

**Acting City
Manager**
Dan Grimmer

**Project
Manager- Port
Director**
Joy Baker

Harbormaster
Lucas Stotts



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Nome Port Commission
Jim West, Jr., Chairman
Charlie Lean, V-Chairman
Derek McLarty
Shane Smithhisler
Russell Rowe
Gay Sheffield
Drew McCann

**NOME PORT COMMISSION
REGULAR MEETING AGENDA
THURSDAY, JANUARY 16, 2025 5:30PM
CITY HALL COUNCIL CHAMBERS**

REGULAR MEETING – 5:30PM:

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
 - October 17th, 2024 Minutes
- IV. CITIZEN'S COMMENTS**
- V. COMMUNICATIONS**
 - 24-11-14 Army -Military Exercise in Vicinity
 - 24-11-21 Stars and Stripes - USCG Hire Civ Ice Breaker
 - 24-12-03 Arctic Today - Hurtigruten to be sold to Cruise Investors
 - 25-01-09 \$47M Grant Funds Awarded for AK Transportation Projects
 - 25-01-31 Arctic Council - Arctic Shipping Update
- VI. COMMISSIONER UPDATES**
- VII. HARBORMASTER REPORT**
 - HM FY25 2nd Quarter Report
 - 2025 Cruise Ship Schedule
 - 2025 Spotter Wave Buoy – Nome Trial Deployment
- VIII. PROJECT MANAGER – ACTING PORT DIRECTOR REPORT**
 - January 2025 Port Projects Status Report
 - USDOT Grant Award – Snake River Moorage Project
 - USDOT Grant Application – Expansion LSF Features
- IX. OLD BUSINESS**
 - None
- X. NEW BUSINESS**
 - PND – 2024 PON Facilities Inspection Report
- XI. CITIZEN'S COMMENTS**
- XII. COMMISSIONER COMMENTS**
- XIII. NEXT REGULAR MEETING**
 - Feb 20, 2025 – 5:30pm
- XIV. ADJOURNMENT**

City Manager
Brooks Chandler

Project Manager
Joy Baker

Harbormaster
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**NOME PORT COMMISSION
MINUTES
REGULAR MEETING
OCTOBER 17th 2024 @ 5:30 PM
OLD ST JOES**

The Regular Meeting of the Nome Port Commission was called to order at 5:44 pm by Chairman West at Old St. Joes.

ROLL CALL

Members Present: Smithhisler; Lean; West; McCann; Sheffield; McLarty

Absent: Rowe

Also Present: PM Baker; CM Chandler

In the audience: Ben Townsend - KNOM

APPROVAL OF AGENDA

Chairman West asked for a motion to approve the agenda.

Motion to approve made by Sheffield, seconded by Smithhisler.

At the Roll Call:

Ayes: Lean; West; McCann; Sheffield; McLarty; Smithhisler

Nays:

Abstain:

The motion **CARRIED**.

Discussion: None

APPROVAL OF MINUTES

- 24-09-19 Regular Meeting Minutes

Discussion:

- Sheffield brought corrections to the 9.19.24 Port Commission Meeting Minutes presented. Changes will be documented and added.

CITIZENS' COMMENTS

- Don Stiles commented that the number of vessels that will need to dry dock safely will continue to increase, and the barge ramp needs additional lighting. He also stated he has concerns about the fishing floats being shared with cruise traffic or dredges at times due to congestion. Would like to see restrictions about dredges using the fishing vessel floats. Noted that skiffs from dredge operations take up a lot of space.

COMMUNICATIONS

- 24-09-24 U.S. Department of Commerce Invests \$4.5 Million to Support Energy Infrastructure Improvements in Nome, Alaska U.S. Economic Development Administration.
- 24-10-01 Arctic Business Journal - Arctic could be vital supplier of critical minerals for global green transition.
- 24-10-04 Arctic Business Journal - Second Chinese container ship attempts historic Arctic transit.
- 24-10-04 Military presence in Nome LEPC meets with Sen. Sullivan's office - KNOM Radio Mission.
- 24-10-11 gCaptain - Arctic Shipping Boom Continues as China and Russia Push Cargo Volume to New Heights.

Discussion:

- None.

COMMISSIONER'S UPDATES

- Sheffield commented that she would like to hear who attended the meeting at the Mini with Vice-Admiral Gautier July 18th, and what was the outcome.
 - PD Baker commented that McCann and Smithhisler were at the meeting and it was a meet and greet of new administration with a brief discussion about their Arctic missions. Gautier is the Vice Commandant for Operations out of USCG/HQ in DC.
- Lean commented there is an upcoming RPT meeting Nov 13th and RAA meeting Nov 7th. These are short meetings discussing fish hatcheries and rehabilitation. The RAA meeting is a variety of local interest stakeholder discussions and discussion on what has been done. The RPT meeting is three state officials and three RAA reps discussing policy.

HARBORMASTER'S REPORT

- 2024 Operations & Port Staffing Update
- 24-09-10 City of Nome Job Openings
- 24-09-10 Climate Assessment & Proactive Resilience Initiative Workshop
- 24-09-16 POA-1985-0422 Cape Nome Jetty Repair Permit (Merbok)

Discussion:

- Brief group discussion on facility season closing tasks. HM Stotts not present. Group discussion on derelict vessels and potential future plans for disposal. There was also discussion on the lower industrial pad and limited space.
- Brief discussion on several vessels that are currently paying storage but may be in the way of future development and will need to be moved in the future. More info at future meeting for discussion.
- Lean commented that there were several derelict vessel grants or funding opportunities around the state we should look into to see if we qualify.
- Smithhisler added that this spring AML had issues finding places to store freight on the spring barges because there were so many vessels in dry dock on the lower IP. Asked if we could leave some space open near the ramps for carriers in the spring.

PROJECT MANAGER REPORT

- PM Baker stated we have upcoming public meetings for the Port Strategic Development Plan on Nov 12 -14, and we will also have a PC meeting around that time.
- PM Baker gave an overview of the CAP 107 Inner Harbor Study and what it related to.
- PM Baker stated that the USACE posted a solicitation notice on SAM.gov website canceling the solicitation of the project. Meaning the bid package that went out and proposals we received are all canceled. The reason they gave is that the proposed pricing exceeds statutory cost limitations

and available funding. That is all the information we have on this right now as we wait to meet with the USACE team.

Discussion:

- Smithhisler stated that a similar situation occurred St Paul with a USACE project, in that the solicitation went out and they received bids; and in the end canceled the solicitation and is going out to re-bid.

OLD BUSINESS

- None.

NEW BUSINESS

- None.

CITIZENS' COMMENTS

- Ben Townsend – KNOM – stated last meeting Sheffield raised a question on revenues generated by the local commercial PAX fees.

COMMISSIONER'S COMMENTS

- Smithhisler commented that Port staff have to plan a lot to stack up dry dock vessels and also work with carriers to stack freight on the Lower IP. Stated that we need to evolve with the carriers as more cargo arrives at the Nome facility earlier, and plan for leaving enough room for all operations.
- McLarty commented that the pile caps on the Fish Dock are thick steel plates and can cause damage to fishing vessels during extreme high water. We should look at options to cushion these.
- Sheffield commented that the Chinese and Russian Coast Guard were in the vicinity of Cape Rodney and King Island Oct 1st. There is a lot of traffic north and south bound. The fishing fleet has moved down, LNG tankers, largest ice breaker in the world south east of Wrangell Island, 11-12 boats holed up in Pevek. There is a tremendous amount of boat traffic all over up north.
- Lean commented that he had heard the NW Passage is more open now than it has ever been. Hearing Phase 1 for the PON Expansion is on pause is alarming. Stated that the cost estimates could not keep up with inflation which caused this.
- West commented that he was also shocked to hear about the USACE pause but has faith that they will readjust and move forward.

ADJOURNMENT

Motion was made by Smithhisler for adjournment at 7:20 pm. The next Regular Meeting will be Oct 17, 2024 at 5:30pm

APPROVED and **SIGNED** this 16th day of January 2025.

Jim West, Chairman

ATTEST:

Lucas Stotts, Harbormaster



DEPARTMENT OF THE ARMY
HEADQUARTERS, 11TH AIRBORNE DIVISION AND U.S. ARMY ALASKA
724 POSTAL SERVICE LOOP #5000
JOINT BASE ELMENDORF-RICHARDSON, AK 99505-5000

November 14, 2024

The Honorable John K. Handeland
Mayor of Nome
P.O. Box 281
102 Division Street
Nome, AK 99762

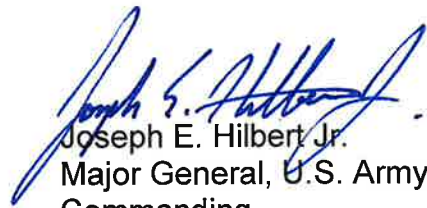
Dear Mayor Handeland:

The 11th Airborne Division will be conducting a brief training exercise in the vicinity of the Nome Airport from 21 – 25 January 2025. Working alongside the U.S. Air Force, the U.S. Marine Corps, and the Alaska National Guard, this exercise will test our ability to rapidly deploy and conduct operations in remote and austere environments, respond in crisis, and defend the homeland.

Nome's strategic location, rich military history, and exceptional people, make it the ideal location to conduct realistic real-world training, and your willingness to work with us is greatly appreciated. While we expect minimal impacts to the community, we are available to discuss the exercise with you in more detail to address any issues or concerns that you may have.

My point of contact is Lieutenant Colonel Leah Ganoni, and she can be reached at leah.m.ganoni.mil@army.mil, or by phone at (907) 384-1368. Thank you again for your support.

Sincerely,


Joseph E. Hilbert Jr.
Major General, U.S. Army
Commanding

COAST GUARD

Coast Guard will hire civilian icebreaker while waiting for its own to be built

By GARY WARNER

STARS AND STRIPES • November 21, 2024



The tow supply vessel Aiviq travels through open water near Kodiak City, Alaska, in December 2012. (Chris Usher/U.S. Coast Guard)

The U.S. Coast Guard plans to hire a commercial icebreaker to serve in the Arctic while waiting for the next generation of its cutters to be built in the next several years, service officials told lawmakers.

Vice Adm. Thomas Allan, the deputy commandant for the Coast Guard's mission support, told the House Committee on Transportation and Infrastructure's subpanel on Coast Guard

and maritime transportation on Nov. 14 that an icebreaking tug, the Aiviq, would be painted in Coast Guard colors and transferred from Pascagoula, Miss., to Juneau, Alaska. The Aiviq is scheduled to start icebreaking patrols in 2026.

“We are at least going to make sure we have a presence with that vessel,” Allan said.



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The Coast Guard has two icebreakers. The USCGC Polar Star, launched in 1976, is usually committed to clearing sea routes around Antarctica. The USCGC Healy was only recently returned to service following a fire.

The addition of the Aiviq is meant to give the Coast Guard another option. At the same time, the U.S. is waiting for the first of 30 icebreaking ships, which were planned under a

cooperative deal announced in November with Canada and Finland.

Plans now call for the Coast Guard to use the Aiviq on a contract basis, with a commercial crew. The cost of the deal is still under negotiation, the Coast Guard said.

The Aiviq would serve until three planned Polar Security-class icebreaking cutters become available. Construction of the first ship — to be named Polar Sentinel — is scheduled to start in 2025. The cost of the three ships would be \$1.9 billion.

The Coast Guard originally planned to try to buy the Aiviq for \$150 million as a permanent addition to its fleet. The ship now will be relinquished back to the commercial market after enough new cutters have been built.

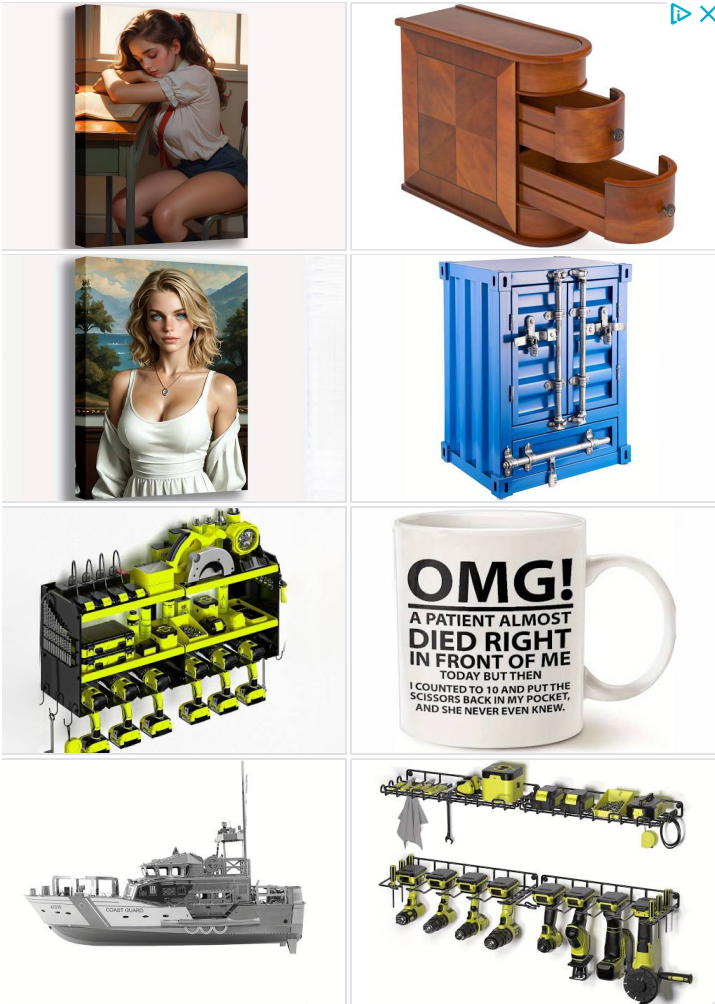
“I don’t think we are looking to make tremendous investment on the vessel going forward,” Allan said.

But some lawmakers complained the Coast Guard plan would do little to close the “icebreaker gap” that the United States faces. Russia has at least 41 icebreakers, while China has dubbed itself an “Arctic adjacent” nation and has four in service.

Military and commercial activity in the Arctic region has increased in recent years as warmer seas have opened and enlarged sea lanes across the top of North America, Europe, and Asia.

Russia and China held joint naval exercises in October, with the flotilla passing through the Bering Strait just 12 miles from American waters in Alaska.

The Jamestown Foundation, a global security think tank in Washington D.C., has reported many Russian icebreakers are small or tied up clearing Siberian ports and river mouths.



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However, some House lawmakers are worried about the imbalance in the number of icebreakers.

“In the Arctic, the Coast Guard projects American sovereignty,” said Rep. Daniel Webster, R-Fla., the subcommittee chairman. “It’s a region containing substantial resources that support a robust fishing industry, vast energy and mineral reserves, and new routes to facilitate maritime commerce. Given these immense resources, it should come as no surprise that adversaries, including Russia and China, are working to assert themselves.”

Allan and Vice Adm. Peter Gautier, the deputy commandant for Coast Guard operations, emphasized the joint building project as the key to Americans keeping pace with Russia and China in the future.

The Coast Guard plans to enlarge and modernize its base in Seattle to accommodate additional cutters and icebreakers, making the Puget Sound the homeport for operations in the Pacific Northwest and the Arctic.

A decision on how to enlarge the base will be made next month. The most expansive option would see the Coast Guard annex Terminal 46, a large commercial pier and warehouse area south of the Pike Place Market tourist attraction.

Rep. John Garamendi, D-Calif, a subcommittee member, told the Coast Guard officials that spending on icebreakers should match the American commitment to ground troops and air assets in blocking Russian and Chinese expansion in the Arctic region.

“Be bold,” he said.

GARY WARNER

Gary Warner covers the Pacific Northwest for Stars and Stripes. He’s reported from East Germany, South Korea, Saudi Arabia, Britain, France and across the U.S. He has a master’s degree from the Columbia University Graduate School of Journalism in New York.

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Hurtigruten to be bought by cruise operator's investors

By **Andrew Blackman** December 3, 2024



Hedda Felin, CEO Hurtigruten. Photo: Kristian Dale> Source: Company website.

Norwegian cruise operator Hurtigruten has agreed to be bought by its investors in a deal that will provide the company with €110 million in long-term funding.

The investors include Arini Capital Management, AlbaCore Capital and Barings, Hurtigruten said in a [statement](#). Under the terms of the deal, the Oslo-based company will complete its separation from Hurtigruten Expeditions (HX).

Hurtigruten's debt will decline by more than €1 billion to about €400 million as a result of the transaction. That will enable the business to maintain its position as the dominant cruise operator along Norway's coastline. The deal will likely be completed next month.

Hurtigruten expects its bookings to increase by about a quarter next year, with further growth in 2026. The company operates 10 ships and employs almost 2,000 people.

01.09.25

\$47 MILLION IN GRANT FUNDING AWARDED FOR ALASKA TRANSPORTATION PROJECTS

WASHINGTON—U.S. Senators Dan Sullivan and Lisa Murkowski (both R-Alaska) announced today that Alaska will receive more than \$47 million in grants to invest in critical transportation projects from Western Alaska to Homer and Southeast. These awards, made possible through the Department of Transportation’s Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program as part of the *Infrastructure Investments and Jobs Act* and annual appropriations, will revitalize road, rail, and maritime transportation connections in communities across the state.

“Alaska is a young, resource-rich, infrastructure-poor state, which means our state needs the substantial federal infrastructure investments that other states have benefited from for decades,” **Senator Sullivan said**. “Through my work on the Senate Committees on Commerce, Science, and Transportation as well as Environment and Public Works, we’ve had great success securing major awards for transportation infrastructure projects, with hundreds of millions of dollars in long-term investments coming to our state in the last year alone. These projects are crucial to ensuring safe and reliable transportation access, strengthening our supply chains, and unlocking economic opportunities for Alaskans. I’m glad to see an additional \$47 million in federal resources being deployed to update vital infrastructure and improve the lives and well-being of Alaskans in communities from Western Alaska to the Kenai Peninsula to Southeast.”

“From Nome to the Western Aleutians, these grants from U.S. Department of Transportation will have significant impacts on Alaskans, investing in resilient infrastructure as well as research and planning efforts that will make Alaska more accessible and connected,” **said Senator Murkowski**.

Grant recipients (information provided by the U.S. Department of Transportation):

1. **Bristol Bay Regional Connectivity Study:** \$3 million to evaluate the development of road, rail, and marine based transportation interconnections between 31 communities within the Bristol Bay Region.
2. **Snake River Moorage Facility (Nome):** \$13 million to dredge approximately 7 acres, add approximately 1,700 feet of floating dock, and develop a portion of the shoreline to include a bulkhead at the Port of Nome.
3. **Saint Paul Harbor Improvements Planning Project:** \$4 million to plan improvements to the access road, docks, piers, mooring capacity, and harbormaster office at the Saint Paul harbor.
4. **Golovin Relocation Project:** \$16 million to construct roads for the future relocation of housing and community buildings in the Village of Golovin that are frequently impacted by flooding.
5. **Scow Bay Small Vessel Haul-out (Petersburg):** \$8.8 million to improve a vessel haul-out by constructing a new ramp in deeper water, adding a dedicated boarding float, installing a wash-down pad, connecting utilities to the haul-out, and extending the existing breakwater.
6. **Realizing Equitable Accessible Connectivity in Homer:** \$2 million to plan and design a comprehensive network of non-motorized infrastructure including sidewalks, trails, bikeways, and mobility hubs along key streets including Ben Walters Lane, Svedlund Street, and Ohlson Lane.

#



ARCTIC SHIPPING UPDATE: 37% INCREASE IN SHIPS IN THE ARCTIC OVER 10 YEARS

31 JANUARY 2025

[Ocean Protection of the Arctic Marine Environment](#)

The Arctic Council Working Group on the Protection of the Arctic Marine Environment (PAME) published an update of 10-year trends in Arctic shipping, utilizing its Arctic Ship Traffic Data (ASTD) System.

Arctic shipping continues to increase, according to an update of PAME's Arctic Shipping Status Report #1: *The Increase in Arctic Shipping*. The original report covered the period 2013-2019. The updated report adds data for 2020-2023.

Increase in ships in the Arctic and distance sailed

The number of unique ships entering the Arctic Polar Code area^[1] from 2013 to 2023 increased by 37%, around 500 ships. Unique ships refers to each ship only counted once, although it might enter the area multiple times over each year.

The number of unique ships entering the Arctic Polar Code area is generally highest in the month of September, when Arctic sea ice is typically at its lowest extent. For example, in September 2023, 1122 ships entered the Polar Code area, out of the total 1782 ships that entered the entire year.

Comparing 2013 to 2023, the distance sailed by ships in the Arctic Polar Code Area increased 111%, from 6.1 million to 12.9 million nautical miles. The distance sailed represents the aggregate sailed for each ship in nautical miles.

Types of ships in the Arctic

Fishing vessels are the most common type of ship in the Arctic Polar Code Area, representing over one-third of all ships. The second most common ship type is general cargo ships. Between 2013 and 2023, there was an increase in the number of ships of each ship type in the Arctic Polar Code Area apart from oil tankers and research vessels.

Why is Arctic shipping increasing?

Changes to the marine environment, such as a decrease in the extent of sea ice and the loss of older, thick ice, have significant implications for longer navigation seasons and new access to previously difficult to reach regions of the Arctic.

Hjalti Hreinsson, Project Manager at PAME who administers the ASTD System, shares some insight into why we are seeing the trends made apparent in PAME's Arctic Shipping Status Reports.

“Several reasons contribute to the increase in Arctic shipping,” said Hjalti Hreinsson. “One of them, and perhaps the most prominent one, is an increase in natural resource extraction. Compared to other marine areas worldwide, there aren't that many ships in the Arctic, and new projects will strongly impact statistics.”

“For example, two large projects – the Mary River Mine in Nunavut and the Yamal Gas project – have led to increases in shipping in the Arctic Polar Code area. The number of bulk carriers has significantly increased as has the traffic of gas tankers, of which there were almost none in the Polar Code area prior to 2018.”

The need for more Arctic shipping data

As Arctic shipping increases, it's critical to collect data and monitor trends. Collecting data about Arctic shipping, including the number, type, origin, destination, distances traveled, voyage time of year, and related information contribute to enabling safer shipping in the Arctic.

In response to a growing need for accurate, reliable and up-to-date information on Arctic shipping activities, PAME developed the [Arctic Ship Traffic Data](#) (ASTD) System. The ASTD System collects a wide range of historical information, including ship tracks by ship type, information on number of ships in over 60 ports/communities across the Arctic, detailed measurements on emissions by ships, shipping activity in specific areas, and fuel consumption by ships. PAME uses data from the ASTD System to conduct analyses and reports related to Arctic shipping, including this Arctic Shipping Status Report and [three others](#).

“We are producing more reports, one on bulk carriers which is a very interesting case, as one also has to look at the size of each vessel. The bigger the vessel, the more it carries,” said Hjalti Hreinsson. “The same goes with cruise and passenger ships, their number and distance sailed has increased, but the size of the ships and their passenger capacity has also increased.”

“All of this results in more ships and more people in the high Arctic, hence the safety of the vessels and their crew and passengers are of outmost importance,” remarked Hjalti.

Soon, a major update for the ASTD will include detailed statistics and information for around 500 ports in the Arctic, which will contribute to a comprehensive assessment of ship traffic in Arctic ports going forward.

Arctic Council Secretariat

acs@arctic-council.org



Memo

To: Dan Grimmer – Acting City Manager
From: Lucas Stotts – Harbormaster
CC: Joy Baker – Port Director; Nome Port Commission
Date: January 13, 2025
Re: 2nd Quarter Report F25

Office/Accounting:

The Port of Nome summer shipping season typically ends due to storms and ice potential in October. At that time the Port of Nome shifts seasonal personnel to other departments for the winter months, reducing staff until the next summer season begins. Port staff continue to work through the open accounts receivable list contacting past due customers through email and phone notifications daily. Several past due port customers have set up payment plans as we continue to work with folks to reduce their account balances.

Port Staff have been busy planning, budgeting and dealing with compliance issues along with reconciling customer accounts. Additional statistical efforts are also underway to facilitate tracing the Ports fiscal health, including a thorough scrub of our accounts receivable list to collect on past due accounts.

Operations:

Vessel traffic at the facility and in the region is typically complete the first week of October, with cargo and fuel barges headed south due to increasing storm activity. Due to changing weather and ice patterns in the region we had heavy vessel traffic throughout October. This season we had Alaska Marine Lines last barge at the docks the 5th -6th of October. The USCG STRATTON called on our facility for resupply and crew needs on October 5th, and the USCG HEALY conducted crew changes via skiff on November 13th, at which time the Small Boat Harbor was already freezing over solid.

Alaska Logistics was here with the FISH HAWK and barge departing south on October 31st. Gravel and equipment operations in the region also kept that fleet calling on the Port of Nome late into the season. Brice had the CINGLUKU ATB here October 24th de-mobing equipment. Cruz Marine was also chartered to haul armor stone to Shishmaref, departing Nome with the rock November 9th, which is the latest we have conducted those types of operations at the Port of Nome.

The changing climate, marine environment and more vessel activity in the region all contribute to the Port of Nome receiving more requests for port calls, and longer durations at the dock, all necessary to accommodate vessel resupply and refueling, maintenance, repairs, and exchanging crew and gear. Increased shoulder seasons are allowing more vessels to operate in the Bering Sea earlier in the spring and later into the fall.

As of now a total of 11 cruise ships are schedule to make port calls in Nome in the 2025 season. There are potentially 2-3 additional passenger vessels that may call on the Port of Nome that should be confirming in the next month or two.

<u>DATE OF ARRIVAL</u>	<u>SHIP NAME</u>	<u>BERTH</u>
06.19.25	WESTERDAM	Anchor
07.08.25	ROALD AMUNDSON	Middle + WG
07.29.25	FAIRWEATHER – NOAA Research	Middle
08.09.25	ROALD AMUNDSON	Middle + WG
08.17.25	HANSEATIC INSPIRATION	Anchor
08.26.25	NG RESOLUTION	City + Middle
08.26.25	FAIRWEATHER – NOAA Research	Middle
08.27.25	SEABOURN VENTURE	Anchor
09.06.25	HANSEATIC SPIRIT	Anchor
09.09.25	NANSEN	Middle + WG
09.16.25	SILVER ENDEAVOUR	Anchor
09.23.25	SYLIVA EARLE	Middle + WG
09.25.25	LE COMMANDANT CHARCOT	Anchor

(2025 Prelim Cruise Ship Schedule)

As cruise ships calling on Nome get larger, we can accommodate some by allowing them to lay across multiple docks. This is possible due to the mooring limitations being based on vessel length, not draft (depth). This allows for more safe and secure passenger transfers and provisioning operations. Still, there were several calling on Nome in 2024 that exceeded port specs as they were over 500ft in length, and beyond the safe navigational draft of -20ft MLLW, and therefore had to lighter PAX to the Small Boat Harbor Floating Docks.



(National Geographic RESOLUTION Cruise @ Port of Nome Middle Dock August 13th, 2024)

Maintenance:

Port staff will continue or have done the work on all below maintenance items this past Fall into Spring months.

- Installed tide gauge boards to give staff and users a visual indicator to the current water levels in the facility.
- Continue to weld and service hand rails on South Wall ladders.
- Replace remaining ring buoy lines with line bags to provide further reach and protection from UV rays.
- Perform annual maintenance on port vehicles and install new radios and hand lighting units.
- Work with users to find the best place to store dredge and fishing vessels for the winter months on Port property that do not interfere with fall operations and still ensures they can launch early in the spring without being blocked.
- Work with users on major facility cleanup planned for spring of 2025, delivering notices that some items will need to be moved in the spring to allow for future development and a new layout.
- Conducted 2024 Fall facility annual cleanup.
- Maintain surfacing for cargo laydown areas for village freight on Lower IP. Add surfacing material to low areas and rock to cruise ship landing areas for reduced mud.
- Develop Snake River Moorage Facility for small craft in Small Boat Harbor through grant application.
- Coordinate with port customers to relocate items from the Garco area and container rows to a new storage location in preparation for the PON expansion project.
- Removed all existing lighting units to remove hazard from High Mast Light poles. New HML's are currently in Nome and will be installed in the spring.
- Developed and laid out new container row location on the North section of the TBS pad. Half of the existing containers have already been moved. Remaining will be moved in 2025 season.
- Surface grading and washout repair from heavy commercial equipment traffic and fall erosion due to storms.

Vehicle Status:

2010 Guardian SAR/Workboat (Good)

2010 Guardian Trailer (Good)

2012 GMC Sierra Crew Cab 4X4 (Good) Needs new taillights and rear bumper.

2014 FORD F250 4X4 (Good)

2020 TuffBoat Work Skiff (Good)

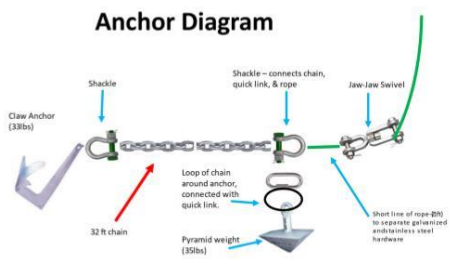
2020 TuffBoat Work Skiff Trailer (Good)

2023 FORD F350 Flatbed (New)

2025 FORD Explorer (New)

SPOTTER WAVE BUOY – 2025 Nome Trial Deployment

2024 Preparation





Memo

To: Dan Grimmer – Acting City Manager
From: Joy L. Baker – Project Manager/Acting Port Director *JLB*
CC: Mayor Handeland & Common Council; Port Commission; Planning Commission
Date: 1/10/2025
Re: Port Admin & Projects Status Update – Jan 2025

Administration:

Staff continue working on account collections, budgetary needs, form updates, tariff review, procurement, statistical tracking and funding needs. Efforts continue with Public Works to prioritize facility maintenance and repair projects to determine ROM estimates, schedule and classifying as in-house or issuing an RFP for the work. IN preparation for the 16 Jan Port Commission meeting, we are evaluating a number of pending projects versus funding opportunities for discussion with the PC, Public Works, City Admin and engineers.

Discussions have begun for making in-person visits to WA DC and Juneau for presenting City/Port/NJUS 2025 Priorities, once the lists have been approved by the City Council. The DC trip will likely be scheduled for early Feb 2025, with dates for Juneau being determined in the coming months as things come together in Juneau.

Strategic Development Plan:

PND and Corvus continue working on the Strategic Development Plan, incorporating input from the public, users, port commission and city/port staff. This guidance will inform the final port (Phase C), and reflect a solid long-range plan for future port development. An updated draft will be shared in a Port Commission Work Session for review.

Causeway:

Arctic Deep Draft Port – Nome Modifications (Construction Bid Award):

The USACE and City design teams have been diligently working on the revised bid solicitation, with a 90% package being issued this week for internal review. The current schedule still shows a solicitation potentially being released sometime in Feb 2025, with an award in late summer 2025, but neither are confirmed at this time.

Local Service Facilities (LSF) Inspection Integration:

City designers are in close coordination with the USACE team, and thus far, have met all schedule milestones for Phase 1A.

U.S. DOT Maritime Administration (MARAD) – Port Infrastructure Development Program (PIDP) Grant Pre-Award:

Prior to the December holidays, the required Title VI documents were drafted and submitted to PIDP staff, City Admin and HR for review and comment. Discussions will continue on the necessary content for this package, with briefings scheduled with PIDP staff next week, and subsequent follow up with City Admin/HR. This will then allow the \$11.25M grant agreement to be executed. Upon signature, a project schedule will be identified to bid, award and construct the marine utilities associated with the port expansion. More to come as this moves forward...

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

The USACE has now advised that this project no longer qualifies for a Continuing Authorities Program (CAP) 107 Study path due to construction costs exceeding the \$10M funding cap. The Alaska District is now recommending pursuit of a General Investigation (GI) Study, which was the path used for the port expansion feasibility report. We are working with the project team to determine next steps on this path, along with the local cost-share and proposed schedule.

Snake River Moorage Facility:

Great news!!! After multiple funding applications being submitted to USDOT for this project, the City has finally achieved success in being selected for a \$13.2M award, based on reconsideration of our FY2024 package as a project of merit. See attached award letter dated 10 Jan 2024. (Megan Onders caught the Facebook post by Senator Murkowski on Wed 8 Jan, announcing a total of 6 Alaska project awards – good job Megan!!) More to come on this issue, as we work with RAISE staff on pre-award requirements, and discuss language for the grant agreement.

Port Industrial Pad:**West Nome Tank Farm (WNTF) - Property Conveyance:**

After multiple reviews by ADEC, state legal staff, and City attorneys, the USAF has finally provided what appears to be the what may be a final draft of the Quitclaim Deed and Environmental Covenants necessary to convey the WNTF property as passed into law in the 2014 NDAA legislation. As the last few edits come together, more info will be made available on the timing for executing these documents.

Thornbush Laydown Site Development (TBS):

Edge Survey completed a topographic survey of the filled and unfilled areas at the TBS property, and submitted the drawings/calculations. We are presently working with the City engineer to determine the best way to approach and fund the development of the remaining 8.5 acres of the 18-acre parcel. This additional laydown property is critically needed for staging of cargo and equipment, along with stockpiling gravel and rock, needed for the port expansion as well as for export to construction projects throughout the region.

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

This state STIP project has been postponed to approximately 2030 to avoid conflicting with the heavier truck traffic during the port expansion, and to facilitate a more productive repair following the project.

FEMA DR4672 Merbok Recover Projects:**Cape Nome Jetty Repair:**

The most recent email communication with the state indicates the delays with the Obligating Award Document (OAD) have been resolved and the state-supported cost-share is available and should be authorized and shared with the City within the next 10 days. Bid documents for the repair work remain on the street with proposals now due by 3pm on 23 Jan 2025, having been extended based on bidder inquiries/concerns over the holidays. The OAD will be executed prior to contract award with work occurring during the 2025 ice-free season.

Italics reflects information with no change from last report. Additional information is available on request.



U.S. Department of Transportation

January 10, 2025

Congratulations! The project below was selected to receive an FY 2025 RAISE grant.

Project Name: Snake River Moorage Facility

Applicant: City of Nome

State: AK: Alaska

RAISE Grant Award Amount: \$13,208,450

Estimated Total Project Costs: \$16,510,562

Project Description: This project will dredge approximately 7 acres, add approximately 1,700 feet of floating dock, and develop a portion of the shoreline to include a bulkhead at the Port of Nome.

All grantees must execute a grant agreement with the USDOT. The FY 2025 grant agreement templates are available for preview and download through this [link](#). Grantees will receive a partially prepopulated draft from the RAISE Program Office within the next month, but are welcome to begin reviewing the template. The Department expects all RAISE funding be obligated no later than September 30, 2029 and expended by September 30, 2034.

The USDOT Operating Administration (e.g. FAA, FHWA, FRA, MARAD, FTA) overseeing your project will contact you in the coming weeks regarding next steps to complete the relevant requirements before executing a grant agreement.

This letter does not authorize the applicant to incur costs to carry out the project. The execution of the grant agreement will obligate RAISE grant funding, making it available to reimburse eligible expenses for the awarded project. Unless authorized by USDOT in writing, any costs incurred prior to that obligation of funds for a project (i.e., "pre-award costs") are ineligible for reimbursement and may be ineligible to count towards non-Federal match requirements. This letter does not authorize pre-award costs to be eligible.

If you have any questions, please contact the RAISE Grants Team at RAISEgrants@dot.gov

Sincerely,

A handwritten signature in black ink that reads "John Augustine".

John Augustine

Director, Office of Infrastructure Finance and Innovation
Office of the Secretary



Port of Nome Port Facilities Inspection Reports 2024 (Rev 01)

December, 2024

PND Project No. 241109

PREPARED FOR:



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Nome, AK 99762

PREPARED BY:



ENGINEERS, INC.

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EXECUTIVE SUMMARY

NOME PORT FACILITIES INSPECTION (REV 1)

PND Engineers Inc. (PND) and Highmark Marine Fabrication performed Nome Port Facilities inspections at the Port of Nome in August 2024. PND's investigation included above water inspection and mudline elevation measurements. Highmark Marine Fabrication performed under water inspection, ultrasonic thickness (UT) measurements, and structure to seawater corrosion potential (CP) measurements. Highmark Marine did NOT inspect all of the facilities found in this report. PND provided inspection for the following waterfront facilities and Highmark Marine performed their inspections at locations marked with *:

1. * West Gold Dock
2. * City Dock
3. * Middle Dock
4. * Fish Dock
5. Floats and Gangway at Small Boat Harbor
6. * Low Dock
7. * Barge Ramp
8. * High Ramp
9. Nome Seawall Revetment
10. Causeway Revetment and East Breakwater
11. Causeway Bridge Abutments

Above water investigation included inspection of finish grade/surfacing, bollards, cleats, ladders, face beams and fenders for all port facilities listed above for deficiencies which may affect normal operations. Any deficiencies observed were recorded and analyzed with a recommendation provided in this report.

Mudline elevation measurements, Cathodic Protection (CP) measurements, and Ultrasonic Thickness measurements (UT) were recorded for Facilities 1, 2, 3, 4, 6, 7, and 8. Mudline elevation measurements were performed by PND using a Drop-Tape Measuring Device and recorded to observe current scour profiles. CP measurements were taken by Highmark Marine to observe the effectiveness of the cathodic protection systems to mitigate corrosion. These measurements were taken with a Cathodic Protection Measuring Device at various elevations below the waterline. UT measurements were taken by Highmark Marine to observe current sheet pile thickness which may have been lessened due to corrosion. These measurements were taken with an Ultrasonic Thickness Measuring device and recorded for present evaluation as well as for use in future inspections. A summary of the above observed measurements for Waterfront Facilities 1, 2, 3, 4, 6, 7, and 8 are provided in this report.

The table below summarizes the notable immediate and short term recommended repairs upon inspection of the Nome Port Facilities. Each deficiency noted has been categorized based on urgency as;

- Immediate Action Needed (1-3 months)
- Short Term Action Needed (1-2 years)

Urgency	Facility	Deficiency	Recommendation
Immediate	NA	NA	NA
Short Term	Middle Dock	Anodes have passed their useful life.	Install additional anodes at regular intervals along the face of the sheets to minimize additional corrosion and extend the life of the dock. Underwater UT and PT measurements are recommended during the installation of the anodes to serve as a baseline for future inspections and corrosion monitoring.
		Missing energy absorber.	Replace energy absorber in accordance with the original design drawings, or equivalent.
	Fish Dock	Fender completely missing near Wye 12-13.	Replace fender in accordance with original design drawings, or equivalent.
		Missing shim plate on fender connection, Cell 13.	Replace shim plate in accordance with original design drawings, or equivalent.
		Loose fender connection, Cell 8-9.	Tighten connection in accordance with original design drawings, or equivalent.
		Soil erosion at Cell 1	Fill and grade to elevation specified in the original design drawings.
	Floats and Gangway at Small Boat Harbor	East Float Gangway U.H.M.W. skid guides no longer on bearing plates.	Adjust aluminum bearing plate next winter cycle when floats are removed from Small Boat Harbor. Move or extend bearing plate 2 feet south on the dock to allow for full travel of the U.H.M.W. skid guide during tide cycles.
		East Float Gangway Pile not plumb	Develop plans to assess the current condition of the pile within the next two years. Promptly address any major deficiencies identified from the assessment within the recommended time frame.

Urgency	Facility	Deficiency	Recommendation
Short Term	Floats and Gangway at Small Boat Harbor	West Float Gangway Pile shortened	Develop plans to assess the current condition of the pile and extend the top of pile. Complete pile extension within the next two years to prevent floats from unleashing during a storm tide.
		Condition of the underwater portions of the floats was not conducted	<p>Contact engineer to assess the condition of floats prior to launching them for the 2025 summer season.</p> <p>Future inspections should be performed on intervals to not exceed four (4) years.</p> <p>Continue routine maintenance to prolong life of the floats. I.e. replacing damaged planks, rubber energy absorbers, and recoating exposed pontoon sections every season.</p>
	Low Dock	Anodes have passed their useful life.	<p>Install additional anodes at regular intervals along the face of the sheets to minimize additional corrosion and extend the life of the dock.</p> <p>Underwater UT and PT measurements are recommended during the installation of the anodes to serve as a baseline for future inspections and corrosion monitoring.</p>
	High Ramp	Anodes have passed their useful life.	<p>Install additional anodes at regular intervals along the face of the sheets to minimize additional corrosion and extend the life of the dock.</p> <p>Underwater UT and PT measurements are recommended during the installation of the anodes to serve as a baseline for future inspections and corrosion monitoring.</p>
		Attached fender piles on both dolphins are frost heaving.	Plans to evaluate alternatives for repair and perform the repairs are recommended within the next two years.

The table below summarizes the recommendations based on the Cathodic Protection (CP) and ultrasonic thickness (UT) measurements obtained during the inspection of the Nome Port Facilities. See each facility's full corrosion protection recommendation in the corresponding inspection reports provided for more detail.

Facility	CP Condition	Recommended CP Replacement ¹	Estimated Life (w/o CP Maintenance) ²	Recommended Inspection Cycle
West Gold Dock	Good	10 – 15 years	20 years	4 years
City Dock	Good	10 – 15 years	20 years	4 years
Middle Dock	Poor	0 – 2 years	5 – 10 years	4 years
Fish Dock	Excellent	10 – 15 years	20 years	4 years
Low Dock	Poor	0 – 2 years	5 – 10 years	4 years
High Ramp	Poor	0 – 2 years	5 – 10 years	4 years

1. Approximate time to end of CP useful life. For use in budget planning for future City maintenance expenses.
2. Approximate time to negative effects from corrosion if CP is not replaced at end of useful life.

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1. OVERVIEW

This report has been prepared by PND Engineers, Inc. (PND) to summarize the results of the August 2024 inspections performed by PND Engineers and Highmark Marine of the various Port of Nome facilities. See *Figure 1* below for an overview of the facilities inspected. City of Nome contracted with PND to perform inspections of the facilities to help identify the existing conditions and provide recommendations for any needed repairs.

This report contains the inspection history, inspection findings, and recommendations for each facility. The scope included above water inspections of all facilities called out in *Figure 1: Nome Port Facilities Map* found below. Additionally, underwater inspections of Fish Dock, Low Dock, High Ramp, Barge Ramp, West Gold Dock, Middle Dock, and City Dock were performed by Highmark Marine.



Figure 1. Port of Nome Facilities Map