

Light Cargo Dock/ Spit Dock Operating Plan

April 7, 2006

City of Unalaska
International Port of Dutch Harbor

Light Cargo Dock and Spit Dock Operating Plan

Plan Outline
April 7, 2006

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Section 1. Purpose

1. Identify goals and objectives of the Light Cargo Dock and Spit Dock

The purpose of this management plan is to protect and preserve the lives, health, safety, and well-being of the people of the City who have property in, or use or work upon the boats using the City's facilities, or who use these facilities in the course of visits for commercial or pleasure purposes; to protect the property of such boat owners by elimination of nuisances, fire, pollution, and health hazards; to make reasonable charges for the use of the facilities to enable the City, insofar as possible, to pay the cost of maintenance, operation, and supervision of the City's facilities from the revenue derived therefrom.

It is the intent of this plan to favor the use of the facilities by commercial fishermen, cargo, cruise, government boats, pleasure boats, and by the public at large. It is further the intent of this plan to prevent and discourage the use of facilities by boats that have been abandoned by their owners to the point of becoming derelicts.

It is the goal of this plan to operate the facilities as stand-alone entities, which will serve the community of Unalaska and visitors to the area as commercial and recreational facilities.

2. Harbor Master Responsibilities

The Harbormaster shall supervise the day-to-day operations of the Light Cargo and Spit Dock, implement patrols and insure that the rules and laws pertaining to the Light Cargo and Spit Dock, as well as the laws of the City of Unalaska, shall be adhered to. The Harbor Master shall insure that the docks and piers remain clean and free of clutter and debris. The Harbor Master shall relay to the Port Director any suggestions, complaints, or concerns of the users of the Light Cargo and Spit Dock and of the public at large.

3. Port Director Responsibilities

The Port Director shall administer the overall policies and management of the Light Cargo and Spit Dock. The Port Director will establish maintenance schedules and plan and implement capital improvements to the facilities. The Port Director will submit a yearly budget to the City Manager and the City Council detailing all expenses and revenues.

The Port Director will monitor public complaints, advice, concerns, and requests for policy change and will present them to the City Manager for consideration in open regular meetings.

Section 2. Facility Description

The Light Cargo and Spit Dock have a total of 2180 linear feet of dock. The moorage areas have been divided into various lengths to accommodate the maximum number of vessels possible. These areas have been drawn on a plan titled Light Cargo and Spit Dock Moorage Plan. Copies of this plan will be made available to the public. The following describes the Light Cargo and Spit Dock moorage plan.

1. Light Cargo Dock

- a. Working dock is 330 feet in length between the North Dolphin and the South Dolphin.
- b. The dock has two sheet metal working areas of 85'x 40' with removable railing.
- c. The back reach is 70' x 390' storage, parking and work area.
- d. Rafting 3 deep during tie-up seasons.
- e. Shore power is available with 3 each 480 volt plugs for each cell.
- f. Potable water is available.
- g. 3 removable rail section to allow ramp placement.
- h. Parking on the premises is available.

2. Spit Dock

- a. The working dock is 600 feet in length.
- b. The floating dock is 375 feet in length.
- c. Rafting 3 vessels deep on the outside moorage area and 2 deep on the inside moorage areas.
- d. Shore power is available for 32 plugs of 208v volt and 3 plugs of 480 volt.

- e. Potable water is available on the dock.
- f. Parking for vehicles is available in the designated parking areas across the road. Parking on the dock is only permitted while conducting business with vessels using the facility. A note must be placed on the dash stating which vessel vehicle owner is currently working on.
No overnight parking is permitted on the dock to insure safety lines are open in the event emergency access is needed.
- g. 2,500 lbs safe working load North American Hydraulic Crane located on the south end of the working dock.

Section 3. Management

1. Statement of Subordination to AS Title 30 and UC Title 18.

- a. As the five docks in the Dutch Harbor /Unalaska area that are managed by the City of Unalaska, Department of Ports and Harbors are unique to particular sectors of business, vessel classification and the use for which they are designed, the Light Cargo Dock and Spit Dock will be managed by a separate management plan with a unique set of rules and regulations. These rules will be in accordance with, and shall be subordinate to, AS Title 30 - Navigation, Harbors and Shipping, and UC Title 18 - Unalaska / Dutch Harbor Boat Harbor Facilities.
- b. The public may obtain variances, policy changes, and participate in writing policy by submitting requests, changes, and suggestions in writing to the Harbor Master or Port Director. These requests, changes, and suggestions will be presented to the City Manager in public meeting for discussion and public comment before action is taken.

2. General Rules of Use for Spit Dock

In order to provide service to as many users as possible moorage will be on a first-come basis and space will not be guaranteed until the vessel is ready to moor at the dock. A request for moorage may be made by vessel owner, whether that

owner is a private citizen or a corporation or company, for a vessel at the Spit Dock location. Vessels will be billed on a 24-hour clock, midnight to midnight, or may be prepaid to receive a discounted rate.

Vessels will not be credited for unused prepaid moorage time. Vessels can request moorage as soon as they arrive in the port. The ports department will advise on availability and location.

- a. Vessel class limitations may be imposed by the Port Director or Harbor Master on vessels of a certain type or size. Cumbersome vessels or floating structures may be refused moorage by the Port Director or Harbor Master. Moorage will be reviewed and approved/disapproved by the Port Director if said vessel is not in good standing with the City of Unalaska. Such a vessel must be in a safe, clean, aesthetic condition and must satisfy all sanitation and fire requirements.
- b. Nuisance and derelict vessels will be dealt with as set forth in UC Chapter 18.20.
- c. All users will refrain from storing, placing, or otherwise causing to be deposited on the facility and parking areas, any fishing gear, construction material, garbage, waste oil or filters, or other debris. Any such material left on the facility or parking areas will be removed for disposal or impounded and a removal charge will be assessed against the person or persons responsible for said material or debris. Storage for vessel equipment or fishing gear can be arranged through the Harbor Master.
- d. Garbage is to be placed in the dumpsters provided for that purpose. No garbage is to be placed anywhere but in the dumpsters. Waste engine oil, used oil filters, and other oily waste shall not be put into the dumpsters, but shall be kept on the vessel as the Spit Dock does not have proper receptacles for that purpose. No metals, lines, pallets or other plastics are to go into the dumpster. Call the Harbor Master for information on removal of metals, lines, pallets or other items.
- e. Under no circumstances will rafting be permitted if, in the opinion of the Harbor Master, the rafting vessels will stress the

- floats and pilings beyond their design specifications.
- f. Mooring lines must be of an adequate strength to safely moor the vessel to the dock. No cable or chain will be used to fasten to City dock facilities. Mooring lines will be secured in such a way as to not impede or block foot traffic. Each vessel rafted outside should have a bow and stern line to the dock if possible or when instructed by the Harbor Master. Mooring line secured on the wooden bull rail will be allowed only by instruction of the Harbor Master.
 - g. Any vessel which is equipped with a marine toilet or head, or possesses aboard any equipment or structure which serves that purpose, will be equipped with holding tanks or containers that preclude sewage from being introduced into the waters of the harbor as outlined by the Alaska Department of Environmental Conservation. The Harbor Master from time to time, as well as the Alaska Department of Environmental Conservation and the United States Coast Guard, may board vessels moored at the Spit Dock for the purpose of assuring that such devices are installed aboard and being used in a proper manner.
 - h. Parking on the dock is allowed for short-term parking only. Vehicles should have vessel name visible in the cab and/or keys left in the vehicle. Vehicles must be moved if requested to do so by the Harbor Master or his agents. Parking in the roadside parking area is limited to 48 hours unless arrangements have been made with the Harbor Master. Vehicles will be towed at owner expense. Taxi cabs must have permission from the Harbor Master to be on the dock.
 - i. Loading or working on crab pots or other fishing gear by permission of the Harbor Master only. Crab Pots are not to block the entire dock. City of Unalaska, Fee Schedule rates apply to work from the dock to the vessel.
 - j. Fueling from a vendor fuel truck is allowed by permission of the Harbor Master only. All other crane trucks, loaders, etc must get permission from the Harbor Master if they

- block the dock or are moving heavy lifts or equipment.
- k. Rates are posted in the City of Unalaska, Schedule of Fees and Charges at the Harbor Office.

3. General Rules of Use for Light Cargo

In order to provide service to as many users as possible vessel owner or agent may reserve space for vessel at the Light Cargo Dock. Reservations can be made by fax or phone up to one month in advance. Cancellation of a confirmed schedule less than 24-hours in advance may result in a charge of \$250.00, unless cancellation or delay is of a nature that is not in the control of the vessel owner or operator.

- a. Vessel may be refused moorage by the Port Director or Harbormaster if said vessel is not in good standing with the City of Unalaska.
- b. All users will refrain from placing garbage, waste oil or filters, or other debris on the dock. Any such material left on the facility or parking areas will be removed for disposal or impounded and a removal charge will be assessed against the person or persons responsible for said material or debris. Storage for vessel equipment or fishing gear can be arranged through the Harbor Master.
- c. Garbage is to be placed in the dumpsters provided for that purpose. No garbage is to be placed anywhere but in the dumpsters. Waste engine oil, used oil filters, and other oily waste shall not be put into the dumpsters, but shall be kept on the vessel as the Light Cargo dock does not have proper receptacles for that purpose. No metals, lines, pallets or other plastics are to go into the dumpster. Call the Harbor Master for information on removal of metals, lines, pallets or other items.
- d. Mooring lines must be of an adequate strength to safely moor the vessel to the dock. No cable or chain will be used to fasten to City dock facilities. Mooring lines will be secured in such a way as to not impede or block foot traffic. Each vessel rafted outside should have a bow and stern line to the dock if possible or when instructed by the Harbor Master.

- e. Any vessel which is equipped with a marine toilet or head, or possesses aboard any equipment or structure which serves that purpose, will be equipped with holding tanks or containers that preclude sewage from being introduced into the waters of the harbor as outlined by the Alaska Department of Environmental Conservation. The Harbor Master from time to time may board vessels moored at the Light Cargo Dock for the purpose of assuring that such devices are installed aboard and being used in a proper manner. Contact the Harbor Master to make arrangements with the Waste Water department to have vessel holding tanks pumped.
- f. Parking on the dock is allowed for short-term parking only. Vehicles should have vessel name visible in the cab and/or keys left in the vehicle. Vehicles must be moved if requested to do so by the Harbor Master or his agents. Vehicles will be towed at owner expense. Taxi cabs must have permission from the Harbor Master to be on the dock.
- g. Loading or working on crab pots or other fishing gear is by permission of the Harbor Master only. Crab Pots are not to block the entire dock. City of Unalaska, Fee Schedule rates apply to work from the dock to the vessel.
- h. Fueling from a vendor fuel truck is allowed by permission of the Harbor Master only. All other crane trucks, loaders, etc must get permission of the Harbor Master if they block the dock or are moving heavy lifts or equipment.
- i. Rates are posted in the City of Unalaska, Schedule of Fees and Charges at the Harbor Office.

4. Open Moorage

- a. Definitions
Dockage: The charge asserted against a vessel for berthing at a facility for the purpose of transferring cargo.

Moorage: The charge asserted against a vessel for berthing at a space designated as a mooring space or for mooring to a ship so berthed.

Wharfage: A charge assessed against all cargo being transferred over a facility or between vessels when berthed at a facility.

- b. Rates for Dockage, Moorage, Wharfage, Land use, Labor, Equipment and other rates see City of Unalaska, Schedule of Fees and Charges.
- c. Upon arrival at Light Cargo Dock or Spit Dock moorage facilities, it is incumbent upon the vessel owner or operator to call the Harbor Office, either by telephone or by VHF radio - channel 16, and inform the Harbor Master of the vessels arrival. The Harbor Master will then direct the vessel to its assigned space. Failure to inform the Harbor Master or his agents of vessel arrival will result in a penalty and/or denial of moorage.

It is incumbent upon the vessel owner or operator to ensure the information given to the Port Office is correct regarding his length of stay with the facility. Failure to inform the Harbor Master or his agents of vessel departure will result in a penalty and/or denial of moorage.

Upon departure from the Light Cargo Dock or Spit Dock moorage facilities, it is incumbent upon the vessel owner or operator to call the Harbor Office, either by telephone or by VHF radio - channel 16, and inform the Harbor Master, or Port Office of the vessels departure.

- d. A vessel may be refused moorage if that vessel is deemed to be in danger of sinking, a fire hazard, a health hazard, a pollution hazard, for non-payment of moorage or other fees due, or the owner, operator, or person aboard disrupts the business of other users of the facility. A vessel may be refused moorage if the owner, operator, or person aboard, after being warned not to do so, consistently obstructs the floats and walkways with fishing gear, garbage, or other debris.

A vessel may be refused moorage if the owner, operator, or person aboard fails to obey the lawful instructions of the Harbor Master.

- e. Under no circumstances will a person or persons move another vessel from its moorage without prior permission from the owner and/or Harbor Master. Any vessel owner or operator moving another vessel without permission of the Harbor Master will be refused moorage at the Light Cargo Dock and Spit Dock facility.

Section 4. Capital Improvements and Upgrading of Facilities.

1. Spit Dock Improvements

Spit Dock has been scheduled for a complete upgrade starting in the summer of 2006.

2. Light Cargo Dock Improvements

Light Cargo Dock will have a concrete working surface and 3-480 volt power pedestals on each cell. Security lighting will also be installed by October 2005.

3. Possible future improvements

- a. Waste oil receptacles
- b. Water
- c. Holding tank disposal station
- d. Parking
- e. Signage