

City Manager
Tom Moran

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, APRIL 19, 2018 @ 5:30/7:00 PM
COUNCIL CHAMBERS IN CITY HALL**

WORK SESSION – 5:30 PM:

Port Waste Reception Facility Plan – Draft #3 Review & Discussion

REGULAR MEETING – 7:00PM:

- I. OATH OF OFFICE** – Commissioner Gay Sheffield
- II. ROLL CALL**
- III. APPROVAL OF AGENDA**
- IV. APPROVAL OF MINUTES**
 - 18-03-08 Regular Meeting
- V. CITIZEN’S COMMENTS**
- VI. COMMUNICATIONS**
 - 18-03-13 Alaska DOT letter to Mayor re: Port Rd Reconstruction
 - 18-04-02 USCG Nome Front Range Light Land Lease Renewal
 - 18-04-06 Alaska DHS letter to Manager re: Cape Nome PW17(4) Amendment
 - 2018 Port of Nome Ship Schedule
- VII. CITY MANAGER REPORT**
 - 18-04-16 Manager Report
- VIII. HARBORMASTER REPORT**
 - Update on Operations Planning & Repair/Maintenance
- IX. PORT DIRECTOR REPORT/PROJECTS UPDATE**
 - 18-04-16 Port Director/Projects Status Report
- X. OLD BUSINESS**
 - None
- XI. NEW BUSINESS**
 - Draft Port & Harbor F19 Budget
 - USCG Commercial Vessel Regulations – Nome Offshore Mining Fleet
 -
- XII. CITIZEN’S COMMENTS**
- XIII. COMMISSIONER COMMENTS**
- XIV. NEXT REGULAR MEETING**
 - May 17, 2018 - 5:30 pm
- XV. ADJOURNMENT**

**MINUTES
NOME PORT COMMISSION
REGULAR MEETING
March 8th, 2018**

The Regular Meeting of the Nome Port Commission was called to order at 6:35 pm by Vice-Chairman Lean in Council Chambers at City Hall, located at 102 Division Street.

ROLL CALL

Members Present: C. Smithhisler, C. Lean, C. West, C. Henderson; C. Rowe; C. McLarty;

Absent: None

Also Present: Lucas Stotts, Harbormaster; Joy Baker, Port Director (telephonically);

In the audience: Zoe Grueskin, KNOM; Sandra Medearis, Arctic News;

APPROVAL OF AGENDA

Chairman West asked for a motion to approve the agenda:

A motion was made by McLarty and seconded by Smithhisler.

At the Roll Call:

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

Nays:

Abstain:

The motion **CARRIED**.

APPROVAL OF MINUTES

February 15, 2018 Regular Meeting

Lean asked for a motion to approve the minutes:

A motion was made by Lean, seconded by McLarty to approve the minutes as amended.

At the Roll Call:

Ayes: Henderson, McLarty, McLarty, Smithhisler, Lean

Nays:

Abstain: West, Rowe (absent)

The motion **CARRIED**.

CITIZENS' COMMENTS

Colby Engstrom updated on his ongoing plans to start up a laundry facility – still considering a couple of locations but still feels that the harbor location is the best. He's spoken with PD Baker on two sites within the harbor – but there is no water/sewer infrastructure near his preferred site at the corner of Seppala and F St. The alternative site would be behind the Harbor Office along Belmont St as the water/sewer main is in place, but a stubout to the business would be required. Commissioner Rowe requested a copy of Mr. Engstrom's Business Plan if available.

COMMUNICATIONS

- Alaska Dept. of Transportation 2018-2021 Draft STIP Listing (Nome)
- Alaska Senate Bill 92 - Derelict Vessels Act
- Alaska House Bill 386 - Vessels: Registrations/Titles, Derelicts
- Alaska House Joint Resolution 33 – Establishment of an Arctic Naval Station

Discussion:

PD Baker highlighted the DOT STIP information as identifying the state's anticipated schedule for the Port Road Reconstruction Project (and other Nome roads).

PD Baker added a briefing on legislation currently underway in the House/Senate regarding abandoned and derelict vessels and another concerning the legislatures request to the Congressional Delegation to establish an Arctic Naval Station due to lacking infrastructure.

CITY MANAGER'S REPORT *(18-03-05 Report)*

CM Manager highlighted a few items on the report; the Mayor and Port Director testified in support of HJR 33 for the Arctic Naval Station during the Arctic Policy, Economic Development & Tourism Committee. There were a few questions from the body that the Mayor and Port Director were able to answer regarding Nome's existing port infrastructure.

Personal Property Taxes for all property stored in City limits (including port users) are going out next week. Congratulations to Vice-Chairman Lean for his 31 years of service on the Ambulance Dept. Manager Moran added support for Mr. Engstrom's plan to start a laundry operation, as he and the Mayor have advocated for quality of life issues since beginning their current roles.

Discussion:

Various thoughts on how

HARBORMASTER'S REPORT *(Verbal)*

HM Stotts is still full-time with the Public Works Road Crew but has fielded calls and emails for booking dock space, quotes for services from new users and for accessing storage. NOAA's Fairweather has booked a number of 4-5 day calls at the Port, and plans to repeat their plan to use ISO tanks as holding cells for their black water (sewage) while at the dock, and have the local contractor service them before shipping south in the fall.

PORT DIRECTOR REPORT (Projects Update) *(18-03-05 Report)*

PD Baker touched on a couple of items; first, there has been no word yet on the USDOT Tiger funding application for developing the Snake River.

Discussion:

Commissioner McLarty asked about the ice conditions and whether the river excavation was going to occur. Yes, the contractor inquired about building an ice platform from which to work, which was pushed to the Army Corps who concurred that would also be in line with our project permit.

OLD BUSINESS There was none

NEW BUSINESS

NCO 12.10 – Nome Port Commission:

Discussion:

Manager Moran highlighted the purpose of putting the ordinance identifying the Port Commission code into the packet, was to show the updated sections. More specifically to point out that there is direction for the group to elect the Chair, Vice-Chair and Secretary within the group, although the Secretary role is essentially handled administratively. Therefore, he recommends that once there is a full body (7th member to be appointed at the 3/26/18 meeting) present, there should be an informal selection for the required positions.

Port & Harbor Projects Listing – Prioritization of Deferred Maintenance:

PD Baker addressed the project spreadsheet, pointing out the pending repair and maintenance items on the last page that need prioritization by the group to create an order for the work to be performed.

Discussion:

Lean inquired about the nature of the fuel line hangers/rollers – whether they were in danger of failing or just needed replacement. PD Baker stated the rollers/hangers were installed in 2005 and are now corroded and seized based on the exposure to the sea, but are still adequately support the pipes encasing the fuel lines. These are inspected each year by staff along with our fuel hydrotesting contractor, and have not reached emergency status. However, it would be prudent to make this a priority and get the work accomplished.

McLarty inquired about the fuel companies using the lines to move product helping to pay for the work needed at the bridge. PD Baker replied that the wharfage they pay is intended to do just that, and the City's responsibility, as the facility owner, is to keep the lines in functioning condition with annual certified pressure tests.

West commented that the barge ramp will need to be taken out of service in order to be repaired. PD Baker agreed, stating that once a project is defined, funded, bid and a contractor hired, the idea is to allow all of the vessels to launch in June/early July, then taking the ramp out of service for the repair period.

General discussion continued on a variety of strategies to address the facility's repair/maintenance needs. The following was recommended by the Commission to prioritize the most important needs on the list:

- | | |
|---|-----------|
| 1. Annual Hydrotests and Cathodic Protection (Fuel Lines) | \$ 20,000 |
| 2. Causeway Bridge Hangers/Rollers (Fuel Lines) | \$ 50,000 |
| 3. Launch Ramp Repair | \$200,000 |
| 4. Harbor Skiff/Motor Replacement | Unknown |
| 5. Garco Building Upgrade | \$450,000 |

CITIZENS' COMMENTS

None

COMMISSIONERS' COMMENTS

C. Henderson – encouraged by the work session that highlighted the miners concerns with the USCG regulations, and the money this fleet spends in Nome. I'm glad we are encouraging this business activity, and although we may not be able to achieve the goals they have, the reality is the money they spend in one season dramatically overshadows any percentage gain we would achieve with a tariff increase. So I like the fact that we're listening to them and encouraging this business activity with a more attractive port.

C. McLarty – I too would like to say the work session went well and was actually surprised at the numbers expressed during work session. Looking through the list of the capital improvements we need to do, I think

anything we can do to encourage these large mining operations to come to town, should be done. Any way we can get these larger operators here, is a goal we should pursue.

C. Smithhisler – in my role with the Nome Eskimo Community, I'd like state that we have updated our Long Range Transportation Plan to include the Port as a facility, and once approved, the Port will be eligible to receive funds for infrastructure. The plan is currently at the BIA office for approval but the tribe is onboard.

C. Rowe – thinking about the potential exemptions discussed at the work session, whoever does speak to the USCG should find out if there's an option for the Port to apply for an exemption rather than the vessel owners. This would be good information to have for discussion. The USCG is probably like most federal compliance agencies, who normally work with folks seeking to meet federal regulation.

C. Lean – interested in the ADAC meeting and perhaps the Charrette, with the caveat that I may need to travel with my wife, but hope to join. I too am surprised at the USCG rules, and it strikes me as inconsistent that Cook Inlet clear out to the Barren Islands, these are swept clean from the storms that go through there, but it's okay as an exempt area. We should broach the idea of Sledge Island to Stewart Island as some kind of exemption line. But I am a big proponent of marine safety and after being involved in numerous rescues with fatalities, it is important to have some kind of standard. On the laundry facility, it would be a major addition to the Port, and after living in other major communities, they all have a laundry facility and the City of Nome could use one as well.

SCHEDULE OF NEXT MEETING

The next meeting is RESCHEDULED to April 19, 2019

ADJOURNMENT

Motion was made by C. Smithhisler for adjournment – meeting adjourned at 8:09 PM.

APPROVED and **SIGNED** this 19th day of April 2018.

Jim West, Jr., Chairman

ATTEST:

Joy Baker, Port Director

Department of Transportation and Public Facilities



THE STATE
of **ALASKA**

GOVERNOR BILL WALKER

Northern Region
Design and Engineering Services
Preliminary Design and Environmental Section

2301 Peger Road
Fairbanks, Alaska 99709-5316
Main: 907-451-2237
Toll free: 800-451-2363
Fax: 907-451-5126

In Reply Refer To:
Nome Port Road Reconstruction
State/Federal Project No.: Z621230000/0002278
No Historic Properties Affected

March 13, 2018

Honorable Richard Beneville, Mayor
City of Nome
P.O. Box 281
Nome, AK 99762

RECEIVED

MAR 19 2018

CITY OF NOME
CLERKS DEPARTMENT

Dear Mr. Beneville:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration (FHWA) under 23 U.S.C. §327, and is proposing to reconstruct and realign Port Road from the Port of Nome to Seppala Drive. The proposed project is located in Nome, Alaska; K011S034W|26 and K011S034W|27,28, USGS topographical map NOM-C1 (Figure 1).

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

Consultation for this project is being conducted in accordance with the 2017 First Amended Programmatic Agreement... for the Federal-Aid Highway Program in Alaska. The DOT&PF, acting as a Federal agency, finds that *no historic properties would be affected* by the proposed project pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(d).

Project Description

Proposed safety improvements and road repairs include:

- Replace the existing 12 inch culvert just south of Jafet Road with a larger sized culvert;
- Grade and pave approaches for side streets and driveways;
- Add a separated path along the west side of Port Road from Jetty Road to Jafet Road;
- Repave all of Port Road;
- Modify the intersection with Jafet Road to allow for a larger turning radius between Port Road and Jafet Road;
- Modify the intersection with Jetty Road to the south to provide better sight distances.

Area of Potential Effect (APE)

The proposed APE includes the entire length and both sides of Port Road, from the Port of Nome to its terminus to the north (Figure 1), To take into account any possible visual effect the lots adjacent to the Right-of-Way (ROW) that have over 50 percent visibility of the ROW. Excavation depths will not exceed 4 feet except where culvert replacement is occurring within previously disturbed soils.

Identification Efforts

Eight (8) Alaska Heritage Resources Survey (AHRS) sites have been identified within or immediately adjacent to Port Road that contain resources (buildings, structures, sites, objects) 45 years or older (Figure 2). Five of these sites were previously recorded in the AHRS database. A Historic Structures Survey Report (HHSR)¹ completed by True North Sustainable Development Solutions, LLC (TNSDS) in 2017 documented an additional two resources. All seven (7) have received not eligible determinations for listing in the National Register of Historic Places (NRHP). The remaining AHRS site is (NOM-00158), a Subsurface Historic District. NOM-00158 is a previously recorded subsurface site which extends throughout the southern portion of the project APE. Brief details regarding the sites are listed in Table 1 below:

Table 1: AHRS Sites located within the Project APE

| AHRS Number | Site Name/Address | Time Period/Year Built | Comments | Evaluation Status |
|-------------|------------------------------|---|--|---|
| NOM-00158 | Subsurface Historic District | Late 19 th -Early 20 th Century | The exact boundary of this Euro-American subsurface horizon is unknown and plotted in the AHRS based on the original townsite plat for Nome. The site features are present at 4-7 feet below the current ground surface underneath fill (Shaw 2006). | No Determination of Eligibility |
| NOM-00177 | Cowin Hut-North Example | 1944-45 | Prefabricated round-roofed utility building of metal panels and angle iron, sited perpendicular to the bank of | Determined Not Eligible pending SHPO concurrence; |

¹ The TNSDS investigation resulted in the drafting of the following report: *2017 Historic Structures Survey Report (HSSR) for the Nome Port Road Reconstruction Project, Located in Nome Alaska (DOT&PF #Z62123000), January 2018 (referred to in this letter as the Report).*

| AHRS Number | Site Name/Address | Time Period/Year Built | Comments | Evaluation Status |
|-------------|---|--|---|---|
| | | | the Snake River. One of two remaining Cowin Huts out of an original row of 11 erected by the U.S. Army near the end of WWII. | Demolished sometime after 2010 |
| NOM-00178 | Cowin Hut-South Example | 1944-45 | Prefabricated round-roofed utility building of metal panels and angle iron, sited perpendicular to the bank of the Snake River. One of two remaining Cowin Huts out of an original row of 11 erected by the U.S. Army near the end of WWII. | Determined Not Eligible pending SHPO concurrence |
| NOM-00179 | Valve/Pumphouse | 1944-45 | At the former fuel tank farm is a one-story gable-roofed frame building with little roof overhang. One of few buildings erected by the U.S. Army near or shortly after the end of WWII that are remaining at the port area. | Determined Not Eligible pending SHPO concurrence; Demolished sometime after 2010 |
| NOM-00180 | Snake River Bridge ADOTPF Bridge 881 | 1944, 1967, 1979 | Consisted of one 101ft span of five steel girders supported by four concrete pilings and timber-cribbed wing-walls on each side of the river. Structurally it is a steel stringer type. Portions have been salvaged and repurposed during the multiple renovations. | Determined Not Eligible 03/22/2012 Demolished and replaced with bridge now located to the southeast |
| NOM-00224 | Old Nome Power Plant | 1960 | Long 1.5 story gable roofed building with corrugated metal walls and roof connected to a second smaller block on the east end of the north elevation, with several large vertical metal exhaust stacks protruding along the south wall. | Determined Not Eligible 03/22/2012; Agreed with by DOT&PF 2018 pending SHPO concurrence |
| NOM-00286 | Small House 1 | Undetermined | Front-gabled, single-story frame structure, with shed style bump out at the rear. Clad in T1-11, painted brown with a standing seam metal roof | Determined Not Eligible 2018 pending SHPO concurrence; |
| NOM-00287 | Small House 2 | Undetermined; likely younger than 45 years old | Single-story, front-gabled, wood-frame structure is a charming amalgam of Queen Anne, Cape Cod and Minimal Traditional elements. With unpainted clapboard siding and a rolled asphalt shingle roof, | Determined Not Eligible 2018 pending SHPO concurrence; |

| AHRS Number | Site Name/Address | Time Period/Year Built | Comments | Evaluation Status |
|-------------|-------------------|------------------------|---|-------------------|
| | | | the primary façade faces west and features a bay window with three fixed lights | |

Under the Alaska Historic Roads Programmatic Agreement Interim Guidance, a group of Alaska roads has been identified which are being treated as eligible for the National Register of Historic Places (NRHP). Port Road is not one of the roads.

Determinations of Eligibility

The DOT&PF agrees with the TNSDS's recommendation that none of the seven (7) identified properties within the APE are potentially eligible for the NRHP. All assessments by the TNSDS can be found in the Report. NOM-00158 (Subsurface Historic District) was not evaluated for the NRHP by TNSDS or the DOT&PF as evaluation of the entire district was outside of the project scope.

Finding of Effect

The DOT&PF has concluded that a **no historic properties affected** determination is appropriate for this project. Activities associated with this project will not have an effect on the only potential archaeological property within the APE, NOM-00158 (Subsurface Historic District), as no subsurface ground disturbing activities associated with this project are occurring within the site's presumed boundary at a depth in which potential associated archaeological materials may be present (below 4-7 feet according to Shaw 2006²). The proposed culvert replacement is occurring in an area outside of the potential historic districts boundaries (Figure 2). DOT&PF seeks concurrence with a finding of **no historic properties affect** for this project from the Alaska SHPO.

Consultation

Initiation of Consultation letters were sent on September 7, 2017. Consulting parties included the Alaska State Historic Preservation Officer (SHPO); Nome Museum and Library Commission; Bering Straits Native Corporation; City of Nome; King Island Native Corporation, King Island Native Community; Nome Eskimo Community, and; Sitnasuak Native Corporation. A response from the SHPO received September 12, 2017 stated they had no objections to the proposed study area or level of effort conducted for identification at that time. No other responses were received.

If you wish to comment on this finding, I can be reached at the address above, by telephone at 907-451-5293, or by e-mail at thomas.gamza@alaska.gov. Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you respond within thirty days of your receipt of this correspondence.

² Shaw, Robert D. 2006 *Nome's West Side: Archaeological Monitoring During 2005 Field Season for Construction of Water and Sewer Lines along East Front Street between Steadman Street and East N Street*. Robert Shaw Enterprises, Anchorage, Alaska. On file at the Office of History and Archaeology, Anchorage, Alaska.

Sincerely,



Thomas A. Gamza
Cultural Resource Specialist-Archaeologist (PQI)
State of Alaska DOT&PF Northern Region

Enclosures:

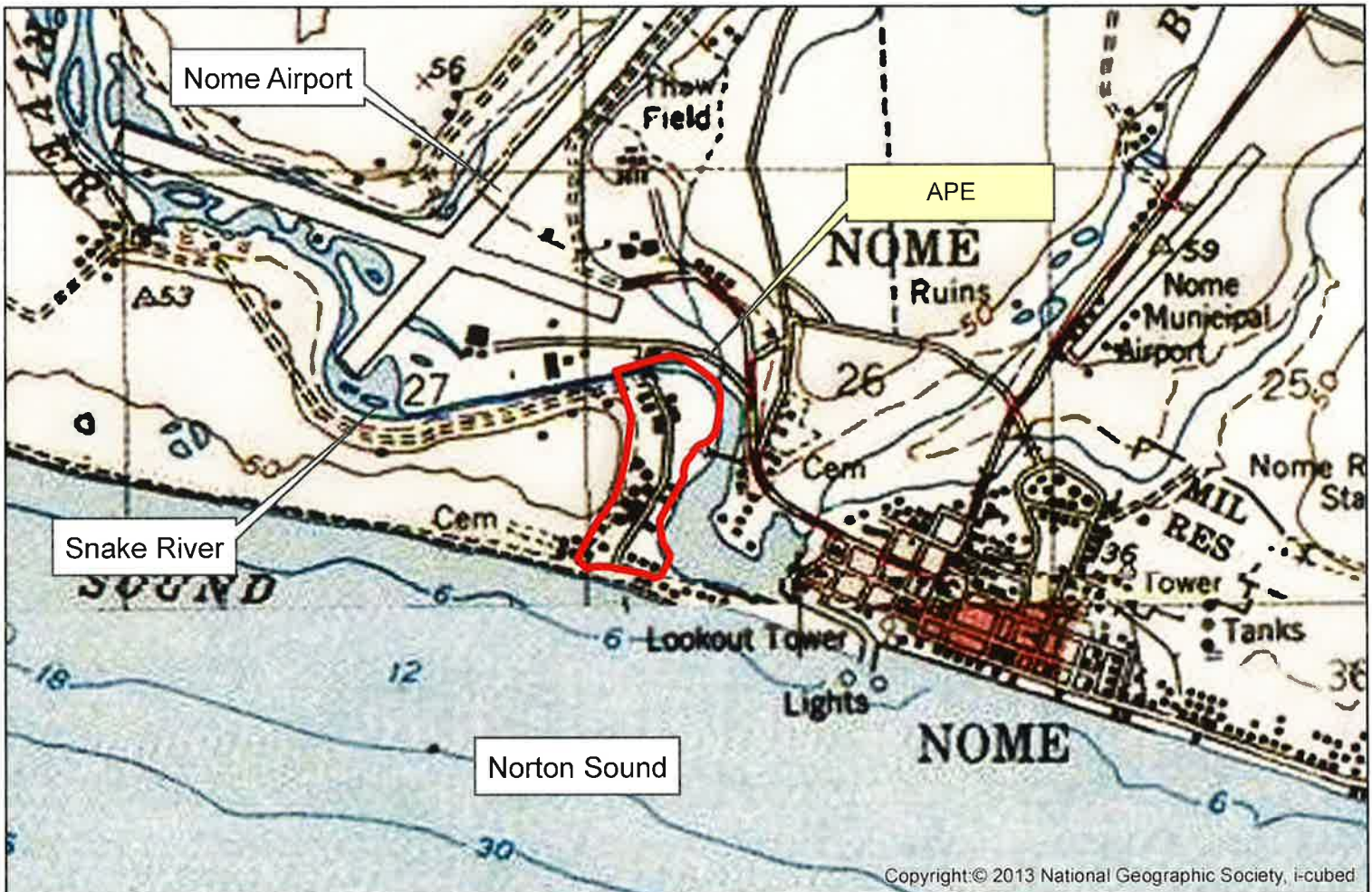
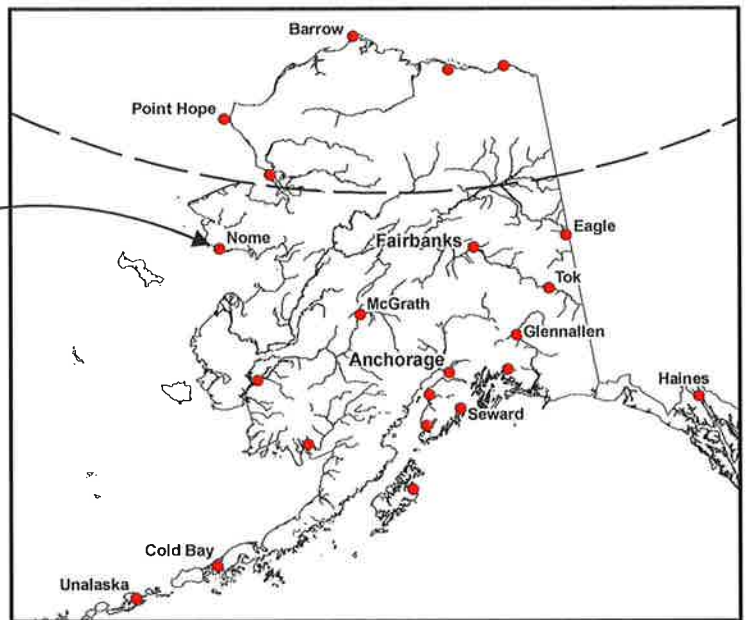
- Figure 1. Project Vicinity and Location
- Figure 2. AHRS Sites within the Area of Potential Effect (APE)

Electronic cc w/ enclosures:

Melissa Jensen, DOT&PF Northern Region, Environmental Impact Analyst
Christopher Johnson, P.E., DOT&PF Northern Region, Project Manager
Brett Nelson DOT&PF Northern Region, Regional Environmental Manager
Kathy Price, DOT&PF Statewide Cultural Resources Manager
Amy Sumner DOT&PF Statewide Environmental NEPA Manager



PROJECT
LOCATION



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Project Origin: City of Nome, north-end Nome Port Road,
Cape Nome Recording District, Section 26, Township 011S,
Range 034W, Kateel River Meridian.
Project Terminus: South-end Nome Port Road, Section 27,
Township 011S, Range 034W, Kateel River Meridian.

STATE OF ALASKA
Department of Transportation and Public Facilities
2301 Peger Road Fairbanks, AK 99709

Nome Port Road Reconstruction
Location and Vicinity Map

DATE: March 2018

FIGURE 1

0 0.25 0.5 0.75 1
Miles



- = Area of Potential Effect
 = AHRs Site Location
* = No longer extant
 = Historic District Boundary



**NOME PORT ROAD RECONSTRUCTION
STUDY AREA**
 Nome Port Road Reconstruction Project
 Nome, Alaska

SCALE:

0 250 500 Feet

FIGURE:

2

U.S. Department of
Homeland Security

United States
Coast Guard



Commanding Officer
United States Coast Guard
Civil Engineering Unit Juneau

P.O. Box 25517
Juneau, AK 99802-5517
Staff Symbol:
Phone: (907) 463-2441
Fax: (907) 463-2404
Email: James.D.McMahon@uscg.mil

11011
April 2, 2018

City of Nome
P.O. Box 281
Nome, AK 99762

NOTICE OF EXERCISE OF OPTION TO RENEW LEASE

Dear Sir or Madam:

The U.S. Coast Guard hereby gives notice that it is exercising the option to renew the following Lease:

- Lease No.: HSCG89-1-10-0070.
- Lease Name: AK Nome Front Range Light.
- Fiscal Year 2019 (October 1, 2018, through September 30, 2019).
- Annual Rent: No rent.
- The Government's obligation is contingent upon the availability of appropriated funds.
- Expiration date is 9/30/2030.

If you have any questions, please contact our realty specialist, Mr. Jim McMahon, at (907) 463-2441 or James.D.McMahon@uscg.mil.

Sincerely,

A handwritten signature in blue ink that reads "M. H. Manuel".

MANUEL.MICHAEL.HUNTER
.1256902512
2018.04.02 11:53:39 -08'00'

M. H. MANUEL
Lieutenant Commander
Chief, Asset Line Management Branch
U. S. Coast Guard
By direction

Copy: Commander, Seventeenth Coast Guard District (dm)
Officer-in-Charge, Coast Guard Aids to Navigation Team Kodiak



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

**Department of Military and
Veterans' Affairs**

Division of Homeland Security
and Emergency Management

P.O. Box 5750
JBER, AK 99505-0750
Main: 907.428.7000
Fax: 907.428.7009
www.ready.alaska.gov

April 6, 2018

Thomas C. Moran
City Manager
P.O. Box 281
Nome, AK 99762

Certified Mail: 9171 9690 0935 0145 1863 21

RE: Award Letter
Disaster: DR-4050-AK, 2012 West Coast Storm
Sub-Recipient Name: City of Nome
PA ID: 180-54920-00
Project Worksheet(s): 0017(4)

Dear Mr. Moran:

Enclosed is a copy of the approved Project Worksheet (PW) 0017(4) for the DR-4050-AK, 2012 West Coast Storm disaster event. The processes and deadlines outlined in this letter may directly affect project funds.

The funds for this PW are obligated and available to reimburse eligible costs. As a Sub-Recipient, you are only entitled to costs that are eligible. All eligible work must conform to the "Scope-of-Work" (SOW) specified in PW 0017(4). Do not assume all costs or changes will be allowed at project completion. Any change request(s) must contain justification for the eligibility of additional costs or work and be submitted for prior approval before implementation.

Submission of an amended Obligating Award Document is not required for the award of Version 4 since the SOW changes did not generate a change in the amount of the Eligible Cost or the Period of Performance.

Please carefully review the Damage Description and Dimensions, SOW, and Cost Estimate. An appeal process is available if you do not agree with the Project Worksheet version as written or determinations regarding project eligibility, SOW, time limits, funding or other determinations. This process requires written correspondence identifying the action under appeal with an appropriate justification within 60 days of receipt of this letter. Please attach related documentation supporting the appeal to your request. Address the appeal to:

Mr. Michael J. Sutton, Director
Division of Homeland Security & Emergency Management
P.O. Box 5750
JBER, Alaska 99505

Adherence to the Federal Emergency Management Agency's (FEMA) regulatory standards and the State's Division of Homeland Security and Emergency Management guidelines is a requirement for participation in FEMA's disaster recovery grant program. Lack of compliance may jeopardize current funding and impact future disaster assistance.

If you have any questions, please contact Nora Firmin, your assigned Division Representative, at (907) 428-7076, or by email at nora.firmin@alaska.gov.

Sincerely,



Nora Firmin
State Public Assistance Officer

Enclosure(s): Project Worksheet 0017(4)

cc: Joy Baker



2018 SHIP DATES

JUNE

24-25 RV SIKULIAQ

JULY

6-9 FAIRWEATHER (NOAA)
20-23 FAIRWEATHER (NOAA)
25 SILVER EXPLORER (CRUISE)

AUGUST

1-3 RV SIKULIAQ
3-6 FAIRWEATHER (NOAA)
13 SILVER EXPLORER (CRUISE)
27-30 RV SIKULIAQ

SEPTEMBER

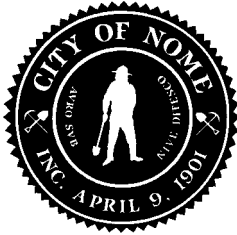
1-2 RV SIKULIAQ
6-7 BREMEN (CRUISE)
10 LE BOREAL (CRUISE)
18 LE SOLEAL (CRUISE)
30 RV SIKULIAQ

OCTOBER

1-3 RV SIKULIAQ

UPDATED —4.16.18

DATES SUBJECT TO CHANGE



CITY OF NOME

City Manager's Office

P.O. Box 281

Nome, Alaska 99762

907.443.6600

tmoran@nomealaska.org

City Manager's Report

From: Tom Moran, City Manager
To: Port Commission
Date: March 31 – April 16, 2018

- Preliminary reviews of the Arctic Domain Awareness Center (ADAC) conference on March 26th and 27th have been exceedingly positive. Special thanks go out to Cheryl Thompson, Marguerite LaRiviere, and Joy Baker for facilitating the City's commitments.
- Per standard procedure, Finance Director Liew and I met with every Department Head to discuss their needs and wants for FY19. Budget planning begins now, so buckle up for a busy and exhausting couple of months.
- Congratulations to our March Employee of the Month, Peter Hansen. We've been courting Peter for a few years now, and we're very lucky that he chose to come aboard during this insane winter of snow. Keep up the good work, Peter!
- At the regular meeting on April 3rd, the Planning Commission chose to begin working on a pedestrian pathway along Greg Kruschek Avenue. This discussion has been ongoing since the construction of our new hospital, but some extenuating factors have come to light and the Commission feels like it's time to strike while the iron is hot. Stay tuned for details.
- My thanks to the School Board, Superintendent Arnold, and Business Manager Hollins for meeting with us on Thursday, April 5th. I realize how much pressure NPS is facing due to legislative inaction, and I hope that we can weather the state's fiscal storm together.
- On Friday, April 6th, I met with Judy Bittner from the State Historic Preservation Office (SHPO), who was in town for the annual ITREC (Iditarod Trail in Every Classroom) meeting. I provided Ms. Bittner with the final piece of Nome's puzzle for CLG (Certified Local Government) status through the National Park Service. Our application should now be fast-tracked, and a decision should be handed down very shortly.
- On Monday, April 9th, I met with the Alaska Gasline Development Corporation (AGDC) prior to its public meeting at Old St. Joe's. The project is an interesting one, with the potential to create 12,000 construction jobs and 1,000 legacy jobs for Alaskans.
- On Tuesday, April 10th, Mayor Beneville, Port Director Baker (telephonically), Harbormaster Stotts, Clerk Hammond, and I met with USCG Admiral Bell, who will be assuming District Command in May. We also bid adieu to Admiral McAllister who will be vacating that role.

- Also on Tuesday, April 10th, the Nome Reentry Coalition met to begin discussing potential funding streams (mostly federal) to create suitable probationary offender housing to prevent recidivism.
- On Wednesday, April 11th, I presented our FY19 capital project priorities at the weekly meeting of the Nome Rotary Club.
- Mayor Beneville and Port Director Baker have booked travel to the Arctic Encounter Symposium in Seattle on April 19th and 20th. Joy will be presenting, while Richard will be sitting on a number of different panels.
- As a FYI, I'll be in Anchorage for the quarterly meeting of the AMLJIA Board of Trustees on Thursday, April 26th and Friday, April 27th. Julie will also be in the big city on those days for the Alaska Government Finance Officers Association (AGFOA) Board of Directors quarterly meeting. Costs are covered by each individual organization.
- Spring Clean-Up will be held from May 25th through June 2nd. Though the event formally kicks off on Sunday, May 27th at the Cemetery (to prepare for the observance of Memorial Day on Monday), City Hall will be closed on Friday, May 25th for filing, organizing, and destroying records per the State of Alaska Records Retention Schedule.
- A very early notification that the Council's second May meeting falls on Memorial Day (Monday, May 28th), so it will need to be rescheduled for Tuesday, May 29th.



Memo

To: Tom Moran – City Manager
From: Joy L. Baker – Port Director *JLB*
CC: Mayor & Nome Common Council
Nome Port Commission
Date: 4/14/2018
Re: Port & Harbor Report/Projects Update – April 2018

The following provides a status update on active issues and projects pertaining to the Port & Harbor.

Administrative:

Port Commission held a work session with USCG Sector Anchorage Prevention staff and a few offshore mining users on 29 March 2018, to discuss concerns with USCG commercial vessel regulations, specific to the larger barge operators. Discussion will continue at the 19 April Regular Meeting for potential paths to achieve resolution. The proposed F19 Port & Harbor Budget will be considered by the Commission at their 19 April 2018 Regular Meeting

USCG F18 Port Budget at 28 Mar shows 95.4 % revenue – with 57.1% expended. Harbormaster Stotts reported back to the Port office on 1 April, and has been busy with material/equipment procurement, dock scheduling, staff recruitment and snow removal for user access. All 4 Port vehicles are in the process of being put back into service.

Mayor Beneville and I will be attending the Arctic Encounter Symposium in Seattle on 19-20 April 2018 in an effort to keep Nome at the forefront of the Arctic discussions and spread the news on the study movement.

SB 92 Abandoned/Derelict Vessels passed on 12 April with a titling exemption for vessels under 24 feet – HB 386 is now under consideration by the House Finance Committee. This legislation will assist in future efforts to identify owners of vessels that may become abandoned and/or derelict after an incident. This is especially true for aging vessels that may go through numerous ownership changes after they exceed their useful life.

Through a partnership between the Alaska Ocean Observing System (AOOS), the USACE and the City of Nome, with assistance from the Marine Exchange of Alaska, efforts to deploy a wave and current sensor buoy off the Nome Port is now a reality. A surface buoy from the Coastal Data Information Program (CDIP) has been procured and shipped to Alaska for loading onto a research vessel. Arrival is anticipated in July, with AOOS technicians flying to Nome to assist Port staff with handling and setup. The City's annual contribution will be providing a vessel and crew for deployment/retrieval – and warm storage for the buoy. Data will report our real time for surface current, speed and direction, wave direction and height, as well as surface water temperature.

Causeway:Arctic Deep Draft Port (ADDP) Study:

The Army Corps Alaska District and City staff continue building the framework for stakeholder discussions in the project study planning phase.

Inner Harbor:Snake River Moorage & Vessel Haulout Facility:

Q Trucking completed the placement of the grounded ice platform and has been excavating and hauling river spoils to the disposal site on the City's Thornbush Pad behind the PO annex. This work should be completed in April with the spoils going through a dewatering period before City being spread as a base layer for the next phase of the pad development project. This work will fully expend the 2014 DC-108 State grant.

Port Industrial Pad:Industrial Pad Development (Thornbush Site):

This phase of pad development is complete with the developed area calculated to approximately 9.2 acres.

West Nome Tank Farm (Property Conveyance):

A timeline depicting significant delays by the USAF in transferring the property to the City has been developed and shared with the Congressional Delegation. A copy was also forward to USAF's Alaska Real Estate Division, and appears to have had an impact. The USAF recently advised the City would not be expected to cover a 2nd EBS survey and the survey has been scheduled to occur in June (after full snow melt) with a report immediately to follow. Once the survey report is complete, the USAF intends to expedite the property conveyance along with the potential opportunity to bypass the 5 year interim lease requirement for a final transfer of ownership to the City. Weekly updates will be provided by the USAF.

External Facilities:Cape Nome:

PND and the City Engineer are currently coordinating with the contractor on specific cross sections requiring additional material, in preparation for the 2018 construction season. Once a concurrence is reached on the details, a change order will be executed to capture the adjusted value of the contract and submitted to FEMA. Final completion of the project is still anticipated for mid to late summer 2018.

Port Security Cameras:

Arctic Fire & Security (AFS) has officially completed the project and all 21 cameras are now fully operational. Final retainage has been released to the contractor and closeout reports will be submitted to FEMA Port Security grant administrators.

A variety of other projects continue for the off-season period for various planning, design and funding phases. Additional information can be made available on request

| CITY OF NOME PORT OF NOME FUND | | 6/30/2015 | 6/30/2016 | 6/30/2017 | 3/31/2018 | | | | | | |
|---|--------------------------------|-----------------------|-----------------------|------------------------|--------------------------------|---------------------------|---|--------------------------------|--|---|-------------------------|
| Account Number | Account Title | 2014 - 2015 Actual | 2015 - 2016 Actual | 2016 - 2017 Actual | 2017 - 2018 Approved Budget | 2017 - 2018 YTD Actual | 2017 - 2018 Budget versus Actual \$ Variance | 2018 - 2019 Proposed Budget | 2019 Proposed/2018 Adopted \$ Variance | 2019 Proposed/2018 Adopted % Variance | Budget Notes for FY2019 |
| REVENUE | | | | | | | | | | | |
| CAUSEWAY FACILITY | | | | | | | | | | | |
| 80.3111.2001 | Causeway Dockage | \$ 53,062.17 | \$ 77,186.37 | \$ 98,972.01 | \$ 85,000.00 | \$ 73,189.30 | \$ 11,810.70 | \$ 90,000.00 | \$ 5,000.00 | 6% | |
| 80.3111.2002 | Causeway Wharfage - Dry | \$ 194,665.30 | \$ 184,158.44 | \$ 145,585.26 | \$ 175,000.00 | \$ 133,340.74 | \$ 41,659.26 | \$ 155,000.00 | \$ (20,000.00) | -11% | |
| 80.3111.2003 | Causeway Wharfage - Fuel | \$ 231,292.12 | \$ 229,185.90 | \$ 254,556.24 | \$ 250,000.00 | \$ 270,175.71 | \$ (20,175.71) | \$ 280,000.00 | \$ 30,000.00 | 12% | |
| 80.3111.2004 | Causeway Wharfage - Gravel | \$ 55,670.26 | \$ 75,200.89 | \$ 228,490.67 | \$ 100,000.00 | \$ 50,951.46 | \$ 49,048.54 | \$ 65,000.00 | \$ (35,000.00) | -35% | |
| 80.3111.2005 | Causeway Storage Rental | \$ 20,618.73 | \$ 9,966.72 | \$ 15,340.58 | \$ 15,000.00 | \$ 7,560.00 | \$ 7,440.00 | \$ 10,000.00 | \$ (5,000.00) | -33% | |
| 80.3111.2006 | Causeway Utility Sales | \$ 11,807.22 | \$ 13,920.87 | \$ 42,946.18 | \$ 30,000.00 | \$ 22,945.52 | \$ 7,054.48 | \$ 30,000.00 | \$ - | 0% | |
| 80.3111.2007 | Causeway Misc Term Revenue | \$ 34,381.46 | \$ 52,560.43 | \$ 238,089.53 | \$ 50,000.00 | \$ 70,032.40 | \$ (20,032.40) | \$ 65,000.00 | \$ 15,000.00 | 30% | |
| 80.3111.2008 | Leases, Rentals, Land, Bldgs | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.3111.2009 | Sale of Property & Assets | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| TOTAL - CAUSEWAY FACILITY | | \$ 601,497.26 | \$ 642,179.62 | \$ 1,023,980.47 | \$ 705,000.00 | \$ 628,195.13 | \$ 76,804.87 | \$ 695,000.00 | \$ (10,000.00) | -1% | |
| HARBOR FACILITY | | | | | | | | | | | |
| 80.3211.1001 | Harbor Seasonal Dock Permit | \$ 133,967.29 | \$ 119,162.92 | \$ 109,446.54 | \$ 115,000.00 | \$ 105,584.33 | \$ 9,415.67 | \$ 120,000.00 | \$ 5,000.00 | 4% | |
| 80.3211.2001 | Harbor Dockage | \$ 42,879.34 | \$ 49,316.88 | \$ 63,496.72 | \$ 55,000.00 | \$ 80,054.15 | \$ (25,054.15) | \$ 85,000.00 | \$ 30,000.00 | 55% | |
| 80.3211.2002 | Harbor Wharfage - Dry | \$ 82,583.58 | \$ 68,084.40 | \$ 87,364.76 | \$ 75,000.00 | \$ 76,390.92 | \$ (1,390.92) | \$ 85,000.00 | \$ 10,000.00 | 13% | |
| 80.3211.2003 | Harbor Wharfage - Fuel | \$ 88,355.16 | \$ 30,120.34 | \$ 66,630.54 | \$ 55,000.00 | \$ 53,494.39 | \$ 1,505.61 | \$ 60,000.00 | \$ 5,000.00 | 9% | |
| 80.3211.2004 | Harbor Wharfage - Gravel | \$ 14,396.47 | \$ 754.80 | \$ 13,261.82 | \$ 10,000.00 | \$ 30,976.44 | \$ (20,976.44) | \$ 30,000.00 | \$ 20,000.00 | 200% | |
| 80.3211.2005 | Harbor Storage Rental | \$ 13,273.74 | \$ 36,148.12 | \$ 34,216.78 | \$ 35,000.00 | \$ 31,668.08 | \$ 3,331.92 | \$ 35,000.00 | \$ - | 0% | |
| 80.3211.2006 | Harbor Utility Sales | \$ 4,726.01 | \$ 6,366.99 | \$ 6,944.10 | \$ 6,500.00 | \$ 7,468.74 | \$ (968.74) | \$ 8,000.00 | \$ 1,500.00 | 23% | |
| 80.3211.2007 | Harbor Misc Term Revenue | \$ 3,040.45 | \$ 2,255.63 | \$ 1,401.08 | \$ 3,000.00 | \$ 1,820.00 | \$ 1,180.00 | \$ 3,000.00 | \$ - | 0% | |
| 80.3211.2008 | Leases, Rentals, Land, Bldgs | \$ 80,405.39 | \$ 101,151.08 | \$ 79,110.49 | \$ 105,000.00 | \$ 44,499.77 | \$ 60,500.23 | \$ 45,000.00 | \$ (60,000.00) | -57% | |
| 80.3211.2009 | Sale of Property & Assets | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| TOTAL - HARBOR FACILITY | | \$ 463,627.43 | \$ 413,361.16 | \$ 461,872.83 | \$ 459,500.00 | \$ 431,956.82 | \$ 27,543.18 | \$ 471,000.00 | \$ 11,500.00 | 3% | |
| CAPE NOME FACILITY | | | | | | | | | | | |
| 80.3311.2001 | Quarry Dockage | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.3311.2002 | Quarry Wharfage - Dry | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.3311.2003 | Quarry Wharfage - Fuel | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.3311.2004 | Quarry Wharfage - Gravel | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.3311.2005 | Quarry Storage Rental | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.3311.2007 | Quarry Misc Term Revenue | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.3311.2008 | Leases, Rentals, Land, Bldgs | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| TOTAL - CAPE NOME | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| INDUSTRIAL PARK FACILITY | | | | | | | | | | | |
| 80.3411.2005 | Industrial Park Storage Rental | \$ 193,570.26 | \$ 181,875.53 | \$ 197,426.68 | \$ 200,000.00 | \$ 229,041.39 | \$ (29,041.39) | \$ 245,000.00 | \$ 45,000.00 | 23% | |
| 80.3411.2008 | Leases, Rentals, Land, Bldgs | \$ 164,066.77 | \$ 136,574.10 | \$ 159,092.85 | \$ 160,000.00 | \$ 121,352.34 | \$ 38,647.66 | \$ 150,000.00 | \$ (10,000.00) | -6% | |
| 80.3411.2009 | Sale of Property & Assets | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| TOTAL - INDUSTRIAL PARK FACILITY | | \$ 357,637.03 | \$ 318,449.63 | \$ 356,519.53 | \$ 360,000.00 | \$ 350,393.73 | \$ 9,606.27 | \$ 395,000.00 | \$ 35,000.00 | 10% | |
| OTHER REVENUE | | | | | | | | | | | |
| 80.3511.0001 | Copies, Fax, Pubs, Film Lcns | \$ 2.00 | \$ 10.00 | \$ 4.00 | \$ 10.00 | \$ 327.75 | \$ (317.75) | \$ 150.00 | \$ 140.00 | 1400% | |
| 80.3511.0002 | Banking / NSF Check Fee | \$ 105.00 | \$ 35.00 | \$ 16.01 | \$ 35.00 | \$ - | \$ 35.00 | \$ 50.00 | \$ 15.00 | 43% | |
| 80.3511.0003 | Credit Card Service Fees | \$ - | \$ - | \$ 0.30 | \$ - | \$ 0.46 | \$ (0.46) | \$ 5.00 | \$ 5.00 | #DIV/0! | |
| 80.3511.0004 | Resale-Hats,Charts,Spills,Appl | \$ 3,827.10 | \$ 5,661.50 | \$ 2,107.53 | \$ 5,000.00 | \$ 2,175.20 | \$ 2,824.80 | \$ 2,500.00 | \$ (2,500.00) | -50% | |
| 80.3511.0005 | Other Port Revenue | \$ 39,681.50 | \$ 83,488.64 | \$ 26,253.38 | \$ 50,000.00 | \$ 2,156.42 | \$ 47,843.58 | \$ 15,000.00 | \$ (35,000.00) | -70% | |
| TOTAL OTHER REVENUE | | \$ 43,615.60 | \$ 89,195.14 | \$ 28,381.22 | \$ 55,045.00 | \$ 4,659.83 | \$ 50,385.17 | \$ 17,705.00 | \$ (37,340.00) | -68% | |

| CITY OF NOME PORT OF NOME FUND | | 6/30/2015 | 6/30/2016 | 6/30/2017 | 3/31/2018 | | | | | | |
|---|--------------------------------|-----------------------|-----------------------|-----------------------|--------------------------------|---------------------------|---|--------------------------------|--|---|-------------------------|
| Account Number | Account Title | 2014 - 2015 Actual | 2015 - 2016 Actual | 2016 - 2017 Actual | 2017 - 2018 Approved Budget | 2017 - 2018 YTD Actual | 2017 - 2018 Budget versus Actual \$ Variance | 2018 - 2019 Proposed Budget | 2019 Proposed/2018 Adopted \$ Variance | 2019 Proposed/2018 Adopted % Variance | Budget Notes for FY2019 |
| INTEREST EARNINGS | | | | | | | | | | | |
| 80.3611.2001 | Interest Earnings Port Op | \$ 5,137.08 | \$ 5,255.55 | \$ 4,961.23 | \$ 3,000.00 | \$ 4,687.41 | \$ (1,687.41) | \$ 4,500.00 | \$ 1,500.00 | 50% | |
| 80.3611.2002 | Interest Earnings Causeway | \$ 2,173.85 | \$ 616.64 | \$ 1,859.72 | \$ 3,000.00 | \$ 1,137.29 | \$ 1,862.71 | \$ 2,000.00 | \$ (1,000.00) | -33% | |
| 80.3611.2003 | Investment Earnings | \$ - | \$ 11,253.89 | \$ 14,331.17 | \$ 10,000.00 | \$ 16,336.91 | \$ (6,336.91) | \$ 10,000.00 | \$ - | 0% | |
| TOTAL INTEREST EARNINGS | | | | | \$ 16,000.00 | \$ 22,161.61 | \$ (6,161.61) | \$ 16,500.00 | \$ 500.00 | 3% | |
| CONTRIBUTIONS/OTHER | | | | | | | | | | | |
| 80.3711.0001 | StAK Employer On-Behalf PERS | \$ 157,214.39 | \$ 28,730.33 | \$ 13,133.18 | \$ - | \$ - | \$ - | \$ 25,000.00 | \$ 25,000.00 | #DIV/0! | |
| 80.3711.0002 | Other Contributions | \$ - | \$ - | \$ 25,000.00 | \$ - | \$ 84,587.95 | \$ (84,587.95) | \$ - | \$ - | | |
| 80.3711.0003 | Denali Commsn High Mast Lights | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| 80.3711.0004 | NSEDC Anchor Floats System | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| TOTAL CONTRIBUTIONS/OTHER | | | | | \$ - | \$ 84,587.95 | \$ (84,587.95) | \$ 25,000.00 | \$ 25,000.00 | #DIV/0! | |
| | | | | | | | | | | | |
| TOTAL - PORT OF NOME OPERATING REVENUE | | | | | \$ 1,595,545.00 | \$ 1,521,955.07 | \$ 73,589.93 | \$ 1,620,205.00 | \$ 24,660.00 | 2% | |

| CITY OF NOME PORT OF NOME FUND | | 6/30/2015 | 6/30/2016 | 6/30/2017 | 3/31/2018 | | | | | | |
|--|--------------------------------|-----------------------|-----------------------|-----------------------|--------------------------------|---------------------------|---|--------------------------------|--|---|--|
| Account Number | Account Title | 2014 - 2015 Actual | 2015 - 2016 Actual | 2016 - 2017 Actual | 2017 - 2018 Approved Budget | 2017 - 2018 YTD Actual | 2017 - 2018 Budget versus Actual \$ Variance | 2018 - 2019 Proposed Budget | 2019 Proposed/2018 Adopted \$ Variance | 2019 Proposed/2018 Adopted % Variance | Budget Notes for FY2019 |
| EXPENDITURE | | | | | | | | | | | |
| CAUSEWAY FACILITY | | | | | | | | | | | |
| 80.6111.1101 | Salaries - Causeway Maint | \$ 2,058.39 | \$ 2,218.90 | \$ 3,508.00 | \$ 1,000.00 | \$ 3,038.13 | \$ (2,038.13) | \$ 3,000.00 | \$ 2,000.00 | 200% | |
| 80.6111.1102 | Salaries - Causeway Operations | \$ 9,753.01 | \$ 7,730.97 | \$ 12,818.05 | \$ 11,359.00 | \$ 11,603.15 | \$ (244.15) | \$ 11,958.00 | \$ 599.00 | 5% | 5% shared costs with PW Road Maintenance |
| 80.6111.1103 | Salaries - Causeway Admin | \$ 57,332.49 | \$ 87,326.17 | \$ 34,247.21 | \$ 54,549.00 | \$ (35.00) | \$ 54,584.00 | \$ 37,296.00 | \$ (17,253.00) | -32% | Finance staff cost-share (split with Port Admin) |
| 80.6111.1411 | Accrued Personal Leave - Cswy | \$ 13,920.05 | \$ 14,217.97 | \$ 3,120.30 | \$ 7,072.00 | \$ 2,737.92 | \$ 4,334.08 | \$ 5,625.00 | \$ (1,447.00) | -20% | |
| 80.6111.1421 | Health Insurance - Cswy | \$ 24,225.12 | \$ 30,810.78 | \$ 13,709.06 | \$ 6,792.00 | \$ 5,392.84 | \$ 1,399.16 | \$ 9,803.00 | \$ 3,011.00 | 44% | |
| 80.6111.1431 | Life Insurance - Cswy | \$ 32.00 | \$ 30.32 | \$ 134.58 | \$ 150.00 | \$ 32.54 | \$ 117.46 | \$ 102.00 | \$ (48.00) | -32% | |
| 80.6111.1441 | FICA/Medicare - Cswy | \$ 5,389.56 | \$ 8,970.79 | \$ 5,254.89 | \$ 5,601.00 | \$ 1,135.39 | \$ 4,465.61 | \$ 4,081.00 | \$ (1,520.00) | -27% | |
| 80.6111.1451 | ESC - Causeway | \$ 318.79 | \$ 247.38 | \$ 395.46 | \$ 300.00 | \$ 346.99 | \$ (46.99) | \$ 350.00 | \$ 50.00 | 17% | |
| 80.6111.1461 | PERS - Cswy | \$ 47,775.55 | \$ 30,589.02 | \$ 49,068.50 | \$ 15,666.00 | \$ 2,857.02 | \$ 12,808.98 | \$ 11,408.00 | \$ (4,258.00) | -27% | |
| 80.6111.1471 | Workers' Comp Ins - Cswy | \$ 1,294.21 | \$ 1,675.45 | \$ 1,462.97 | \$ 2,140.00 | \$ 1,329.43 | \$ 810.57 | \$ 1,693.00 | \$ (447.00) | -21% | |
| 80.6111.1481 | Amortized Inflows/Outflows | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| Subtotal - Personnel Expenses | | \$ 162,099.17 | \$ 183,817.75 | \$ 123,719.02 | \$ 104,629.00 | \$ 28,438.41 | \$ 76,190.59 | \$ 85,316.00 | \$ (19,313.00) | -18% | |
| 80.6111.1520 | Vehicle/Boat Insurance | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6111.1530 | Property/Building Insurance | \$ 26,382.50 | \$ 26,427.50 | \$ 28,437.50 | \$ 29,291.00 | \$ 28,700.00 | \$ 591.00 | \$ 29,570.00 | \$ 279.00 | 1% | |
| 80.6111.1803 | Prof Svcs - Middle Dock | \$ 8,891.80 | \$ 3,829.93 | \$ - | \$ 2,500.00 | \$ - | \$ 2,500.00 | \$ - | \$ (2,500.00) | -100% | |
| 80.6111.1804 | Prof Svcs - Arctic Deep Draft | \$ 9,191.58 | \$ 3,829.85 | \$ - | \$ 20,000.00 | \$ - | \$ 20,000.00 | \$ - | \$ (20,000.00) | -100% | |
| 80.6111.1810 | Audit/Accounting | \$ - | \$ 16,768.40 | \$ 17,635.86 | \$ 17,500.00 | \$ 15,766.05 | \$ 1,733.95 | \$ 15,750.00 | \$ (1,750.00) | -10% | |
| 80.6111.1820 | Engineering/Architectural Svcs | \$ 80,985.92 | \$ 4,500.46 | \$ 6,639.50 | \$ 40,000.00 | \$ 44,786.25 | \$ (4,786.25) | \$ 50,000.00 | \$ 10,000.00 | 25% | |
| 80.6111.1830 | Legal Services | \$ - | \$ - | \$ 1,750.00 | \$ 1,750.00 | \$ - | \$ 1,750.00 | \$ 1,500.00 | \$ (250.00) | -14% | |
| 80.6111.1840 | Survey/Appraisal Services | \$ - | \$ 3,427.50 | \$ - | \$ 3,500.00 | \$ - | \$ 3,500.00 | \$ 3,000.00 | \$ (500.00) | -14% | |
| 80.6111.1870 | Other Professional/Contract Sv | \$ - | \$ 45,975.78 | \$ 6,250.00 | \$ 15,000.00 | \$ 200.00 | \$ 14,800.00 | \$ 15,000.00 | \$ - | 0% | Survey and dredging |
| 80.6111.2010 | Communications | \$ 530.70 | \$ 1,040.97 | \$ 827.67 | \$ 1,200.00 | \$ - | \$ 1,200.00 | \$ 500.00 | \$ (700.00) | -58% | |
| 80.6111.2012 | Computer Network/Hardware/Soft | \$ - | \$ - | \$ - | \$ 500.00 | \$ - | \$ 500.00 | \$ 500.00 | \$ - | 0% | |
| 80.6111.2040 | Uniform/Clothing | \$ - | \$ 6.00 | \$ 50.01 | \$ 50.00 | \$ 13.14 | \$ 36.86 | \$ 50.00 | \$ - | 0% | |
| 80.6111.2071 | Operating Supplies | \$ 3,598.94 | \$ 927.53 | \$ 1,092.93 | \$ 6,000.00 | \$ 123.24 | \$ 5,876.76 | \$ 1,500.00 | \$ (4,500.00) | -75% | |
| 80.6111.4010 | Gas & Oil Supplies | \$ - | \$ 110.62 | \$ 283.20 | \$ 500.00 | \$ 139.18 | \$ 360.82 | \$ 500.00 | \$ - | 0% | |
| 80.6111.4020 | Vehicle/Boat/Eq Parts & Supply | \$ 577.31 | \$ 268.12 | \$ 204.98 | \$ 500.00 | \$ 124.09 | \$ 375.91 | \$ 500.00 | \$ - | 0% | |
| 80.6111.4030 | Vehicle/Boat/Eq Maintenance | \$ 741.04 | \$ 256.15 | \$ 957.44 | \$ 2,000.00 | \$ - | \$ 2,000.00 | \$ 3,000.00 | \$ 1,000.00 | 50% | |
| 80.6111.4040 | Vehicle/Boat Regis & Permits | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6111.4050 | Small Tools & Equipment | \$ - | \$ 7,300.69 | \$ 1,219.81 | \$ 3,000.00 | \$ - | \$ 3,000.00 | \$ 1,500.00 | \$ (1,500.00) | -50% | |
| 80.6111.4060 | Tools & Eq Repair & Maint | \$ 4.57 | \$ - | \$ 78.50 | \$ 1,000.00 | \$ - | \$ 1,000.00 | \$ 1,000.00 | \$ - | 0% | |
| 80.6111.4080 | Road Maintenance Materials | \$ 2,634.95 | \$ 11,695.89 | \$ 744.03 | \$ 5,000.00 | \$ - | \$ 5,000.00 | \$ 5,000.00 | \$ - | 0% | |
| 80.6111.4090 | Docks & Foundations | \$ 14,544.18 | \$ 22,783.58 | \$ - | \$ 10,000.00 | \$ - | \$ 10,000.00 | \$ 5,000.00 | \$ (5,000.00) | -50% | |
| 80.6111.4100 | Fuel Lines Maintenance | \$ 26,227.99 | \$ 18,461.28 | \$ 17,931.20 | \$ 15,000.00 | \$ 2,977.00 | \$ 12,023.00 | \$ 10,000.00 | \$ (5,000.00) | -33% | Hydrotests/CP (\$10K) |
| Subtotal - Operating Expenses | | \$ 174,311.48 | \$ 167,610.25 | \$ 84,102.63 | \$ 174,291.00 | \$ 92,828.95 | \$ 81,462.05 | \$ 143,870.00 | \$ (30,421.00) | -17% | |
| 80.6111.7005 | Building Maintenance Contracts | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6111.7010 | Bldg Maint Materials & Supply | \$ 82.65 | \$ 490.57 | \$ 1,289.02 | \$ 1,000.00 | \$ 202.27 | \$ 797.73 | \$ 500.00 | \$ (500.00) | -50% | |
| 80.6111.7011 | Janitorial Services & Supplies | \$ - | \$ - | \$ 11.63 | \$ - | \$ 38.49 | \$ (38.49) | \$ 250.00 | \$ 250.00 | #DIV/0! | |
| 80.6111.7020 | Causeway Utilities | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6111.7021 | Utilities - Electric | \$ 1,097.37 | \$ 1,918.55 | \$ 2,415.65 | \$ 4,000.00 | \$ 1,683.71 | \$ 2,316.29 | \$ 2,500.00 | \$ (1,500.00) | -38% | |
| 80.6111.7022 | Utilities - Water | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6111.7023 | Utilities - Sewer | \$ 2,850.00 | \$ 1,610.00 | \$ 1,000.00 | \$ 2,500.00 | \$ 1,000.00 | \$ 1,500.00 | \$ 1,500.00 | \$ (1,000.00) | -40% | |
| 80.6111.7024 | Utilities - Garbage | \$ 3,003.14 | \$ 1,671.78 | \$ 4,513.14 | \$ 3,500.00 | \$ 4,826.42 | \$ (1,326.42) | \$ 6,000.00 | \$ 2,500.00 | 71% | |
| 80.6111.7025 | Utilities - Heat | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6111.7026 | Utilities - Resale | \$ 1,838.43 | \$ 2,640.84 | \$ 9,545.63 | \$ 3,500.00 | \$ 7,277.74 | \$ (3,777.74) | \$ 8,500.00 | \$ 5,000.00 | 143% | |
| Subtotal - Building Maintenance Expenses | | \$ 8,871.59 | \$ 8,331.74 | \$ 18,775.07 | \$ 14,500.00 | \$ 15,028.63 | \$ (528.63) | \$ 19,250.00 | \$ 4,750.00 | 33% | |

| CITY OF NOME PORT OF NOME FUND | | 6/30/2015 | 6/30/2016 | 6/30/2017 | 3/31/2018 | | | | | | |
|-----------------------------------|---------------------------|-----------------------|-----------------------|-----------------------|--------------------------------|---------------------------|---|--------------------------------|--|---|-------------------------|
| Account Number | Account Title | 2014 - 2015 Actual | 2015 - 2016 Actual | 2016 - 2017 Actual | 2017 - 2018 Approved Budget | 2017 - 2018 YTD Actual | 2017 - 2018 Budget versus Actual \$ Variance | 2018 - 2019 Proposed Budget | 2019 Proposed/2018 Adopted \$ Variance | 2019 Proposed/2018 Adopted % Variance | Budget Notes for FY2019 |
| 80.6111.7510 | Debt Interest Payment | \$ 164,063.55 | \$ 159,524.23 | \$ 154,799.26 | \$ 152,000.00 | \$ 160,283.59 | \$ (8,283.59) | \$ 145,000.00 | \$ (7,000.00) | -5% | |
| 80.6111.7550 | Bad Debt | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| | Subtotal - Other Expenses | \$ 164,063.55 | \$ 159,524.23 | \$ 154,799.26 | \$ 152,000.00 | \$ 160,283.59 | \$ (8,283.59) | \$ 145,000.00 | \$ (7,000.00) | -5% | |
| 80.6111.8030 | Machinery & Equipment | \$ 3,375.50 | \$ - | \$ - | \$ 5,000.00 | \$ - | \$ 5,000.00 | \$ 5,000.00 | \$ - | 0% | |
| | Subtotal - Capital Outlay | \$ 3,375.50 | \$ - | \$ - | \$ 5,000.00 | \$ - | \$ 5,000.00 | \$ 5,000.00 | \$ - | 0% | |
| TOTAL - CAUSEWAY | | \$ 512,721.29 | \$ 519,283.97 | \$ 381,395.98 | \$ 450,420.00 | \$ 296,579.58 | \$ 153,840.42 | \$ 398,436.00 | \$ (51,984.00) | -12% | |

| CITY OF NOME PORT OF NOME FUND | | 6/30/2015 | 6/30/2016 | 6/30/2017 | 3/31/2018 | | | | | | |
|--|--------------------------------|-----------------------|-----------------------|-----------------------|--------------------------------|---------------------------|---|--------------------------------|--|---|-------------------------|
| Account Number | Account Title | 2014 - 2015 Actual | 2015 - 2016 Actual | 2016 - 2017 Actual | 2017 - 2018 Approved Budget | 2017 - 2018 YTD Actual | 2017 - 2018 Budget versus Actual \$ Variance | 2018 - 2019 Proposed Budget | 2019 Proposed/2018 Adopted \$ Variance | 2019 Proposed/2018 Adopted % Variance | Budget Notes for FY2019 |
| HARBOR FACILITY | | | | | | | | | | | |
| 80.6211.1101 | Salaries - Harbor | \$ 4,789.11 | \$ 3,261.14 | \$ 4,985.51 | \$ 11,359.00 | \$ 1,751.05 | \$ 9,607.95 | \$ 9,566.00 | \$ (1,793.00) | -16% | |
| 80.6211.1411 | Accrued Personal Lv - Harbor | \$ 1,388.47 | \$ 2,129.03 | \$ 2,785.22 | \$ 1,143.00 | \$ 593.14 | \$ 549.86 | \$ 989.00 | \$ (154.00) | -13% | |
| 80.6211.1421 | Health Insurance - Harbor | \$ 3,772.48 | \$ 2,847.93 | \$ 4,336.95 | \$ 2,938.00 | \$ 1,223.10 | \$ 1,714.90 | \$ 2,816.00 | \$ (122.00) | -4% | |
| 80.6211.1431 | Life Insurance - Harbor | \$ 22.64 | \$ 11.59 | \$ 21.34 | \$ 28.00 | \$ 14.99 | \$ 13.01 | \$ 23.00 | \$ (5.00) | -18% | |
| 80.6211.1441 | FICA/Medicare - Harbor | \$ 558.07 | \$ 868.02 | \$ 1,043.35 | \$ 1,079.00 | \$ 270.76 | \$ 808.24 | \$ 983.00 | \$ (96.00) | -9% | |
| 80.6211.1451 | ESC - Harbor | \$ 175.98 | \$ 269.82 | \$ 352.99 | \$ 300.00 | \$ 75.17 | \$ 224.83 | \$ 300.00 | \$ - | 0% | |
| 80.6211.1461 | PERS - Harbor | \$ 4,643.63 | \$ 2,728.10 | \$ 10,040.13 | \$ 2,774.00 | \$ 775.15 | \$ 1,998.85 | \$ 2,562.00 | \$ (212.00) | -8% | |
| 80.6211.1471 | Workers' Comp Ins - Harbor | \$ 535.87 | \$ 781.63 | \$ 3,797.34 | \$ 1,281.00 | \$ 262.12 | \$ 1,018.88 | \$ 1,166.00 | \$ (115.00) | -9% | |
| 80.6211.1481 | Amortized Inflows/Outflows | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | 0% | |
| Subtotal - Personnel Expenses | | \$ 15,886.25 | \$ 12,897.26 | \$ 27,362.83 | \$ 20,902.00 | \$ 4,965.48 | \$ 15,936.52 | \$ 18,405.00 | \$ (2,497.00) | -12% | |
| 80.6211.1530 | Property/Building Insurance | \$ 16,163.50 | \$ 16,308.50 | \$ 20,964.50 | \$ 21,600.00 | \$ 20,582.00 | \$ 1,018.00 | \$ 21,200.00 | \$ (400.00) | -2% | |
| 80.6211.1802 | Prof Svcs - Barge High Ramp | \$ 9,191.80 | \$ 3,829.92 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6211.1803 | Prof Svcs - Snake River | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6211.1807 | Prof Svcs - Seawall Repairs | \$ 7,101.75 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6211.1820 | Engineering/Architectural Svcs | \$ 3,236.97 | \$ 5,900.24 | \$ 58,861.50 | \$ 25,000.00 | \$ 36,694.75 | \$ (11,694.75) | \$ 15,000.00 | \$ (10,000.00) | -40% | |
| 80.6211.1870 | Other Professional/Contract Sv | \$ - | \$ - | \$ 602.03 | \$ 15,000.00 | \$ 4,164.21 | \$ 10,835.79 | \$ 10,000.00 | \$ (5,000.00) | -33% | Survey/dredging (\$10K) |
| 80.6211.2010 | Communications | \$ 656.50 | \$ 611.10 | \$ 283.56 | \$ 650.00 | \$ - | \$ 650.00 | \$ 500.00 | \$ (150.00) | -23% | |
| 80.6211.2040 | Uniform/Clothing | \$ - | \$ 120.09 | \$ 125.99 | \$ 50.00 | \$ - | \$ 50.00 | \$ 150.00 | \$ 100.00 | 200% | |
| 80.6211.2071 | Operating Supplies | \$ 7,175.77 | \$ 6,344.36 | \$ 2,623.47 | \$ 5,000.00 | \$ 4,329.65 | \$ 670.35 | \$ 5,000.00 | \$ - | 0% | |
| 80.6211.4010 | Gas & Oil Supplies | \$ - | \$ 110.61 | \$ 283.20 | \$ 1,000.00 | \$ 139.19 | \$ 860.81 | \$ 500.00 | \$ (500.00) | -50% | |
| 80.6211.4020 | Vehicle/Boat/Eq Parts & Supply | \$ 577.27 | \$ 276.54 | \$ 372.63 | \$ 500.00 | \$ 14.75 | \$ 485.25 | \$ 500.00 | \$ - | 0% | |
| 80.6211.4030 | Vehicle/Boat/Eq Maintenance | \$ - | \$ 256.15 | \$ 2,235.55 | \$ 1,500.00 | \$ - | \$ 1,500.00 | \$ 2,500.00 | \$ 1,000.00 | 67% | |
| 80.6211.4040 | Vehicle/Boat Regis & Permits | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6211.4050 | Small Tools & Equipment | \$ - | \$ 9,040.30 | \$ 680.94 | \$ 3,000.00 | \$ - | \$ 3,000.00 | \$ 2,000.00 | \$ (1,000.00) | -33% | |
| 80.6211.4080 | Road Maintenance Materials | \$ 2,372.50 | \$ 1,117.78 | \$ - | \$ 5,000.00 | \$ - | \$ 5,000.00 | \$ 5,000.00 | \$ - | 0% | |
| 80.6211.4090 | Docks & Foundations | \$ 10,762.03 | \$ 12,195.89 | \$ - | \$ 5,000.00 | \$ - | \$ 5,000.00 | \$ 5,000.00 | \$ - | 0% | |
| 80.6211.4100 | Fuel Lines Maintenance | \$ - | \$ 1,809.12 | \$ - | \$ - | \$ - | \$ - | \$ 1,000.00 | \$ 1,000.00 | #DIV/0! | |
| Subtotal - Operating Expenses | | \$ 57,238.09 | \$ 57,920.60 | \$ 87,033.37 | \$ 83,300.00 | \$ 65,924.55 | \$ 17,375.45 | \$ 68,350.00 | \$ (14,950.00) | -18% | |
| 80.6211.7005 | Building Maintenance Contracts | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6211.7010 | Bldg Maint Materials & Supply | \$ 3,137.09 | \$ 8,166.80 | \$ 8,652.55 | \$ 7,500.00 | \$ 1,799.64 | \$ 5,700.36 | \$ 1,500.00 | \$ (6,000.00) | -80% | |
| 80.6211.7011 | Janitorial Services & Supplies | \$ - | \$ - | \$ 11.63 | \$ - | \$ 104.13 | \$ (104.13) | \$ 500.00 | \$ 500.00 | #DIV/0! | |
| 80.6211.7021 | Utilities - Electric | \$ 3,204.81 | \$ - | \$ 4,110.08 | \$ 5,000.00 | \$ 3,781.18 | \$ 1,218.82 | \$ 5,100.00 | \$ 100.00 | 2% | |
| 80.6211.7022 | Utilities - Water Meter | \$ 2,735.36 | \$ 3,520.43 | \$ 3,290.09 | \$ 4,000.00 | \$ 2,787.77 | \$ 1,212.23 | \$ 3,850.00 | \$ (150.00) | -4% | |
| 80.6211.7023 | Utilities - Sewer | \$ 1,988.00 | \$ 3,045.76 | \$ 3,666.00 | \$ 5,000.00 | \$ 2,859.78 | \$ 2,140.22 | \$ 4,200.00 | \$ (800.00) | -16% | |
| 80.6211.7024 | Utilities - Garbage | \$ 11,356.38 | \$ 12,533.53 | \$ 14,755.75 | \$ 25,000.00 | \$ 13,982.51 | \$ 11,017.49 | \$ 21,500.00 | \$ (3,500.00) | -14% | |
| 80.6211.7025 | Utilities - Heat | \$ 2,541.98 | \$ 2,010.19 | \$ 2,565.46 | \$ 3,500.00 | \$ 2,019.77 | \$ 1,480.23 | \$ 3,000.00 | \$ (500.00) | -14% | |
| Subtotal - Building Maintenance Expenses | | \$ 24,963.62 | \$ 29,276.71 | \$ 37,051.56 | \$ 50,000.00 | \$ 27,334.78 | \$ 22,665.22 | \$ 39,650.00 | \$ (10,350.00) | -21% | |
| 80.6211.7560 | Payment in Lieu of Tax | \$ 20,277.60 | \$ 15,121.15 | \$ 15,121.15 | \$ 15,122.00 | \$ 14,136.50 | \$ 985.50 | \$ 14,137.00 | \$ (985.00) | -7% | |
| Subtotal - Other Expenses | | \$ 20,277.60 | \$ 15,121.15 | \$ 15,121.15 | \$ 15,122.00 | \$ 14,136.50 | \$ 985.50 | \$ 14,137.00 | \$ (985.00) | -7% | |
| 80.6211.8010 | Land/Buildings | \$ - | \$ - | \$ - | \$ 10,000.00 | \$ - | \$ 10,000.00 | \$ 5,000.00 | \$ (5,000.00) | -50% | |
| 80.6211.8030 | Machinery & Equipment | \$ 3,375.50 | \$ - | \$ - | \$ 10,000.00 | \$ - | \$ 10,000.00 | \$ 5,000.00 | \$ (5,000.00) | -50% | |
| Subtotal - Capital Outlay | | \$ 3,375.50 | \$ - | \$ - | \$ 20,000.00 | \$ - | \$ 20,000.00 | \$ 10,000.00 | \$ (10,000.00) | -50% | |
| TOTAL - HARBOR | | \$ 121,741.06 | \$ 115,215.72 | \$ 166,568.91 | \$ 189,324.00 | \$ 112,361.31 | \$ 76,962.69 | \$ 150,542.00 | \$ (38,782.00) | -20% | |

| CITY OF NOME PORT OF NOME FUND | | 6/30/2015 | 6/30/2016 | 6/30/2017 | 3/31/2018 | | | | | | |
|--------------------------------------|--------------------------------|-----------------------|-----------------------|-----------------------|--------------------------------|---------------------------|---|--------------------------------|--|---|-------------------------|
| Account Number | Account Title | 2014 - 2015 Actual | 2015 - 2016 Actual | 2016 - 2017 Actual | 2017 - 2018 Approved Budget | 2017 - 2018 YTD Actual | 2017 - 2018 Budget versus Actual \$ Variance | 2018 - 2019 Proposed Budget | 2019 Proposed/2018 Adopted \$ Variance | 2019 Proposed/2018 Adopted % Variance | Budget Notes for FY2019 |
| CAPE NOME | | | | | | | | | | | |
| 80.6311.1101 | Salaries - Cape Nome | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6311.1411 | Accrued Personal Lv -Cape Nome | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6311.1421 | Health Insurance - Cape Nome | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6311.1431 | Life Insurance - Cape Nome | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6311.1441 | FICA/Medicare - Cape Nome | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6311.1451 | ESC - Cape Nome | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6311.1461 | PERS - Cape Nome | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6311.1471 | Workers' Comp Ins - Cape Nome | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| Subtotal - Personnel Expenses | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6311.1820 | Engineering/Architectural Svcs | \$ 43,842.50 | \$ 11,679.25 | \$ 206.90 | \$ 10,000.00 | \$ - | \$ 10,000.00 | \$ 5,000.00 | \$ (5,000.00) | -50% | |
| 80.6311.1830 | Legal Services | \$ - | \$ 1,417.50 | \$ 837.50 | \$ 2,500.00 | \$ - | \$ 2,500.00 | \$ 1,500.00 | \$ (1,000.00) | -40% | |
| 80.6311.1870 | Other Professional/Contract Sv | \$ - | \$ - | \$ - | \$ 5,000.00 | \$ - | \$ 5,000.00 | \$ 2,500.00 | \$ (2,500.00) | -50% | |
| 80.6311.1940 | Advertising | | | \$ 344.00 | | | | \$ - | \$ - | 0% | |
| 80.6311.2010 | Communications | \$ - | \$ - | \$ - | | \$ - | \$ - | \$ - | \$ - | 0% | |
| Subtotal - Operating Expenses | | \$ 43,842.50 | \$ 13,096.75 | \$ 1,388.40 | \$ 17,500.00 | \$ - | \$ 17,500.00 | \$ 9,000.00 | \$ (8,500.00) | -49% | |
| 80.6311.7520 | Depreciation | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| Subtotal - Other Expenses | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| TOTAL - CAPE NOME | | \$ 43,842.50 | \$ 13,096.75 | \$ 1,388.40 | \$ 17,500.00 | \$ - | \$ 17,500.00 | \$ 9,000.00 | \$ (8,500.00) | -49% | |

| CITY OF NOME PORT OF NOME FUND | | 6/30/2015 | 6/30/2016 | 6/30/2017 | 3/31/2018 | | | | | | |
|-----------------------------------|---|-----------------------|-----------------------|-----------------------|--------------------------------|---------------------------|---|--------------------------------|--|---|-------------------------|
| Account Number | Account Title | 2014 - 2015 Actual | 2015 - 2016 Actual | 2016 - 2017 Actual | 2017 - 2018 Approved Budget | 2017 - 2018 YTD Actual | 2017 - 2018 Budget versus Actual \$ Variance | 2018 - 2019 Proposed Budget | 2019 Proposed/2018 Adopted \$ Variance | 2019 Proposed/2018 Adopted % Variance | Budget Notes for FY2019 |
| | INDUSTRIAL PARK | | | | | | | | | | |
| 80.6411.1101 | Salaries - Industrial Park | \$ 2,205.64 | \$ 8,698.92 | \$ 1,237.53 | \$ 14,996.00 | \$ - | \$ 14,996.00 | \$ 2,392.00 | \$ (12,604.00) | -84% | |
| 80.6411.1411 | Accrued Personal Leave - IP | \$ 494.86 | \$ 1,626.70 | \$ 231.42 | \$ 906.00 | \$ - | \$ 906.00 | \$ 247.00 | \$ (659.00) | -73% | |
| 80.6411.1421 | Health Insurance - IP | \$ 1,044.43 | \$ 3,006.33 | \$ 282.15 | \$ 2,938.00 | \$ - | \$ 2,938.00 | \$ 704.00 | \$ (2,234.00) | -76% | |
| 80.6411.1431 | Life Insurance - IP | \$ 4.53 | \$ 12.03 | \$ - | \$ 28.00 | \$ - | \$ 28.00 | \$ 6.00 | \$ (22.00) | -79% | |
| 80.6411.1441 | FICA/Medicare - IP | \$ 197.89 | \$ 697.98 | \$ 94.65 | \$ 1,079.00 | \$ - | \$ 1,079.00 | \$ 246.00 | \$ (833.00) | -77% | |
| 80.6411.1451 | ESC - Industrial Park | \$ 62.72 | \$ 206.16 | \$ 29.33 | \$ 500.00 | \$ - | \$ 500.00 | \$ 100.00 | \$ (400.00) | -80% | |
| 80.6411.1461 | PERS - IP | \$ 1,781.02 | \$ 2,499.29 | \$ 917.58 | \$ 2,774.00 | \$ - | \$ 2,774.00 | \$ 641.00 | \$ (2,133.00) | -77% | |
| 80.6411.1471 | Workers' Comp Ins - IP | \$ 200.59 | \$ 700.26 | \$ 109.15 | \$ 1,281.00 | \$ - | \$ 1,281.00 | \$ 292.00 | \$ (989.00) | -77% | |
| 80.6411.1481 | Amortized Inflows/Outflows | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| | Subtotal - Personnel Expenses | \$ 5,991.68 | \$ 17,447.67 | \$ 2,901.81 | \$ 24,502.00 | \$ - | \$ 24,502.00 | \$ 4,628.00 | \$ (19,874.00) | -81% | |
| 80.6411.1530 | Property/Building Insurance | \$ 597.00 | \$ 597.00 | \$ 610.00 | \$ 610.00 | \$ 610.00 | \$ - | \$ 630.00 | \$ 20.00 | 3% | |
| 80.6411.1820 | Engineering/Architectural Svcs | \$ 75,545.51 | \$ 9,151.08 | \$ - | \$ 20,000.00 | \$ 88.00 | \$ 19,912.00 | \$ 15,000.00 | \$ (5,000.00) | -25% | |
| 80.6411.1830 | Legal Services | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6411.1870 | Other Professional/Contract Sv | \$ - | \$ - | \$ 2,758.54 | \$ 10,000.00 | \$ 15,900.00 | \$ (5,900.00) | \$ 10,000.00 | \$ - | 0% | |
| 80.6411.1940 | Advertising | \$ - | \$ - | \$ - | \$ 500.00 | \$ - | \$ 500.00 | \$ 500.00 | \$ - | 0% | |
| 80.6411.2071 | Operating Supplies | \$ - | \$ - | \$ 447.70 | \$ 500.00 | \$ - | \$ 500.00 | \$ 500.00 | \$ - | 0% | |
| 80.6411.4050 | Small Tools & Equipment | \$ - | \$ 30,935.00 | \$ 200.00 | \$ 500.00 | \$ - | \$ 500.00 | \$ 500.00 | \$ - | 0% | |
| 80.6411.4080 | Road Maintenance Materials | \$ 17,367.97 | \$ 27,183.58 | \$ - | \$ 10,000.00 | \$ - | \$ 10,000.00 | \$ 5,000.00 | \$ (5,000.00) | -50% | |
| 80.6411.4100 | Fuel Lines Maintenance | \$ 108,539.19 | \$ 16,556.83 | \$ 17,931.20 | \$ 10,000.00 | \$ 2,977.00 | \$ 7,023.00 | \$ 10,000.00 | \$ - | 0% | |
| | Subtotal - Operating Expenses | \$ 202,049.67 | \$ 84,423.49 | \$ 21,947.44 | \$ 52,110.00 | \$ 19,575.00 | \$ 32,535.00 | \$ 42,130.00 | \$ (9,980.00) | -19% | |
| 80.6411.7005 | Building Maintenance Contracts | \$ - | \$ 1,595.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6411.7010 | Bldg Maint Materials & Supply | \$ 427.28 | \$ 465.89 | \$ - | \$ 5,000.00 | \$ - | \$ 5,000.00 | \$ - | \$ (5,000.00) | -100% | |
| 80.6411.7011 | Janitorial Services & Supplies | \$ - | \$ - | \$ 11.63 | \$ - | \$ 38.48 | \$ (38.48) | \$ 500.00 | \$ 500.00 | #DIV/0! | |
| 80.6411.7020 | Utilities | \$ - | \$ 1,750.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6411.7021 | Utilities - Electric | \$ 2,836.50 | \$ 3,545.87 | \$ 3,960.75 | \$ 4,500.00 | \$ 2,864.88 | \$ 1,635.12 | \$ 4,500.00 | \$ - | 0% | |
| 80.6411.7023 | Utilities - Sewer | \$ - | \$ 250.00 | \$ 1,000.00 | \$ 1,000.00 | \$ 1,000.00 | \$ - | \$ 1,500.00 | \$ 500.00 | 50% | |
| | Subtotal - Building Maintenance Expenses | \$ 3,263.78 | \$ 7,606.76 | \$ 4,972.38 | \$ 10,500.00 | \$ 3,903.36 | \$ 6,596.64 | \$ 6,500.00 | \$ (4,000.00) | -38% | |
| 80.6411.7520 | Depreciation | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6411.7560 | Payment in Lieu of Taxes | \$ 16,754.00 | \$ 18,825.40 | \$ 17,713.30 | \$ 17,713.00 | \$ 41,488.00 | \$ (23,775.00) | \$ 41,488.00 | \$ 23,775.00 | 134% | |
| | Subtotal - Other Expenses | \$ 16,754.00 | \$ 18,825.40 | \$ 17,713.30 | \$ 17,713.00 | \$ 41,488.00 | \$ (23,775.00) | \$ 41,488.00 | \$ 23,775.00 | 134% | |
| 80.6411.8030 | Machinery & Equipment | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| | Subtotal - Capital Outlay | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| TOTAL - INDUSTRIAL PARK | | \$ 228,059.13 | \$ 128,303.32 | \$ 47,534.93 | \$ 104,825.00 | \$ 64,966.36 | \$ 39,858.64 | \$ 94,746.00 | \$ (10,079.00) | -10% | |

| CITY OF NOME PORT OF NOME FUND | | 6/30/2015 | 6/30/2016 | 6/30/2017 | 3/31/2018 | | | | | | |
|-----------------------------------|---|-----------------------|-----------------------|-----------------------|--------------------------------|---------------------------|---|--------------------------------|--|---|---|
| Account Number | Account Title | 2014 - 2015 Actual | 2015 - 2016 Actual | 2016 - 2017 Actual | 2017 - 2018 Approved Budget | 2017 - 2018 YTD Actual | 2017 - 2018 Budget versus Actual \$ Variance | 2018 - 2019 Proposed Budget | 2019 Proposed/2018 Adopted \$ Variance | 2019 Proposed/2018 Adopted % Variance | Budget Notes for FY2019 |
| | PORT ADMIN OFFICE | | | | | | | | | | |
| 80.6711.1101 | Salaries - Port Admin | \$ 11,949.57 | \$ 2.00 | \$ 63,110.33 | \$ 96,566.00 | \$ 59,267.25 | \$ 37,298.75 | \$ 96,566.00 | \$ - | 0% | 1 Port Director FT 12 months |
| 80.6711.1102 | Salaries - Port Staff | \$ 250,726.84 | \$ 242,823.79 | \$ 193,010.66 | \$ 230,575.00 | \$ 102,923.45 | \$ 127,651.55 | \$ 246,720.00 | \$ 16,145.00 | 7% | 1 Harbormaster FT 9 months; 1 Harbormaster Assistant; 1 Office Manager temp seasonal; 30% of Finance shared staff costs |
| 80.6711.1201 | Salaries - Overtime | \$ 5,135.92 | \$ 6,224.27 | \$ 16,446.26 | \$ 9,500.00 | \$ 3,959.15 | \$ 5,540.85 | \$ 9,500.00 | \$ - | 0% | |
| 80.6711.1301 | Stipends - Port Commission | \$ 560.00 | \$ 3,320.00 | \$ 3,120.00 | \$ 3,360.00 | \$ 2,480.00 | \$ 880.00 | \$ 2,480.00 | \$ (880.00) | -26% | |
| 80.6711.1411 | Accrued Personal Lv - Port Adm | \$ 6,614.75 | \$ 1,998.04 | \$ 2,491.80 | \$ 5,404.00 | \$ 16,880.35 | \$ (11,476.35) | \$ 14,232.00 | \$ 8,828.00 | 163% | |
| 80.6711.1421 | Health Insurance - Port Adm | \$ 39,661.74 | \$ 31,652.85 | \$ 36,922.10 | \$ 58,705.00 | \$ 33,386.65 | \$ 25,318.35 | \$ 44,932.00 | \$ (13,773.00) | -23% | |
| 80.6711.1431 | Life Insurance - Port Adm | \$ 384.30 | \$ 265.24 | \$ 384.68 | \$ 639.00 | \$ 311.42 | \$ 327.58 | \$ 527.00 | \$ (112.00) | -18% | |
| 80.6711.1441 | FICA/Medicare - Port Adm | \$ 20,048.81 | \$ 20,549.18 | \$ 22,706.57 | \$ 29,927.00 | \$ 14,005.11 | \$ 15,921.89 | \$ 26,989.00 | \$ (2,938.00) | -10% | |
| 80.6711.1451 | ESC - Port Admin | \$ 290.56 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6711.1461 | PERS - Port Adm | \$ 169,217.56 | \$ 67,202.50 | \$ 178,969.51 | \$ 74,082.00 | \$ 32,272.70 | \$ 41,809.30 | \$ 65,712.00 | \$ (8,370.00) | -11% | |
| 80.6711.1471 | Workers' Comp Ins - Port Adm | \$ 9,221.53 | \$ 12,888.81 | \$ 5,210.19 | \$ 10,798.00 | \$ 9,938.64 | \$ 859.36 | \$ 11,264.00 | \$ 466.00 | 4% | |
| 80.6711.1481 | Amortized Inflows/Outflows | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| | Subtotal - Personnel Expenses | \$ 513,811.58 | \$ 386,926.68 | \$ 522,372.10 | \$ 519,556.00 | \$ 275,424.72 | \$ 244,131.28 | \$ 518,922.00 | \$ (634.00) | 0% | |
| 80.6711.1520 | Vehicle/Boat Insurance | \$ - | \$ 2,996.00 | \$ 3,807.00 | \$ 3,807.00 | \$ 2,996.00 | \$ 811.00 | \$ 3,086.00 | \$ (721.00) | -19% | |
| 80.6711.1530 | Property/Building Insurance | \$ - | \$ - | \$ 181.00 | \$ 181.00 | \$ 181.00 | \$ - | \$ 156.00 | \$ (25.00) | -14% | |
| 80.6711.1810 | Audit/Accounting | \$ 17,996.45 | \$ 16,808.40 | \$ 17,635.85 | \$ 17,500.00 | \$ 15,766.05 | \$ 1,733.95 | \$ 15,800.00 | \$ (1,700.00) | -10% | Share of auditing costs with Finance |
| 80.6711.1820 | Engineering/Architectural Svcs | \$ - | \$ 1,328.41 | \$ 92.50 | \$ 30,000.00 | \$ 1,407.50 | \$ 28,592.50 | \$ 15,000.00 | \$ (15,000.00) | -50% | |
| 80.6711.1830 | Legal Services | \$ 38,262.90 | \$ 1,964.00 | \$ 4,034.00 | \$ 2,000.00 | \$ 4,415.00 | \$ (2,415.00) | \$ 2,000.00 | \$ - | 0% | |
| 80.6711.1850 | Lobbying | \$ - | \$ 100,610.00 | \$ 111,219.34 | \$ 96,250.00 | \$ 95,250.00 | \$ 1,000.00 | \$ 123,000.00 | \$ 26,750.00 | 28% | LCA (75% cost share with Legislative) & Nossaman |
| 80.6711.1870 | Other Professional/Contract Sv | \$ 39,281.75 | \$ 38,402.08 | \$ 19,489.39 | \$ 35,000.00 | \$ 9,018.64 | \$ 25,981.36 | \$ 15,000.00 | \$ (20,000.00) | -57% | |
| 80.6711.1940 | Advertising | \$ 3,993.80 | \$ 8,669.45 | \$ 2,336.50 | \$ 7,042.00 | \$ 3,445.05 | \$ 3,596.95 | \$ 3,000.00 | \$ (4,042.00) | -57% | |
| 80.6711.1950 | Buildings/Land Rental | | \$ 7.88 | \$ - | \$ - | \$ 4,155.49 | \$ (4,155.49) | \$ 7,200.00 | \$ 7,200.00 | #DIV/0! | City apartment rental at VFW |
| 80.6711.2010 | Communications | \$ 4,811.60 | \$ 4,982.60 | \$ 4,613.39 | \$ 4,100.00 | \$ 2,360.21 | \$ 1,739.79 | \$ 4,100.00 | \$ - | 0% | |
| 80.6711.2012 | Computer Network/Hardware/Soft | \$ 13,482.79 | \$ 1,456.46 | \$ 3,837.18 | \$ 2,000.00 | \$ 487.53 | \$ 1,512.47 | \$ 4,000.00 | \$ 2,000.00 | 100% | 2 PC workstations replacements |
| 80.6711.2020 | Dues & Memberships | \$ 284.00 | \$ 185.00 | \$ 185.00 | \$ 250.00 | \$ 138.76 | \$ 111.24 | \$ 250.00 | \$ - | 0% | |
| 80.6711.2030 | Travel,Training & Related Cost | \$ 18,351.04 | \$ 20,582.45 | \$ 21,844.13 | \$ 20,000.00 | \$ 10,061.12 | \$ 9,938.88 | \$ 15,000.00 | \$ (5,000.00) | -25% | |
| 80.6711.2070 | Office Supplies | \$ - | \$ 977.37 | \$ 2,170.16 | \$ 3,000.00 | \$ 859.85 | \$ 2,140.15 | \$ 2,000.00 | \$ (1,000.00) | -33% | |
| 80.6711.2071 | Operating Supplies | \$ 6,737.50 | \$ 3,414.11 | \$ 5,686.82 | \$ 2,000.00 | \$ 3,179.32 | \$ (1,179.32) | \$ 2,000.00 | \$ - | 0% | |
| 80.6711.2073 | Resale Supplies | \$ 5,267.39 | \$ 2,233.64 | \$ 4,786.65 | \$ 3,000.00 | \$ 5,439.66 | \$ (2,439.66) | \$ 5,000.00 | \$ 2,000.00 | 67% | |
| 80.6711.3010 | Sponsorship/Donation/Contrib | \$ - | \$ - | \$ 2,650.00 | \$ 3,000.00 | \$ 185.00 | \$ 2,815.00 | \$ 1,000.00 | \$ (2,000.00) | -67% | |
| 80.6711.4010 | Gas & Oil Supplies | \$ - | \$ 6,864.12 | \$ 5,392.40 | \$ 5,000.00 | \$ 2,929.77 | \$ 2,070.23 | \$ 3,500.00 | \$ (1,500.00) | -30% | |
| 80.6711.4020 | Vehicle/Boat/Eq Parts & Supply | \$ 15,596.16 | \$ 3,521.55 | \$ 232.83 | \$ 1,500.00 | \$ 926.47 | \$ 573.53 | \$ - | \$ (1,500.00) | -100% | |
| 80.6711.4030 | Vehicle/Boat/Eq Maintenance | \$ - | \$ - | \$ - | \$ 3,000.00 | \$ - | \$ 3,000.00 | \$ - | \$ (3,000.00) | -100% | |
| 80.6711.4040 | Vehicle/Boat Regis & Permits | \$ - | \$ 40.00 | \$ 10.00 | \$ 40.00 | \$ 10.00 | \$ 30.00 | \$ 50.00 | \$ 10.00 | 25% | |
| | Subtotal - Operating Expenses | \$ 164,065.38 | \$ 215,035.64 | \$ 210,212.02 | \$ 238,670.00 | \$ 163,212.42 | \$ 75,457.58 | \$ 221,142.00 | \$ (17,528.00) | -7% | |
| 80.6711.7010 | Bldg Maint Materials & Supply | \$ - | \$ 2,900.50 | \$ 6,502.03 | \$ 1,500.00 | \$ 2,093.43 | \$ (593.43) | \$ 6,500.00 | \$ 5,000.00 | 333% | Lumber & materials for harbor office handicap ramp |
| 80.6711.7011 | Janitorial Services & Supplies | \$ - | \$ - | \$ 166.51 | \$ 250.00 | \$ 137.25 | \$ 112.75 | \$ 250.00 | \$ - | 0% | |
| 80.6711.7021 | Utilities - Electric | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6711.7022 | Utilities - Water | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6711.7023 | Utilities - Sewer | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6711.7024 | Utilities - Garbage | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6711.7025 | Utilities - Heat | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| | Subtotal - Building Maintenance Expenses | \$ - | \$ 2,900.50 | \$ 6,668.54 | \$ 1,750.00 | \$ 2,230.68 | \$ (480.68) | \$ 6,750.00 | \$ 5,000.00 | 286% | |
| 80.6711.7510 | Interest Payment | \$ - | \$ 1.66 | \$ 2,998.97 | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6711.7520 | Depreciation | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0% | |
| 80.6711.7540 | Banking/Credit Card Fees | \$ 90.62 | \$ 83.31 | \$ 248.95 | \$ 500.00 | \$ 5.00 | \$ 495.00 | \$ 50.00 | \$ (450.00) | -90% | |
| 80.6711.7550 | Bad Debt | \$ 88,972.96 | \$ 3,076.62 | \$ (28,012.77) | \$ 3,000.00 | \$ 52.44 | \$ 2,947.56 | \$ 3,000.00 | \$ - | 0% | |
| | Subtotal - Other Expenses | \$ 89,063.58 | \$ 3,161.59 | \$ (24,764.85) | \$ 3,500.00 | \$ 57.44 | \$ 3,442.56 | \$ 3,050.00 | \$ (450.00) | -13% | |

| CITY OF NOME PORT OF NOME FUND | | 6/30/2015 | 6/30/2016 | 6/30/2017 | 3/31/2018 | | | | | | |
|-----------------------------------|--|-----------------------|-----------------------|-----------------------|--------------------------------|---------------------------|---|--------------------------------|--|---|--|
| Account Number | Account Title | 2014 - 2015 Actual | 2015 - 2016 Actual | 2016 - 2017 Actual | 2017 - 2018 Approved Budget | 2017 - 2018 YTD Actual | 2017 - 2018 Budget versus Actual \$ Variance | 2018 - 2019 Proposed Budget | 2019 Proposed/2018 Adopted \$ Variance | 2019 Proposed/2018 Adopted % Variance | Budget Notes for FY2019 |
| 80.6711.8030 | Machinery & Equipment | \$ - | \$ - | \$ - | \$ 5,000.00 | \$ - | \$ 5,000.00 | \$ - | \$ (5,000.00) | -100% | |
| | Subtotal - Capital Outlay | \$ - | \$ - | \$ - | \$ 5,000.00 | \$ - | \$ 5,000.00 | \$ - | \$ (5,000.00) | -100% | |
| | TOTAL - PORT ADMINISTRATION OFFICE | \$ 766,940.54 | \$ 608,024.41 | \$ 714,487.81 | \$ 768,476.00 | \$ 440,925.26 | \$ 327,550.74 | \$ 749,864.00 | \$ (18,612.00) | -2% | |
| 80.6888.8820 | Transfers Out - Other Funds | \$ - | \$ - | \$ - | \$ 65,000.00 | \$ - | \$ 65,000.00 | \$ 555,000.00 | \$ 490,000.00 | 754% | Replace bridge fuel lines hangar/roller (\$50K); engineering for Barge Ramp repair project (\$40K); NJUS Barge Ramp/Yard Lighting (\$25K); materials and contractor costs for barge ramp repair project (\$210K); Additional dock ladders for South wall (\$50K); Garco Building rehabilitation (\$180K) |
| | Subtotal - Transfers - Interfunds | \$ - | \$ - | \$ - | \$ 65,000.00 | \$ - | \$ 65,000.00 | \$ 555,000.00 | \$ 490,000.00 | 754% | |
| | TOTAL - PORT OF NOME OPERATING EXPENDITURE | \$ 1,673,304.52 | \$ 1,383,924.17 | \$ 1,311,376.03 | \$ 1,595,545.00 | \$ 914,832.51 | \$ 680,712.49 | \$ 1,957,588.00 | \$ 362,043.00 | 23% | |
| | TOTAL - PORT OF NOME OPERATING REVENUE | \$ 1,630,902.64 | \$ 1,509,041.96 | \$ 1,930,039.35 | \$ 1,595,545.00 | \$ 1,521,955.07 | \$ 73,589.93 | \$ 1,620,205.00 | \$ 24,660.00 | 2% | |
| | NET SURPLUS/(DEFICIT) BEFORE DEPRECIATION | \$ (42,401.88) | \$ 125,117.79 | \$ 618,663.32 | \$ - | \$ 607,122.56 | \$ (607,122.56) | \$ (337,383.00) | \$ (337,383.00) | | |

| CITY OF NOME PORT OF NOME CAPITAL PROJECTS FUND | | 6/30/2015 | 6/30/2016 | 6/30/2017 | 3/31/2018 | | | | | | |
|---|--------------------------------|-----------------------|-----------------------|-----------------------|--------------------------------|---------------------------|---|--------------------------------|--|---|--|
| Account Number | Account Title | 2014 - 2015 Actual | 2015 - 2016 Actual | 2016 - 2017 Actual | 2017 - 2018 Approved Budget | 2017 - 2018 YTD Actual | 2017 - 2018 Budget versus Actual \$ Variance | 2018 - 2019 Proposed Budget | 2019 Proposed/2018 Adopted \$ Variance | 2019 Proposed/2018 Adopted % Variance | Budget Notes |
| REVENUE | | | | | | | | | | | |
| GRANTS | | | | | | | | | | | |
| Causeway | | | | | | | | | | | |
| 85.3811.0002 | 15-DC-112 Port Improvements | \$ 1,913,714.00 | \$ 1,086,286.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| 85.3811.0003 | 13-GO-012 Port Design, Constr | \$ 944,691.39 | \$ 3,646,498.21 | \$ 874,740.83 | \$ 890,000.00 | \$ 613,116.69 | \$ 276,883.31 | \$ - | \$ (890,000.00) | -100% | |
| 85.3811.0006 | NSEDC Middle Dock | \$ 301,403.93 | \$ 198,596.07 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| 85.3811.0007 | EDA Causeway Middle Dock | \$ 250,603.13 | \$ 476,617.03 | \$ 200,201.33 | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| 85.3811.0020 | 17-DC-005 Arctic DDP Design | \$ - | \$ - | \$ 22,600.00 | \$ 1,550,000.00 | \$ 38,900.00 | \$ 1,511,100.00 | \$ 1,330,000.00 | \$ (220,000.00) | -14% | Estimated carryover from FY2018 |
| TOTAL - CAUSEWAY - GRANTS | | | | | \$ 2,440,000.00 | \$ 652,016.69 | \$ 1,787,983.31 | \$ 1,330,000.00 | \$ (1,110,000.00) | -45% | |
| Harbor | | | | | | | | | | | |
| 85.3811.0008 | DOT 13-HG-010 Repairs, Upgrade | \$ 677,297.42 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| 85.3811.0009 | FEMA Port Security Grant | \$ - | \$ - | \$ 15,757.67 | \$ 201,869.00 | \$ 186,061.44 | \$ 15,807.56 | \$ - | \$ (201,869.00) | -100% | |
| TOTAL - HARBOR - GRANTS | | | | | \$ 201,869.00 | \$ 186,061.44 | \$ 15,807.56 | \$ - | \$ (201,869.00) | -100% | |
| Cape Nome | | | | | | | | | | | |
| 85.3811.0010 | DR-4050-AK PW17 Cape Nome | \$ - | \$ 39,745.86 | \$ 1,306,522.22 | \$ 3,890,000.00 | \$ - | \$ 3,890,000.00 | \$ 2,600,000.00 | \$ (1,290,000.00) | -33% | Estimated carryover from FY2018 |
| TOTAL - CAPE NOME - GRANTS | | | | | \$ 3,890,000.00 | \$ - | \$ 3,890,000.00 | \$ 2,600,000.00 | \$ (1,290,000.00) | -33% | |
| Industrial Park | | | | | | | | | | | |
| 85.3811.0005 | 14-DC-108 - Port Improvements | \$ - | \$ - | \$ - | \$ 500,000.00 | \$ 369,569.86 | \$ 130,430.14 | \$ - | \$ (500,000.00) | -100% | |
| TOTAL - INDUSTRIAL PARK - GRANTS | | | | | \$ 500,000.00 | \$ 369,569.86 | \$ 130,430.14 | \$ - | \$ (500,000.00) | -100% | |
| TOTAL GRANTS REVENUE | | | | | \$ 7,031,869.00 | \$ 1,207,647.99 | \$ 5,824,221.01 | \$ 3,930,000.00 | \$ (3,101,869.00) | -44% | |
| 85.3888.8820 | Transfers In - Other Funds | \$ 530,094.47 | \$ - | \$ - | \$ 65,000.00 | \$ - | \$ 65,000.00 | \$ 555,000.00 | \$ 490,000.00 | 754% | Replace bridge fuel lines hangar/roller (\$50K); engineering for Barge Ramp repair project (\$40K); NJUS Barge Ramp/Yard Lighting (\$25K); materials and contractor costs for barge ramp repair project (\$210K); Additional dock ladders for South wall (\$50K); Garco Building rehabilitation (\$180K) |
| TOTAL - PORT OF NOME CAPITAL PROJECTS FUND REVENUE | | | | | \$ 7,096,869.00 | \$ 1,207,647.99 | \$ 5,889,221.01 | \$ 4,485,000.00 | \$ (2,611,869.00) | -37% | |

| CITY OF NOME PORT OF NOME CAPITAL PROJECTS FUND | | 6/30/2015 | 6/30/2016 | 6/30/2017 | 3/31/2018 | | | | | | |
|---|----------------------------------|-----------------------|-----------------------|-----------------------|--------------------------------|---------------------------|---|--------------------------------|--|---|---|
| Account Number | Account Title | 2014 - 2015 Actual | 2015 - 2016 Actual | 2016 - 2017 Actual | 2017 - 2018 Approved Budget | 2017 - 2018 YTD Actual | 2017 - 2018 Budget versus Actual \$ Variance | 2018 - 2019 Proposed Budget | 2019 Proposed/2018 Adopted \$ Variance | 2019 Proposed/2018 Adopted % Variance | Budget Notes |
| EXPENDITURE | | | | | | | | | | | |
| Causeway | | | | | | | | | | | |
| 85.6811.2000 | 15-DC-112 Port Improvements | \$ 1,913,714.00 | \$ 1,086,286.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| 85.6811.3000 | 13-GO-012 Causeway Deep Water | \$ 119,080.13 | \$ 53,373.65 | \$ 8,238.00 | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| 85.6811.3100 | 13-GO-012 Causeway Middle Dock | \$ 51,545.52 | \$ 2,880,744.93 | \$ 579,991.17 | \$ 270,000.00 | \$ 456.75 | \$ 269,543.25 | \$ - | \$ (270,000.00) | -100% | |
| 85.6811.6000 | NSEDC Middle Dock | \$ 301,403.93 | \$ 198,596.07 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| 85.6811.7000 | EDA Causeway Middle Dock | \$ 250,603.13 | \$ 476,617.03 | \$ 200,201.33 | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| 85.6811.2200 | 17-DC-005 Arctic DDP Design | \$ - | \$ - | \$ 22,600.00 | \$ 1,550,000.00 | \$ 199,064.50 | \$ 1,350,935.50 | \$ 1,330,000.00 | \$ (220,000.00) | -14% | Estimated carryover from FY2018 |
| New | Bridge Fuel Line Replacements | | | | | | | \$ 50,000.00 | \$ 50,000.00 | #DIV/0! | |
| TOTAL - CAUSEWAY | | | | | \$ 1,820,000.00 | \$ 199,521.25 | \$ 1,620,478.75 | \$ 1,380,000.00 | \$ (440,000.00) | -24% | |
| Harbor | | | | | | | | | | | |
| 85.6811.3200 | 13-GO-012 Harbor Repairs, Upgr | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| 85.6811.3300 | 13-GO-012 Harbor High Ramp | \$ 772,259.74 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| 85.6811.3400 | 13-GO-012 Seawall | \$ 1,806.00 | \$ 712,379.63 | \$ 15,300.17 | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| 85.6811.8000 | DOT 13-HG-010 Repairs, Upgrade | \$ 1,207,391.89 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| 85.6811.9000 | FEMA Port Security Grant | \$ - | \$ - | \$ 13,280.00 | \$ 201,869.00 | \$ 257,939.11 | \$ (56,070.11) | \$ - | \$ (201,869.00) | -100% | |
| New | Concrete Barge Ramp Repair | | | | | | | \$ 250,000.00 | \$ 250,000.00 | #DIV/0! | |
| New | Barge Ramp Lighting Improvements | | | | | | | \$ 25,000.00 | \$ 25,000.00 | #DIV/0! | |
| New | Dock Ladders - South Wall | | | | | | | \$ 50,000.00 | \$ 50,000.00 | #DIV/0! | |
| TOTAL - HARBOR | | | | | \$ 201,869.00 | \$ 257,939.11 | \$ (56,070.11) | \$ 325,000.00 | \$ 123,131.00 | 61% | |
| Cape Nome | | | | | | | | | | | |
| 85.6811.1100 | DR-4050-AK PW17 Cape Nome | \$ - | \$ 39,745.86 | \$ 1,305,227.66 | \$ 3,890,000.00 | \$ 602,007.85 | \$ 3,287,992.15 | \$ 2,600,000.00 | \$ (1,290,000.00) | -33% | Estimated carryover from FY2018 (Grant award = \$4,550,300) |
| TOTAL - CAPE NOME | | | | | \$ 3,890,000.00 | \$ 602,007.85 | \$ 3,287,992.15 | \$ 2,600,000.00 | \$ (1,290,000.00) | -33% | |
| Industrial Park | | | | | | | | | | | |
| 85.6811.3500 | 13-GO-012 Thornbush TractA Dev | \$ - | \$ - | \$ 263,182.42 | \$ 620,000.00 | \$ 611,310.29 | \$ 8,689.71 | \$ - | \$ (620,000.00) | -100% | |
| 85.6811.5000 | 14-DC-108 Port Improvements | \$ - | \$ - | \$ - | \$ 500,000.00 | \$ 375,633.66 | \$ 124,366.34 | \$ - | \$ (500,000.00) | -100% | |
| New | Garco Building Rehabilitation | | | | | | | \$ 180,000.00 | \$ 180,000.00 | #DIV/0! | |
| TOTAL - INDUSTRIAL PARK | | | | | \$ 1,120,000.00 | \$ 986,943.95 | \$ 133,056.05 | \$ 180,000.00 | \$ (940,000.00) | -84% | |
| Port Administration | | | | | | | | | | | |
| 85.6811.1421 | Health Insurance - Port Grants | \$ - | \$ - | \$ 2,463.05 | \$ - | \$ 1,151.58 | \$ (1,151.58) | \$ - | \$ - | | |
| 85.6811.1431 | Life Insurance - Port Grants | \$ - | \$ - | \$ 43.50 | \$ - | \$ 20.65 | \$ (20.65) | \$ - | \$ - | | |
| 85.6811.1441 | FICA/Medicare - Port Grants | \$ - | \$ - | \$ 2,398.13 | \$ - | \$ 915.17 | \$ (915.17) | \$ - | \$ - | | |
| 85.6811.1461 | PERS - Port Grants | \$ - | \$ - | \$ 6,896.62 | \$ - | \$ 2,631.95 | \$ (2,631.95) | \$ - | \$ - | | |
| 85.6811.8001 | Grant Match Port Contribution | \$ - | \$ - | \$ - | \$ 65,000.00 | \$ 22,411.50 | \$ 42,588.50 | \$ - | \$ (65,000.00) | -100% | |
| TOTAL - PORT ADMIN | | | | | \$ 65,000.00 | \$ 27,130.85 | \$ 37,869.15 | \$ - | \$ (65,000.00) | -100% | |
| TOTAL - EXPENDITURE | | | | | \$ 7,096,869.00 | \$ 2,073,543.01 | \$ 5,023,325.99 | \$ 4,485,000.00 | \$ (2,611,869.00) | -37% | |
| TOTAL - PORT OF NOME CAPITAL PROJECTS FUND EXPENDITURE | | | | | \$ 7,096,869.00 | \$ 2,073,543.01 | \$ 5,023,325.99 | \$ 4,485,000.00 | \$ (2,611,869.00) | -37% | |

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
United States Coast Guard
Sector Anchorage

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16711
December 13, 2017

MARINE SAFETY INFORMATION BULLETIN 04-17

Commercial Vessel Safety Requirements for Gold Dredge Operations in Nome, Alaska for the 2018 Season

PURPOSE: This informational bulletin addresses the gold dredge vessel fleet in Nome, Alaska. The Coast Guard promotes the safety of vessel operators and protection of the marine environment by enforcing regulations applicable to these vessels.

PUBLICATIONS AFFECTED: Sector Anchorage MSIB 01-17 regarding dredge operations in Western Alaska is canceled.

DISCUSSION: The specific commercial standards that apply to each vessel depend on the vessel's length, tonnage, age, area of operation, and means of propulsion.

- a. After a careful legal review and risk assessment analysis, Sector Anchorage has determined that there is an increased need to ensure adherence to the applicable federal regulations for the Nome gold dredge vessel fleet. Some gold dredge vessels will be required to hold a load line certificate and/or a Certificate of Inspection (COI) to operate in 2018.
- b. Vessels which are not required to have a load line certificate or COI may still participate in the voluntary examination program and receive a decal annually.
- c. If you own a dredge that is over 79 feet, more than 300 gross tons, or any size dredge without propulsion, you may have additional regulations that apply and should submit an application for inspection (form CG-3752) to Sector Anchorage at the earliest opportunity.
- d. If you are considering building or buying a large dredge, please contact us *before* doing so. Sector Anchorage will assist dredge owners in determining the regulations that apply to their specific vessel.
- e. If your dredge requires the use of a towing vessel to safely maneuver, please take note that towing vessels of 26 feet or more will be required to hold a COI starting in 2018, and are also required to be operated by a credentialed master mariner.

- f. Starting in the 2018 season, Sector Anchorage's enforcement posture will deviate from previous seasons which allowed dredges leeway and time to come into compliance. The Coast Guard may take enforcement action against any vessel found not to be in compliance with federal regulations. While any vessel has the potential to be boarded by Coast Guard law enforcement personnel, vessels that are inspected or have received a voluntary safety decal from the Coast Guard are less likely to be boarded to verify compliance.
- g. All current and prospective gold dredge owners are encouraged to contact Mr. Jeff Ahlgren at (907) 428-4183 or Jeffrey.L.Ahlgren@uscg.mil at their earliest convenience to ensure they are in compliance with regulatory requirements prior to the start of the season. Our website (<http://www.pacificarea.uscg.mil/Our-Organization/District-17/17th-District-Units/Sector>) has additional gold dredge information. Inspection dates for 2018 will be posted to this website once they are determined.

S. C. MACKENZIE
Captain, U.S. Coast Guard
Officer in Charge, Marine Inspection
Western Alaska



(<http://www.uscg.mil/>) ([HTTP://WWW.DCO.USCG.MIL/](http://www.dco.uscg.mil/))

UNITED STATES COAST GUARD



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USCG Load Line Regulations and Policies

(46 CFR parts 42--47) (46 USC chapter 51)

Overview

The principal Coast Guard office responsible for load line regulations and technical policy is the Naval Architecture Division (CG-ENG-2).

In general, most commercial U.S. vessels must have a valid load line certificate when venturing outside the U.S. Boundary Line (<https://www.uscg.mil/hq/cg5/cg5212/boundaryline.asp>), whether on a domestic or international voyage. Domestic voyages are coastwise, offshore, or high seas voyages that return directly to a U.S. port (including "voyages to nowhere").

There are a few limited categories of vessels excluded from load line requirements. For example, small passenger vessels (i.e., less than 100 gross tons) that only operate on domestic voyages are excluded. Refer to 46 USC 5102 for vessel applicability specifics. [What vessels are required to have a load line?](#)
 (/Portals/9/DCO%20Documents/5p/5ps/Design%20and%20Engineering%20Standards/Naval%20Architecture%20Division/LL-US%20Vessels%20Reqd%20to%20have%20Load%20Lines.pdf?ver=2017-06-20-135802-243)

IMPORTANT NOTE CONCERNING U.S. FISHING VESSELS: Prior to July 1st, 2013, all U.S. fishing vessels were statutorily excluded from domestic load line regulations, regardless of size or length (although some fishing vessels that also process their catch beyond certain stages are required to obtain load lines).

However, in 2012, Congress revoked that exclusion for new fishing vessels built on/after July 1st, 2013.

Consequently, U.S. fishing vessels built on/after 1 July 2013, that are 79 feet or longer, and that operate outside the Boundary Line, are required to have a load line.

Load line assignment includes pre-construction review and approval of plans by the assigning authority. Therefore, after 1 July 2013, fishing vessel designers/builders who intend to re-use construction plans for previously-built fishing vessels are cautioned that the plans might not comply with all load line requirements. If the owner intends to operate the new vessel outside the Boundary Line, then designers/builders are advised to submit the plans to the assigning authority in a timely fashion.

Existing fishing vessels (i.e., built before 1 July 2013) remain exempted from load lines for the time being. However,

beginning on 1 January 2020, fishing vessels 25 years and older (or that undergo a major conversion prior to that date) will have to meet the requirements of an alternate load line compliance program to ensure their continued seaworthiness. The safety requirements for this alternate program will be developed in cooperation with the commercial fishing industry and established by future regulation. ("Built" for these purposes means the date on which the vessel's keel is laid, or the assembled weight of the vessel is at least 50 metric tons (49.1 long tons) or one percent of the estimated mass of all structural material, whichever is less.)

How is load line length measured? (<https://www.uscg.mil/hq/cg5/cg5212/lllength.asp>)

Where is the Boundary Line? (<https://www.uscg.mil/hq/cg5/cg5212/boundaryline.asp>)

What other changes were made regarding commercial fishing vessels?

(<https://www.fishsafe.info/Update%20on%20CFVS%20Requirements%20-%201Mar2013.pdf>) In addition to load lines, several other statutory requirements were added or revised. The Coast Guard has posted an update and summary of these changes; of particular interest might be construction standards and survey and classification requirements for certain vessels built on or after January 1, 2010 and July 1, 2013.

Purpose of Load Line Assignment

The purpose of load line assignment is to ensure the seaworthiness of the intact (undamaged) vessel. This is accomplished by:

- Ensuring a robust hull that can withstand severe sea conditions (i.e., structural design, construction, and maintenance)
- Ensuring weathertight & watertight integrity (i.e., coamings; exposed doors, hatches, hull valves, etc, are in good working condition)
- Ensuring that the vessel has reserve buoyancy and is not overloaded (by limiting the maximum loaded draft)
- Ensuring that the vessel has adequate stability for all loading & operating conditions (by approved stability documentation & instructions)
- Ensuring rapid drainage of water on deck (boarding seas) (by adequate arrangement of freeing ports in bulwarks)
- Ensuring safety of crew while working on deck (by increased freeboard to reduce boarding seas, guardrails)
- Ensuring that modifications to vessel do not compromise seaworthiness (modifications must be approved by LL assigning authority)
- Periodic inspections (afloat and dry docked) to verify that the above are properly maintained (by LL assigning authority)

Obtaining a Load Line

International load line certificates are issued to vessels that meet the requirements of the IMO International Convention on Load Lines (ICLL); ICLL certificates are required on U.S. vessels that go on voyages to foreign ports or waters.

Domestic load line certificates are issued to vessels that meet the requirements of U.S. load line regulations (which are found in 46 CFR Subchapter E). With minor exceptions, the U.S. requirements for an unrestricted domestic load line (suitable for high seas voyages) are the same as the requirements for an international ICLL load line. For this reason, an ICLL certificate is acceptable in lieu of a domestic certificate.

Load line certificates (domestic or ICLL) are issued on behalf of the United States by the American Bureau of Shipping or one of several other USCG-approved classification societies. The choice of assigning authority is made by the vessel owner/operator. The Coast Guard itself does not issue load lines other than a "single voyage exemption certificate."

In order to be issued a load line (whether domestic or international ICLL), the vessel must be constructed to meet the load line requirements. This entails pre-construction review and approval of the vessel's design by the assigning authority. Surveyors then periodically visit the shipyard to verify that it is being constructed according to the approved design.

Upon completion of construction, the vessel is inclined so that its stability documents can be approved and issued. The freeboard assignment is calculated, and the load line marks are inscribed on the hull. Upon final verification that all of these

steps have been properly accomplished, the vessel is issued a load line certificate.

A load line certificate is normally issued for a 5-year term, subject to annual "topside" surveys to verify that hatch covers, doors, vent covers, and other critical closures are in good working condition, and that there have not been any damage or unauthorized modifications that would compromise the vessel's seaworthiness. At the end of the 5-year term, the vessel must be dry docked to inspect the underwater hull, seachests and valves, etc, before a new certificate can be issued.

Load Line Enforcement and Violations

U.S. vessel owners and operators are subject to fines and penalties if a vessel is overloaded such that the load line marks are submerged, or the vessel is operated in violation of any restrictions on its certificate. Penalties are set forth in 46 USC 5116.

Foreign vessels in U.S. waters are required to have a valid international (ICLL) load line certificate. A foreign vessel may be detained in port if the Coast Guard determines that it is overloaded, or unseaworthy due to poor condition. The vessel won't be released to depart until the deficiencies have been corrected: excess cargo is offloaded, repairs have been made and a surveyor from the assigning authority has attended the vessel to confirm its compliance with ICLL regulations.

Origin of Load Lines

Historically, the concept of a load line evolved during the 1870s in Great Britain to guard against merchant ships being overloaded. Lloyd's Register established a minimum freeboard requirement for its classed ships, to ensure that a ship had good reserve buoyancy in heavy boarding seas. After considerable persuasive efforts by Samuel Plimsoll, Parliament extended the requirement to all British merchant ships; thus was born the "Plimsoll mark."

Similar load line requirements were adopted by other maritime nations, until they were internationally standardized in the Load Line Convention of 1930. The present International Convention on Load Lines (ICLL) was drawn up in 1966 and entered into force on July 21, 1968. It is periodically amended via the Load Line Protocol of 1988 (in force since February 3, 2000). The Convention and its Protocol are administered by the International Maritime Organization (IMO), a specialized agency of the United Nations. Vessels of countries signatory to the Convention are required to have an ICLL certificate for international voyages. As of May 2016, 161 countries (representing 98.5% of world tonnage) are signatory to the 1966 ICLL, and 103 countries (representing 95.3% of world tonnage) are signatory to the 1988 LL Protocol.

The United States is a signatory to both the original 1966 ICLL and the 1988 LL Protocol, and therefore U.S. vessels engaged on international voyages are subject to the Convention, as modified by the Protocol.

Load line regulations for U.S. vessels operating solely on domestic routes are developed by the Coast Guard, and reflect the less-severe operating environments of coastwise service. Special load line standards apply to vessels operating on certain coastwise routes and on the Great Lakes.

USCG Load Line Regulations and Policy Documents

46 CFR Subchapter E, "Load Lines" (parts 41 thru 47)

The current U.S. load line regulations (domestic and international) are found in 46 CFR Subchapter E, "Load Lines" (parts 42 thru 47) (<https://www.ecfr.gov/cgi-bin/text-idx?&tpl=/ecfrbrowse/Title46/46CsubchapE.tpl>).

The statutory basis for the regulations comes from chapter 51 of Title 46 of the U.S. Code (46 USC chapter 51). However, some of the CFR regulations have been superseded by the recodification of 46 USC in 1988, which revamped certain load line requirements (particularly vessel applicability and penalties for overloading). Therefore, until the CFR regulations are revised, 46 USC chapter 51 must also be consulted.

For international (ICLL) load lines, the CFR regulations incorporate the original requirements of the 1966 ICLL. However, the regulations have not yet updated with respect to recent ICLL revisions. Therefore, the ICLL Protocol must be consulted for the most-current international requirements.

Marine Safety Manual, Vol. IV, Chapter 6.F, "Load Lines"

This chapter of the Marine Safety Manual presents policies and guidance on various load line issues. However, this chapter has not been updated since 1990; therefore, the "Load Line Policy Notes" below must be consulted for later information. This volume of the MSM is posted [here](https://media.defense.gov/2017/Mar/29/2001723819/-1/-1/0/CIM_16000_9.PDF) (https://media.defense.gov/2017/Mar/29/2001723819/-1/-1/0/CIM_16000_9.PDF).

Marine Safety Manual, Vol. V, Chapter B11, "Load Line Violation Investigation"

This chapter of the Marine Safety Manual presents direction to Coast Guard officials on the investigation of suspected load line violations. This chapter was updated in April, 2008, and supersedes the previous investigation chapter. This volume of the MSM is posted at www.uscg.mil/directives/cim/16000-16999/CIM_16000_10A.pdf (https://www.uscg.mil/directives/cim/16000-16999/CIM_16000_10A.pdf).

"Load Line Technical Manual"

The Load Line Technical Manual sets forth the technical procedures for evaluating, calculating and assigning international ICLL load lines, using USCG and ABS policies where the Convention leaves certain requirements "to the satisfaction of the Administration" or is open to interpretation. It covers USCG policy up to 1990.

"Load Line Policy Notes"

The Load Line Policy Notes encompass all the current USCG load line policies that have evolved since the previous revision of the MSM Chapter 6.F and the LL Technical Manual. The Policy Notes also discuss the various domestic U.S. load line regimes (i.e., special service, Great Lakes, subdivision load lines for passenger vessels, etc.).

Load Line NVICs

A Navigation and Vessel Inspection Circular (NVIC) provides detailed guidance about the enforcement or compliance with a certain Federal marine safety regulations and Coast Guard marine safety programs. The full index of in-force NVICs is posted at www.uscg.mil/hq/cg5/nvic.

The following NVICs specifically pertain to load lines:

| NVIC | Title |
|--|---|
| 7-94 (/Portals/9/DCO%20Documents/5p/5ps/NVIC/1994/NVIC%207-94%20Full%20Version.pdf) | Guidance on the Passenger Vessel Safety Act of 1993 |
| 8-91 (/Portals/9/DCO%20Documents/5p/5ps/NVIC/1991/n8-91.pdf) | Initial & Subsequent Inspection of Uncertificated Offshore Supply Vessels, Including Liftboats |
| 1-88 (/Portals/9/DCO%20Documents/5p/5ps/NVIC/1988/n1-88.pdf) | International Load Line Certificates for Small Passenger Vessels Operating Within 20 Miles of the Mouth of a Harbor of Safe Refuge |
| 1-88 (CH-1) (/Portals/9/DCO%20Documents/5p/5ps/NVIC/1988/n1-88ch1.pdf) | International Load Line Certificates for Small Passenger Vessels Operating Within 20 Miles of the Mouth of a Harbor of Safe Refuge (Change 1) |

Contact the Naval Architecture Division:

Commandant (CG-ENG-2)

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February 12, 2018

To: Nome Port Commission,
From: Andrew Lee

I would like to bring to your attention certain issues that effect the Nome offshore mining fleet, with regards to the Coast Guard, as well as my suggestions for a temporary fix and a long term solution.

Overview

The Coast Guard has stated that they will begin strictly enforcing Code of Federal Regulations, Title 46 (Shipping), Chapter I (Coast Guard), Subchapter I (Cargo and Miscellaneous Vessels), among other regulations, in the offshore Nome area. The focus is currently on gold mining dredges, but will likely expand to fishing vessels, as it has in other parts of Alaska.

As you may be aware, larger gold mining platforms typically use barges, outfitted with digging and processing equipment. These vessels operate within three miles from shore, and within 12 miles of the Port of Nome. The water is shallower than 80 feet, mostly shallower than 45 feet. The barges are towed to their work area, set up anchors or spuds, and conduct mining operations. These vessels always are within sight of Nome and shore. If there were an emergency aboard one of these vessels, assistance is readily available via the dredge's support boat, the Port of Nome response vessel, local helicopter service, a large number of local vessels including smaller dredges. A response time of 15 to 30 minutes is expected, in any conditions when the dredge would be operating. Further, a small raft with modest propulsion launched by one of these dredging barges in an emergency could reach the safety of shore within 5 to 20 minutes. A response by the Coast Guard is typically hours, if not days away.

The regulations of Subchapter I and Loadlines are designed to protect passengers and cargo at sea. In the case of dredging platforms in the area of Nome, these regulations achieve no meaningful improvement to safety; they only cause large compliance costs, and drive away investment in Nome area projects.

It is reasonable to expect all vessels, of any size, operating offshore Nome to have basic safety requirements. Fire extinguishers, flotation devices (PFDs, rings, life boats), communications equipment (such as radios and navigation lights), and signage. However, the requirements designed for ocean voyages, carrying cargo and passengers, are not reasonable and should not be applied to these near-shore, near-port work platforms.

Economic Impacts to Nome

Overly burdensome regulations drive up the cost of projects, making them less economically viable and thus less likely to be undertaken. There are currently three larger dredges in the works: the Tuvi, the Myrtle Irene, and the Tagiuk Provider. Each of these would have significant benefit to the Nome economy. However, the Tuvi and Myrtle Irene will never meet the Loadline regulations; and it would take several tens of thousands, if not over a hundred thousand dollars each for these three to meet the Subchapter I regulations. This is money better spent in Nome, not on out of state engineering consultants and inspectors.

Each of these mining vessels has the following benefits to Nome:

- 5 to 8 new or saved good paying jobs
- 100,000+ gallons of fuel purchased per year; and the associated Port tariffs and sales taxes
- Moorage and storage fees paid to the Port of Nome
- Larger port users increases the justification for expansion of the Port of Nome.
- Tens of thousands of dollars worth of good and services purchased from Nome vendors and landlords each year, and the associated sales taxes
- Diversification of the Nome economy, helps protect Nome from fluctuation in State and Federal Spending.
- Indirect benefits as the above benefits cascade throughout the Nome economy.

Resolution in Favor of Exemptions

We encourage the Nome Port Commission and the Nome City Council to pass a resolution petitioning the United States Coast Guard to grant waivers of the Loadline and Certificate of Inspection requirements for our three vessels , and any others that the Nome Port Commission deems to meet a sufficient level of safety, that operates within 12 miles of the Port of Nome. Specifically, to request that these vessels be treated as if they were operating inside the Boundary Line.

Boundary Line Solution

Nome should have its own Boundary Line exemption. The Boundary Line determines, among other things, where these ocean rules should start to apply. By default, the Boundary Line starts at mean high tide; meaning if your feet are wet at the beach, then you are outside the Boundary Line. Nationwide, here are 35 exemptions defined in regulations that push the Boundary Line out from shore, as far as 12 miles.

Approximately 2500 miles of US coastline have these special adjustments. For most of the Northeastern US coastline, the Boundary line is 5 to 10 miles from the mainland. For the entire US coastline with the Gulf of Mexico, the Boundary Line is 12 miles from shore. In addition, many other ports and sounds have their own adjustments. Three miles offshore Norton Sound is much safer than 12 miles offshore Texas; Norton Sound is shallower, and much more protected.

Without a Boundary Line exemption, Nome is at significant disadvantage to Kotzebue for selection as a deep water port location. Kotzebue already has their surrounding waters exempted (by CFR 46.I.A Part 7 Section 180). Many other ports and entire regions have their surrounding waters carved out of the Subchapter I requirements through a Part 7 exemption.

Without a Boundary Line exemption, Norton Sound fishermen are at risk of becoming subject to these expensive and excessive requirements, as the Coast Guard continues to redefine and expand its authority. Preemptive action needs to be taken to exclude Norton Sound from these rules.

There are three logical ways to modify the Boundary Line, to benefit Nome, Norton Sound, or Western Alaska:

1. Exempt 12-mile radius or 12-mile box around Port of Nome
 - From Rodney Creek to Cape Nome, 12 miles from shore.
 - Benefits all offshore miners and creates new opportunities for local tugboat, lightering and other service providers.
 - Very safe waters, in sight of Nome, shallower than 90 feet, mostly shallower than 45 feet.
 - Similar to other small port exemptions, creates area outside of the harbor where commercial work can be done, like dredging and secondary tugboat assists, without excessively burdensome regulations designed for long voyages.
2. Exempt Norton Sound, from Cape Rodney to Sheldon Point
 - Duplicates the existing Kotzebue Sound exemption benefits for Norton Sound.
 - Boosts economic development opportunity in and between Nome, Golovin, Shaktoolik, Unalakeet, St Michaels
 - Benefits all local fishermen, offshore miners, and creates new opportunities for local tugboat, cargo, and other service providers.
 - Norton Sound is all shallower than 100 feet.
3. Exempt 12-miles out, shallow waters of Alaska's West Coast from Cape Menshikof to Point Hope
 - Helps local fishermen all along the coast
 - Water is shallower and safer than Gulf Coast exemption area; mostly less than 120 feet deep.
 - Opens up an array of local regional service providers, boosts economic development for the entire region.

Resolution in Favor of Boundary Line Adjustments

We encourage the Nome Port Commission and the Nome City Council to pass a resolution petitioning the President of the United States, Senators Murkowski and Sullivan, and Representative Don Young to, by Executive Order or Federal Law, modify the Boundary Line regulations in 46 CFR Part 7 in one or all of the ways described above.

Please let us know if you have any questions or would like more information.

Best Regards,

| | | |
|-----------------|--------------|----------------|
| Andrew Lee | David Young | Shawn Pomrenke |
| Tagiuk Provider | Myrtle Irene | Tuvi |
| 907-304-0216 | | |

Areas Exempted from 46 CFR Part 7 Boundary Line

Atlantic Coast (§§ 7.10 - 7.100)

- § 7.10 Eastport, ME to Cape Ann, MA.
- § 7.15 Massachusetts Bay, MA.
- § 7.20 Nantucket Sound, Vineyard Sound, Buzzards Bay, Narragansett Bay, MA, Block Island Sound and easterly entrance to Long Island Sound, NY.
- § 7.25 Montauk Point, NY to Atlantic Beach, NY.
- § 7.30 New York Harbor, NY.
- § 7.35 Sandy Hook, NJ to Cape May, NJ.
- § 7.40 Delaware Bay and tributaries.
- § 7.45 Cape Henlopen, DE to Cape Charles, VA.
- § 7.50 Chesapeake Bay and tributaries.
- § 7.55 Cape Henry, VA to Cape Fear, NC.
- § 7.60 Cape Fear, NC to Sullivans Island, SC.
- § 7.65 Charleston Harbor, SC.
- § 7.70 Folly Island, SC to Hilton Head Island, SC.
- § 7.75 Savannah River/Tybee Roads.
- § 7.80 Tybee Island, GA to St. Simons Island, GA.
- § 7.85 St. Simons Island, GA to Little Talbot Island, FL.
- § 7.90 St. Johns River, FL.
- § 7.95 St. Johns Point, FL to Miami Beach, FL.
- § 7.100 Florida Reefs and Keys from Miami, FL to Marquesas Keys, FL.

Gulf Coast (§ 7.105)

- § 7.105 Marquesas Keys, FL to Rio Grande, TX.

Hawaii (§ 7.110)

- § 7.110 Mamala Bay, HI.

Pacific Coast (§§ 7.115 - 7.145)

- § 7.115 Santa Catalina Island, CA.
- § 7.120 Mexican/United States border to Point Fermin, CA.
- § 7.125 Point Vicente, CA to Point Conception, CA.
- § 7.130 Point Conception, CA to Point Sur, CA.
- § 7.135 Point Sur, CA to Cape Blanco, OR.
- § 7.140 Cape Blanco, OR to Cape Flattery, WA.
- § 7.145 Strait of Juan de Fuca, Haro Strait and Strait of Georgia WA.

Alaska (§§ 7.150 - 7.180)

- § 7.150 Canadian (BC) and United States (AK) Borders to Cape Spencer, AK.
- § 7.155 Cape Spencer, AK to Cape St. Elias, AK.
- § 7.160 Point Whittshed, AK to Aialik Cape, AK.
- § 7.165 Kenai Peninsula, AK to Kodiak Island, AK.
- § 7.170 Alaska Peninsula, AK to Aleutian Islands, AK.
- § 7.175 Alaska Peninsula, AK to Nunivak, AK.
- § 7.180 Kotzebue Sound, AK.