

**MINUTES
NOME PORT COMISSION
REGULAR MEETING
October 15th, 2020**

The Regular Meeting of the Nome Port Commission was called to order at 5:32 pm by Chairman West in Council Chambers at City Hall, located at 102 Division Street.

ROLL CALL

Members Present: Smithhisler; Lean; West; Henderson; Rowe; Sheffield; McLarty

Absent:

Also Present: Lucas Stotts, Harbormaster

In the audience: Andrew Lee; Cathy Rubano

APPROVAL OF AGENDA

Chairman West asked for a motion to approve the agenda:

Motion to approve made by Sheffield, seconded by Henderson.

At the Roll Call:

Ayes: Lean; West; Henderson; Rowe; Sheffield; McLarty; Smithhisler

Nays:

Abstain:

The motion **CARRIED**.

APPROVAL OF MINUTES

Sept 17th, 2020 Motion made by McLarty, seconded by Sheffield to approve minutes;
Regular Meeting

At the Roll Call

Ayes: West; Henderson; Rowe; Sheffield; McLarty; Smithhisler; Lean

Nays:

Abstain:

The motion **CARRIED**.

CITIZENS' COMMENTS

Andrew Lee commented that it would be nice for the Visitors Center to have a map of the proposed port expansion design as there is a lot of traffic through there with folks asking questions about it.

COMMUNICATIONS

- 20-09-17 Legislative Consultants- Alaska Budget Report
- 20-10-03 NOGC (Phoenix) Winter Storage Request
- 20-10-08 Top Side Mining (Harper) Winter Storage Request
- 20-10-10 Sen. Murkowski- Pending Federal Actions and Alaska's Arctic
- 20-10-10 Arctic Policy Study Group- Arctic Fisheries
- 20-10-12 High North News- Climate Change and U.S. Arctic Policy
- Handout- Joe Fullwood letter request to haul HIGHNOON out for winter on Low Dock

Discussion:

Following group discussion, there was a general consensus was these requests were permissible as long as no interference The Commission appreciates being aware of these requests, but fine with the Harbormaster making the call.

COMMISSIONER'S UPDATES

Lean commented that he was reading about the USCG HEALYs engine fire incident that put it out of commission and that the USCG has had a spare engine for the past 20 years that weighs over 100 tons. The HEALY is now in Seattle, WA for the repair so the USCG had to mount it on a barge and then build a house over it for shipping from the East coast.

HARBORMASTER'S REPORT

- Ridge Marine finished the 2020 Kotlik gravel haul with load #22 departing on October 6th.
- Initial estimates show approximately 150,000 tons of gravel were exported from Nome in 2020, which shows increased demand on the facility.
- Vessels have been hauling out consistently over the last few weeks, with the larger mining barges scheduling space for next week.
- The Floating Docks will be removed during the week of the 19th, even though there is still commercial traffic using the SBH. This demonstrates how regional traffic is operating out of Nome later and later each season.
- Highlighted the remaining research traffic, such as the R/V NORSEMAN II and SIKULIAQ.
- Both Cook Inlet Tug and Barge and DeForge Maritime have expressed interest in placing a tug in Nome to do assist work. We expect to hear more in the coming months.

Discussion:

- McLarty asked about historical vessel statistics of vessels using the Small Boat Harbor, and a break out showing different vessel categories
 - HM Stotts stated yes, we do keep track of use for the different vessel categories.
- McLarty indicated he sees a lot of people putting trash in the Port dumpsters that are not port users, but was not sure the best way to prevent it.
 - HM Stotts agreed, and stated this has become more of a problem over the years. Port staff attempt to review camera footage when it is apparent.

PORT DIRECTOR'S REPORT

PD Baker was out on medical leave, but HM Stotts provided a few brief project highlights from her emailed updates; the Inner Harbor CAP 105 study noted the sediment sampling and bathymetric survey have been completed this past week and the concrete ramp replacement and anode replacement bid packages are currently out for bid, and due November 5th.

Discussion:

- West commented that a couple outfits had reached out to him with questions/comments on both projects so that shows there may be interest.
- Lean commented that DOT's Port Rd Improvement project is also starting next year so we may run into congestion on lower Port Rd at times.

OLD BUSINESS

- Thornbush Pad – Surface Settlement
 - Material Volumes & Estimated Costs

A topo survey was recently completed to estimate surface grade settlement and material loss on the Thornbush pad which would be used to calculate approximate material quantities and costs. Bristol Engineering estimated roughly 25,000 cubic yards of material has settled from the original project surface elevation. If this is correct, it would be around \$250-\$300k in costs just for material alone to bring the surfacing back to original grade.

Discussion:

- Both Jim West and Shane Smithhisler commented that there was not a 6" layer of surface course or cap material used in the construction on the original TBS pad. There was a change order to add additional select borrow type material as the cost was lower, allowed for additional yardage, and the select borrow material was holding up well to traffic.
- Bringing the pad back to its originally designed height is not needed as long as the grade is sloped to the west for drainage.
- Future development should coordinate with Bonanza to ensure all water from both pads flows to the West toward naturally low elevation and the culvert daylighting to the south across Lagoon Rd.
- Any future development should have geo tech work completed to ensure we have the most knowledge on what is likely to occur in those areas. The remaining portions of the TBS pad will use geo fabric.

One thought was to use the stockpiled dredge spoils to fill in low areas, then top that with more rocky material.

Lean commented:

- A buried pyramid or prism needs to be created to bear the weight while filling is occurring to ensure load distribution.
 - We need to have enough material to provide flotation over a muddy substrate, perhaps 4ft-5ft minimum at the thinnest portion of the pad. The thicker the better and we need the pad to crown for drainage.

- If you scrape the pads high spots off onto the low spots, it will ruin the prism and the pad will no longer bear the weight and will fail.
- The dredged material should be used for sub-base material only with a large lift of rocky material on top and not used in the middle/top of the pad as it may not hold up.
- We need to continue to add material to the pad and may need to do so for years but eventually the ice spots will melt fully and settle.

Smithhisler commented:

- The plan to use existing dredge spoils to fill low areas is just robbing from one area to fix another. The existing TBS pad project has been completed and brought to grade so material to fix this area should not come from an area we have plans for already.
- We should also not use 4" minus on the TBS pad as additional settlement will cause the need for more fill in the future and we will just bury the 4".

Henderson commented:

- There is no telling how much settling will continue to occur in this area and we may have the need to add additional material several times over the next several years.
- Development of an access road through the area of the Boat Yard and existing access road in that area may be a problem for neighboring lots due to vibration he feels is caused by heavy equipment. This will help preserve the lifespan of the tank farm property.
- Posed the question of whether the port wants to spend the additional capital to continue to develop this pad into the future or if the ground will keep sucking up material and is that worth what money is being generated from use of that pad.

West commented:

- The dredged material was never intended to be part of the pad but only used as a leveling surface to prep the sub base.

McLarty commented:

- We should choose one section of the existing TBS pad with the worst settlement and come up with the proper fix for the area to ensure it works as intended before committing to a fix for the whole pad.
 - We can then apply that fix/method to development on the rest of the pad with future development.
- We should be sure to use geo tech work prior. Even knowing the costs are additional, it would be worth it in the long run for maintenance.

HM Stotts offered:

- The old trailer pad area to the north is not settling the same and we can still use that area for container rows planned. We should plan to use the rest of the pad for items that can be relocated when grade work is needed
- The existing TBS pad is a piece of infrastructure that needs to be maintained before we look to develop additional yardage of adjacent tundra.

NEW BUSINESS

- Winter Storage Requests for Consideration

Discussion:

A general consensus was reached that having the Jack-up rigs wintering in the Small Boat Harbor was working fine. Port staff will evaluate these and other requests in the future, while keeping the Commission informed. Using additional locations allows more room on the Lower IP for other vessels.

CITIZENS' COMMENTS

None.

COMMISSIONER'S COMMENTS

McLarty commented that Assist HM Schuneman is always around the port facility and has been a big help all season.

Henderson commented that the settlement issue is not going to go away and will continue to be an issue for years to come. Someone posed a question recently about the City of Nome helping residents to stockpile material and resell to homeowners and business owners at a lower rate to help stabilize buildings.

Sheffield commented that at the last City council meeting another issue was brought up about subsistence hunting in the outer harbor and asked if there was any more action needed to be taken by the Port Commission body on that. The group agreed that there was none at this time.

Smithhisler commented that this was a good meeting on settlement issues.

Rowe had no comments.

Lean commented that king crab debates are just starting again and it does not look like there may be another king crab season. We need to be opportunistic with material for fill when we can.

West commented that we need to maintain our property, all over Nome, otherwise those problems become worse.

ADJOURNMENT

Motion was made by Lean for adjournment 7:04 pm.

APPROVED and **SIGNED** this 19th day of November 2020.

Jim West Jr.

Jim West, Chairman

ATTEST:

Jh Baker

Joy Baker, Port Director