

**MINUTES
NOME PORT COMMISSION
REGULAR MEETING
APRIL 16, 2020**

The Regular Meeting of the Nome Port Commission was called to order at 7:15 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; Glenn Steckman, City Manager; Joy Baker, Port Director (telephonically)

In the audience: Mark Johnson; James Mason (Nugget)

APPROVAL OF AGENDA

Chairman West asked for a motion to approve the agenda:

Motion to approve made by Lean, seconded by Henderson.

At the Roll Call:

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

Nays:

Abstain:

The motion **CARRIED**.

APPROVAL OF MINUTES

February 20, 2020 Motion made by Lean, seconded by Henderson
Regular Meeting

At the Roll Call

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

Nays:

Abstain:

The motion **CARRIED**.

CITIZENS' COMMENTS

No citizen's present to comment, but PD Baker read an email from Johnny Bahnke III inquiring on whether the Port would be waiving or discounting dock fees for subsistence vessels wanting to use the Small Boat Harbor Floating Docks this 2020 season, considering that cruise ships and other vessel traffic will be in decline due to COVID-19, so the docks would be less busy. Commissioner Lean stated that there was no crab fishery this season, but there would still be commercial fishing vessels making use of that space. Lean noted that the number of vessels may be fewer this season but there is large

interest for salmon permits who may use that area. Discussion followed on typical subsistence users using the Snake River on Belmont Beach, where their moorage is offered free of charge. There is also the requirement for vessels over 20ft needing a liability insurance policy to use the Small Boat Harbor. Lean indicated the commercial fishermen could be upset if the subsistence users were using the same docks for lower or no fees, while they were paying for moorage. The general consensus was to continue to allow subsistence user's access to Belmont Beach free of charge and to charge for moorage space at the floating docks.

COMMUNICATIONS

- 20-02-18 CDC's Interim Coronavirus Guidance on Ships
- 20-03-18 USCG MSIB 07-20 Coronavirus Guidelines for Ports/Facilities
- 20-03-27 USCG MSIB 11-20 Essential Maritime Critical Infrastructure Workers
- 20-04-02 USCG MSIB 12-20 Vessel & Facility Spill Response Plans
- 20-04-03 USCG MSIB 13-20 Coronavirus impacts to TWIC
- 20-04-13 Crowley Develops Medical Support Barge – Maritime Executive

Discussion:

PD Baker indicated most of the communications were just to update the group on COVID-19 information being released for Port facilities and vessel operations. Lean commented on the USCG MSIB's, noting these were a great place to start for anyone wishing to put together an operational plan, and added he was waiting for the commercial fishing vessel MSIB to be released.

COMMISSIONER'S UPDATES

Commissioner Sheffield stated that the Alaska Fishing Industry Safety Committee is working on a document, headed up by US Seafood's, which will give guidance for commercial fishing vessels.

HARBORMASTER'S REPORT

HM Stotts indicated he is working on materials & supply quotes for spring repair and maintenance items. Due to COVID-19 impacts, HM Stotts receives constant calls each day with questions on the facility's opening, operational plan requirements, and when vessels can be launched in the Small Boat Harbor. Additional changes in light of COVID-19 are, the execution of Declarations of Security for fuel transfers and foreign-flagged vessels, accepting regulated medical waste without a COA.

PORT DIRECTOR'S REPORT

20-04-13 Port Director/Project's Status Report:

PD Baker advised that the tug company that was considering putting an assist tug in Nome during the 2020 season has delayed that plan for the time being, due to COVID-19 uncertainty.

Launch Ramp Repair Project Bid Opening – Zero Bids Received

PD Baker informed the Commission that no bids were received during the 16 April 2020 bid opening for the Launch Ramp Repair Project, which is likely due to both the timing of the bid package release, the COVID-19 uncertainties in travel and housing. It was noted that there are now two possible options:

- Force account is an option offered by the funding agency, but the City does not have enough skilled labor force and equipment to complete the entire project, and would certainly carry more risk if done this way.
- Delay bidding the project until later in the year, maybe October – considering the EDA grant is valid for 3 years, and could be extended further based on estimated COVID-19 impacts.

Discussion:

West stated we should just delay the project. Lean asked if the ramp was functional for 2020, or if repairs would need to be made to get through the season. PD Baker and HM Stotts responded that it could most likely make the season, but would require extensive management oversight for heavy haulouts to ensure it is not overloaded. McLarty commented that he also inspected the toe of the ramp last fall at low water and did not see any exposed metal.

Motion was made by Lean, seconded by Henderson to; support rebidding the Inner Harbor Launch Ramp Repair Project in October 2020, based on the lack of bidder interest during the COVID-19 Pandemic.

At the Roll Call

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

Nays:

Abstain:

The motion **CARRIED**

OLD BUSINESS

None

NEW BUSINESS

Proposed Fuel Line Settling Repair Project – Industrial Pad:

-PD Baker provided an overview and layout of the two 6-inch and one 8-inch fuel lines that extend from the City Dock marine headers and lead to the tank farms on the Port Industrial Pad, explaining the issue of the soils settling underneath the pad, and how as the surface continues to subside, the pipeline is being pulled down with it, causing pressure on the lines where they connect to the piping and valves above-ground. She indicated Seakers Inc. proposal to repair the fuel lines crossing under Frankie Okleasik Avenue estimated to be \$132,062. The fix would include cutting all three pipelines where they rise vertically from the ground just outside BFI's tank farm, and insert a spacer or splice/flange between the cut, which can be swapped out in the future if more settling occurs. She added that the issue has been discussed with BFI, and although there is disagreement regarding the ownership of the buried lines, both parties agreed that the repairs must be done to mitigate significant risk and protect the pipeline infrastructure.

Discussion:

-Commissioner McLarty asked of the pipeline in the road itself was settling or if the tank farm was the thing settling and causing this issue – in response, staff indicated the entire area is settling.

-Commissioner Lean noted his brother works at a tank farm on the North Slope and was surprised how little expansion joints or loops are installed on our pipeline as those allow for settlement.

-City Manager Steckman noted that there is a difference of opinion on ownership and also on what the cost share on this fix should be.

-Commissioner Henderson commented on behalf of Bonanza Fuel Inc/ Sitnasuak Native Corp that everything on the Upper Industrial Pad is moving around and settling and the current issue is that the City's road is settling and dragging down the City's pipeline that crosses into BFI's tank farm. He noted that everything is sinking but the road and pipeline are sinking faster than the tank farm so it is causing force on BFI valves inside the containment wall. He stated that they already started repair of the sinking BFI containment wall but they cannot continue to lift the containment wall until the City's pipeline is spliced and raised.

-Chairman West commented that the increased settlement on the upper port road is most likely due to the BFI heavy fuel trucks driving over it every day. He asked if this proposed fix will do enough to address future sinking of the road and pipeline or should we look at altering traffic over that area.

-Henderson commented that he agreed any vibration or weight on that area is not good and will worsen the issue. He added that this settlement has already caused damage to BFI infrastructure and they have already spent money dealing with repairs related to this settlement.

-City Manager Steckman stated that the City of Nome's position is that City ownership ends at the terminus of the pipelines, which would be on the north side of the road at the pig catchers for both 6" lines and outside Crowley on the south side of the road at that pig catcher for the 8" cargo line. He added that there was no easement done for the pipeline back when it was built and there are differences of opinion between the City and BFI on where ownership begins/ends. Manager Steckman suggested that the Commission make a recommendation to the City Council to approve these repairs to allow for spring fuel deliveries, then seek resolution on ownership at a later date.

-PD Baker commented that the Crowley line does not appear to be having the same settling issues on the south side of the road, and both the Crowley and NJUS ADEC Oil Spill Plans indicate ownership separates at the terminus of the line, or the pig catcher. Nothing specific to the BFI line has been located, but as it is a similar layout, the City feels the intent is the same and makes the most sense.

-Henderson commented that he does not agree with the City's opinion on ownership as there is no record of such or any easement for the pipe line from when it was constructed.

-Commissioner Lean commented that Seakers has done a lot of work in the area on everyone's pipe lines so if familiar and could complete the job fastest so is supportive of moving forward with the repair proposal.

- Commissioner Smithhisler asked that if Bonanza says there has been ongoing repairs in the past due to this settling, why was this not brought up earlier so it would not have to be an emergency repair? He added he is supportive of moving forward with the repair proposal from Seakers.

-Commissioner Rowe commented he felt it is important to get the repair done now and in light of the circumstances is supportive of the sole source bid and going with the Seakers proposal.

Motion was made by McLarty, seconded by Smithhisler to; Recommend the Nome Common Council award the Port of Nome Pipeline Settling Repair Project to Seakers, Inc.

At the Roll Call

Ayes: Sheffield, McLarty, Smithhisler, Lean, West, Rowe

Nays:

Abstain: Henderson

The motion **CARRIED**

ADJOURNMENT

Motion was made by McLarty for adjournment – 8:53pm.

APPROVED and **SIGNED** this 21st day of May, 2020.



Jim West, Chairman

ATTEST:



Joy Baker, Port Director