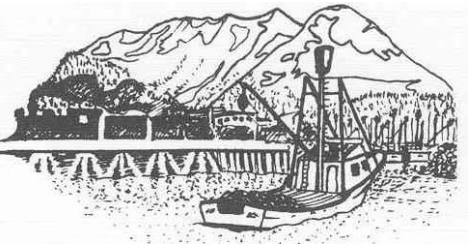


CITY OF CORDOVA



Chairman:
Robert Beedle
Commissioners:
Greg LoForte
Max Wiese
Kenneth Jones
Jacob Betts
Harbormaster:
Tony Schinella
Admin Assistant:
Brandy Griffith

HARBOR COMMISSION REGULAR MEETING
Sept 14, 2016 @ 7:00 PM
CITY HALL CONFERENCE ROOM B

AGENDA

CALL TO ORDER

ROLL CALL

Robert Beedle, Greg LoForte, Max Wiese, Ken Jones, Jacob Betts

- 1. APPROVAL OF REGULAR AGENDA**.....Page 1
- 2. APPROVAL OF MINUTES**
A. Aug 10 2016 @ 7:00 PM Regular meeting.....Page 2
- 3. COMMUNICATIONS BY VISITORS**
A. None
B. Audience comments regarding agenda items (3 minutes per speaker)
- 4. CORRESPONDENCE**
A. Letter from Anna Young pertaining to damage of her vessel and other harbor issuesPage 3-4
- 5. HARBORMASTERS REPORT**.....Page 5
- 6. NEW BUSINESS**
A. Condition Assessment report if received in time.....
- 7. OLD BUSINESS**
A.
- 8. AUDIENCE PARTICIPATION**
- 9. MISCELLANEOUS BUSINESS**
- 10. COMMISSION COMMENTS**
- 11. ADJOURNMENT**

**MINUTES
HARBOR COMMISSION MEETING
AUGUST 10, 2016 @ 7:00 PM
CORDOVA CENTER ROOM B**

Call to order: This meeting was called to order by Robert Beedle @ 7:00 pm.

Roll Call: In Attendance: Jake Betts, Greg Loforte Via Phone, Robert Beedle

Approval of Agenda: M/ Betts, 2nd/Loforte, V/ Unanimous

Approval of Minutes: M/ Betts, 2nd/Loforte, V/ Unanimous

Communications by Visitors: None

Harbormaster's Report: The report was printed in the agenda packet. Paving is finished. NVE will be picking up the shipping costs of the use oil disposal. Dave Roemhildt is looking into reclaiming used oil locally.

New Business: Passenger fee for all vessels carrying passengers. Open discussion on the pros and cons of a fee. Agreement to discuss it at a later date with more information.

Tideland Moorage rates: Open discussion on potential rates for the tideland area around the harbor. Suggestions to look at a square footage rate as opposed to a vessel length rate. Will be discussed again during the budget sessions when we look of the fee chart.

Old Business: None

Miscellaneous Business: None

Audience Participation: None

Commission Comments:

Beedle: Has had complaints about noise levels in the harbor. Asked if putting 220 power in at the North Fill lot was feasible, sees problems with excessive use from welders. New road around the harbor looks nice.

Loforte: Asked about the shipyard RFP- The RFP deadline has been extended and there are no proposals submitted yet. Inquired about the harbor assessment- At least another week before the paperwork is returned.

Betts: Trash seems to be less of a problem this year in the harbor; looks amazing.

Adjournment: Motion to adjourn 7:38 pm, M/Betts, 2nd/ Loforte, V/Unanimous

It was Sunday afternoon, June 26, the wind was blowing much harder than predicted and it was accompanied by hard sideways rain. I was down in the galley of my 25 ft. sailboat cooking and looking at the big boat next to me. I was glad the 33 ft. aluminum bowpicker *RED SKY* was in port at least it offered some protection from the storm.... The next time I looked up I realize in horror that the *RED SKY* was suddenly much closer. I rush out on deck just after it hit me with a big SLAM that shook my whole boat. So there I was in my now wet t-shirt. Screaming into the roaring wind, trying to hold this much bigger boat off my poor little boat that was getting slammed. I tried to grab a buoy and stuff it in between the two boats - but it just got spurted out. Then I ran down my finger, *K-38* screaming for help but no one was around.

Back on my deck I was trying in vain to hold the big boat off while looking around for something I could get in between the two boats. Then I spotted the U shaped sailboat life ring. After the next time it slammed into me I was able to push the big boat away far enough to start stuffing this about 3 in. thick foam thing down between the two boats. This helped but I could still hear cracking sounds coming from my boat every time the big boat hit it.

This gave me a chance to get back down to the galley and call 911. With in 10 minutes the whole family minus the skipper came running down the dock and started pulling their boat away from mine. Then they told me what happened; the city cleat pulled out of the rotten wood dock.

Monday I went up to the harbor office and told Tony, the harbor master what happened and that I didn't think the big boat owner would feel responsible. Tony told me not to worry he, the harbor would pay for the repairs, and for me to get a survey of what it would take to fix it.

When I got ahold of a server he told me to get a letter from the harbor, signed and dated by Tony, stating what he told me. But that didn't happen, when I went up to the office Brandy, who dislikes sailboats anyway, was the only one there so I just left a message with her to tell Tony about the letter I needed. Right away she jumped in like she was in charge and said, "That's not going to happen, an open-ended letter? You could just be trying to get your whole boat rebuilt."

Tony managed to avoid me for quite awhile. Usually his door is open and you could see when he is in there. But one of the women on the harbor crew at least, was so distracted by men going in and out the mens bathroom she couldn't stand it or something like that. So a wall was built to cut us off from seeing into the office. Now I had to go through Brandy who always told me Tony wasn't in. One time I saw him running out the back door just as I walked in the office. Finally I caught up with him in the office. He refused to write the letter I needed to get the server started saying, "You better talk to Bill Lindow about it. It was his fault, I went down there and saw that he didn't have his boat tied up properly."

I did however get an estimate from Andy Craig (AMR) which is enclosed. Also Bob Ladd looked at it and his estimate was close the same amount as AMR's, but he couldn't do it until spring. So I would like to go with AMR.

What will the city do?

I'm afraid my little boat is a canary, the first one to get really damaged because of the city's poor management of the harbor, lack of almost any meaningful maintenance or enforcement. Boat's just do what ever they want now with no one to make them follow the rules. According to Tony, "*K float* is for 25 - 30 ft. boats." It wasn't built to hold more than a 30 foot boat, yet there's lots of bigger boats on it right now. After this accident the harbor put a 32 foot boat on my finger and he has to tie up to my cleat because his is loose.

Please consider my complaint and work something out with me.
Thank you, Capt. Anna Young

Here are a few suggestions from *K float* put forth to the city about needed improvements to the harbor.

1. Get all the boats over 30 feet off *K float* before the dynamo effect happens, possibly taking out the whole float and doing a lot more damage than the city can make right.
2. Tear down the wall, let's get the transparency back.
3. Slow them down, enforce the **NO WAKE** ordinance. BIG WAKES are tearing up our docks much faster. We have to make these docks last as the city has no plans to build any new docks. Is this biting the hand that feeds them? Or what?
4. Pass a noise ordinance, with expediency, following the OSHA rule of 60 decibel. A lot of the new jet boats don't have mufflers. They are causing everyone to have hearing problems, my ears are starting to ring almost all the time now, not just on the openers.

Harbormaster's Report

- Shipped out 10,600 gallons of used oil to NRC Anchorage Alaska
- Marine Exchange of Alaska completed its annual FSP audit and completed training with assistant FSO
- Built new fire extinguisher shed for the North Harbor
- New Tsunami siren has been installed in the NW corner of the Shipyard
- Delivered 7560 gals of used oil YTD
- Collected 14,030 gals of used oil YTD
- Conducted 144 vessel lifts YTD
- Replaced 153 board feet of blanking on PWSSC approach
- Re-secured 911 phone pedestal
- Cut brush and hauled to burn pile
- 6 runs with Smart Ash burner
- Removed Travelift winch #2 due to oil leak. Alpine Diesel rebuilt, re-installed
- Replaced belts on Travelift
- Repaired multiple water leaks and replaced hose and HDPE connections in harbor
- Conducted maintenance on Bobcat
- Un-plugged toilets in men's and females restrooms
- Fixed required AKOSH violations
- Cleaned EVOS system at Baler facility
- Cut and built new steps at 12,000 gal used oil tank
- Installed new electric meter counters in North Harbor
- Re-secured knocked out electrical meter and replaced all internals J109
- Replaced hydraulic hose on hoist #1
- Issued 2 parking tickets
- Conducted 2 dock rounds per day
- Cleaned and re-stocked restrooms twice a day
- Sent out monthly invoices