

**City Manager**  
Glenn Steckman

**Port Director**  
Joy Baker

**Harbormaster**  
Lucas Stotts



**Nome Port Commission**  
Jim West, Jr., Chairman  
Charlie Lean, Vice Chairman  
Derek McLarty  
Shane Smithhisler  
Scot Henderson  
Russell Rowe  
Gay Sheffield

102 Division St. • P.O. Box 281  
Nome, Alaska 99762  
**(907) 443-6619**  
Fax (907) 443-5473

**NOME PORT COMMISSION  
WORK SESSION & REGULAR MEETING AGENDA  
THURSDAY, NOVEMBER 19, 2020 @ 5:30/6:30 PM  
COUNCIL CHAMBERS IN CITY HALL**

**WORK SESSION – 5:30PM:**

Discussion on Staff Recommendations to Correct TBS Pad Surface Settlement & Remaining Work

- Information Needs
- Potential Solutions
- Funding Sources
- Timeline

**REGULAR MEETING – 6:30PM:**

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
  - 20-10-15 Regular Meeting (Draft)
- IV. CITIZEN’S COMMENTS**
- V. COMMUNICATIONS**
  - 20-10-19 Polar Star will make winter voyage to Arctic – Arctic Today
  - 20-10-30 PND Memo – Recommendation for Outer Harbor Fender Piling
  - 20-11-12 U.S. Boats Faced Russian Aggression Near Alaska – NY Times
  - 20-11-12 Russia’s Northern Sea Route Shipping is growing – Barents Observer
- VI. COMMISSIONER UPDATES**
- VII. HARBORMASTER REPORT**
  - Harbormaster Report – Season Closing Operations
    - Seasonal Infrastructure Maintenance
- VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE**
  - 2020-11-06 Port Director/Projects Status Report
    - Anode Replacement Project – Council Award
    - FY21 Senate Energy & Water Appropriations Language – Arctic Port
    - 2021 DOT Port Road Improvements – Intersection Design Review
- IX. OLD BUSINESS**
  - Thornbush Pad – Recommended Path Forward on Development
- X. NEW BUSINESS**
  - Causeway Middle & Westgold Dock Damage
    - PND Barge Strike Inspection Report
    - Repair Strategy – Responsible Party – Timeline
- XI. CITIZEN’S COMMENTS**
- XII. COMMISSIONER COMMENTS**
- XIII. NEXT REGULAR MEETING**
  - December 17th, 2020 - 5:30pm
- XIV. ADJOURNMENT**

TBS DEVELOPMENT – PLANNING WORKSHEET  
PORT COMMISSION – WORK SESSION  
19 NOV 2020

- EXISTING TBS PAD: Settlement of areas within initial 9-acre pad development possibly caused by subsidence from thawing permafrost and consolidation of the organic layer by loading.
  - Identified specific test area to repair and improve surface grade
  - Reviewed project documents to confirm initial work did not install any surface course, as subgrade material was deemed suitable after compaction
  - Identified low areas from 2020 as-built survey to determine quantities to bring these areas up to new settled surface grade
    - Approximate quantity of imported granular fill material is \_\_\_\_\_ with an ROM cost of \$10/CY hauled & placed is \_\_\_\_\_.
    - Funds available from F21 budget to begin work could be in the range of \_\_\_\_\_, with remainder of \_\_\_\_\_ approved in the F22 budget.
  - If determined as suitable approach/fix, will estimate quantities for remainder of pad, and funding source identified.
- REMAINING 9 ACRE PAD DEVELOPMENT: Options to address subsidence issues prior to development:
  - Spoils piles can be utilized as base layer to initiate second phase development
    - Determine thickness of layer for most benefit (defines footprint)
    - Suggest spreading of spoils in the springtime prior to June 15 and then importing the remaining fill material immediately thereafter to preserve the frozen subsoils as much as possible.
  - Plan A – develop sections with fabric layer as funds are available and continue maintenance to repair subsidence as it occurs
  - Plan B – solicit geotech services to obtain boring data to determine subsurface and extent of permafrost to inform development, use of fabric, layer thickness, etc.
  - Plan C - insulation or passive cooling to follow path identified for large building development (NSHC), but anticipated to be high cost approach.



User: DSQUER Aug 11, 2020 - 3:17pm  
Drawing: K:\JOBS\32114004 PORT OF NOME\ACAD-DESIGN\CIVIL DESIGN - PHASE 3\32114030\_C1.DWG - Layout: C1  
Xrefs: 321140022\_BR22X34REV.DWG 321140022\_BASEMAP.DWG - Images: (DIESEL evaluation failed)



DRAFT

REVISIONS				REVISIONS			
NO.	DATE	BY	DESCRIPTION	NO.	DATE	BY	DESCRIPTION

# Bristol

ENGINEERING  
SERVICES COMPANY, LLC

Phone (907) 563-0013 Fax (907) 563-6713



THORNBUSH SITE DEVELOPMENT & SNAKE RIVER DREDGING  
PHASE III - NOME, ALASKA

EXISTING CONDITIONS

SCALE: SHOWN    DESIGNED: DES    CHECKED: JGB    DRAWN: TRT    DATE: 7/2/20

SHEET NO.

C1

SHEET 3 OF 5

City of Nome  
Revenues with Comparison to Budget  
For the 4 Months Ending October 31, 2020

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	Unearned	Pcnt
<u>CAUSEWAY FACILITY</u>						
80.3111.2001	Causeway Dockage	95,000.00	24,950.43	79,378.48	15,621.52	83.6
80.3111.2002	Causeway Wharfage - Dry	175,000.00	73,626.65	147,220.04	27,779.96	84.1
80.3111.2003	Causeway Wharfage - Fuel	441,000.00	80,750.60	279,760.75	161,239.25	63.4
80.3111.2004	Causeway Wharfage - Gravel	150,000.00	23,703.68	219,114.14	( 69,114.14)	146.1
80.3111.2005	Causeway Storage Rental	10,000.00	824.40	4,870.35	5,129.65	48.7
80.3111.2006	Causeway Utility Sales	15,000.00	3,609.74	9,693.52	5,306.48	64.6
80.3111.2007	Causeway Misc Term Revenue	90,000.00	5,300.50	22,104.00	67,896.00	24.6
	Total CAUSEWAY FACILITY	976,000.00	212,766.00	762,141.28	213,858.72	78.1
<u>HARBOR FACILITY</u>						
80.3211.1001	Harbor Seasonal Dock Permit	100,000.00	1,082.03	93,790.16	6,209.84	93.8
80.3211.2001	Harbor Dockage	75,000.00	13,385.94	46,364.81	28,635.19	61.8
80.3211.2002	Harbor Wharfage - Dry	95,000.00	18,536.07	39,767.15	55,232.85	41.9
80.3211.2003	Harbor Wharfage - Fuel	60,000.00	29,389.48	54,881.40	5,118.60	91.5
80.3211.2004	Harbor Wharfage - Gravel	35,000.00	.00	.00	35,000.00	.0
80.3211.2005	Harbor Storage Rental	25,000.00	1,732.50	26,095.53	( 1,095.53)	104.4
80.3211.2006	Harbor Utility Sales	7,500.00	1,861.45	4,086.00	3,414.00	54.5
80.3211.2007	Harbor Misc Term Revenue	8,000.00	.00	.00	8,000.00	.0
80.3211.2008	Leases, Rentals, Land, Bldgs	36,000.00	.00	36,425.43	( 425.43)	101.2
	Total HARBOR FACILITY	441,500.00	65,987.47	301,410.48	140,089.52	68.3
<u>INDUSTRIAL PARK FACILITY</u>						
80.3411.2005	Industrial Park Storage Rental	250,000.00	15,375.44	109,873.27	140,126.73	44.0
80.3411.2008	Leases, Rentals, Land, Bldgs	205,000.00	.00	131,476.82	73,523.18	64.1
	Total INDUSTRIAL PARK FACILITY	455,000.00	15,375.44	241,350.09	213,649.91	53.0
<u>OTHER MISC REVENUE</u>						
80.3511.0001	Copies, Fax, Pubs, Film Lcns	1,200.00	.00	660.00	540.00	55.0
80.3511.0002	Banking / NSF Check Fee	50.00	.00	.00	50.00	.0
80.3511.0003	Credit Card Service Fees	5.00	.00	.00	5.00	.0
80.3511.0004	Resale-Hats,Charts,Spills,Appl	3,000.00	38.85	926.69	2,073.31	30.9
80.3511.0005	Other Port Revenue	5,000.00	.00	.00	5,000.00	.0
	Total OTHER MISC REVENUE	9,255.00	38.85	1,586.69	7,668.31	17.1

City of Nome  
Revenues with Comparison to Budget  
For the 4 Months Ending October 31, 2020

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	Unearned	Pcnt
	<u>INTEREST EARNINGS</u>					
80.3611.2001	Interest Earnings Port Op	5,000.00	1,085.96	4,247.25	752.75	85.0
80.3611.2002	Interest Earnings Causeway	2,000.00	172.86	693.45	1,306.55	34.7
80.3611.2003	Investment Earnings	15,000.00	.00	3,183.27	11,816.73	21.2
	Total INTEREST EARNINGS	22,000.00	1,258.82	8,123.97	13,876.03	36.9
	<u>CONTRIBUTIONS/OTHER</u>					
80.3711.0001	StAK Employer On-Behalf PERS	13,000.00	.00	.00	13,000.00	.0
80.3711.0002	Other Contributions	2,000.00	.00	.00	2,000.00	.0
	Total CONTRIBUTIONS/OTHER	15,000.00	.00	.00	15,000.00	.0
	<u>FUND BALANCE APPROPRIATION</u>					
80.3899.9999	Port of Nome Use Fund Balance	363,212.91	.00	.00	363,212.91	.0
	Total FUND BALANCE APPROPRIATION	363,212.91	.00	.00	363,212.91	.0
	Total Fund Revenue	2,281,967.91	295,426.58	1,314,612.51	967,355.40	57.6

City of Nome  
Expenditures with Comparison to Budget  
For the 4 Months Ending October 31, 2020

PORT OPERATING FUND

	Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
<u>CAUSEWAY FACILITY</u>						
80.6111.1101 Salaries - Causeway Maint	3,000.00	.00	1,043.25	.00	1,956.75	34.8
80.6111.1102 Salaries - Causeway Operations	14,000.00	80.96	3,768.50	.00	10,231.50	26.9
80.6111.1103 Salaries - Causeway Admin	24,154.55	.00	( 17.50)	.00	24,172.05	( .1)
80.6111.1411 Accrued Personal Leave - Cswy	3,000.00	.00	.00	.00	3,000.00	.0
80.6111.1421 Health Insurance - Cswy	7,290.32	.00	1,275.85	.00	6,014.47	17.5
80.6111.1431 Life Insurance - Cswy	100.00	.00	8.66	.00	91.34	8.7
80.6111.1441 FICA/Medicare - Cswy	3,148.32	6.18	368.08	.00	2,780.24	11.7
80.6111.1451 ESC - Causeway	400.00	.00	.00	.00	400.00	.0
80.6111.1461 PERS - Cswy	9,054.00	21.39	1,062.20	.00	7,991.80	11.7
80.6111.1471 Workers' Comp Ins - Cswy	1,299.62	.00	96.62	.00	1,203.00	7.4
80.6111.1520 Vehicle/Boat Insurance	498.50	.00	498.50	.00	.00	100.0
80.6111.1530 Property/Building Insurance	32,450.00	.00	33,645.00	.00	( 1,195.00)	103.7
80.6111.1810 Audit/Accounting	17,250.00	.00	.00	.00	17,250.00	.0
80.6111.1820 Engineering/Architectural Svcs	30,000.00	.00	.00	.00	30,000.00	.0
80.6111.1830 Legal Services	1,000.00	.00	.00	.00	1,000.00	.0
80.6111.1840 Survey/Appraisal Services	500.00	.00	.00	.00	500.00	.0
80.6111.1870 Other Professional/Contract Sv	15,000.00	1,795.20	1,932.45	4,959.80	8,107.75	46.0
80.6111.2071 Operating Supplies	2,000.00	.00	.00	.00	2,000.00	.0
80.6111.4010 Gas & Oil Supplies	500.00	.00	.00	.00	500.00	.0
80.6111.4020 Vehicle/Boat/Eq Parts & Supply	300.00	.00	.00	.00	300.00	.0
80.6111.4030 Vehicle/Boat/Eq Maintenance	2,500.00	.00	.00	.00	2,500.00	.0
80.6111.4050 Small Tools & Equipment	2,000.00	.00	1,909.98	.00	90.02	95.5
80.6111.4060 Tools & Eq Repair & Maint	2,000.00	.00	148.99	.00	1,851.01	7.5
80.6111.4080 Road Maintenance Materials	7,500.00	.00	.00	.00	7,500.00	.0
80.6111.4090 Docks & Foundations	25,000.00	1,004.77	1,004.77	.00	23,995.23	4.0
80.6111.4100 Fuel Lines Maintenance	20,000.00	.00	3,328.20	25,438.58	( 8,766.78)	143.8
80.6111.7010 Bldg Maint Materials & Supply	800.00	.00	.00	500.00	300.00	62.5
80.6111.7021 Utilities - Electric	2,500.00	.00	364.69	.00	2,135.31	14.6
80.6111.7023 Utilities - Sewer	1,500.00	300.00	1,200.00	.00	300.00	80.0
80.6111.7024 Utilities - Garbage	6,500.00	.00	1,533.54	.00	4,966.46	23.6
80.6111.7026 Utilities - Resale	12,000.00	.00	.00	.00	12,000.00	.0
80.6111.7510 Debt Interest Payment	155,000.00	.00	25,537.73	.00	129,462.27	16.5
80.6111.8030 Machinery & Equipment	15,000.00	.00	.00	.00	15,000.00	.0
Total CAUSEWAY FACILITY	417,245.31	3,208.50	78,709.51	30,898.38	307,637.42	26.3

City of Nome  
Expenditures with Comparison to Budget  
For the 4 Months Ending October 31, 2020

PORT OPERATING FUND

	Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
<b>HARBOR FACILITY</b>						
80.6211.1101 Salaries - Harbor	6,500.00	463.30	1,315.37	.00	5,184.63	20.2
80.6211.1411 Accrued Personal Lv - Harbor	500.00	.00	.00	.00	500.00	.0
80.6211.1421 Health Insurance - Harbor	1,430.00	.00	304.39	.00	1,125.61	21.3
80.6211.1431 Life Insurance - Harbor	52.00	.00	5.13	.00	46.87	9.9
80.6211.1441 FICA/Medicare - Harbor	497.25	35.46	108.39	.00	388.86	21.8
80.6211.1451 ESC - Harbor	300.00	.00	.00	.00	300.00	.0
80.6211.1461 PERS - Harbor	1,430.00	101.94	311.62	.00	1,118.38	21.8
80.6211.1471 Workers' Comp Ins - Harbor	466.70	.00	.00	.00	466.70	.0
80.6211.1520 Vehicle/Boat Insurance	498.50	.00	498.50	.00	.00	100.0
80.6211.1530 Property/Building Insurance	20,152.00	.00	23,445.00	.00	( 3,293.00)	116.3
80.6211.1820 Engineering/Architectural Svcs	20,000.00	.00	.00	.00	20,000.00	.0
80.6211.1870 Other Professional/Contract Sv	25,000.00	7,188.81	7,344.19	5,852.81	11,803.00	52.8
80.6211.2040 Uniform/Clothing	1,000.00	.00	.00	.00	1,000.00	.0
80.6211.2071 Operating Supplies	3,000.00	.00	.00	.00	3,000.00	.0
80.6211.4010 Gas & Oil Supplies	500.00	.00	.00	.00	500.00	.0
80.6211.4020 Vehicle/Boat/Eq Parts & Supply	500.00	.00	.00	591.92	( 91.92)	118.4
80.6211.4030 Vehicle/Boat/Eq Maintenance	1,500.00	.00	.00	.00	1,500.00	.0
80.6211.4040 Vehicle/Boat Regis & Permits	10.00	.00	.00	.00	10.00	.0
80.6211.4050 Small Tools & Equipment	2,500.00	.00	1,909.99	285.98	304.03	87.8
80.6211.4080 Road Maintenance Materials	10,000.00	.00	.00	.00	10,000.00	.0
80.6211.4090 Docks & Foundations	8,000.00	.00	.00	.00	8,000.00	.0
80.6211.4100 Fuel Lines Maintenance	1,500.00	.00	.00	.00	1,500.00	.0
80.6211.7010 Bldg Maint Materials & Supply	5,000.00	.00	101.20	500.00	4,398.80	12.0
80.6211.7021 Utilities - Electric	5,500.00	.00	889.14	.00	4,610.86	16.2
80.6211.7022 Utilities - Water Meter	3,850.00	.00	993.24	.00	2,856.76	25.8
80.6211.7023 Utilities - Sewer	4,500.00	300.00	1,423.26	1,800.00	1,276.74	71.6
80.6211.7024 Utilities - Garbage	7,500.00	.00	5,629.41	.00	1,870.59	75.1
80.6211.7025 Utilities - Heat	3,800.00	.00	205.91	.00	3,594.09	5.4
80.6211.7560 Payment in Lieu of Tax	18,377.45	.00	.00	.00	18,377.45	.0
80.6211.8010 Land/Buildings	2,500.00	.00	.00	.00	2,500.00	.0
80.6211.8030 Machinery & Equipment	15,000.00	.00	.00	.00	15,000.00	.0
<b>Total HARBOR FACILITY</b>	<b>171,363.90</b>	<b>8,089.51</b>	<b>44,484.74</b>	<b>9,030.71</b>	<b>117,848.45</b>	<b>31.2</b>

City of Nome  
Expenditures with Comparison to Budget  
For the 4 Months Ending October 31, 2020

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
	<u>CAPE NOME FACILITY</u>						
80.6311.1820	Engineering/Architectural Svcs	1,000.00	.00	.00	.00	1,000.00	.0
80.6311.1830	Legal Services	500.00	.00	.00	.00	500.00	.0
80.6311.1870	Other Professional/Contract Sv	1,000.00	.00	.00	.00	1,000.00	.0
	Total CAPE NOME FACILITY	2,500.00	.00	.00	.00	2,500.00	.0

City of Nome  
Expenditures with Comparison to Budget  
For the 4 Months Ending October 31, 2020

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
<u>INDUSTRIAL PARK FACILITY</u>							
80.6411.1101	Salaries - Industrial Park	1,500.00	.00	.00	.00	1,500.00	.0
80.6411.1411	Accrued Personal Leave - IP	100.00	.00	.00	.00	100.00	.0
80.6411.1421	Health Insurance - IP	330.00	.00	.00	.00	330.00	.0
80.6411.1431	Life Insurance - IP	12.00	.00	.00	.00	12.00	.0
80.6411.1441	FICA/Medicare - IP	114.75	.00	.00	.00	114.75	.0
80.6411.1451	ESC - Industrial Park	100.00	.00	.00	.00	100.00	.0
80.6411.1461	PERS - IP	330.00	.00	.00	.00	330.00	.0
80.6411.1471	Workers' Comp Ins - IP	98.25	.00	.00	.00	98.25	.0
80.6411.1530	Property/Building Insurance	1,129.00	.00	1,129.00	.00	.00	100.0
80.6411.1820	Engineering/Architectural Svcs	8,000.00	.00	839.00	.00	7,161.00	10.5
80.6411.1870	Other Professional/Contract Sv	5,000.00	2,495.00	3,318.50	1,645.00	36.50	99.3
80.6411.2071	Operating Supplies	1,500.00	.00	56.01	.00	1,443.99	3.7
80.6411.4050	Small Tools & Equipment	1,000.00	.00	15.92	171.07	813.01	18.7
80.6411.4080	Road Maintenance Materials	5,000.00	.00	.00	.00	5,000.00	.0
80.6411.4100	Fuel Lines Maintenance	20,000.00	6,856.00	10,184.20	8,810.00	1,005.80	95.0
80.6411.7010	Bldg Maint Materials & Supply	4,000.00	.00	.00	.00	4,000.00	.0
80.6411.7021	Utilities - Electric	4,500.00	.00	865.90	.00	3,634.10	19.2
80.6411.7023	Utilities - Sewer	1,500.00	300.00	1,200.00	.00	300.00	80.0
80.6411.7560	Payment in Lieu of Taxes	53,934.40	.00	.00	.00	53,934.40	.0
80.6411.8030	Machinery & Equipment	15,000.00	.00	11.39	.00	14,988.61	.1
Total INDUSTRIAL PARK FACILITY		123,148.40	9,651.00	17,619.92	10,626.07	94,902.41	22.9

City of Nome  
Expenditures with Comparison to Budget  
For the 4 Months Ending October 31, 2020

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
PORT ADMIN OFFICE							
80.6711.1101	Salaries - Port Admin	110,672.50	7,684.50	23,077.20	.00	87,595.30	20.9
80.6711.1102	Salaries - Port Staff	244,108.93	15,491.97	68,279.56	.00	175,829.37	28.0
80.6711.1201	Salaries - Overtime	5,000.00	883.32	5,524.80	.00	( 524.80)	110.5
80.6711.1301	Stipends - Port Commission	3,360.00	.00	840.00	.00	2,520.00	25.0
80.6711.1411	Accrued Personal Lv - Port Adm	10,000.00	218.60	718.12	.00	9,281.88	7.2
80.6711.1421	Health Insurance - Port Adm	45,562.52	4,551.34	20,972.39	.00	24,590.13	46.0
80.6711.1431	Life Insurance - Port Adm	451.86	35.22	158.89	.00	292.97	35.2
80.6711.1441	FICA/Medicare - Port Adm	27,523.31	1,857.30	7,467.75	.00	20,055.56	27.1
80.6711.1451	ESC - Port Admin	500.00	.00	.00	.00	500.00	.0
80.6711.1461	PERS - Port Adm	67,699.47	4,930.60	18,924.59	.00	48,774.88	28.0
80.6711.1471	Workers' Comp Ins - Port Adm	8,913.71	.00	8,913.71	.00	.00	100.0
80.6711.1520	Vehicle/Boat Insurance	3,007.00	.00	3,007.00	.00	.00	100.0
80.6711.1530	Property/Building Insurance	498.00	.00	498.00	.00	.00	100.0
80.6711.1810	Audit/Accounting	17,500.00	.00	.00	.00	17,500.00	.0
80.6711.1820	Engineering/Architectural Svcs	30,000.00	.00	.00	3,070.00	26,930.00	10.2
80.6711.1830	Legal Services	20,000.00	.00	369.00	.00	19,631.00	1.9
80.6711.1850	Lobbying	130,000.00	4,000.00	16,000.00	32,000.00	82,000.00	36.9
80.6711.1870	Other Professional/Contract Sv	25,000.00	760.22	3,040.88	5,425.00	16,534.12	33.9
80.6711.1940	Advertising	3,000.00	.00	.00	.00	3,000.00	.0
80.6711.1950	Buildings/Land Rental	9,000.00	750.00	2,100.00	.00	6,900.00	23.3
80.6711.2010	Communications	4,100.00	.00	965.16	1,207.86	1,926.98	53.0
80.6711.2012	Computer Network/Hardware/Soft	4,000.00	408.03	1,343.88	408.03	2,248.09	43.8
80.6711.2020	Dues & Memberships	750.00	.00	.00	.00	750.00	.0
80.6711.2030	Travel, Training & Related Cost	20,000.00	.00	24.95	.00	19,975.05	.1
80.6711.2070	Office Supplies	1,000.00	.00	228.68	.00	771.32	22.9
80.6711.2071	Operating Supplies	2,500.00	3.69	1,430.61	97.90	971.49	61.1
80.6711.2073	Resale Supplies	3,000.00	.00	.00	7,233.96	( 4,233.96)	241.1
80.6711.3010	Sponsorship/Donation/Contrib	1,000.00	.00	.00	.00	1,000.00	.0
80.6711.4010	Gas & Oil Supplies	4,000.00	.00	1,224.46	.00	2,775.54	30.6
80.6711.4020	Vehicle/Boat/Eq Parts & Supply	5,000.00	.00	.00	.00	5,000.00	.0
80.6711.4030	Vehicle/Boat/Eq Maintenance	5,000.00	.00	.00	.00	5,000.00	.0
80.6711.4040	Vehicle/Boat Regis & Permits	50.00	.00	10.00	.00	40.00	20.0
80.6711.7010	Bldg Maint Materials & Supply	3,000.00	.00	454.00	46.00	2,500.00	16.7
80.6711.7011	Janitorial Services & Supplies	175.00	.00	118.86	.00	56.14	67.9
80.6711.7540	Banking/Credit Card Fees	150.00	.00	4.90	.00	145.10	3.3
80.6711.7550	Bad Debt	2,500.00	.00	.00	.00	2,500.00	.0
80.6711.8030	Machinery & Equipment	1,000.00	.00	.00	.00	1,000.00	.0
Total PORT ADMIN OFFICE		819,022.30	41,574.79	185,697.39	49,488.75	583,836.16	28.7

City of Nome  
Expenditures with Comparison to Budget  
For the 4 Months Ending October 31, 2020

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
	<u>TRANSFERS - INTERFUNDS</u>						
80.6888.8820	Transfers Out - Other Funds	748,688.00	.00	.00	.00	748,688.00	.0
	Total TRANSFERS - INTERFUNDS	748,688.00	.00	.00	.00	748,688.00	.0
	Total Fund Expenditures	2,281,967.91	62,523.80	326,511.56	100,043.91	1,855,412.44	18.7
	Net Revenue Over Expenditures	.00	232,902.78	988,100.95	( 100,043.91)	( 888,057.04)	.0

City of Nome  
Revenues with Comparison to Budget  
For the 4 Months Ending October 31, 2020

PORT CAPITAL PROJECTS FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
	<u>PORT GRANTS &amp; AWARDS</u>						
85.3811.0020	17-DC-005 Arctic DDP Design	65,000.00	3,939.18	4,637.25	.00	60,362.75	7.1
85.3811.0021	19-DC-008 Support Design ADDP	1,440,000.00	12,245.03	18,718.39	.00	1,421,281.61	1.3
85.3811.0050	NSEDC Hbr Concrete Ramp Repair	300,000.00	.00	.00	.00	300,000.00	.0
85.3811.7100	EDA Harbor Launch Ramp Repair	1,600,000.00	.00	.00	.00	1,600,000.00	.0
	Total PORT GRANTS & AWARDS	3,405,000.00	16,184.21	23,355.64	.00	3,381,644.36	.7
	<u>TRANSFERS - INTERFUNDS</u>						
85.3888.8820	Transfers In - Other Funds	748,688.00	.00	.00	.00	748,688.00	.0
	Total TRANSFERS - INTERFUNDS	748,688.00	.00	.00	.00	748,688.00	.0
	Total Fund Revenue	4,153,688.00	16,184.21	23,355.64	.00	4,130,332.36	.6

City of Nome  
Expenditures with Comparison to Budget  
For the 4 Months Ending October 31, 2020

PORT CAPITAL PROJECTS FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
	<u>PORT GRANTS &amp; AWARDS</u>						
85.6811.1421	Health Insurance - Port Grants	.00	64.22	64.22	.00 (	64.22)	.0
85.6811.1431	Life Insurance - Port Grants	.00	.86	.86	.00 (	.86)	.0
85.6811.1441	FICA/Medicare - Port Grants	.00	54.19	54.19	.00 (	54.19)	.0
85.6811.1461	PERS - Port Grants	.00	155.85	155.85	.00 (	155.85)	.0
85.6811.2100	19-DC-008 Support Design ADDP	900,000.00	.00	.00	.00	900,000.00	.0
85.6811.2200	17-DC-005 Arctic DDP Design	65,000.00	335.75	4,973.00	6,651.00	53,376.00	17.9
85.6811.2300	19DC008 Hrbr CAP107 FeasStudy	540,000.00	474.75	19,193.14	205,129.25	315,677.61	41.5
85.6811.7100	EDA Harbor Launch Ramp Repair	1,600,000.00	354.25	720.85	.00	1,599,279.15	.1
85.6811.8001	Grant Match Port Contribution	105,000.00	.00	.00	.00	105,000.00	.0
85.6811.8005	Concrete Barge Ramp Repairs	300,000.00	.00	.00	.00	300,000.00	.0
85.6811.8006	Port Waste Reception Facility	5,000.00	.00	.00	.00	5,000.00	.0
85.6811.8008	DOT/Port Road Improvements	329,708.00	.00	.00	.00	329,708.00	.0
85.6811.8011	Cswy Docks - Replace Anodes	187,340.00	.00	5,340.40	9,024.35	172,975.25	7.7
85.6811.8012	Fish Dock - Replace Anodes	96,640.00	.00	2,702.60	4,648.90	89,288.50	7.6
85.6811.9000	FEMA Port Security Grant	25,000.00	.00	.00	.00	25,000.00	.0
	Total PORT GRANTS & AWARDS	4,153,688.00	1,439.87	33,205.11	225,453.50	3,895,029.39	6.2
	Total Fund Expenditures	4,153,688.00	1,439.87	33,205.11	225,453.50	3,895,029.39	6.2
	Net Revenue Over Expenditures	.00	14,744.34	( 9,849.47)	( 225,453.50)	235,302.97	.0

**MINUTES  
NOME PORT COMISSION  
REGULAR MEETING  
October 15<sup>th</sup>, 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 6<sup>th</sup>.
- 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 19<sup>th</sup>, 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 5<sup>th</sup>.

### 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 anyone knew more what that was about.

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 19<sup>th</sup> day of November 2020.

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**Jim West, Chairman**

**ATTEST:**

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**Joy Baker, Port Director**

# The U.S. heavy-duty Coast Guard icebreaker Polar Star will make a winter voyage to Arctic Alaska

*The ship usually sails to Antarctica, but with that mission canceled, it's freed up for an Arctic voyage.*

By **Yereth Rosen** - October 19, 2020



*The Coast Guard Cutter Polar Star sails near the ice edge in the Chukchi Sea north of Wainwright, Alaska, in July 2013. The aging heavy icebreaker is usually used to break ice in Antarctica, but will again sail the Arctic this summer, the Coast Guard said. (Sara Mooers / U.S. Coast Guard)*

The U.S. Coast Guard icebreaker that normally sails to the Antarctic will be headed north to Alaska waters this year, the admiral overseeing Alaska operations announced on Friday.

The [Polar Star](#), the Coast Guard's only heavy-duty icebreaker, is expected to arrive in the Bering Strait region in mid-December, Rear Admiral Matthew Bell said in a presentation to the [Alaska Federation of Natives annual convention](#), which was conducted online this year.

"They'll patrol through the Beaufort and Chukchi seas through the middle of February before they return home to Seattle," said Bell, commander of the Coast Guard's Alaska district.

The Polar Star's usual Antarctic rotation, where it resupplies the McMurdo Research Station during the Antarctic's summer, is canceled in this pandemic year, said Senior Chief Petty Officer Nyx Cangemi, a spokesman for the Coast Guard's Pacific operations.

That frees the ship to come to sail in Alaska, he said.

With ability to break through ice that is up to 21 feet thick, the Polar Star will be able to handle winter ice in the Chukchi and Beaufort, Cangemi said.

That is the territory where the Coast Guard icebreaker [Healy](#) usually sails — but its Alaska operations are conducted in summer and fall, when the sea ice is low.

"The Polar Star is a much more capable icebreaker," Cangemi said. "It's older, but it's capable of powering through thicker, older ice."

The Polar Star was commissioned in 1976; the Healy was commissioned in 1999 and is designed to break through ice 4.5 feet thick, according to the Coast Guard.

The Polar Star's [Privacy & Cookies Policy](#) waters this winter has yet to be determined, Cangemi said. There are hopes that the ship will be able to support some of the scientific research that would have been done this year from the Healy but was not carried out because of mechanical problems, he said.

When it sails in Alaska, the Healy usually carries a small army of scientists conducting Arctic research. But this year, even before the Healy left its Seattle homeport, the coronavirus pandemic forced that research program to be slimmed down, as many of the scientists were forced to stay at home.

Some scientists did board the icebreaker in August in preparation for their at-sea work. But an engine fire that month forced the Coast Guard to [shut down the Healy's research voyage](#), leaving a "significant amount" of scientific work undone, Cangemi said.

The Healy is now in Seattle [awaiting delivery of a replacement propulsion motor](#) that is being shipped from Baltimore, he said.

For the Polar Star, Arctic science support is not new. In the early to mid-2000s, for example, the icebreaker served as a platform for [research in the Chukchi and Beaufort](#).

After that, the Polar Star was later sidelined for several years in Seattle, where it received a major upgrade before being deployed for Antarctic missions.

When it is sailing the Bering, Chukchi and Beaufort, the Polar Star will be available to conduct search-and-rescue missions as needed, Cangemi said. "All of our crews are trained in search and rescue," he said.

Even with the Healy in Seattle awaiting repairs, the Coast Guard's 2020 Arctic and Bering Sea work continues.

The helicopter crews stationed in Kotzebue for this year's Arctic program remain on duty through the end of October, Bell said in his AFN presentation.

Those Coast Guard crews were involved Friday in a search-and-rescue mission in Nome. There, three men fell into the water when their gold-dredging vessel capsized

late Thursday, according to the Alaska State Troopers. As of late Friday, one of the men had made it ashore but the other two remained missing, the troopers said.

The Coast Guard cutter Alex Haley was sailing the Bering Sea, patrolling the waters and helping to ensure the safety of the crabbing fleet working this time of the year mostly near St. Paul Island, Bell said in his AFN presentation.

# MEMORANDUM

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To: Joy Baker (Port of Nome)  
Lucas Stotts (Port of Nome)

Date: October 30, 2020

From: Logan Imlach, P.E. (PND)

Subject: Nome Outer Harbor – Additional Fender Piles

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PND Engineers, Inc. was requested by Port of Nome Harbormaster Lucas Stotts to provide ROM cost estimates for installation of additional fenders piles on the Middle Dock and West Gold Dock following an incident that cause damaged to the sheet pile cells on both docks. Due to the configuration of the docks and lack of protection at the corners, corner cells are often impacted while receiving barges. See Figure 1, below, for proposed locations of new fender piles:



*Figure 1: Proposed Fender Locations*

The proposed locations would aid in protecting the corner sheet pile cells from damage and has the possibility to prevent future costly repairs. A rough order of magnitude (ROM) cost for a single fender, consisting of one king pile and two batter piles, is \$125,000, bringing the total for the (3) fenders needed to \$375,000. This is excluding any mobilization and demobilization costs associated with the repairs, as the addition of these fenders would likely be included in the scope of another project. Please consider contacting PND in the event that the addition of these fenders is deemed feasible for design/detailing efforts, cost estimating, bid assistance and construction administration.

## ***‘Are We Getting Invaded?’ U.S. Boats Faced Russian Aggression Near Alaska***

Russia has escalated its provocative encounters in the North Pacific this year, harassing boats in U.S. fishing waters and sending bombers toward Alaska’s shores.



By Mike Baker

Nov. 12, 2020

**ANCHORAGE** — The crew of the Bristol Leader was laying out its long cod-catching line well within U.S. fishing territory in the Bering Sea when a voice crackled over the VHF radio and began issuing commands: The ship was in danger, it said, and needed to move.

The warnings, coming in a mixture of Russian and accented English from a plane buzzing overhead, grew more specific and more urgent. There was a submarine nearby, the voice said. Missiles were being fired. Leave the area.

Other U.S. fishing vessels that were scattered over 100 miles of open sea were getting similar messages. Capt. Steve Elliott stood dumbfounded on the trawler Vesteraalen as three Russian warships came barreling through, barking orders of their own. On the ship Blue North, commands from a Russian plane led Capt. David Anderson to contact the U.S. Coast Guard, wondering how to protect his crew of 27.

“It was frightening, to say the least,” Captain Anderson said. “The Coast Guard’s response was: Just do what they say.”

The Russian military operations in August inside the U.S. economic zone off the coast of Alaska were the latest in a series of escalated encounters across the North Pacific and the Arctic, where the retreat of polar ice continues to draw new commercial and military traffic. This year, the Russian military has driven a new nuclear-powered icebreaker straight to the North Pole, dropped paratroopers into a high-Arctic archipelago to perform a mock battle and repeatedly flown bombers to the edge of U.S. airspace.

As seas warmed by climate change open new opportunities for oil exploration and trade routes, the U.S. Coast Guard now finds itself monitoring a range of new activity: cruise ships promising a voyage through waters few have ever seen, research vessels trying to understand the changing landscape, tankers carrying new gas riches, and shipping vessels testing new passageways that sailors of centuries past could only dream of.

Russia’s operations in the Arctic have meant a growing military presence at America’s northern door. Rear Adm. Matthew T. Bell Jr., the commander of the Coast Guard district that oversees Alaska, said it was not a surprise to see Russian forces operating in the Bering Sea over the summer, but “the surprise was how aggressive they got on our side of the maritime boundary line.”

In the air, U.S. jets in Alaska typically scramble to intercept about a half-dozen approaching Russian aircraft a year, outliers on the long-range nuclear bomber patrols that Russia resumed in 2007. But this year that number has risen to 14 — on pace to set a record since the Cold War era. In the most recent case, last month, the United States responded to the approach of two Russian bombers and two Russian fighters that came within 30 nautical miles of Alaskan shores.

Russians have refurbished and restored dozens of military posts in the Arctic region, including on Wrangel Island, some 300 miles from the coast of Alaska, and have laid plans for controlling emerging navigation routes that would bring traffic through the Bering Strait between Alaska and Russia.



Steve Elliott, captain of the trawler Vesteraalen, saw Russian warships pass through U.S. fishing territory in the Bering Sea. Steve Elliott

This summer, Russia's military operated in the Bering Sea, home to America's largest fishery, where boats haul up pots crawling with red king crab, and trawlers dump nets filled with 200 tons of pollock onto their decks. The area is the U.S. pathway to the Arctic waters where extraction companies have worked for years to capture the billions of dollars of oil and gas resources trapped under the sea floor.

U.S. territorial waters extend 12 nautical miles from the nation's shores, but commercial vessels operate even farther within the U.S. exclusive economic zone, a territory stretching some 200 miles offshore in which the country can harvest fish or natural resources without foreign competition but cannot prohibit the passage of international vessels.

Russian military leaders have touted the exercises in the Bering Sea as unlike any they had done before in the region. They said the goal of the effort was to prepare forces to secure economic development in the Arctic region, and U.S. officials have acknowledged that the Russians have a right to transit the waters.

Disputes over activities in exclusive economic zones around the world are not unusual, especially in the lucrative Arctic region, where several nations have contested the extent of their rights to dominate maritime economic activities.

Before a 1990 boundary agreement, the issue was especially contentious in the Bering Sea, which narrows to just 55 miles between the coasts of Alaska and Russia in the Bering Strait.

The August exercises occurred well south of the narrow strait, in an area where the sea is hundreds of miles wide.

Tim Thomas, a U.S. captain on the fishing vessel Northern Jaeger, encountered the Russian activities on Aug. 26 when his ship was operating more than 20 nautical miles inside the U.S. economic zone. After a Russian plane directed Captain Thomas to take his boat out of the area, he said, he responded that he was within the U.S. zone, not on the Russian side, and that the Russians could not order them to leave.

At that point, he said, a Russian military ship joined in and issued similar orders.

"At this point, I'm going, 'What's going on here? Are we getting invaded?'" Captain Thomas said in an interview.

Captain Thomas said he contacted the Coast Guard, but the officers there, he said, seemed to be unaware of the Russian operations. They told him he was responsible for the safety of his crew. But he was reluctant to leave: They were finding some of the best fishing of the season, and the Russians had ordered him not to return to those productive grounds for nine days.





By The New York Times

The Russians, who were running a military exercise known as Ocean Shield that involved some 50 warships and 40 aircraft operating throughout the Bering Sea, were adamant, and their warnings grew more intense. U.S. officials have since said that a Russian submarine launched a cruise missile from the Bering Sea that day.

As he considered the safety of the 130 people on his boat, Captain Thomas ultimately decided to leave. He estimates the forced departure cost his company more than \$1 million in revenue.

Senator Dan Sullivan of Alaska, a Republican, who has pressed for years for a stronger U.S. presence in the Arctic and has warned about increasing Russian activity there, said the fishing boats should not have been forced to leave U.S. fishing territory. He said he was surprised by the scale of Russia's recent aggressive actions in the Bering Sea, noting that during the same exercise in August, fighter planes from the North American Aerospace Defense Command, or NORAD, scrambled to respond to three groups of Russian aircraft that approached Alaska.

"I think they were testing us — flexing their military muscle," the senator said.

Coast Guard officials said Russia had notified the U.S. government that part of its exercise would include a portion of the fishing zone. But federal officials did not alert commercial fishing operators to the planned exercise.

Coast Guard officials said they have been working to make sure future notifications reached the right people. They have also said that U.S. fishing vessels were not required to follow any orders from a foreign entity to depart American fishing grounds. But in a memo last month to those involved in the North Pacific fishing industry that outlined what had transpired in the Bering Sea, the Coast Guard also cautioned that "safety of life at sea should always be paramount in managing the safe navigation of any vessel on the high seas, and is the responsibility of the mariner with firsthand situational awareness."

As Russia has ramped up its presence in the region, U.S. officials have accelerated their own efforts. The Coast Guard has long complained that its lone pair of aging icebreakers are struggling to stay in service but may now have the opportunity to build six new ones. (Russia has dozens.) The United States is also discussing a northern deepwater port, perhaps around Nome. Currently, the nearest strategic port is 1,300 nautical miles away in Anchorage.

Alaska already draws a relatively large portion of U.S. military spending, with bases serving the Air Force and the Army in or around both Anchorage and Fairbanks.

Jets in Alaska scrambled repeatedly this year to intercept Russian aircraft moving toward U.S. airspace. But jets taking off from inland bases can take more than 90 minutes to reach the coast of Alaska, said Maj. Gen. Scott Clancy, a Canadian officer who is the director of operations at NORAD.

General Clancy said the encounters were professional. In the encounter last month, the four Russian aircraft loitered in the area for about 90 minutes and never crossed into U.S. airspace. But General Clancy said it was clear the Russians were both testing the capabilities of NORAD and demonstrating their own, increasing the frequency and also the complexity of their approaches.

"This adversary — this competitor, Russia — has advanced on all fronts," he said. "We find ourselves in another era of great-power competition. Russia obviously wants to be a competitor in that."

Lt. Gen. David Krumm, commander of the multi-force Alaskan Command and also the 11th Air Force, said that while the Arctic used to provide a natural buffer between the nations of the Far North, the new possibility of ice-free passage has changed that.

"We're at a pivotal point in the timeline of the Arctic," he said at a recent convention of the Alaska Federation of Natives, many of whose members reside in remote villages scattered throughout the northern region.

General Krumm said the United States would need to invest in operations, equipment and training to prepare for the changing environment. Alaska, he said, has historically been viewed as a base from which to project American power elsewhere in the world, but the mission is changing.

"What we have to do now is be prepared to fight here and defend here," he said.

Ivan Nechepurenko contributed reporting from Moscow.

Mike Baker is the Seattle bureau chief, reporting primarily from the Northwest and Alaska. @ByMikeBaker

A version of this article appears in print on , Section A, Page 1 of the New York edition with the headline: 'Are We Getting Invaded?' A 21st-Century Cold War in the Arctic



# In a year of crisis, shipping on Russia's Northern Sea Route continues to grow

*Despite a global pandemic, shipments were on pace to eclipse 2019 levels.*

By **Atle Staalesen, The Independent Barents Observer** - November 12, 2020



*The LNG tanker Eduard Toll is seen from the icebreaker 50 let Pobedy ("50 years of Victory"). (Rosatomflot via The Independent Barents Observer)*

In the first 10 months of 2020, a total of 26.37 million tons of goods were shipped on Russia's Northern Sea Route. That is an increase of 2.9 percent compared with the same period in 2019, [according to the Federal Agency for Maritime and River Transport](#).

According to the state agency, transit shipping now has the strongest growth. A total of 1.28 million tons of goods were shipped between the Asian and European sides of the Arctic corridor during that period. That is an increase of 83 percent compared with 2019.

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On November 10, there were only four ships sailing in waters between the Yamal Peninsula and the Bering Strait.

But just few weeks ago, there were a significant number of vessels sailing on the remote route.

According to [figures](#) from the Northern Sea Route Administration, a total of 974 commercial ships have in 2020 been granted permission to sail in the area, an increase of 26.5 percent from 2019. Of them, 156 were carrying foreign flags, the agency said.

A lion's share of Russia's Arctic shipments is liquefied natural gas being transported from the Yamal LNG plant in Sabetta. There are also major volumes of goods transported to new industrial projects in the region, including the Arctic LNG 2 in Gydan.

It is expected that shipping volumes on the Northern Sea Route this year will exceed the 31.5 million tons shipped in 2019.

However, it remains a long way from the 80 million ton target requested by President Vladimir Putin in his May Decrees from 2018. Federal officials have for more than two years been grappling with how to reach the super-ambitious target by year 2024.

The federal Ministry of the Far East and the Arctic appears confident that it [will be able to prepare for the increase](#). But state nuclear power company Rosatom believes the target [can not be met](#) before 2025.

According to the country's newly adopted [Arctic Strategy](#), shipments on the NSR will reach 90 million tons by the year 2030 and 130 million by year 2035.

Interestingly, the strategy does not include any forecast for the year 2024.

The Northern Sea Route includes the area between Novaya Zemlya and the Bering Strait.



# Memo

To: Glenn Steckman – City Manager  
From: Joy L. Baker – Port Director *JLB*  
CC: Mayor Handeland & Common Council; Port Commission  
Date: November 6, 2020  
Re: Monthly PD Report/Capital Projects Update – November 2020

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**Administrative:**

Final billing is being verified and close to wrapping for the season (with the exception of property leases). Additionally, HM Stotts and Assistant HM Schuneman have been working with Public Works to close the facility by removing equipment and supplies used during the active season. Pre-planning has begun for next year with inventories of parts and supplies to ensure sufficient stock will be available, as well as scheduling maintenance that needs to be completed before 1 May 2020.

The Port Commission will be having a Regular Meeting on Thursday, 19 November 2020 to review project related information and proposals received to complete Capital Projects in 2021. Additional planning for a test project on the settling TBS pad will be the focus of the work session, as well as consideration regarding the layout of (triangle) intersection where Port Road meets the Causeway Jetty Road in cooperation with AKDOT Port Road Improvements scheduled for 2001.

The Mid & Westgold Docks experienced damage from a barge on 18 Oct 2020, during an attempt to bring the vessel into the dock with heavy swell still coming through the port entrance. Engineers were dispatched to investigate the damage, and the vessel owner has acknowledged responsibility for the damages. A draft report has been received from the engineers, with some of the work being cosmetic, and a few other areas of more concern. Discussions are ongoing about the timing of the repairs, and will be further evaluated with the Port Commission on 19 Nov 2020.

**Causeway:****Arctic Deep Draft Port – Modification Feasibility Study (MFS):**

The 116th U.S. Congress is still considering the Water Resources & Development Act (WRDA 2020) legislation. In the meantime, the Alaska Corps District is waiting for the federal share of the Preconstruction, Engineering & Design (PED) funds, in order to enter into a design agreement with the City at a 75/25 cost-share. The City's 25% is funded through a portion of a grant from the State of Alaska (19-DC-008), and has been set aside for this purpose.

- Anyone with questions on this project can call 907-304-1905 or email [jbaker@nomealaska.org](mailto:jbaker@nomealaska.org), and further info on the project study is located on the Port of Nome page at [www.nomealaska.org](http://www.nomealaska.org).

**\*Sediment at Causeway Bridge:**

The Alaska Corps District, Operations Branch, has released the final bid package for 2021-2024 Nome Harbor Maintenance dredging out for bid, with all proposals due by 1400 on 3 Dec 2020. The new work to address the sediment at the Causeway Bridge has been included in the scope of work.

**\*Anode Replacement Project:**

Bid opening occurred on 5 Nov 2020, with two proposals received. Although both proposals were deemed responsive, only one was within budget of the allocated funding for the project. A Notice of Intent to Award (NOIA) has been prepared, with a resolution drafted for Council review and approval consideration at the 9 Nov 2020 Regular Meeting. We anticipate this work to be performed in late spring/early summer of 2021.

**Harbor:**

**\*Inner Harbor CAP 107 Study (Deepen/Widen the Inner Basin):**

Under our Work-in-Kind agreement with the Corps, the City subcontracted work for sediment sampling and analysis, along with hydrographic survey of the expanded depth area in the Inner Harbor. The hydrographic survey has been provided to the design team at the Alaska District, and the sediment-sampling contractor is crunching data and awaiting sampling results from the lab.

**\*Concrete Launch Ramp Replacement Project:**

This project was rebid on 1 Oct 2020, with the bid due date extended by one week to 12 Nov 2020. The winning bid will be awarded through Council resolution at the next regular or special meeting. The existing scope of work identifies an initial project start period of May 2020, with all vessels required to launch by 1 July. Substantial completion is currently scheduled for 15 Sept 2021, with a final project completion date of 1 Oct 2021.

**\*Snake River Moorage & Vessel Haulout Facility:**

US DOT did not select the City's application for this project during the 2020 round of BUILD grant funding. The full \$25M for Alaska was awarded to the Anchorage Airport to fund a cold storage facility. This left no remaining funds to award to any other Alaska applicant. A debrief with USDOT grant staff has been requested, along with a discussion on overall funding opportunities with the Maritime Administration (MARAD) regional director in Seattle in the coming weeks. Staff will continue to pursue funding for this project, and hopes to continue working with Nome Eskimo Community (NEC) and any other stakeholders to reduce safety risks from the ongoing vessel overcrowding, and mixing of small and large vessels within the Small Boat Harbor.

**Port Industrial Pad:**

**\*West Nome Tank Farm (Property Conveyance):**

The USAF and the City remain in discussions regarding land use controls and long-term access agreements relating to the property conveyance. We anticipate scheduling another meeting with the primary parties to resolve these few remaining items in the conveyance agreement – more to come.

**\*Port Rd. Improvements (ADOT Project cost-shared with City/Port):**

ADOT continues to advise that this project will be on schedule for the 2021 construction season. PDC Engineers are putting the final tweaks on the design and specs, and working with the project stakeholders to look at the layout of the 3-way intersection where Port Road meets the Causeway Jetty Road.

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\*Asterisks reflect new project information.

**Presented By:**  
Port Director

**Action Taken:**  
Yes 6  
No 0  
Abstain 0

**CITY OF NOME, ALASKA**

**RESOLUTION NO. R-20-11-01**

**A RESOLUTION AWARDING THE PORT OF NOME ANODE REPLACEMENT  
PROJECT TO GLOBAL DIVING & SALVAGE, INC.**

**WHEREAS**, the Nome Port & Harbor serves an important role as a maritime transportation hub in Western Alaska supporting communities of the Norton Sound and Bering Strait Region for the transshipment of fuel, cargo, and equipment, the delivery of fish, and export of gravel and rock; and,

**WHEREAS**, the region's commodities are transshipped through the Port of Nome, which also serves as a strategic resupply facility and laydown area for commercial marine operations that service the Western Alaska coastline from the Yukon River to the Chukchi & Beaufort Seas, as well as support regional fisheries, all of whom rely on the sheet pile docks at Nome's Port & Harbor to deliver and transship commodities, including all fish-related stocks, bait, equipment and supplies; and,

**WHEREAS**, zinc anodes attached to sheet pile docks serve to protect the integrity of steel by significantly slowing corrosion which minimizes loss of metal thickness, and the anodes previously placed on the City Dock, Westgold Dock, and Fish Dock have exceeded their life expectancy, requiring replacement to ensure the continued protection of the existing pile; and,

**WHEREAS**, the City issued an Invitation to Bid for construction of the Port of Nome Anode Replacement Project on October 1, 2020, with two proposals received and publicly opened on November 5, 2020, and a proposal from Global Diving & Salvage deemed as the lowest and most responsive bidder, with a base fee of \$219,515 provided for the work; and,

**WHEREAS**, the Nome Common Council authorized \$283,980.00 within the Port & Harbor F21 Capital Budget to fund anode replacement on the specified docks in the 2021 season, and the City's coastal engineers recommend replacement of the anodes to protect Nome's sheet pile infrastructure.

**NOW, THEREFORE, BE IT RESOLVED** that the Nome Common Council hereby awards the construction of the Port of Nome Anode Replacement Project to Global Diving & Salvage, Inc. for \$219,515.00.

**APPROVED** and **SIGNED** this 9<sup>th</sup> day of November 2020.

  
JOHN HANDELAND, Mayor

**ATTEST:**

  
BRYANT HAMMOND, Clerk



## NOTICE OF INTENT TO AWARD

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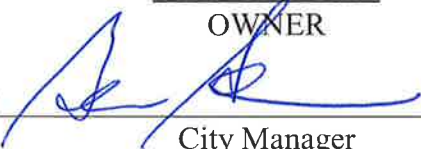
TO: Bidders of Record

PROJECT DESCRIPTION: PORT OF NOME, ANODE REPLACEMENT

The City of Nome has received and opened bids on November 5, 2020 for the subject project. Based on the bid tabulations (attached) the City of Nome intends to award the project contract to Global Diving & Salvage, Inc. for the Base Bid of \$219,515 as approved and appropriated by the Nome City Council.

Any bidder who believes the bid has been improperly awarded may file a bid protest no later than ten (10) working days from the date of this Notice of Intent.

Dated this 6<sup>th</sup> day of November, 2020.

CITY OF NOME  
 OWNER  
 By  \_\_\_\_\_  
 City Manager

Bidders of Record:

<u>Company</u>	<u>Representative</u>	<u>Contact Fax</u>
Global Diving & Salvage, Inc.	Mike Langen	<i>fax (907)563-9061</i>
American Marine Corp.	David Shanazarian	<i>fax (907)562-5426</i>

Cc: Brooks Chandler, City Attorney

City of Nome  
Project: Port Anode Replacement

Bid Opening: Thursday,  
November 5, 2020 3:00 P.M.

BIDDER NAME	DATE/TIME RECEIVED	SEALED	Enveloped Addressed and Properly Marked	Bid Form Signed in Ink and Dated	Current Alaska Contractor's Cert. of Reg. No. Shown and Attached to Bid Form	All Addenda (?) Acknowledged with Number and Date	Bid Bond included	Bid Schedule	TOTAL BASE BID	BID ADJUSTMENT (IF ANY)
Global Diving & Salvage Inc.	11/04 10:45am	Y	Y	Y	Yes	Y	Y	—	\$219,515.00	—
American Marine	11/04 1:45pm	Y	Y	Y	Y	Y	Y	—	\$339,740.00	—

Jeremy Jure 11/05/20  
 Witness Date  
Chris 11/5/20  
 Witness Date  
Shawn Stotts 11/5/20  
 Witness Date

Attest:  
Bryant Hammond 11/5/20  
 Bryant Hammond, Clerk Date

## EXPLANATORY STATEMENT FOR ENERGY AND WATER DEVELOPMENT AND RELATED AGENCIES APPROPRIATIONS BILL, 2021

### PURPOSE

The purpose of this bill is to provide appropriations for fiscal year 2021, beginning October 1, 2020 and ending September 30, 2021, for energy and water development, and for other related purposes. It supplies funds for water resources development programs and related activities of the Corps of Engineers' civil works program in title I; for the Department of the Interior's Bureau of Reclamation and Central Utah Project in title II; for the Department of Energy's energy research and development activities, including environmental restoration and waste management, and the atomic energy defense activities of the National Nuclear Security Administration in title III; and for independent agencies and commissions, including the Appalachian Regional Commission, Delta Regional Authority, Denali Commission, Northern Border Regional Commission, and the Nuclear Regulatory Commission in title IV.

The Committee is aware of the impact the COVID-19 pandemic has had on agency operations across the Federal government. To date, Congress has provided over \$2,900,000,000,000 in emergency supplemental relief in order to prevent, prepare for, and respond to COVID-19. The Committee continues to monitor agency needs directly related to COVID-19 and, to the extent necessary, will seek to address them in future supplemental appropriations vehicles. Accordingly, funding provided in the Committee's regular fiscal year 2021 appropriations bills is focused on annual funding needs unrelated to the COVID-19 pandemic. Additionally, comparisons of appropriations in this explanatory statement between fiscal year 2020 and fiscal year 2021 are based on regular appropriations and exclude emergency appropriations from fiscal year 2020.

### SUMMARY OF ESTIMATES AND RECOMMENDATIONS

The fiscal year 2021 budget estimates for the bill total \$42,576,341,000 in new budget (obligational) authority. The recommendation of the Committee totals \$51,752,000,000. This is \$3,187,600,000 above the budget estimates and \$9,175,659,000 above the enacted appropriation for the prior fiscal year, excluding emergency appropriations.

### SUBCOMMITTEE HEARINGS

To develop this recommendation, the Committee held two budget hearings in March 2020 in connection with the fiscal year 2021 budget requests. The hearings provided officials from the agencies with an opportunity to present the administration's most pressing

ments, and the project is eligible for Federal construction funding. The Committee recognizes the non-Federal sponsor is prepared to rapidly provide its required non-Federal cost-share once Federal construction funding is received, and this project is part of a larger non-Federal investment strategy that will improve transportation and stimulate economic development. This project has a high benefit-to-cost ratio and will greatly enhance the ability and efficiency of the Port of Virginia to move imports and exports to and from the East Coast and Middle America. The Committee supports this important project and reminds the Corps that the Norfolk Harbor and Channels Deepening project is eligible to compete for funding from the additional funds recommended in this account.

*Oyster Restoration.*—The Committee supports Gulf Coast oyster restoration efforts and the Chesapeake Bay Oyster Recovery Program and encourages the Corps to provide sufficient funding in future budget requests to meet restoration objectives.

*Portsmouth and Piscataqua River, New Hampshire.*—The Committee reminds the Corps that the Portsmouth Harbor and Piscataqua River navigation project is eligible for construction funding. This project, with a high benefit-to-cost ratio, will widen the uppermost turning basin on the Piscataqua River to improve safety and navigability for commercial vessels.

*Prioritization of Projects in Drought-Stricken Areas.*—The Committee urges the Corps to prioritize any authorized projects that would alleviate water supply issues in areas that have been afflicted by severe droughts in the last three fiscal years, to include projects focused on the treatment of brackish water.

*South Florida Ecosystem Restoration [SFER].*—For fiscal year 2021, the Committee directs the Corps to make publicly available a comprehensive snapshot of all SFER cost share accounting down to the project level and directs the Corps to ensure the accuracy of all budget justification sheets that inform SFER Integrated Financial Plan documents by September 30, 2021.

*Strategic Arctic Port.*—The Committee is aware of increased vessel traffic in the Arctic, including for Department of Defense and Homeland Security assets, and recognizes the importance of enhancing the strategic presence of the United States in the Arctic region. The Committee urges the Corps to move expeditiously to the PED phase on the Arctic Deep Draft Port in Nome, Alaska, to decrease risks to life and safety from the increased traffic in the region, and to provide a port to military assets.

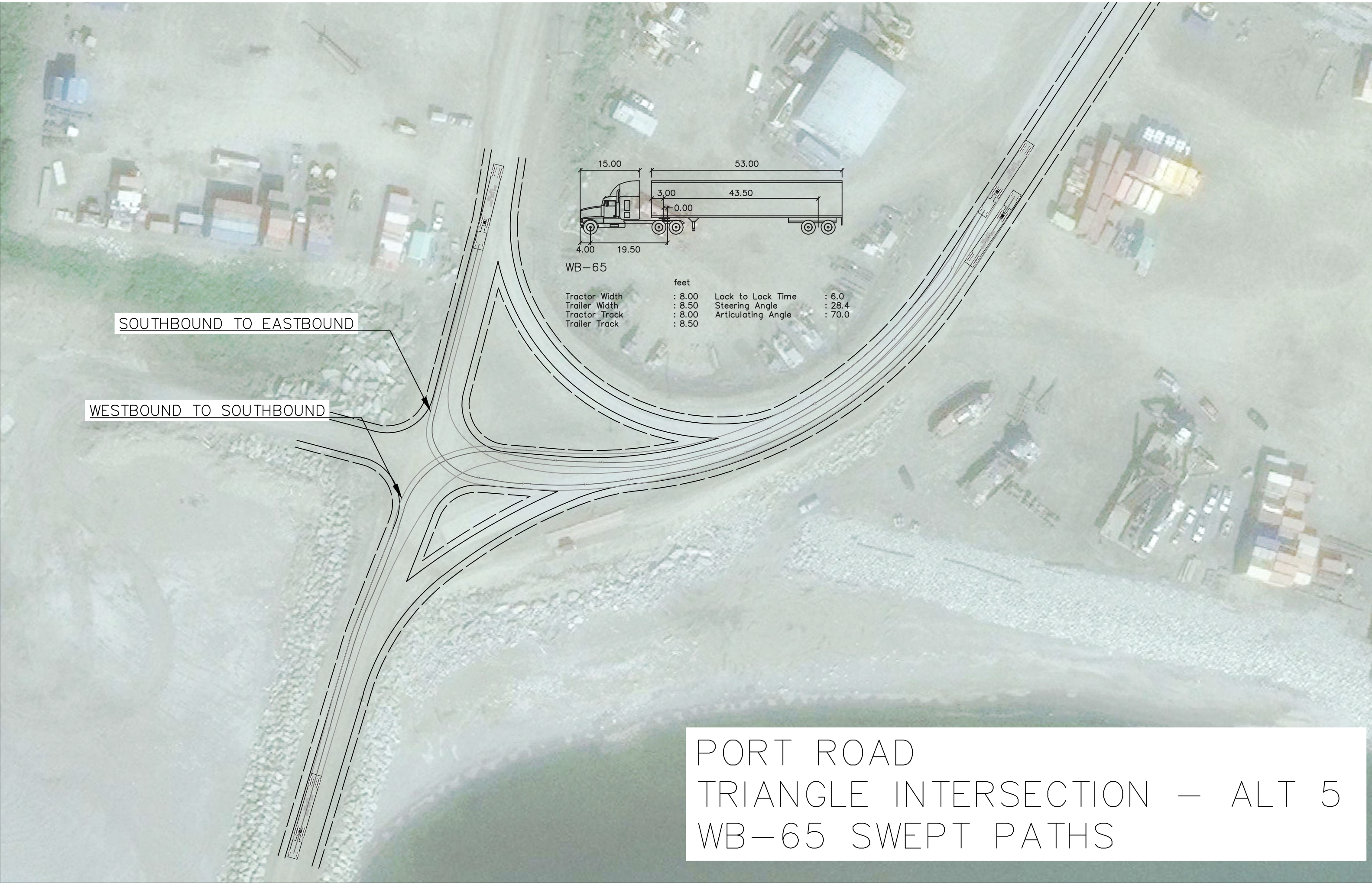
*The Dalles Dam, Tribal Housing.*—The Committee is aware that the work on the Village Development Plan is partially complete. The Corps is encouraged to complete the Village Development Plan in consultation with affected Columbia River tribes and the Bureau of Indian Affairs.

*Upper Mississippi River Restoration Program [UMRR], Quincy Bay.*—Over the past 70 years, river traffic has led to the environmental degradation of Quincy Bay. Therefore the Committee encourages the Corps to prioritize the environmental restoration project in Quincy Bay near Quincy, Illinois as a Tier 1 project for immediate commencement through the Upper Mississippi River Restoration Program.

# PORT ROAD ALTERNATIVE 5



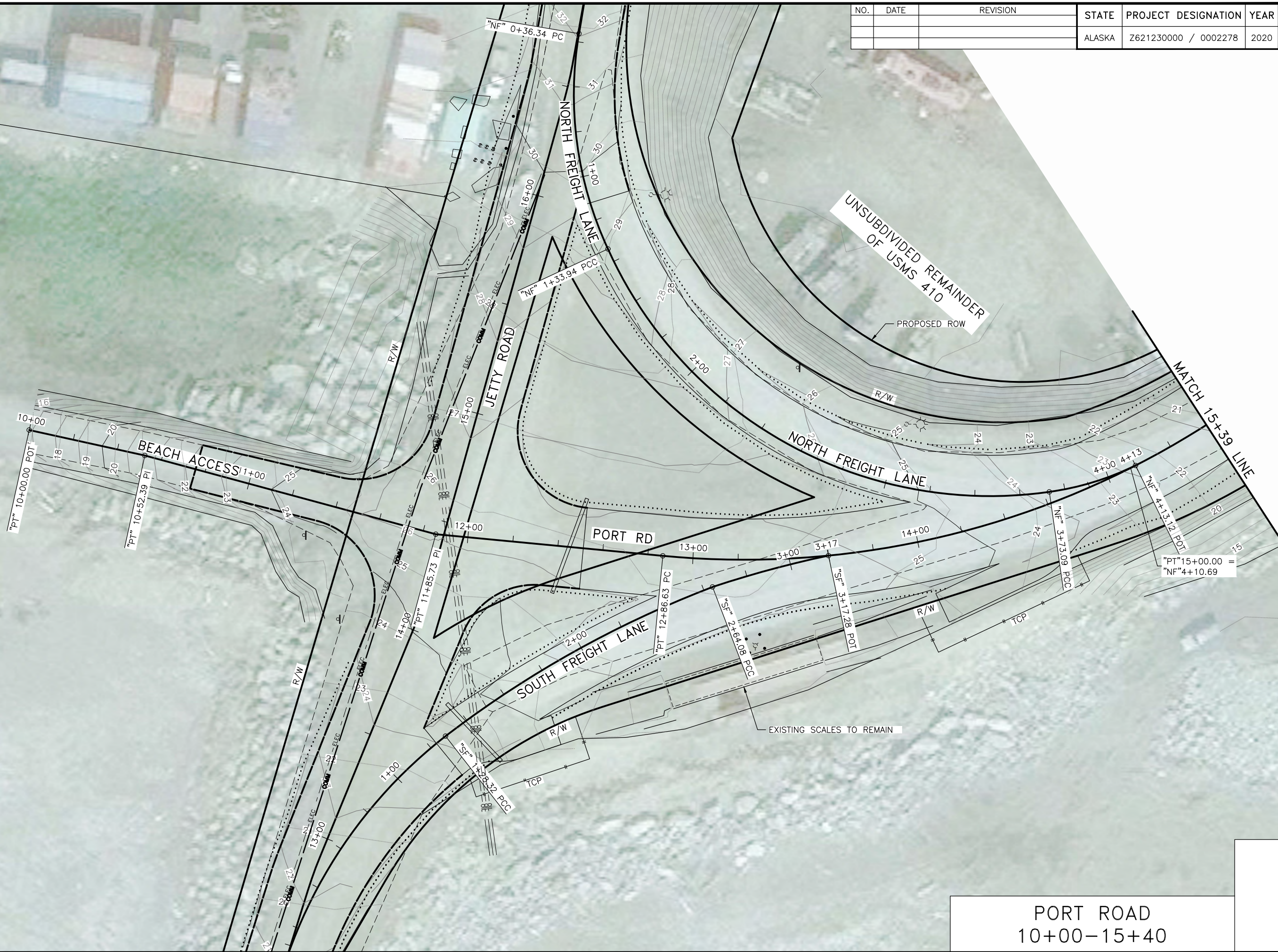
NOTE:  
ALL SHOULDERS ARE 6' WIDE



PORT ROAD  
TRIANGLE INTERSECTION — ALT 5  
WB-65 SWEPT PATHS

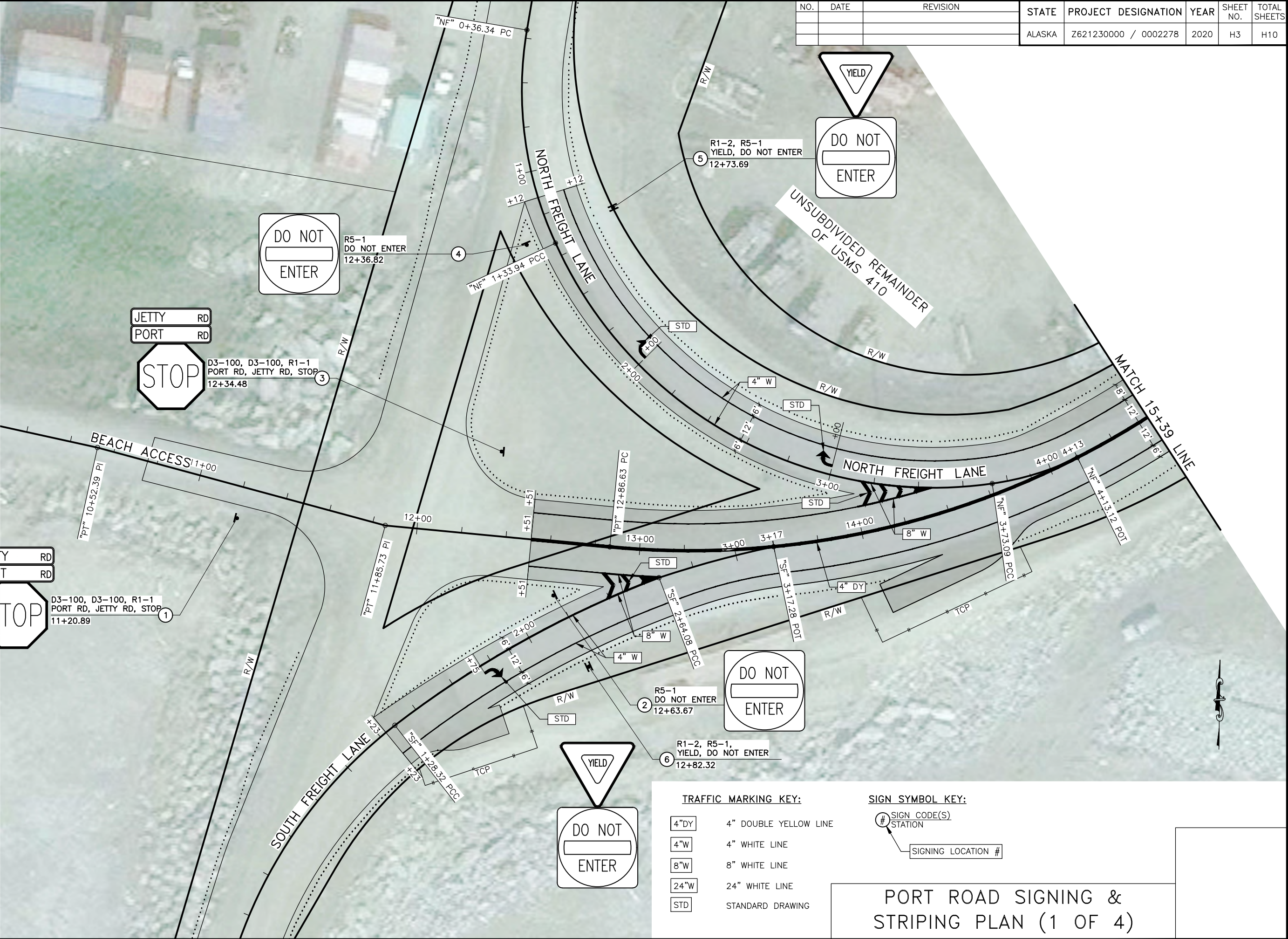
PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200  
P:\2017\17260FB-Port\_Rd\_Rehab\C\c5001cnst\17260FB-G1 10+00-15+40 Tue, Aug/25/20 03:27pm

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z621230000 / 0002278	2020	G1	G11



PORT ROAD  
10+00-15+40

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z621230000 / 0002278	2020	H3	H10



TRAFFIC MARKING KEY:

4"DY	4" DOUBLE YELLOW LINE
4"W	4" WHITE LINE
8"W	8" WHITE LINE
24"W	24" WHITE LINE
STD	STANDARD DRAWING

SIGN SYMBOL KEY:

#	SIGN CODE(S) STATION
	SIGNING LOCATION #

PORT ROAD SIGNING &  
STRIPING PLAN (1 OF 4)

Prepared for:

City of Nome

PO Box 281

Nome, Alaska 99762



# Nome Bulkhead Inspection Post-Barge Strike Evaluation October 2020



Prepared by:

PND Engineers, Inc.  
1506 West 36<sup>th</sup> Avenue  
Anchorage, AK 99503



## Contents

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West Gold Dock.....	8
Recommended Repairs .....	9
ROM Cost Estimate .....	10
Recommendations .....	10

## Introduction

PND Engineers, Inc. (PND) was contracted by the Port of Nome to perform a post-barge strike damage inspection of two (2) of the three (3) sheet pile docks in the outer harbor in Nome, AK: the Middle Dock and the West Gold Dock. On Sunday October 18<sup>th</sup> a tug and barge entered the harbor and due to high wind and swells, the tug lost control of the barge. The incident was captured by the Port of Nome security cameras and the following sequence of events was observed: as the tug lost control of the barge, it appeared that barge swung from its intended landing angle, and the stern first struck the landing ramp, then the northernmost cell (corner cell #7) of the Middle Dock. The tug was able to pull the barge away from the Middle Dock, but high winds forced the barge to swing further, causing the stern to then strike the southernmost cell (corner cell #2) of the West Gold Dock. Due to the height of the stern, swells pushed the hull atop of the cells and appeared to impact the sheet pile in a downward, hammering motion. The tug then was able to control the barge, and lashed the starboard side to the Middle Dock.

The Middle Dock was constructed in 2015 and consists of a single cell on the north end, separated by a loading ramp, and five (5) cells on the south side of the ramp. Observed damage from the strike was limited to damage to the sheets and bullrails on Cell #7. A rubber tire fender was torn from Cell #5 but the connection and cell appeared undamaged. The fender piling, rubber elements, and mooring bollards appeared undamaged.

West Gold Dock was constructed in 1989, consists of eight (8) cells, and is primarily used as a material loading/offloading dock. Repairs were made to the dock in 2019 due to splitting cells. The dock has numerous areas of damage from previous impacts on the face sheets due to insufficiently sized tire fenders. The damage from this event appeared to be localized to the top of the sheets and bullrail.

This report discusses details of the damage identified, offers preliminary repair solutions, and provides a rough order of magnitude (ROM) cost estimate for repairs.

## Post-Damage Inspection

PND Senior Engineer, Logan Imlach, met on-site with Port of Nome Harbormaster, Lucas Stotts, on 10/22/2020 and completed a topside inspection of both docks. Following the topside inspection, the Port of Nome provided access to the dock face with their work boat. Evaluation was limited to above-water visual inspections. Non-destructive testing (NDT) testing was not performed. A dock overview, including cell identification numbers and approximate areas of damage, can be seen below in Figure 1:



Figure 1: Dock Facility overview and impact locations

## Middle Dock

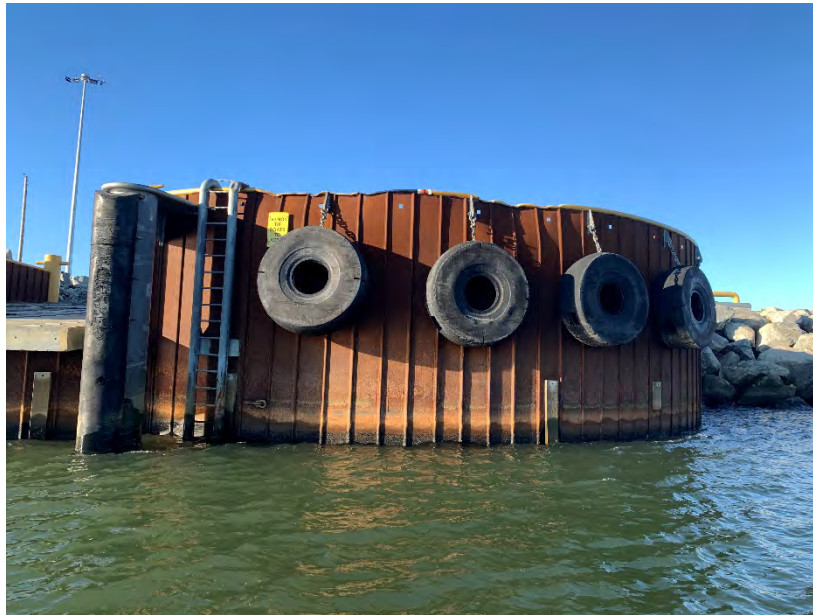


Figure 2: Middle Dock – Cell 7

Damage to the middle dock consisted of three notable items:

- An area of approximately 21' wide by 4.5' tall at the top of the cell was damaged, including the bullrail, on Cell 7
- There is a small crack in an exterior knuckle below the fender tire at the location of the impact on Cell 7
- (1) Tire fender was ripped from Cell 5 but there was no damage to the structure

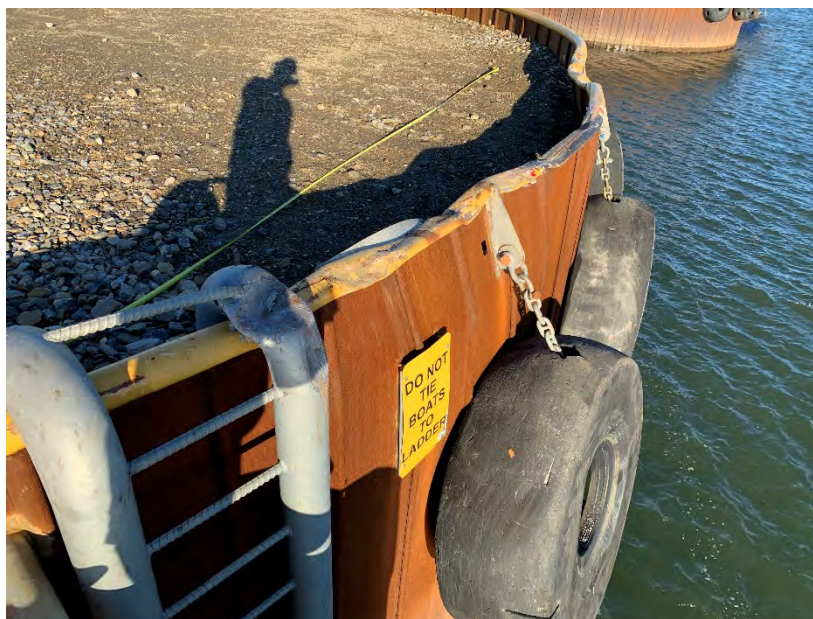


Figure 3: Middle Dock North cell damage

The damage to the top of the cell occurred when the barge stern swung around, slid up on top of the cell, then oscillated up and down on top of the cell in a hammering motion due to swells. This caused two (2) shear failures of the bullrail, and two (2) sections of cell bent inward approximately 1'.



Figure 4: Interior view of northern damage

These sections are only separated by a small unbent section (2.5'-3' long), for a total damaged length of approximately 21'. The extent of the bent section varies between 4' and 4.5' feet below top of sheet before the cell returns to its normal, vertically plumb structure. Sheets within the damage extents do not appear to have any cracks or fractures. There is also a small amount of damage to the top of the access ladder adjacent to the edge of the cell, but the ladder remains in a safe and functional state.



Figure 5: Interior view of southerly damage

Below the bent section, approximately 5" below the second fender tire to the north of the landing ramp, a perpendicular crack was identified on the sheet pile knuckle, as seen in Figures 6 and 7 below:



Figure 6: Cracked knuckle

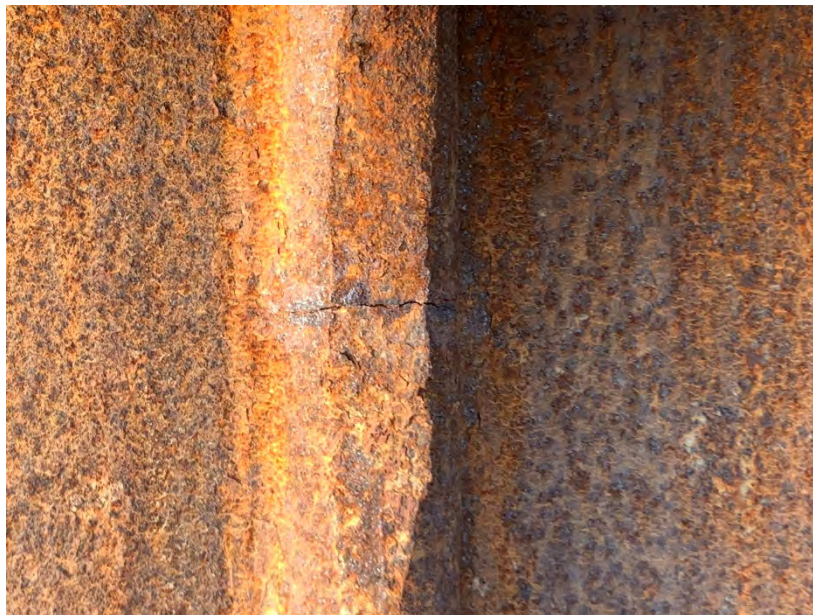
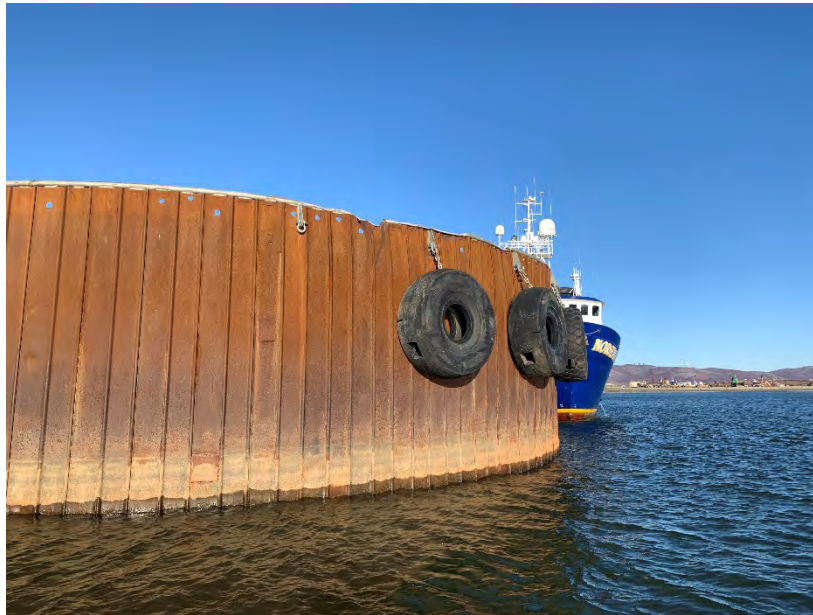


Figure 7: Cracked knuckle

The damage appears to be localized on the outside knuckle only, and the adjacent sheet's knuckle does not appear to be damaged.

There was no apparent damage to the fender piles or fender pile rubber elements. The closest rubber tire fender to the south side of the landing ramp on Cell #5 was torn from its position but no damage was done to the dock.

## West Gold Dock

*Figure 8: West Gold Dock damage*

The West Gold Dock damage to the upper sheets of Cell 2 was similar to the Middle Dock damage. The stern of the barge swung and ended on top of the bullrail, with the swells causing a hammering motion on the top of the cell. The damaged extents are approximately 16' wide, 4.5' tall, and the damaged sheets bend in toward the center of the cell approximately 1', seen in Figure 9.

*Figure 9: West Gold Dock cell damage*

In two (2) places where the bullrail has sheared, the sheets are fractured approximately 6"-7" in length, seen in Figure 10.



Figure 10: Typical crack

## Recommended Repairs

In the sections of damaged sheet pile, the recommended repair consists of the following:

- Excavate material inside sheet pile cell to depth of the damaged section.
- Cut and remove the damaged section of bullrail and sheet pile.
- Replace with new sheets and splice to the existing pile.
- Replace and compact the fill.
- Install a new section of bullrail.

PND's typical detail for similar types of retrofits can be seen below, in Figure 11:

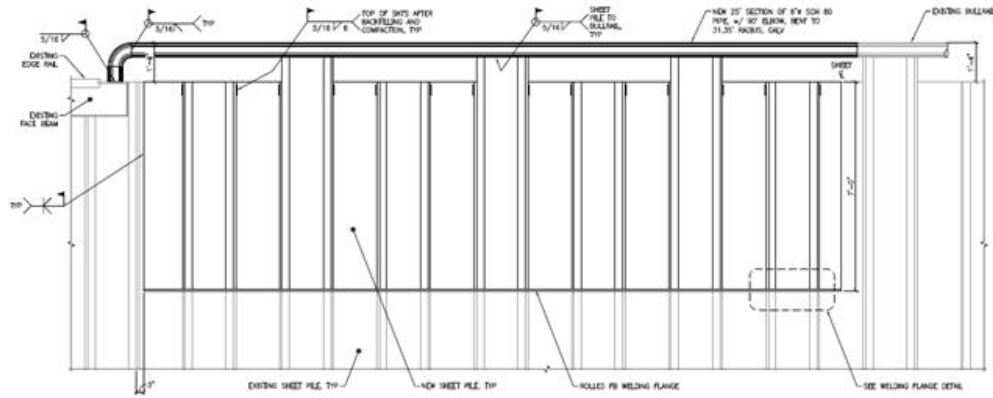


Figure 11: Similar sheet pile cell repair

The repair recommended for the cracked knuckle on the Middle Dock is to prevent propagation by welding reinforcement around the surrounding area. The tire fender that was ripped from its position should be replaced.

## ROM Cost Estimate

ID	Task	ROM Cost
1.1	Mobilization/Demobilization	\$50,000.00
2.1	Replace tire that was torn from southern cell	\$5,000.00
2.2	Reinforce and repair cracked knuckle	\$10,000.00
2.3	Remove and replace damaged sheets and bullrail on Middle Dock, Cell 6	\$100,000.00
2.4	Repair Damaged Ladder	\$8,000.00
3.1	Remove and replace damaged sheets and bullrail on West Gold Dock, Cell 2	\$90,000.00
<b>Repair Total</b>		<b>\$263,000.00</b>

## Recommendations

Based on the conditions noted and repairs recommended in this report, it is recommended the Port of Nome limit use within the damaged areas to prevent further degradation until repairs are made. Upon the selection of the desired repairs, it is recommended an Engineer be contracted to assist with design/detailing of repairs, cost estimating, bid documents, bid assistance and construction administration.