku Inlet area will deliver to Taku Smokeries. Both fish processing facilities will have a list of tenders that work for each location. Taku Smokeries tenders are contracted by Icicle Seafoods and will sometimes deliver to the Hoonah fish processing plant.

05 CBJAC 20.044 Active fishing vessel discount at Statter Harbor.

(a)

Discount. In lieu of the requirement to pay daily fees for use of Statter Harbor as set out in 05 CBJAC 25.060 and 05 CBJAC 25.070, the owner of a fishing vessel that pays annual fees as set out in 05 CBJAC 20.020 may, for up to twenty days in a calendar year, use Statter Harbor without paying daily fees, provided:

(1)

The owner registers with Statter Harbor Office in advance or upon arrival at Statter Harbor;

(2)

The owner does not owe past due fees to the Docks and Harbors Department;

(3)

The owner provides the Harbormaster with proof of significant fish landings within the City and Borough of Juneau during each calendar month the owner uses Statter Harbor; and

(4)

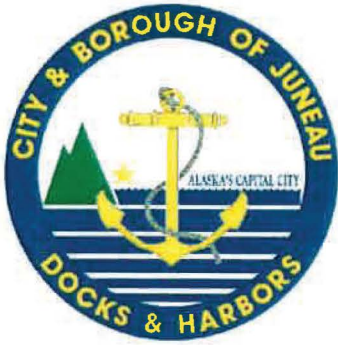
If the owner has reserved moorage, the owner informs the Docks and Harbors Department of the departure date from and estimated return date to their preferred stall.

(b)

Exclusions. This section does not relieve an owner from complying with other applicable requirements for use of Statter Harbor such as maximum time limits or the requirement to pay monthly fees during the winter moorage period.

(Amended 7-11-2005, eff. 7-19-2005; Amended 6-5-2006, eff. 6-13-2006)





Port of Juneau

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

To: Operations Committee
From: Dwight Tajon- Harbormaster
Date: September 26, 2013
Re: Department of Homeland Security Grant Award

A grant application was submitted through the Portland Merchants Exchange (equivalent to Alaska Marine Exchange in Juneau) for security grant FY 2013 in the amount of 75k. This application was filed with the Portland area after having discussions with the local marine exchange, due to the smaller amount of staffing at the local branch. The information that was needed to apply for the grant was complex to fill out in the short amount of time for filing. The initial grant application cost for filing was \$800.00. Thanks to Mr. Michael Moreno of the Portland Merchants Exchange, he was able to gather all the information provided to him from additional City Staff and apply for the grant on behalf of Docks & Harbors back in late June 2013.

Docks and Harbors received initial notification to the FY2013 grant in late August and an official award notification on September 25, 2013. The grant is for a new security camera system to be installed in concert with the new cruise ship dock project 16b and for upgraded portable radios.

This grant is a matching grant that requires a 25% match for a total of 100k in all. Part of the grant can be applied to design of the new security camera system.

Administration of the grant (meaning paperwork) will also be handled through the Portland Merchants Exchange. Meetings were held with the City's Emergency Service Program Manager to provide first right of refusal to the administering of the grant. Since the program manager has only dealt with the State DHS grants, he thought it would be a great idea to allow for the Portland branch to administer the awarded grant as long as the Emergency Program Manager is included in all the necessary paperwork filed. This cost for administering the grant will be approximately \$3.5k spread out over 10 months for a monthly cost of \$375.00.

Recommendation:

Approve the awarded grant for 75k with 25k contribution and forward to the Harbor Board to pass to the Assembly.

Dwight Tajon

From: Michael Moreno ~~mmoreno@ci.juneau.ak.us~~
Sent: Thursday, September 26, 2013 3:34 PM
To: Dwight Tajon
Subject: RE: Admin costs

Hi Dwight,

The estimated total cost of the project (application, radios, cameras, M&A fee) is \$104,450. Of this total, \$29,550 (28.3%) would be contributed locally.

Below is a summary of the anticipated project expenses, based on the \$75K award:

51,550	Cameras & Server Installation
44,700	Radios, Resiliency Batteries, Chargers
3,750	M&A, Grant Funded
3,750	M&A, Out of Pocket
800	Application Fee, Out of Pocket (Paid)
\$104,550	Total Project Cost

75,000	Grant Funded
29,550	Match & Out Of Pocket (Expense to Port & Harbors)
\$104,550	Total Project Cost

The total M&A cost is \$7.5K, which is payable over 10 months.

Michael Moreno
Accounting & Grants Specialist

MERCHANTS EXCHANGE OF PORTLAND, OREGON

From: Dwight Tajon [mailto:Dwight_Tajon@ci.juneau.ak.us]
Sent: Thursday, September 26, 2013 4:23 PM
To: ~~mmoreno@ci.juneau.ak.us~~
Subject: Admin costs

Michael,

Going off of my memory from the admin costs that you sent up previously, is our out of pocket costs for administering the grant 3,500 that is spread out over how many months? I remember that the total cost was about 7k?

Thank you,
Dwight



U.S. Department of Homeland Security
Washington, D.C. 20472

Michael Moreno
City/Borough of Juneau Alaska
155 S. Seward St.
Juneau, AK 99801

Re: Grant No. EMW-2013-PU-00497

Dear Michael Moreno:

Congratulations, on behalf of the Department of Homeland Security. Your grant application submitted under the FY 2013 Port Security Grant Program has been approved. The approved project costs amount to \$100,000.00 .

As part of your award package, you will find Grant Agreement Articles. Please make sure you read and understand the Articles as they outline the terms and conditions of your Grant award. Maintain a copy of these documents for your official file.

Before you request and receive any of the Federal Grant funds awarded to you, you must establish acceptance of the Grant and Grant Agreement Articles.

In order to establish acceptance of the Grant and Grant Agreement Articles, please follow these instructions:

Step 1: Please go on-line to the ND Grants system at <https://portal.fema.gov>. After logging in, you will see a subtitle **Grants Management**. Under this subtitle, you will see a link that says **Award Package(s)**. Click this link to access your award packages. Click the **Review Award Package** link to review and accept the award package for your award. Please print your award package for your records.

Step 2: Please fill out and have your bank complete and sign the SF1199A, Direct Deposit Sign-up Form. The SF1199A should be sent directly from your financial institution to the FEMA Finance Center, via fax or mail to the Vendor Maintenance Office (see address below). The 1199A form will not be accepted unless it is received directly from the financial institution. Please pay careful attention to the instructions on the form.

FEMA Finance Center
Attn: Vendor Payments
P.O. Box 9001
Winchester, VA 22604
Fax Number: (540) 504-1857

System for Award Management (SAM): Please ensure that your organization's name, address, DUNS number and EIN are up to date in SAM and that the DUNS number used in SAM is the same one used to apply for all FEMA awards at <http://www.sam.gov>. Future payments will be contingent on the information provided in SAM; therefore it is imperative that the information is correct.

If you have any questions or concerns regarding the process to request your grant funds, please call 1-866-927-5646.

A handwritten signature in blue ink, appearing to read "B. Kamoie".

BRIAN KAMOIE, GPD Assistant Administrator



U.S. Department of Homeland Security
Washington, D.C. 20472

AGREEMENT ARTICLES
Port Security Grant Program

GRANTEE:
PROGRAM:
AGREEMENT NUMBER:

City/Borough of Juneau Alaska
Port Security Grant Program
EMW-2013-PU-00497-S01

TABLE OF CONTENTS

Article I	Summary Description of Project
Article II	Assurances, Administrative Requirements and Cost Principles
Article III	Acknowledgement of Federal Funding from DHS
Article IV	Activities Conducted Abroad
Article V	Best Practices for Collection and Use of Personally Identifiable Information (PII)
Article VI	Copyright
Article VII	Debarment and Suspension
Article VIII	Drug-Free Workplace Regulations
Article IX	Duplication of Benefits
Article X	False Claims Act and Program Fraud Civil Remedies
Article XI	Federal Debt Status
Article XII	Fly America Act of 1974
Article XIII	Hotel and Motel Fire Safety Act of 1990
Article XIV	Lobbying Prohibitions
Article XV	Non-supplanting Requirement
Article XVI	Trafficking Victims Protection Act of 2000

Article XVII	USA Patriot Act of 2001
Article XVIII	Use of DHS Seal, Logo and Flags
Article XIX	DHS Specific Acknowledgements and Assurances
Article XX	Compliance with Funding Opportunity Announcement
Article XXI	Acceptance of Post Award Changes

Article I - Summary Description of Project

Project 1: MDA Enhancements: Security Cameras & Radio Communications is approved for funding in the amount of \$75,000

Article II - Assurances, Administrative Requirements and Cost Principles

a. Recipients of DHS federal financial assistance must complete OMB Standard Form 424B Assurances – Non-Construction Programs. Certain assurances in this form may not be applicable to your project or program, and the awarding agency may require applicants to certify to additional assurances. Please contact the program awarding office if you have any questions.

The administrative requirements that apply to DHS award recipients originate from two sources:

- Office of Management and Budget (OMB) Circular A-102, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments (also known as the “A-102 Common Rule”). These A-102 requirements are also located within DHS regulations at Title 44, Code of Federal Regulations (CFR) Part 13.
- OMB Circular A-110, Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals, and Other Non- Profit Organizations, relocated to 2 CFR Part 215.

b. The cost principles that apply to DHS award recipients through a grant or cooperative agreement originate from one of the following sources:

- OMB Circular A-21, Cost Principles for Educational Institutions, relocated to 2 CFR Part 220.
- OMB Circular A-87, Cost Principles for State, Local, and Indian Tribal Governments, relocated to 2 CFR Part 225.
- OMB Circular A-122, Cost Principles for Non-Profit Organizations, relocated to 2 CFR Part 230.

The audit requirements for State, Local and Tribal recipients of DHS awards originate from:

- OMB Circular A-133, Audits of States, Local Governments and Non-Profit Organizations.

Article III - Acknowledgement of Federal Funding from DHS

All recipients must acknowledge their use of federal funding when issuing statements, press releases, requests for proposals, bid invitations, and other documents describing projects or programs funded in whole or in part with Federal funds.

Article IV - Activities Conducted Abroad

All recipients must ensure that project activities carried on outside the United States are coordinated as necessary with appropriate government authorities and that appropriate licenses, permits, or approvals are obtained.

Article V - Best Practices for Collection and Use of Personally Identifiable Information (PII)

All award recipients who collect PII are required to have a publically-available privacy policy that describes what PII they collect, how they use the PII, whether they share PII with third parties, and how individuals may have their PII corrected where appropriate.

Award recipients may also find as a useful resource the DHS Privacy Impact Assessments:

http://www.dhs.gov/xlibrary/assets/privacy/privacy_pia_guidance_june2010.pdf

and

http://www.dhs.gov/xlibrary/assets/privacy/privacy_pia_template.pdf, respectively.

Article VI - Copyright

All recipients must affix the applicable copyright notices of 17 U.S.C. § 401 or 402 and an acknowledgement of Government sponsorship (including award number) to any work first produced under Federal financial assistance awards, unless the work includes any information that is otherwise controlled by the Government (e.g., classified information or other information subject to national security or export control laws or regulations).

Article VII - Debarment and Suspension

All recipients must comply with Executive Orders 12549 and 12689, which provide protection against waste, fraud and abuse by debarring or suspending those persons deemed irresponsible in their dealings with the Federal government.

Article VIII - Drug-Free Workplace Regulations

All recipients must comply with the Drug-Free Workplace Act of 1988 (41 U.S.C. § 701 et seq.), which requires that all organizations receiving grants from any Federal agency agree to maintain a drug-free workplace. These regulations are codified at 29 CFR 3001.

Article IX - Duplication of Benefits

State, Local and Tribal Recipients must comply with 29 CFR Part §225, Appendix A, paragraph (C)(3)(c), which provides that any cost allocable to a particular Federal award or cost objective under the principles provided for in this authority may not be charged to other Federal awards to overcome fund deficiencies.

Article X - False Claims Act and Program Fraud Civil Remedies

All recipients must comply with the requirements of 31 U.S.C. § 3729 which set forth that no recipient of federal payments shall submit a false claim for payment. See also 38 U.S.C. § 3801-3812 which details the administrative remedies for false claims and statements made.

Article XI - Federal Debt Status

All recipients are required to be non-delinquent in their repayment of any Federal debt. Examples of relevant debt include delinquent payroll and other taxes, audit disallowances, and benefit overpayments. See OMB Circular A-129 and form SF-424, item number 17 for additional information and guidance.

Article XII - Fly America Act of 1974

All recipients must comply with Preference for U.S. Flag Air Carriers: Travel supported by U.S. Government funds requirement, which states preference for the use of U.S. flag air carriers (air carriers holding certificates under 49 U.S.C. § 41102) for international air transportation of people and property to the extent that such service is available, in accordance with the International Air Transportation Fair Competitive Practices Act of 1974 (49 U.S.C. § 40118) and the interpretative guidelines issued by the Comptroller General of the United States in the March 31, 1981, amendment to Comptroller General Decision B138942.

Article XIII - Hotel and Motel Fire Safety Act of 1990

In accordance with Section 6 of the Hotel and Motel Fire Safety Act of 1990, 15 U.S.C. §2225(a), all recipients must ensure that all conference, meeting, convention, or training space funded in whole or in part with Federal funds complies with the fire prevention and control guidelines of the Federal Fire Prevention and Control Act of 1974, 15 U.S.C. §2225.

Article XIV - Lobbying Prohibitions

All recipients must comply with 31 U.S.C. § 1352, which provides that none of the funds provided under an award may be expended by the recipient to pay any person to influence, or attempt to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any Federal action concerning the award or renewal.

Article XV - Non-supplanting Requirement

All recipients must ensure that Federal funds do not replace (supplant) funds that have been budgeted for the same purpose through non-Federal sources. Applicants or award recipients may be required to demonstrate and document that a reduction in non-Federal resources occurred for reasons other than the receipt of expected receipt of Federal funds.

Article XVI - Trafficking Victims Protection Act of 2000

All recipients of financial assistance will comply with the requirements of the government-wide award term which implements Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. § 7104), located at 2 CFR Part 175. This is implemented in accordance with OMB Interim Final Guidance, Federal Register, Volume 72, No. 218, November 13, 2007.

In accordance with the statutory requirement, in each agency award under which funding is provided to a private entity, Section 106(g) of the TVPA, as amended, requires the agency to include a condition that authorizes the agency to terminate the award, without penalty, if the recipient or a subrecipient —

- (a) Engages in severe forms of trafficking in persons during the period of time that the award is in effect;
- (b) Procures a commercial sex act during the period of time that the award is in effect; or
- (c) Uses forced labor in the performance of the award or subawards under the award.

Full text of the award term is provided at 2 CFR § 175.15.

Article XVII - USA Patriot Act of 2001

All recipients must comply with the requirements of the Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act (USA PATRIOT Act), which amends 18 U.S.C. §§ 175–175c. Among other things, the USA PATRIOT Act prescribes criminal penalties for possession of any biological agent, toxin, or delivery system of a type or in a quantity that is not reasonably justified by a prophylactic, protective, bona fide research, or other peaceful purpose.

Article XVIII - Use of DHS Seal, Logo and Flags

All recipients must obtain DHS's approval prior to using the DHS seal(s), logos, crests or reproductions of flags or likenesses of DHS agency officials, including use of the United States Coast Guard seal, logo, crests or reproductions of flags or likenesses of Coast Guard officials.

Article XIX - DHS Specific Acknowledgements and Assurances

All recipients of financial assistance must acknowledge and agree—and require any sub-recipients, contractors, successors, transferees, and assignees acknowledge and agree—to comply with applicable provisions governing DHS access to records, accounts, documents, information, facilities, and staff.

1. Recipients must cooperate with any compliance review or complaint investigation conducted by DHS.
2. Recipients must give DHS access to and the right to examine and copy records, accounts, and other documents and sources of information related to the grant and permit access to facilities, personnel, and other individuals and information as may be necessary, as required by DHS regulations and other applicable laws or program guidance.
3. Recipients must submit timely, complete, and accurate reports to the appropriate DHS officials and maintain appropriate backup documentation to support the reports.
4. Recipients must comply with all other special reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.
5. If, during the past three years, the recipient has been accused of discrimination on the grounds of race, color, national origin (including limited English proficiency), sex, age, disability, religion, or familial status, the recipient must provide a list of all such proceedings, pending or completed, including outcome and copies of settlement agreements to the DHS awarding office and the DHS Office of Civil Rights and Civil Liberties.
6. In the event any court or administrative agency makes a finding of discrimination on grounds of race, color, national origin (including limited English proficiency), sex, age, disability, religion, or familial status against the recipient, or the recipient

settles a case or matter alleging such discrimination, recipients must forward a copy of the complaint and findings to the DHS Component and/or awarding office.

The United States has the right to seek judicial enforcement of these obligations.

Article XX - Compliance with Funding Opportunity Announcement

The recipient agrees that all allocations and use of funds under this grant will be in accordance with the Funding Opportunity Announcement.

Article XXI - Acceptance of Post Award Changes

In the event FEMA determines that changes are necessary to the award document after an award has been made, including changes to period of performance or terms and conditions, recipients will be notified of the changes in writing. Once notification has been made, any subsequent request for funds will indicate recipient acceptance of the changes to the award. Please call the FEMA/GMD Call Center at (866) 927-5646 or via e-mail to ASK-GMD@dhs.gov if you have any questions.

Obligating Document for Award/Amendment

1a. AGREEMENT NO. 2. 3. RECIPIENT NO. 4. TYPE OF ACTION 5. CONTROL NO.
EMW-2013-PU-00497-S01 AMENDMENT 920038816
NO.

6. RECIPIENT NAME AND ADDRESS
City/Borough of Juneau
Alaska
155 S. Seward St.
Juneau, AK, 99801

7. ISSUING FEMA OFFICE AND ADDRESS
Grant Operations
245 Murray Lane - Building 410, SW
Washington DC, 20528-7000
POC: 866-927-5646

8. PAYMENT OFFICE AND ADDRESS
Financial Services Branch
500 C Street, S.W., Room 723
Washington DC, 20472

9. NAME OF RECIPIENT PROJECT OFFICER
Michael Moreno

PHONE NO. (503)
220-2095

10. NAME OF FEMA PROJECT COORDINATOR
Central Scheduling and Information Desk
Phone: 800-368-6498
Email: Askcsid@dhs.gov

11. EFFECTIVE DATE OF THIS ACTION
09/01/2013

12. METHOD OF PAYMENT
PARS

13. ASSISTANCE ARRANGEMENT
Cost Reimbursement

14. PERFORMANCE PERIOD
From: 09/01/2013 To: 08/31/2015
Budget Period
09/01/2013 08/31/2015

15. DESCRIPTION OF ACTION

a. (Indicate funding data for awards or financial changes)

PROGRAM NAME ACRONYM	CFDA NO.	ACCOUNTING DATA (ACCS CODE) XXXX-XXX-XXXXXX- XXXXX-XXXX-XXXX-X	PRIOR TOTAL AWARD	AMOUNT AWARDED THIS ACTION + OR (-)	CURRENT TOTAL AWARD	CUMULATIVE NON- FEDERAL COMMITMENT
Port Security Grant Program	97.056	2013-SL-B411-P400- -4101- D:W503830N \$ 75,000.00	\$0.00	\$75,000.00	\$75,000.00	\$25,000.00
TOTALS			\$0.00	\$75,000.00	\$75,000.00	\$25,000.00

b. To describe changes other than funding data or financial changes, attach schedule and check here.
N/A

16 a. FOR NON-DISASTER PROGRAMS: RECIPIENT IS REQUIRED TO SIGN AND RETURN THREE (3) COPIES OF THIS DOCUMENT TO FEMA (See Block 7 for address)

Port Security Grant Program recipients are not required to sign and return copies of this document. However, recipients should print and keep a copy of this document for their records.

16b. FOR DISASTER PROGRAMS: RECIPIENT IS NOT REQUIRED TO SIGN

This assistance is subject to terms and conditions attached to this award notice or by incorporated reference in program legislation cited above.

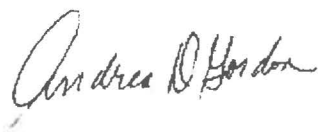
17. RECIPIENT SIGNATORY OFFICIAL (Name and Title)

DATE

18. FEMA SIGNATORY OFFICIAL (Name and Title)

DATE

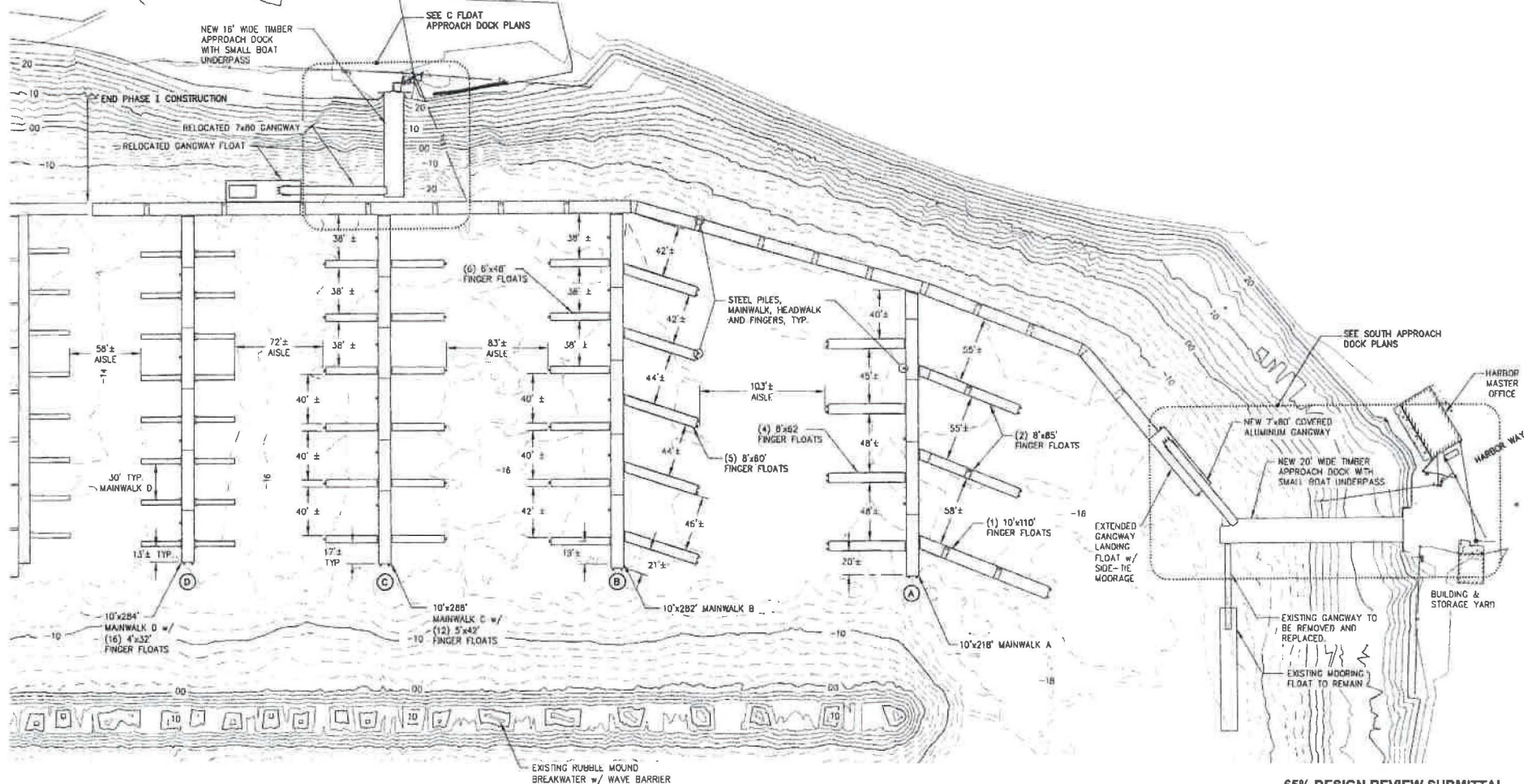
09/10/2013



ANDREA GORDON, Assistance Officer



EGAN DRIVE



65% DESIGN REVIEW SUBMITTAL



REVISIONS				
REV	DATE	DESCRIPTION	DWN	CRD

P N D
ENGINEERS, INC.

2340 Glacier Highway, Ste. 100
Juneau, Alaska 99801
Phone: 907-586-3093
Fax: 907-586-2099
www.pndengineers.com

DRAWN: MS CHECKED: JLD
SCALE: SCALE IN FEET
DATE: 9/20/13

CITY & BOROUGH OF JUNEAU, ALASKA
AURORA HARBOR REBUILD - PHASE I
CONTRACT NO. DH 12-180

SHEET TITLE:
SITE PLAN - PHASE I
P&B PROJECT NO.: 122055 DWG. FILE: -----DWG

1.11
SHEET
11 OF 72



Port of Juneau

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

Harbormaster's Monthly Report

October 17, 2013

1. Pressure washed launch ramp at ABLF and fish cleaning tables in Statter
2. Replaced bent bullrail on Statter main old section
3. Reset boulder at Echo Cove old access- boulder is being drug out
4. Replaced broken rub-boards on floats
5. Removed paid parking signs for winter-now 3 day parking
6. Wayside park water shutdown and lines blown dry
7. All pressure washers winterized and stored for winter
8. All snow blowers serviced and checked for operation
9. Norway Point logs cut up and disposed of
10. Cleanup pallets around cranes
11. Pressure washed Ramps/Approaches at Aurora C, Aurora H, Harris Harbor and Douglas Harbor
12. Pressure wash deck area by white crane
13. Heat trace in Douglas checked and repairs made as needed
14. New nonskid on A ramp Aurora Harbor
15. Electrical repairs in Harris, Douglas and Aurora
16. Clean used oil burner, clean oil filters
17. Put up new numbers on Grid bents
18. Clean up and organized fenced storage area (Aurora)
19. New pump installed and Hard piped oil transfer system Aurora
20. Impounded 2 vehicles Aurora Harbor
21. New life ring cabinet built and installed Douglas Harbor
22. Sander installed on flatbed
23. North Douglas floats removed and towed to Auke Bay for winter
24. Numbered and Locked IVF power meters – winter power will be via AELP only
25. Shut down summer power boxes throughout downtown harbors – winter power via AELP only
26. Numerous vessels pumped out – unable to contact vessel owners
27. Removal of 16' canoe from wayside park float