

Carl E. Moses Boat Harbor Operating Plan

May 5, 2011

City of Unalaska
International Port of Dutch Harbor

Carl E. Moses Boat Harbor Operating Plan
Plan Outline
May 5, 2011

Section 1. Purpose

1. Identify goals and objectives
2. Harbor Master responsibilities
3. Port Director Responsibilities

Section 2. Facility Description

1. Carl E. Moses Boat Harbor

Section 3. Management

1. Statement of Subordination to AS 30 and Title 18
 - a. Separate Management Plan
 - b. Process for Public in Obtaining Variances
2. General Rules for Carl E. Moses Harbor
 - a. Vessel Class Limitations
 - b. Derelicts and Nuisances.
 - c. Debris and Equipment Storage
 - d. Dumpster Use
 - e. Rafting
 - f. Mooring Lines
 - g. Sanitation Requirements
 - h. Parking
 - i. Gear Work
 - j. Fuel Trucks and Other Traffic
 - k. Rates

3. Open Moorage
 - a. Definitions
 - b. Rates
 - c. Notification of Arrival, Length of Stay, and Departure
 - d. Refusal of Moorage
 - e. Moving Vessels

Section 4. Capital Improvements and Upgrading of Facilities.

1. Possible future improvements
 - a. Extend Harbor to the North.
 - b. Build hard dock north of harbor.

Section 1. Purpose

1. Identify goals and objectives of the Carl E. Moses Boat Harbor

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 there from.

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 Carl E. Moses Boat Harbor, implement patrols and insure that the rules and laws pertaining to the Carl E. Moses Harbor, 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 Carl E. Moses Harbor and of the public at large.

3. Port Director Responsibilities

The Port Director shall administer the overall policies and management of the Carl E. Moses Boat Harbor. 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 Carl E. Moses Boat Harbor has a total of 5919 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 Carl E. Moses Boat Harbor Moorage Plan. Copies of this plan will be made available to the public. The following describes the Carl E. Moses Boat Harbor moorage plan.

2. Carl E. Moses Boat Harbor

- a. "A" Float consists of space for 9 slips at 60 feet, 6 slips at 90 feet, and 13 slips at 100 feet." A" Float has a drive down floating dock measuring 64 feet by 74 feet, a 3 ton crane and capacity to drive a standard flatbed truck on to it, the drive down float is rated at HS-15. Total weight of vehicle and cargo can not exceed 24,000 pounds. Fish totes weighting more than 960 pounds shall be transferred directly from the vessel to a vehicle. Placement of any items that exceed 960 pounds with a surface of 4 foot by 4 foot or less can cause damage to the floating dock structure.
- b. "B" Float consists of space for 11 slips at 115 feet, and 9 slips at 130 feet.
- c. "C" Float is 320 feet in length and can moor 4 vessels of the 150 foot class dock side and is designed to raft 2 deep for a total of 8 150 foot vessels.
- d. Shore power is available to all slips on "A" and "B" Float, which consists of 208v volt 3 phase, also included 120v power for the under 60 foot vessels. "C" Float has available 208 volt 3 phase for 8 vessels.

Shore power cords must be of adequate size to match the power pedestal in use and will be in good standard, if not power will be refused by Harbormaster.

Requests for shore power must be made through the Harbormaster.

- e. Potable water is available at all floats.
- f. This harbor is equipped with a fire suppression system which is available to all main floats throughout the harbor.
- g. Vehicle parking available in the designated parking areas.

Section 3. Management

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

- a. There are six docks in the Dutch Harbor /Unalaska area that are managed by the City of Unalaska, Department of Ports and Harbors which are unique to particular sectors of business, vessel classification and the use for which they are designed, the Carl E. Moses Boat Harbor 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 the Carl E. Moses Boat Harbor.

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 Carl E. Moses Small Boat Harbor 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.

Moorage is available on a 6 month or annual basis defined as Reserved Moorage. To qualify for reserved moorage a payment must be made for the full annual fee. All slips that are paid on a reserved basis are subject to use by other vessels as the Harbormaster's discretion. There is no refund to the reserved slip holder for this time of use and is know as "hot slipping". Reserved slip holders will give the Harbormaster 24 hours notice of arrival; this provides the hot slip vessel time to vacate the reserved slip and the Harbormaster time to make the reserved slip ready for the returning vessel.

The Carl E. Moses Boat Harbor will be for the use of active vessels in need of safe moorage during their stay in the Port of Dutch Harbor. However the Carl E. Moses Boat Harbor will not lease moorage space to live aboard vessels as this is a harbor designed for vessels working in the area or transiting through the area.

- a. Vessel class limitations may be imposed by the Port Director or Harbor Master on vessels regarding 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 and 18.04
- 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 placed in the proper containers which are provided for in the Waste Oil Building, which is located in the harbor uplands. 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. Rafting will not be permitted at "A" and "B" floats, but will be allowed at "C" float.
- 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 lines will be secured to the cleats or bull rail only

- 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 Carl E. Moses Boat Harbor for the purpose of assuring that such devices are installed aboard and being used in a proper manner.
- h. Parking on the Drive Down Dock will be allowed for short-term parking only. Taxi cabs must have permission from the Harbor Master to be on the dock. 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 Harbor Officer.
- l. 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.
- j. Loading or working on crab pots or other fishing gear by permission of the Harbor Master only on the Drive Down Dock. Fishing Gear/Crab Pots are not to impede traffic to or from "A" float. City of Unalaska, Fee Schedule rates apply to work from the dock to the vessel.
- k. Fueling is not allowed in the Carl E. Moses Boat Harbor.
- L. All other crane trucks, loaders, etc must get permission from the Harbor Master before using the floating dock.
- m.. Rates are posted in the City of Unalaska, Schedule of Fees and Charges at the Harbor Office and on the City of Unalaska web site

3. Open Moorage

- a. **Rates for:** Dockage, Moorage, Wharfage, Land use, Labor, Equipment and other rates see City of Unalaska, Schedule of

Fees and Charges. Schedule of Fees and Tariff are available at the Harbor Office and the City of Unalaska web site.

- b. Upon arrival at Carl E. Moses Boat Harbor, 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 Harbor Officer of vessel arrival can result in a 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 Harbor Officer of vessel departure can result in a denial of moorage.
Vessels extending their length of stay at the facility must obtain permission from the Harbor Master or a Harbor Officer, failing to do so can result in vessel having to vacate their berth due to scheduled arrival of another vessel.
Upon departure from the Carl E. Moses Boat Harbor 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.
- c. 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 receives 2 written warnings in a calendar year 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.
- d. 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 Carl E. Moses Boat Harbor.

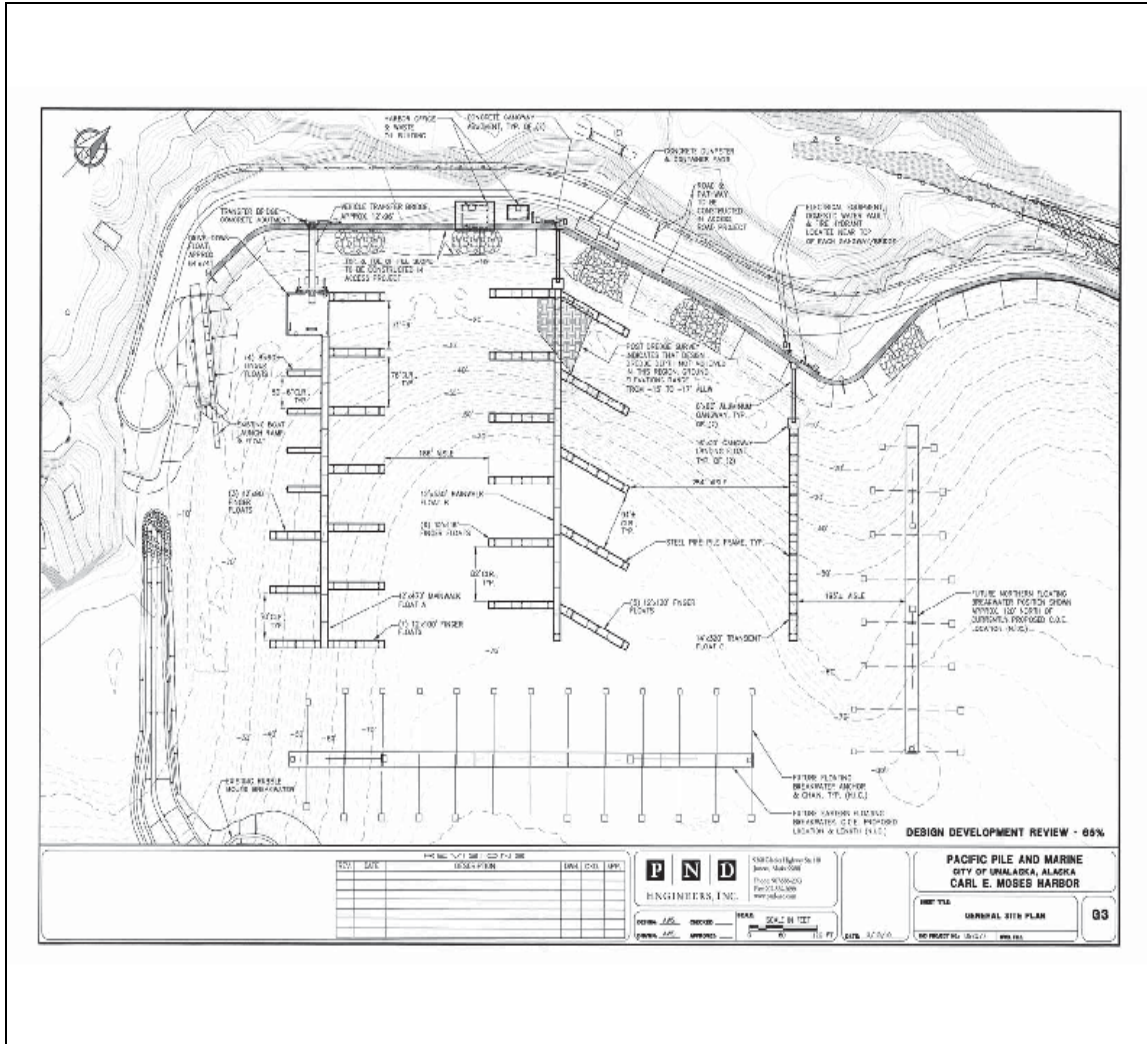
Definitions:

1. **In good standing:** Vessel must not have any outstanding charges or unresolved issues against the vessel from previous moorage at any facility belonging to the Port of Dutch Harbor.
2. **BMP:** Best Management Practices are policies to ensure maritime operations have minimal impact on the region's environment and are conducted in compliance with applicable environmental regulations. The Best Management Practices are available at the Harbor Masters Office, can be provided on a CD and are also available on the City of Unalaska web site.
3. **Live Aboard: Live Aboard Status.** Vessel Owner agrees that living aboard for a period exceeding three (3) days in any seven (7) day period shall be prohibited except pursuant to authorization from the Harbormaster.
4. **Dockage:** The charge asserted against a vessel for berthing at a facility for the purpose of transferring cargo.

5. **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.

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

The following page provides graphical layouts for the Carl E. Moses Harbor.



BMP 2.5 Carl E. Moses Boat Harbor

City of Unalaska Port and Harbor Facilities

The Carl E. Moses Boat Harbor design plan contains the following slip design; 4 finger floats at 60 feet, 3 finger floats at 90 feet, 7 finger floats at 100 feet, 6 finger floats at 115 feet, 5 finger floats at 130 feet, and 1 Transient float measuring 320 feet in length. Services include potable water, electricity, waste handling receptacles, and shore side restrooms and showers.

The environmental issues and management issues at these facilities are as follows:

Fueling: There are no fueling facilities at this harbor. Vessel operators will refuel at one of the commercial fuel docks. BMP 3.1 includes several precautionary practices to help reduce accidental spills. Even though the threat of pollution by fueling is low,

the City of Unalaska will make available spill response materials (BMP 3.3) at the harbor. Signage will be posted addressing the effects of oil on the marine environment and measures to take to reduce the chance of spills.

Sewage: Vessel operators must comply with state and federal regulations concerning the handling of sewage (BMP 3.8).

Hazardous Waste: Waste oil receptacles will be provided. BMP 3.2 addresses the best practices for the construction, identification, and management of these receptacles. Similarly, receptacles for the collection of hazardous wastes - lead-acid batteries, solvents, paints, antifreeze, and oily rags – will be installed. City of Unalaska personnel should examine the facilities routinely for illegal wastes, overfilling, and leaks. Hazardous materials containers found to be leaking must be repaired or replaced immediately.

Bilge Water: One of the greatest pollution threats experienced in all harbors is from oily bilge water. Either automatically or manually, bilges are pumped, discharging oily mixtures into the water. Do not discharge contaminated bilge water or bilge water containing solvents, detergents or other additives. BMP 3.2 addresses this threat with measures to control the inadvertent discharge of oily waste and improve the way vessels are maintained.

Garbage: Non-hazardous garbage/solid waste receptacles will also be provided at this facility and managed as described in BMP 3.6.

Fish Waste: Fish cleaning stations may be installed in the harbor to aid in preventing the depletion of the oxygen content of the water, until such time vessels will utilize the fish cleaning station located at B float at the Bob Storrs Small Boat Harbor. BMP 3.7 includes practices to employ as well as best practices for handling discarded nets and lines. Special receptacles for this waste will be provided in the harbor with other waste collection containers. Signage per BMP 3.7 will be posted and an annual program for collecting discarded fishing nets and lines will be developed.

Incidental Pollution: Practices to prevent the inadvertent discharge of pollutants into the water include implementing measures to contain debris and waste from topside vessel maintenance and byproducts of vessel winterization (BMP 3.9). These include general cleaning practices such as the use of tarps for containing debris and the use of biodegradable cleaners. Vessel operators should be encouraged to use maintenance products that have the least impact on the environment such as low VOC paints. There are several practices regarding winterization that should be encouraged to reduce the amount of hazardous wastes produced when vessels are brought back into operation.

Protection of Wildlife: Several protected/threatened species requiring special

consideration either have habitats in this area or migrate through the area (BMP 3.11). Of particular interest is the Steller's eider. This migratory bird requires special reporting requirements when found dead or injured. Signage urging public to report dead or injured Steller's eiders should be posted to ensure compliance with U.S. Fish and Wildlife Regulations. BMP 3.11 also includes guidance on required marine mammal stranding reports.

Further efforts to protect the Steller's eider from vessel activity at the Carl E. Moses Boat Harbor include establishing a "No Transit Zone" in the vicinity of South Amaknak Rocks where as many as 270 Steller's eiders have been observed. This "No Transit Zone" location and description will be made available to vessel operators by means determined to be most efficient by the U.S. Coast Guard. The City of Unalaska's spill response plan will include special consideration for Steller's eiders by including measures to prevent spills from within the harbor from contaminating areas where eiders concentrate. Response equipment will be staged at the harbor where it can be easily accessed and deployed. As a condition of the harbor construction permit, at least one qualified oil-spill response individual will be on call during harbor operations.