



# CITY AND BOROUGH OF SITKA

ASSEMBLY CHAMBERS  
330 Harbor Drive  
Sitka, AK  
(907)747-1811

## Meeting Agenda

### City and Borough Assembly

*Mayor Gary Paxton*  
*Deputy Mayor Steven Eisenbeisz,*  
*Vice Deputy Mayor Kevin Mosher,*  
*Kevin Knox, Dr. Richard Wein, Valorie Nelson, Thor Christianson*

*Interim Municipal Administrator: Hugh Bevan*  
*Municipal Attorney: Brian Hanson*  
*Municipal Clerk: Sara Peterson*

---

Thursday, January 30, 2020

6:00 PM

Assembly Chambers

---

#### **WORK SESSION**

[20-033](#)

Work Session Materials: Marine Services Sector at Gary Paxton Industrial Park

**Attachments:** [2017 GPIP Strategic Plan](#)

[2016useplan 11.02.16](#)

[01 Memo Bevan](#)

[02 Memo and Materials White](#)

[03 Sitka Marine Haulout Workgroup](#)



# CITY AND BOROUGH OF SITKA

## Legislation Details

---

**File #:** 20-033      **Version:** 1      **Name:**

**Type:** Item      **Status:** AGENDA READY

**File created:** 1/27/2020      **In control:** City and Borough Assembly

**On agenda:** 1/30/2020      **Final action:**

**Title:** Work Session Materials: Marine Services Sector at Gary Paxton Industrial Park

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2017 GPIP Strategic Plan](#)  
[2016useplan 11.02.16](#)  
[01 Memo Bevan](#)  
[02 Memo and Materials White](#)  
[03 Sitka Marine Haulout Workgroup](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------



## **Gary Paxton Industrial Park (GPIP)** **Strategic Plan**

Adopted by the GPIP Board  
July 31, 2017

### **Introduction**

The GPIP Board developed this Strategic Plan at planning sessions held in Winter/Spring of 2017. The GPIP Board recognizes that multi-purpose dock and future infrastructure improvements within the park will influence the future development of the site.

### **Guiding principles**

1. Preserve public access and marshalling areas to the waterfront, as it is the most commercially viable waterfront left in Sitka.
2. Make lease, buy/sell or other land use decisions based on the mission of the Park – to create family wage jobs for Sitkans in a financially responsible manner.
3. Consistent with principles 1 & 2, identify and create a positive cash flows to the City from the operation of the Park.

### **Plan Priority Items**

The GPIP Board plans to address the following items. (Items are listed in random order)

❖ **Develop a Port Facility to accommodate the Maritime Industry.**

- Continue with development of multi-purpose dock.
- Develop a water access ramp in the northern portion of Lot 9A.
- Develop a tariff schedule to include fees for tideland and upland use.
- Designate and retain Lots 3, 7, 8, 9a, 9C, & 15 in public ownership, to be developed as uplands to support marine services sector and multi-purpose dock.
- Designate and promote Lot 6 for future private or public development to support maritime industry.
- Designate and utilize Lot 9b to support management of port facility.
- Research Utility Dock and adjacent uplands for further re-purpose or sale.
- Research additional development opportunities for tidelands seaward of GPIIP Uplands.
- Research if existing dolphins in the tidelands can be useful or need to be removed.
- Develop a marketing plan that presents the park to local, regional and national markets with a web-based advertising program, supplemented with other media as appropriate.
- Determine the MARSEC rules for fencing at the GPIIP.

❖ **Develop and Market remaining uplands outside of Port Facility**

- Advertise to sell or lease Lots 17, 16b, 19 and 20 in the industrial park.
- Establish access point for Lots 19 and 20.
- Release RFP for sale of the Administration Building lot.
- Remove area of GPIIP sign from Administration Building lot.
- Dispose of remaining rock at GPIIP by bringing interested parties together for discussion.

❖ **Market Sitka's Water Export Asset to the world**

- Continue to work with potential partners in exporting Sitka's water in Bulk.
- Continue to work with potential partners that wish to establish water bottling facilities in Sitka.
  - Identify property in vicinity of the park to locate water bottling facilities.
- Continue to research and track water export ventures around the globe.

- Investigate alternative methods of marketing water and water purchase agreements.
- Investigate additional infrastructure needed to transport, load, and off load water.

❖ **Research the development of a rock quarry in the Sawmill Cove vicinity.**

*This quarry would generate revenue for the City as well as provide less expensive rock for use on Park projects.*

- Market Lot 1 / blk 2 as a rock source and Lot 3 / blk3 as possible rock source.

❖ **Continue to pursue the development of a private marina in Herring Cove.**

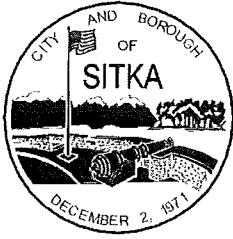
❖ **Develop Exit Strategy for existing GPIIP Development Board.**

- Research different management concepts and entities.





## **Memo and materials submitted by Interim Administrator Hugh Bevan**



# City and Borough of Sitka

100 Lincoln Street • Sitka, Alaska 99835

---

## MEMORANDUM

To: Mayor Gary Paxton and Assembly Members  
Chairman Scott Wagner and GPIP Board Members

From: Hugh Bevan, Interim Municipal Administrator

*HB 1-26-20*

Date: January 26, 2020

Subject: Marine Haul Out

---

### Background

In summer 2021 Halibut Point Marine (HPM) will permanently close their marine haul out business. It is extremely important for Sitka's commercial and recreational boating communities and our marine tradesmen that haul out services continue to be available in Sitka.

For the past several years the GPIP Board has discussed options for placing a haul out at the Industrial Park. Engineering studies have been performed that evaluate various locations for a haul out as well as upland areas for dry-land boat repair work.

On December 4, 2019 the GPIP Board took extensive public testimony on the haul out concept. This testimony was overwhelmingly in favor of constructing a haul out at GPIP.

The Board passed the following motion:

" M/S Stevens/Morrison moved to recommend the CBS Assembly moves forward with negotiations on Mr. McGraw's proposal contingent on that the marine piers are at least 26 feet wide, that the 100 ton Marine Travel Lift is new and not used equipment, that additional wash down space is added to the proposal, that a finger float is added, that additional infrastructure on marine piers is added to allow for people to exit the vessels before vessel is hauled"

### Motion Passed 5-0

Recently an ad hoc group of interested persons formed the Sitka Marine Haul out Working Group. They have had several meetings and have explored ideas for grant and loan funding of a new haul out.



## Analysis

For a new haul out to be operational by the time the HPM facility closes the City should take definitive action very soon so that enough time is allowed to design, permit and construct a haul out.

However, there is a shorter timeline option besides the traditional travel lift and pile supported piers type system that was recommended by the GPIIP Board. That system involves a trailer that is designed to use a ramp and boats are moved onto the trailer for transport to the uplands. Allen Marine uses a self-propelled marine trailer of this type at their Sitka boat yard.

Based upon what I have heard over the past few years including my time on the GPIIP Board I have developed the following priorities for a GPIIP haul out (regardless of the type of system) and I recommend them to you:

1. The haul out system should conveniently and efficiently serve Sitka's commercial and sport fishing fleet.
2. The haul out system should be operated by the private sector and not the City. (This could be expanded to include management of the entire Marine Services Sector at GPIIP that includes the uplands marine service businesses)
3. The haul out system must be operational by May 2021.

## Financing

The creation of a Marine Services Sector at GPIIP is a very important Economic Development project. The financial benefits to the entire community are large. Boat repair work that is being done at other ports could be done in Sitka. Our marine tradesmen industry will grow.

The City's Southeast Economic Development Fund has a current balance of approximately \$2 million.

The Fund is structured in Chapter 4.44 of the City Code to allow the City to underwrite loans made by a commercial bank to a private entity. The bank is responsible for evaluating the entity's business plan and for servicing the loan if the bank's loan package is approved by the Assembly.

An example is the City placing a direct deposit in a bank equal to the amount of the bank's loan to the private entity. The City's deposit is used to guarantee the loan, thus removing the bank's risk in taking the loan.

A potential operator of a haul out and perhaps of the entire Marine Services Sector will be selected based upon a solicitation of proposals. The proposal text will discuss the possibility of a \$1M City loan guarantee if the preferred respondent is able to secure a loan package from a commercial bank.

The RFP will lay out the acceptable uses of the \$1M loan guarantee such as the purchase of a marine haul out trailer and necessary uplands infrastructure such as a wash down pad.

I envision the City retaining a lien of some sort on the haul out machine or some other asset to protect our interests in the deal.

It is important to recognize that \$1 million in seed money will not complete all the necessary uplands infrastructure to achieve a fully functioning Marine Services Sector at GPIP. Additional work will be ongoing for several years.

The City may or may not be the funding source for that additional work and I am not proposing funding beyond the \$1 million loan guarantee at this time.

### Recommendations

Following this line of thinking I recommend the following:

1. Publish an RFP that solicits proposals for the operation of a marine haul out system at GPIP. The Assembly may want to review the RFP before it is advertised.
2. Task SEDA and Blankrome to seek additional funding for further uplands development to support the Marine Services Sector.

## **Chapter 4.44**

### **SOUTHEAST ECONOMIC DEVELOPMENT FUND**

#### **Sections:**

- 4.44.010 Establishment.
- 4.44.020 Participation loans and loan guarantees to private enterprise.
- 4.44.030 Loans and transfers to other municipal funds.
- 4.44.040 Repayments and interest earnings on the fund corpus.

#### **4.44.010 Establishment.**

---

There shall be established a southeast economic development fund ("fund"), for qualifying loans and transfers to other municipal funds, and for financial institution participation loans to private enterprises. Loans or transfers to other municipal funds shall be for purposes of promoting the efficiency and effectiveness of municipal government, or for improvements which shall lessen rate and fee burdens on citizens. Loans to private enterprises shall be for purposes of expanding the municipality's economic base, generating commerce external to Sitka, and creating family wage jobs in Sitka. Only the assembly can authorize any loan or transfer from this fund. (Ord. 15-27 § 4 (part), 2015; Ord. 11-02 § 4 (part), 2011.)

#### **4.44.020 Participation loans and loan guarantees to private enterprise.**

---

- A. Any loan or loan guarantee to a private enterprise shall be a participation loan in conjunction with a financial institution. No loans shall be made by the fund directly to a private enterprise.
- B. Proposals for participation loans or loan guarantees shall be prepared by the participating financial institution and presented to the assembly for approval by the participating institution.
- C. The municipal administrator shall be responsible for developing and administering administrative policies governing participation loans and loan guarantees to private enterprise.

(Ord. 15-27 § 4 (part), 2015.)

#### **4.44.030 Loans and transfers to other municipal funds.**

---

- A. Any proposed loan or transfer from the fund to another municipal fund shall be proposed to the assembly by the administrator with justification as to the benefits to be derived from the loan or transfer. The assembly shall decide whether to approve the loan

or transfer, including whether to grant the full amount requested or a lesser amount, and whether to set any conditions.

B. Any loan from the fund to another municipal fund requires interest to be charged at a rate to be determined by the assembly.

(Ord. 15-27 § 4 (part), 2015; Ord. 11-02 § 4 (part), 2011. Formerly 4.44.050.)

**4.44.040 Repayments and interest earnings on the fund corpus.**

---

A. All loan repayments, including both interest principal repayments, shall be redeposited into the fund.

B. Investment earnings on the undisbursed corpus of the fund shall be transferred to the building maintenance fund.

(Ord. 15-27 § 4 (part), 2015.)

## **Memo and materials submitted by GPIIP Director Garry White**



329 Harbor Drive, Suite 202  
Sitka, AK 99835  
Phone: 907-747-2660

Thursday, January 23, 2020

MEMORANDUM

To: Gary Paxton Industrial Park Board of Directors &  
Hugh Bevan, Interim CBS Administrator

From: Garry White, GPIP Director

Subject: GPIP Vessel Haul-Out Facility Discussion

**Introduction**

The GPIP Board has long recognized the importance of the fishing and maritime industry to the community of Sitka.

The GPIP Board and CBS have been working on vessel haul out development concepts since the GPIP properties were acquired. Please see the attached GPIP Port Facility Overview Memorandum for background and more information on past efforts.

Most recently, the GPIP Board has worked with the community and an outside engineering firm on concepts to construct an access ramp for vessel haul outs using either hydraulic trailers or amphibious marine travel lifts.

The public announcement in the fall of 2019, that Halibut Point Marina (HPM) will cease public haul out operations in the next few years has intensified the priority of establishing a marine haul out facility at the GPIP. The CBS received a proposal from HPM to build infrastructure to support the establishment of a vessel haul out at the GPIP in November 2019.

The GPIP Board met on December 4<sup>th</sup>, 2019 to discuss overall GPIP Waterfront Development and the proposal from HPM. The GPIP Board did not discuss the merits of the entire HPM proposals, but rather focused on what infrastructure is needed to support the fleet in a vessel haul out. (Draft minutes from 12/4/2019 GPIP meeting attached)

HPM has since withdrew its proposal. The GPIP Board, CBS, and community are now working towards the development of a vessel haul out facility at the GPIP properties. Much discussion on how to best service the local fleet and create an economic driver at the GPIP has taken place on the following:

- Ownership of facility and operations:
  - CBS owned and operated marine services facility
  - CBS owned infrastructure/ Multiple Private operators
  - Private owned and operated
    - CBS enters into a DBFOM (Design- Building – Finance – Operate – Maintain) agreement with a third party for the haul out construction and operation.



- Infrastructure needed to support the fleet:
  - Physical infrastructure
  - Equipment
    - What lifting capacity is needed
- Funding for the haul out construction and operations :
  - Grant funds
  - CBS Borrowing
  - Selling or trading CBS property to acquire funds
  - Private Sector investment

### **Ownership of facility and Operation Options**

There are multiple options for the CBS to consider for ownership of a haul out facility and operations of the facility.

#### **1. CBS Owned and Operated haul out facility**

- CBS would design, build, fund, operate, and maintain the haul out.

The estimate costs for the CBS to fund the construction of a vessel haul out with an Access Ramp is \$7,574,391 (2019 PND Engineering estimate). The GPIB Board looked at developing the haul out facility in phases. The GPIB Board set the following priorities:

1. EPA approved water treatment infrastructure - \$461,378
2. EPA approved wash down pad or water collection infrastructure - \$399,035
3. Ramp infrastructure improvements, including installing a concrete ramp - \$1,946,284
4. Upland improvements (Electric, water, lighting, etc) - \$2,579,463
5. Timber float - \$910,831
6. CBS owned infrastructure to haul vessel (Hydraulic trailer or lift) - \$1,277,400

#### **Financial estimate of borrowing funds**

If the CBS chooses to borrow the ~\$7.5 million dollars, an estimated, back of the napkin, financing repayment is as follows:

\$7.5 million dollars borrowed at a rate of 5.5% (75 basis points over current prime) for 20 year term = \$619,098 in annual debt service.

#### **CBS Operations**

The following numbers are a back of the napkin analysis if the CBS chooses to operate a vessel haul with CBS employees.

- The numbers below only consider direct financials of the haul out operations and not the other economic benefits of a haul out to the community.

#### ***Potential Haul out Revenue***

- The 2014 planning document titled the “Preliminary Screening-Level Feasibility Assessment and Planning for a Marine Center at Sawmill Cove Industrial Park”, prepared by Northern Economics for the CBS suggests estimate annual haul out revenues at \$90,700.

(\*Rate is based on \$10-12 per foot for round trip haul out)

- The GPIIP Director contacted HPM and obtained historic haul out revenues for their operation. Average recent haul out revenues are ~\$165,000 annually. (*\*Rate is based on \$18 per foot for round trip haul out*)

#### ***Potential Yard/Storage Revenue***

- The GPIIP Director contacted HPM and obtained historic yard/storage revenues for their operation. Average recent yard/storage revenues are ~\$91,000 annually

#### ***Estimate Operational Expense***

(*\*Note: The following estimates were based off actual expense numbers provided by HPM*)

Payroll Expense (Equipment operator and helper)	\$160,000
Repairs/Maintenance (Equipment)	\$20,000
Yard Maintenance	\$5,000
Fuel	\$25,000
Electrical	\$20,000
Liability Insurance	\$24,000
Property Insurance	\$14,000
Garbage	\$15,000
<b>Total</b>	<b>\$283,000</b>

#### ***Cash Flow***

Based off the above, back of the napkin analysis, the CBS would lose \$27,000 annually operating the haul out.

Total estimate Revenue	\$256,000 (\$165k + \$91k)
<u>Total estimate Expense</u>	<u>\$283,000</u>
Cash Flow	-\$27,000

**Total estimated annual subsidy required = \$646,098 (Debt service + operational costs)**

## **2. CBS owned haul out facility/Multiple Operator**

- CBS would design, build, fund, operate, and maintain the haul out.
- CBS would enter into agreements with private operators to provide haul out services.
  - A RFP could be used to select operator(s).
  - A tariff schedule or lease agreements would be developed to assess charges for use of CBS facilities and property.

The Estimate cost for the CBS to fund the construction of a vessel haul out with an Access Ramp is \$6,296,991 (2019 PND Engineering estimate minus cost of equipment to haul vessels). Private operators would be responsible for providing their own equipment to haul vessels.

#### **Financial estimate to borrowing funds**

If the CBS chooses to borrow the ~\$6.3 million dollars, an estimated back of the napkin financing repayment is as follows:

\$6.3 million dollars borrowed at a rate of 5.5% (75 basis points over current prime) for 20 year term = \$520,042 in annual debt service.

### CBS Operations

There are multiple options for entering into agreements with potential operators of the haul out to determine potential revenue and expense estimates.

### **3. Private Owner and Operated**

- CBS enters into a DBFOM (Design- Building – Finance – Operate – Maintain) agreement with a third party for the haul out.
  - The CBS would enter into a lease agreement or sell property to a private entity, which would construct and operate the haul out.
    - A RFP would be used to select the private entity.

### Financial estimate

- The numbers below only consider direct financials of leasing property for a haul out and not the other economic benefits of a haul out on the community.

Under this option the CBS would receive lease revenue for the property leased to private entity.

### ***Potential lease revenue***

(\*Note: Estimate based off 2018 Assessed values considering a 4.5% return on asset)

<u>Lot</u>	<u>Value</u>	<u>Potential Annual Lease Revenue</u>
Lot 6	\$255,200	\$11,484
Lot 7	\$188,100	\$8,465
Lot 8	\$199,400	\$8,973
44k SF Lot 9a	\$352,000	\$15,840
Lot 9b	\$43,500	\$1,958
Lot 15	\$509,700	\$22,937
<b>Total</b>	<b>\$1,547,900</b>	<b>\$69,657</b>

### **Conclusion:**

If the CBS chooses to fund the construction of the haul out infrastructure there will need to be a substantial subsidy. Grant funds are still being investigated with the Federal and State delegations and other agencies. A private owned and operated haul out facility provides minimal cash flow to the CBS but allows the venture to move forward without a CBS subsidy.

### **Infrastructure needed to support the fleet**

The GPIB Board has held multiple meetings throughout the years to determine the best infrastructure to construct at the GPIB to support the fleet and create an economic driver for the community. Multiple site locations, physical infrastructure (access ramp vs travel lift piers), and lift capacities have been discussed. The EPA approved water treatment facility, water collection infrastructure, and upland utilities will be needed for a functional haul out regardless of the infrastructure constructed to remove vessels from the water. Direction needs to be finalized on which method to lift vessels from the water and lift capacity for phase I of the development of the GPIB Marine Service Center.

The CBS currently has a functional gravel access ramp located on the northern portion of Lot 9a at the park. The access ramp was funded and constructed in 2017 by Northline Seafoods. Northline Seafoods successfully hauled its barge for retrofitting, creating multiple new jobs at the GPIIP. Northline Seafoods has stated that it wishes to continue to utilize the access ramp for future barge projects. The access ramp needs additional improvements to be used for public vessel haul outs.

The Board had a robust discussion with around 50 members of the local fleet at its December 4<sup>th</sup>, 2019 meeting and came to the conclusion that the proposed infrastructure by HPM would meet most of the fleet's needs.

The HPM proposal consisted of travel lift piers with a width of at least 26', a 100 ton travel lift. The site location was on the southern end of Lot 9a and did not interfere with operations of the current access ramp.

Since, the December 4<sup>th</sup>, 2019, the GPIIP Director has had multiple meetings with various members of the local fleet on various locations, vessel lifting infrastructure, and lift capacity for a future haul out operation.

#### Potential Haul out site locations/Physical Infrastructure

1. Northern End of Park (Water Access Easement Area).
  - Conceptual design focuses on travel lift piers
  - The GPIIP Board discussed constructing travel lift piers in the water access easement located between Lots 2 & 4. (See attached map)
    - Water depths have come into questions on this site.

(\*Note: Travel lift piers could be angled toward deeper water)

##### Benefits of this site

- Close to current access ramp.
  - EPA wash down infrastructure could be centrally located.
- Located near proposed upland haul out yard and infrastructure.

##### Cons of site

- Potential water depth issues.

2. Current Access Ramp location (Lot 9a)

- The GPIIP Board has focused on this site in the summer of 2018. The 2019 PND Engineer's number are related to this site. (See attached map)

##### Benefits of this site

- Demonstrated success of hauling barges at this location
  - No additional improvements needed to continue to haul barges.
- Current angle of ramp of 8% is consistent with suggested ramp angle presented by PND Engineers.
- Located near proposed upland haul out yard and infrastructure
- Allows for use of both hydraulic trailers and amphibious travel lifts

##### Cons of site

- Potential water depth issues for haul vessels (more investigation needed)

3. Southern end of Lot 9a (near GPIP Dock)
  - Conceptual design focuses on travel lift piers
  - This site was proposed by HPM.

Benefits of this site

- Water column is good.
- Travel lift piers are in line with prevailing winds
- Close to covered work area (Former bottling plant building)

Cons of site

- Potential congestion issues with GPIP Dock.
- Existing infrastructure would need to be moved

Equipment/Lifting Capacity

There are multiple options for lifting vessel out of the water that other communities have used at vessel haul outs.

**Table 1. General Cost Comparison for Selected Vessel Haul-outs at Alaska and Washington Facilities, 2013**

Location/Facility	Maximum Capacity (Tons)	Vessel Length			
		30 Feet	58 Feet	75 Feet	100 Feet
		Haul-out Cost (\$)			
Craig	Trailer - 60 Tons	300.00	NA	NA	NA
Hoonah	Trailer - 35 Tons	360.00	NA	NA	NA
Hoonah	Lift - 200 Tons	330.00	754.00	975.00	1,300.00
Juneau - Auke Bay Loading	Trailer - 45 Tons	270.00	NA	NA	NA
Juneau - Deharts Marina**	Lift - 15 Tons	540.00	NA	NA	NA
Juneau - Near Aurora Basin**	Lift - 35 Tons	540.00	NA	NA	NA
Ketchikan - Air Marine Harbor	Rail - 160 Tons	360.00	696.00	900.00	NA
Ketchikan - Air Marine Harbor	Lift - 50 Tons	300.00	NA	NA	NA
Kodiak Fullers Boat Yard	Lifts - 150, 100, 50, and 25 Tons	332.00	786.00	1,800.00	4,000.00
Kodiak Shipyard	Lift - 600 Tons	1,590.00	3,074.00	3,975.00	6,000.00
Petersburg	Trailer - 25 Tons	300.00	NA	NA	NA
Petersburg	Trailer - 50 Tons	360.00	NA	NA	NA
Petersburg	Rail - 260 Tons	300.00	440.00	637.50	NA
Port Townsend	Hoist - 70 Tons	252.38	NA	NA	NA
Port Townsend	Lift - 300 Tons	330.00	638.00	900.00	1,400.00
Seattle - Seaview Boatyard	Lift - 165 Tons	240.00	696.00	1,200.00	NA
Seward*	Lift - 50 Tons	236.25	NA	NA	NA
Seward*	Lift - 250 Tons	346.50	1,218.00	1,575.00	2,100.00
Sitka - Halibut Point Marine***	Lift - 80 Tons	540.00	1,044.00	NA	NA
Skagway	Trailers - 30 and 20 Tons	200.00	NA	NA	NA
Wrangell*	Trailer - 40 Tons	225.00	NA	NA	NA
Wrangell	Lift - 150 Tons	330.00	696.00	975.00	NA
Wrangell - Wrangell Boat Shop	80 and 60 Tons	180.00	348.00	NA	NA

Notes: NA = this facility does not have the capacity to haul out a vessel of this size.

\*Rates are per hour.

\*\*Price for haul-out includes a free wash down of the vessel.

\*\*\*Price for haul-out includes a \$6 per foot environmental fee.

Source: Compiled by Southeast Strategies, 2013.

(\*Note: HPM Marine Travel Lift is 88 ton)

The GPIP Director has been in discussions with multiple groups on the use of various pieces of equipment to haul vessels and barges. There are multiple benefits and cons for every piece of equipment.

### Equipment types

There are multiple types of equipment to haul vessels. The GPIP Director has only investigated marine travel lifts, amphibious travel lifts, and hydraulic trailers.

#### 1. Marine Travel Lifts

- Land based lifts that use travel lift piers to haul vessels.



### Benefits

- Travel lifts have traditionally been used in Sitka, fleet is more used to them.
- Equipment does not go into water, potential for less corrosion.

#### 2. Amphibious Travel Lifts

- Travel lifts that use an access ramp to haul vessels.



### Benefits

- Used with access ramps



- Can share access ramps with hydraulic trailers.

#### Cons

- Greater risk for corrosion
- Issues lining up vessel in windy conditions

### 3. Hydraulic Trailers

- Trailers that use an access ramp to haul vessels.



#### Benefits

- Used with access ramps
  - Can share access ramps with Amphibious travel lifts.

#### Cons

- Greater risk for corrosion
- Issues lining up vessel in windy conditions

#### Lifting Capacity

The GPIP Board at its Dec. 4<sup>th</sup>, 2019 meeting recommended moving forward with a 100 ton marine travel lift.

- Lifts in the 45 ton to 100 ton capacity are lower cost and can accommodate a majority of the local fleet.
- Lifts in the 150-300 ton range cost more, but can accommodate large vessels.
  - Larger vessels tend to spend more on vessel projects and attract marine service providers, creating more jobs.

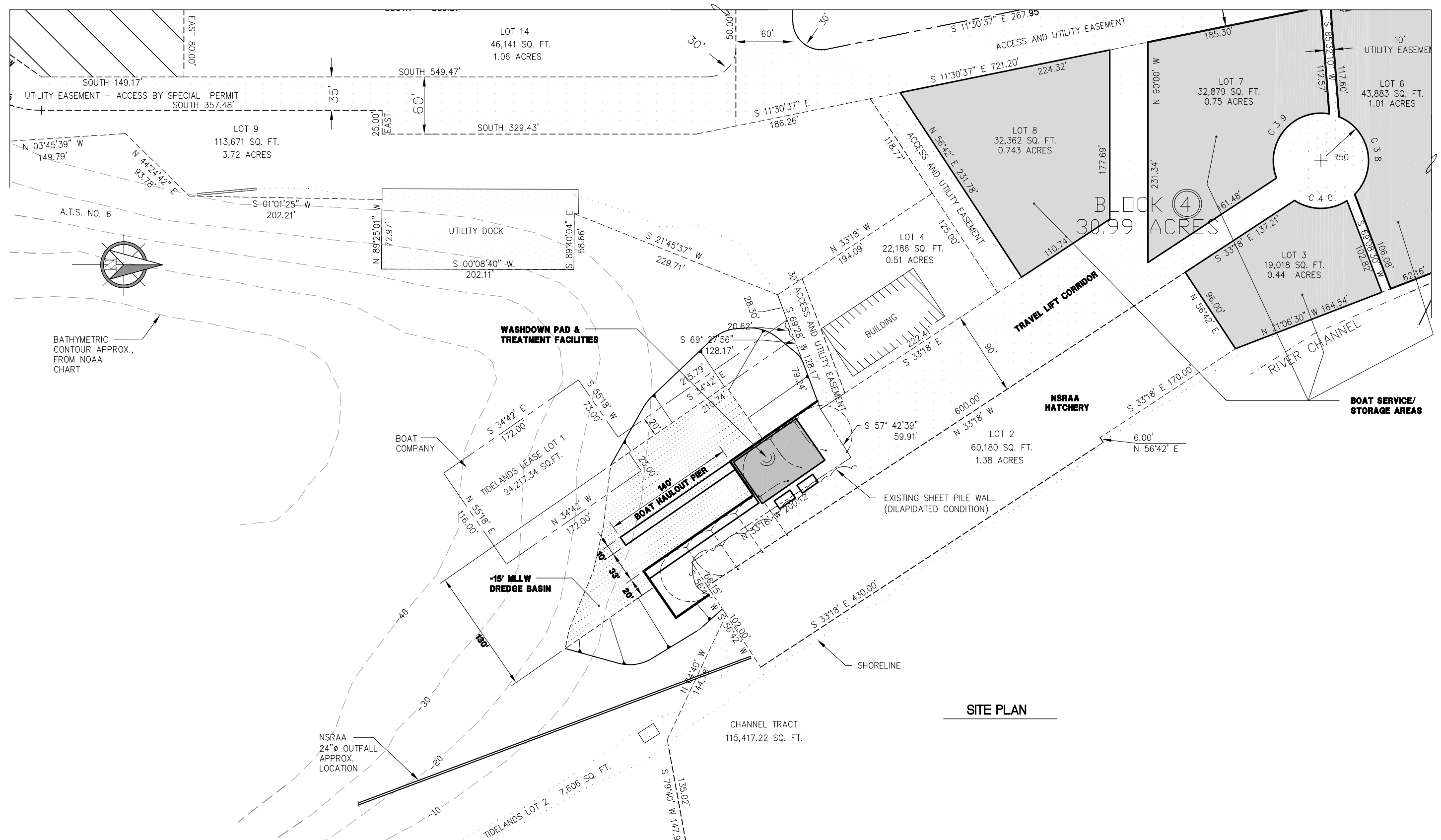
**Conclusion:** There are multiple options for site location, equipment type, and lift capacity. There are benefits and cons for each location, equipment, and lift capacity.

## **Next Steps**

1. GPIP/Assembly direction of different ownership options.
  - CBS ownership
    - Where is funding coming from?
  - Private Ownership
    - What terms would the CBS like to include in DBFOM lease agreement?
2. GPIP/Assembly direction on potential site location.
  - Access ramp location.
  - North end of park.
  - South end of Lot 9a.
  - Allow private industry to propose via RFP for any/all locations.
3. GPIP/Assembly direction on potential equipment and lift capacity.
  - Traditional travel lift.
  - Amphibious travel lift.
  - Hydraulic trailer.
  - Allow private industry to propose equipment and lift capacity via RFP process.
4. Other GPIP/Assembly discussions
  - Potential for short term goals to service fleet with phased development.



N:\07XXX\072072.01 Sawmill Cove Multipurpose Dock\Drawings\PND\BOAT HAULOUT CONI.dwg, CONCEPT2



SITE PLAN

PRELIMINARY



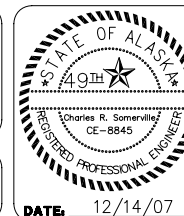
REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

**PND**  
ENGINEERS, INC.

9360 Glacier Hwy, Ste. 100  
Juneau, Alaska 99801  
Phone: 907-586-2093  
Fax: 907-586-2099  
www.pnd-anc.com

DESIGN: CRS  
DRAWN: PJD  
CHECKED: CRS  
APPROVED: CRS

SCALE: SCALE IN FEET  
0 50 100 FT.



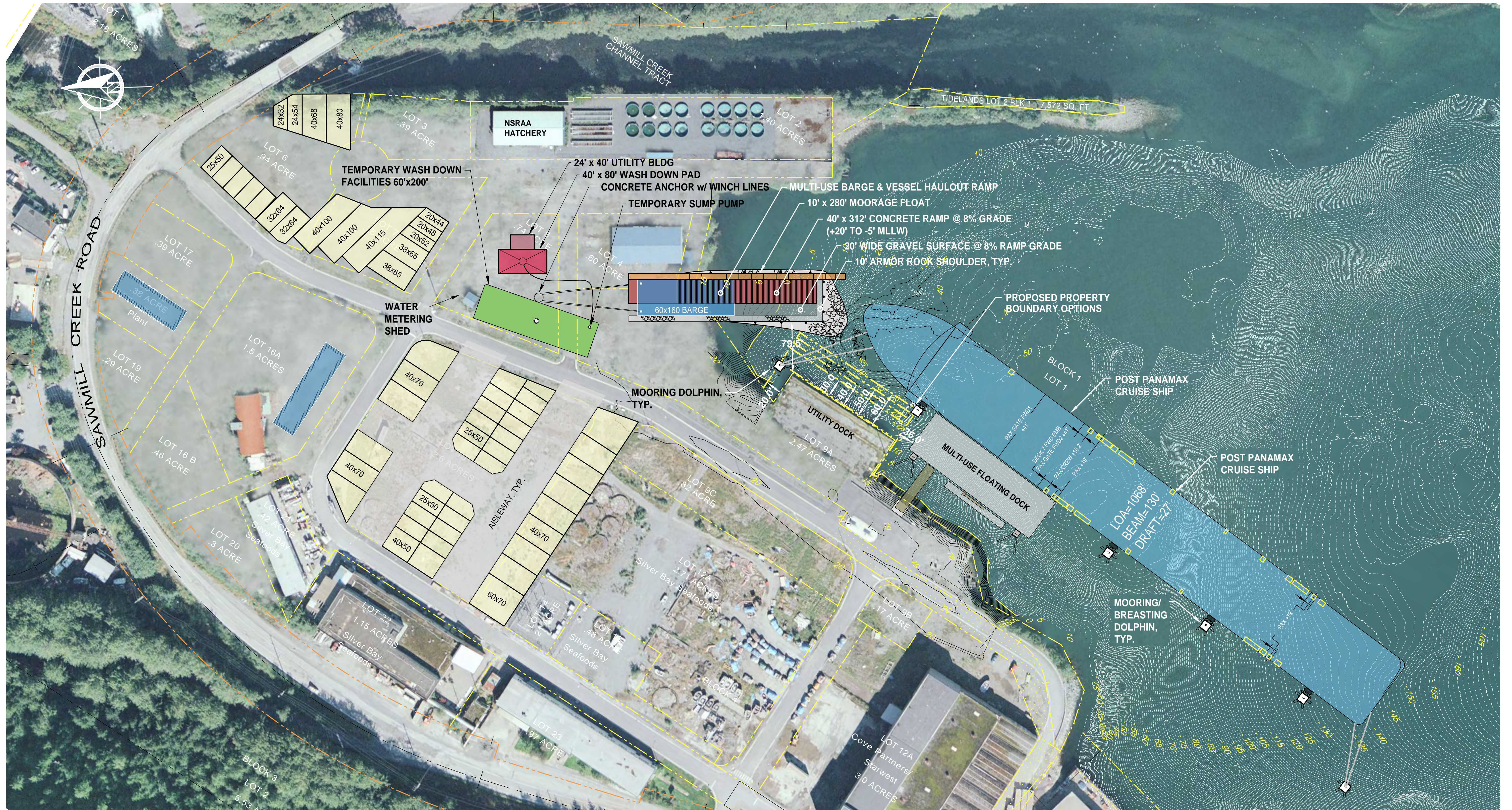
**SAWMILL COVE INDUSTRIAL PARK  
BOAT HAULOUT**

SHEET TITLE:  
**CONCEPT NO.2  
SITE PLAN**

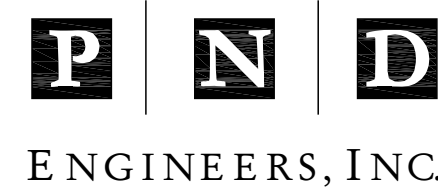
PND PROJECT NO.: 072072.01 DWG. FILE:

**2**  
SHEET  
2 OF 2





REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.



9360 Glacier Highway Ste 100  
Juneau, Alaska 99801  
Phone: 907-586-2093  
Fax: 907-586-2099  
www.pnd-inc.com

DESIGN: PLR  
DRAWN: KLL  
CHECKED: CRS  
APPROVED: CRS

SCALE: SCALE IN FEET  
0 80 160 FT.

DATE: AUG. 23, 2019

CITY & BOROUGH OF SITKA  
GARY PAXTON RAMP PROJECT

SHEET TITLE:  
CONCEPT PLAN NO. 3

PN&D PROJECT NO.: 182060

1  
SHEET  
1 OF 3







**Gary Paxton Industrial Park – Board of Directors Meeting  
Dec 4, 2019, 3:00pm – Centennial Hall, Room 3  
GPIP – DRAFT MINUTES**

**A. CALL TO ORDER:** The Vice Chair, Vaughn Morrison, called the meeting to order at 3:07pm

**B. ROLL CALL**

**Members Present:** Scott Wagner (Arrived 3:15), Vaughn Morrison, Sheila Finkenbinder, Al Stevens, Mike Johnson

**City Representatives:** Hugh Bevan, Shiloh Williams, Stephen Weatherman, Thor Christianson, Richard Wein, Mike Harmon

**Others Present:** Lee Hanson, Garry White, Brigitte Klakring, Chris Ystad, Dan Cooper, Tyler Green, Rob Lihou, Andrew Callstine, R. Eliason, Karen Johnson, Chuck Olson, Baker Hensley, Pat Glaab, Terry Perensovich, Dan Falvey, Jeff Farvour, Chris McGraw, Jacob Ogilvie, Tamy Stevenson, Shawna Thornton, Jason Gjertzen, Charlie Wilber, Mike Gassman, Kai Olney-Miller, Ken Creamer, Phil Nasz, Kent Barkau, Frank Balovich, Dick Curran, Scott Saline

**C. Review of Minutes – October 21, 2019**

**MOTION:** M/S Finkenbinder/Johnson moved to approve the minutes of October 21, 2019.

**ACTION:** Motion PASSED 4/0 on a voice vote.

**D. Correspondence & Other Information – None**

**E. Changes/Additions/Deletions to Agenda –** Mr. White suggested we move H.1 (GPIP- Strategic Planning) to end of agenda.

**MOTION:** M/S Finkenbinder/Johnson moved to put H.1 at end of agenda.

**ACTION:** Motion PASSED 4/0 on a voice vote.

**F. Reports – None**

**G. Persons to Be Heard – None**

**H. New Business –**

**1. GPIP Waterfront Development/ Haul Out Proposal**

Mr. White gave an overview of the history, scope and goals of this project. He explained that this decade long discussion began in 2007 when a marine survey was conducted to create a list of desires from a new haul out. It was continued in 2009 when an RFP was put out globally with only one response from a company in Bellingham requiring \$25 million to construct. He continued, in 2014, a public meeting was conducted to understand fleet wide needs and after this meeting it was determined that a good amount of work could be conducted without being hauled out. Mr. White went on, fast forward a few years and Northline added their ramp concept and has left us

with the infrastructure to continue this. He continued, while this is a suitable alternative for some projects our town's current haul out system at Halibut Point Marine will be discontinued sometime in 2021, leaving the city with a need for a new haul out. Mr. White explained an engineering firm was contracted to break the potential project down into six different phases totaling 7.5 million dollars. The plan included:

- A. Treat wastewater from washdowns for EPA.
- B. Capture water from washdowns.
- C. Improve current ramp infrastructure.
- D. Upland improvements of water, electric, sewer, etc. for the haul out yard acreage that is set aside.
- E. Timber float.
- F. Purchase haul out equipment.

Mr. White invited Mr. McGraw to come forward. Mr. McGraw explained that his company, Halibut Point Marina, has submitted a proposal to the CBS to fund a new 100 ton, 26 foot wide haul out for a trade of 17 acres of city property.

Mr. White opened a conversation to discuss this proposal to the individuals present. He noted the goal of this conversation was to ensure this proposal met the needs of the fleet, not the proposal specifications regarding the land value or trade agreement as that is city assembly business.

With such a strong turnout from the public a great deal of conversation occurred regarding the need for additional washdown space, difference in cost between a 100 ton and 150 ton haul out, need for a finger pier, width of the haul out, and how we can compete against other successful boat yards like Wrangell.

Mr. McGraw explained a 150 ton haul out would cost 1.5-2 million dollars more and he feels a 100 ton haul out will service 90% of our fleet. He added, the bigger boats can be rolled up the ramp. After much discussion the crowd tended to agree. Mr. Christianson added, CBS does not have funds to build either size, so this trade is a very alluring option.

Mr. Leo discussed concerns of southeast winds and the need to add a finger pier and/or float for boats to bounce off of so boats don't end up beached. Mr. Johnson stressed this concern as well and suggested CBS adds that into a revised proposal.

Many showed concerns regarding the washdown and explained that it is often a bottleneck. Mr. Olson suggested CBS add additional washdowns when negotiating with Mr. McGraw. Additionally, many mentioned the success of Wrangell's boat yard and how that in addition to the haul out they have skilled laborers and indoor facilities for people to work on their boats. Mr. White explained that was the vision for GPIP as well and that details would be discussed in the strategic planning portion of the agenda.

Lastly, Mr. Johnson explained the need to ensure the haul was not a standard haul out, but has some bells and whistles. There are a variety of models and we want one that will be most profitable.

At this point, 4:28pm, the board felt they had covered the variety of topics necessary to make a decision of whether or not to recommend CBS move forward with negotiations.



Mr. Bevan informed Board and audience that the final location of the haul out has not been finalized. The CBS is investigating the Bathymetry of the Sawmill Cove area.

**MOTION:** **M/S Stevens/Morrison** moved to recommend the CBS assembly moves forward with negotiations on Mr. McGraw's proposal contingent on that the marine piers are at least 26 feet wide, that the 100 tons Marine Travel Lift is new and not used equipment, that additional wash down space in added to proposal, that a finger float is added, that additional infrastructure on marine piers is added to allow for people exit the vessels before vessel is hauled.

**ACTION:** **Motion PASSED 5/0 on a roll call vote.**

4:39pm The Chair called for a 10 minute intermission. Many left at this point.

4:49 The Chair resumed the meeting.

**I. Unfinished Business –**

**1. GPIIP Strategic Plan**

Mr. White explained people are already wanting to buy property at GPIIP if the new haul out proposal proceeds. He asked the board for suggestions on if he should begin accepting offers as they come in or do an RFP for marine service trades locations. Mr. Wagner suggested Mr. White move forward with an RFP and the board can refine it and publish once the proposal is finalized.

The board opened the conversation up to the floor.

The remaining in the crowd discussed the need to plan out the space accordingly before beginning leases keeping in mind where retail space makes most sense versus where covered work spaces makes the most sense to ensure the area is most profitable and malleable to the haul out specs.

Dr. Wein also suggested we improve the lease process and extend the lease term lengths, Mr. Christianson agreed.

Mr. Wagner suggested Mr. White move forward with an RFP and re-mapping of the specific units that will be available for lease. He also suggested we discuss removing the retail ban from that area at the next meeting. The board all agreed.

Mr. Christianson stated should this all move forward it will be an exciting time for economic development in Sitka.

**J. Adjournment:** **M/S Finkenbinder /Morrison** moved to adjourn meeting at 5:31pm.



329 Harbor Drive, Suite 212  
Sitka, AK 99835  
Phone: 907-747-2660

Wednesday, January 22<sup>nd</sup>, 2020

MEMORANDUM

To: Hugh Bevan, Interim CBS Administrator  
From: Garry White, GPIP Director  
Subject: GPIP Port Facility Overview

**Background**

The CBS has investigated the potential for a vessel haul out facility at the GPIP since the property was acquired by the CBS.

In November 2001, the GPIP Board of Directors, though the CBS Public Works Department retained Peratrovich, Nottingham and Drage, Inc. (PND) to develop a waterfront development plan for the GPIP. The Sawmill Cove Industrial Park Waterfront Development Plan, completed in April 2002, identified potential waterfront improvements that could enhance the GPIP and meet the mission of the GPIP Board and CBS. Included in the potential improvements were; a vessel haul out, a small boat harbor, and a bulkhead dock. The waterfront development plan provided estimated construction costs, but did not determine the economic viability or the feasibility of the projects.

**Marine Haul Out History at the GPIP**

Since acquiring the industrial site in 1999, the CBS considered the potential for development of a marine haul out at the Industrial Park. Every Legislative Priorities list from FY2005 through FY2016 included a reference to development of a marine industry and infrastructure at the SCIP and/or a specific funding request.

The GPIP Board held multiple public meetings over the years to determine what type of infrastructure and equipment was needed for a successful vessel haul out, looked at various issues and concerns of the development of a haul out, and worked with various public and private entities on the funding and management of a haul out at the GPIP.

**Timeline:**

In 2003, SEDA sponsored a Sitka Marine Industries Meeting with marine business owners and stakeholders.

In 2007, SEDA conducts the Sitka Marine Industries Survey. SEDA receives roughly 200 responses that are shared with the GPIP Board and public on the wants and needs of the local fleet, marine operators and general public.

In 2007, PND provides two concept plans for a vessel haul out at GPIP to the CBS.

#### PND Preliminary Engineer's Estimate

- Concept No. 1 = \$6,264,192 (Fill out in the tidelands to reach deeper water)
- Concept No. 2 = \$6,797,824 (Dredge a portion of the cover to create deeper)

In 2009, A Request for Proposal was developed and released for the construction of a vessel haul at the GPIIP. The RFP was mailed directly to a list of over 60 targeted clients and advertised globally. The GPIIP Director met with various marine service providers throughout the state and in the Puget Sound area that were interested in operating a marine haul out, but many were not interested in providing the funding for the base infrastructure needed for a haul out operations. The CBS received one proposal to the RFP from Puglia Engineering Inc. out of Bellingham, WA. Puglia and the CBS could not come to terms on the proposal and investment, due to large capital requirement (~\$21 million) requested to be funded by the CBS. (*\*Note: There was a global recession in 2009, access to capital was limited*)

In 2011 Halibut Point Marina updated their facilities to include 5 new EPA compliant wash down pads and widened the haul out by three feet to accommodate more vessels.

March 2014 a Preliminary Screening Level Assessment and Feasibility Study is completed for the GPIIP related to the viability of a vessel haul out, a large commercial vessel moorage, and a deep water multi-purpose dock at the GPIIP.

The following is a section of the Executive Summary related to the feasibility of a vessel haul-out facility at the GPIIP:

*The analysis indicates a weak to moderate opportunity for a haul-out facility for vessels up to 150 tons and a weak opportunity for a haul-out facility for vessels over 150 tons. Under a scenario in which the existing Halibut Point Marine were to cease haul-out operations, the analysis would indicate a moderate to strong opportunity for a haul-out facility for vessels up to 50 tons.*

The entire feasibility study can be found at this link.

<https://static1.squarespace.com/static/588a6f0ce6f2e19614b36071/t/5bcf5172419202d3830c8e4d/1540313533731/SCIP+Phase+2A+Preliminary+Screening-Level+Assessment+FINAL+%281%29.pdf>

September 2014, a report titled “Trends and Opportunities in the Alaska Maritime Industrial Support Sector” is released. The report is commissioned by the State of Alaska Department of Commerce, Community & Economic Development and completed by the McDowell Group. <http://www.mcdowellgroup.net/wp-content/uploads/2015/02/Trends-and-Opportunities-in-the-Alaska-Maritime-Industrial-Support-Sector.pdf>

In March of 2017, SEDA hosted a marine service meeting related to the development of a haul out at the GPIIP. A few comments from the public are the following:

- An access ramp is needed to support not only vessels, but barges in SE needing to get hauled out. Ketchikan is very expensive.
- Allen Marine is switching from a traditional marine ways to an access ramp.
- Covered work areas are needed.
- Finding a private entity to fund the base infrastructure for a haul out will be tough, the CBS should try to participate in finding funding.
- Sitka should look for a niche to find a competitive advantage over other region haul out facilities.

- A lot of vessel work can be completed while the vessel is in the water, future GPIIP Dock should allow constructed to allow for in water vessel work (completed).

August 1, 2017, Northline Seafoods leases a portion of Lot 9a for a 2 year term to construct a gravel access ramp to haul its barge for retrofit. The terms of agreement are for a ramp of 8% grade to be constructed by Northline and turned over the CBS at the end of the lease agreement.

In June of 2018, the CBS enters into agreement with PND to provide a conceptual design and estimate on constructing an access ramp for a vessel haul out operation. Conceptual design and estimate attached.

In August and September 2018, the GPIIP Board does a site visit for the potential access ramp and upland support areas. The Board discusses potential funding sources for the entire project and recommends a phased development approach due to the uncertainty of funding opportunities. The Board recommends the following priority of a phased development:

1. EPA approved water treatment infrastructure.
2. EPA approved wash down pad or water collection infrastructure.
3. Ramp infrastructure improvements, including installing a concrete ramp.
4. Upland improvements (Electric, water, lighting, etc.).
5. Timber float.
6. Potential CBS owned infrastructure to haul vessel (Hydraulic trailer or lift).

The GPIIP Board received estimate for Phased development at its October 2019 meeting. The GPIIP Board discussed funding and the potential for private sector development of a vessel haul out.

In November the CBS received a proposal from Halibut Point Marina (HPM) for private sector development of the infrastructure for a vessel haul out.

The GPIIP Board met in December 2019 to discuss the HPM proposal and passed the following motion:

**MOTION:** M/S Stevens/Morrison moved to recommend the CBS assembly moves forward with negotiations on Mr. McGraw's proposal contingent on that the marine piers are at least 26 feet wide, that the 100 tons Marine Travel Lift is new and not used equipment, that additional wash down space is added to proposal, that a finger float is added, that additional infrastructure on marine piers is added to allow for people exit the vessels before vessel is hauled.



## **Memo and materials submitted by Sitka Marine Haulout Workgroup**

## Sitka Marine Haulout Workgroup draft comments for GPIP/Assembly Special Meeting

**VISION:** Our shared vision is for a stable, efficient and professionally run boatyard that meets Sitka's needs, prioritizes services for the local fleet and provides room for expansion. Since 97% of 665 boats homeported in Sitka's harbor system are between 32 and 58 feet length over all (LOA) and this fleet is less mobile than Sitka's larger boat fleet, Phase 1 is focused on servicing this size vessel.

### **General comments:**

Our recommendations are the product of a tremendous amount of work from Sitka's vessel owners, professional marine tradesmen, experienced boatyard operators, contractors and citizens. We have reached out to several boatyards around Alaska, the U.S., and Canada as well as manufacturers of boat haulout machinery to learn from their experience, incorporating that knowledge into our comments.

Discussions with acting administrator Hugh Bevan, GPIP/SEDA director Gary White and GPIP board chair Scott Wagner have helped us understand the opportunities and limitations for a boatyard at GPIP. While we are able to provide recommendations on many of the components essential to include in a GPIP marine haul out RFP, there are still additional details we need to complete the process. For example, it is unclear exactly what land is available for use by the Sitka boatyard, and what, if any land, can be repurposed for this use. Once we have this additional information, we will be able to provide specific recommendations relative to locating the haulout piers, wash down pad/filtration systems and related infrastructure. At this point we ask that the GPIP board and Assembly confirm the boundaries of GPIP land available for the future Sitka marine haul out. Also, we suggest that after agreeing on the vision for this much needed project, that consulting with a professional boatyard planner would prove beneficial in assisting with the successful development of a marine haulout for our community. It would seem that planning in this respect should commence as soon as possible.

With this caveat in mind, we offer the following recommendations relative to developing a successful marine haul out in Sitka. See maps located at the end of these comments that show GPIP lots referenced and other references:

- **Need and intended use for a marine haulout:** All available GPIP CBS land must remain available for the Sitka Marine Haulout- No movement forward is recommended for any land sales or leases until the boatyard foot print and design has been finalized
  - Demand and need for use are defined by the size of Sitka's fleet and harbor system. Sitka is one of Alaska's--and the Nation's--primary commercial fishing and destination ports. 665 vessels between 32'-86' are permanently moored in

the Sitka harbor system. Of those 665 vessels, 97% of these vessels are 58' or less, approximately 90% are under 54'.

- It appears that approximately 8 acres of GPIIP land is available for use for a boatyard but a full-scale boatyard with room for larger vessels and barges would need a much larger footprint. By way of example, Homer, which has a smaller harbor system than Sitka, has at least 30 acres of accumulated boatyards.
- It is estimated that the Pamco run boatyard was able to service 40 vessels and pick (haul or launch) up to 25 vessels/day. By comparison, the current highly consolidated HPM is only able to service 15 max of the same size vessels and lift 5-6 vessels/day. If planned correctly, a GPIIP boatyard would easily surpass the the Pamco boatyard capacity, accommodate Sitka's larger vessels, and still provide for future growth. Limiting factors are: 1) availability of GPIIP acreage; and, 2) limitations on viable locations for waterfront travel lift piers.
- **Develop a Strategic Master Boatyard Plan:** Boatyard design should reflect commitment to meet the needs of the Sitka fleet (i.e., prioritize lift and storage capacity for local fleet) and should be developed with assistance of a professional boatyard planner (see list of possible contacts below our comments) and ongoing input from local marine service industry and fishermen. Due to funding and time constraints, haul out/boat yard should be developed in phases.
  - **Phase 1:** Launches the Sitka marine haul out into limited operation but with capacity to service as many of Sitka's local vessels as possible, prioritizing the limited space and lift capacity to meet the needs of the small boat local fleet. Improvements include: ramp upgrades, water service, a temporary wash down pad, on site pretreatment of wash water and discharge of wash water into the municipal sewer system, and electrical power. Goal is to start hauling vessels by spring 2021
    - **Vessel haulout machinery:** Goal is for a 100-150T travelift and pier. By comparison, the current HPM travelift is 88T. 150T travelift would be capable of hauling all of Sitka's vessels 58' and smaller
    - If that is not possible then utilize the ramp with a submersible 100-150T travelift
    - If that is not possible then utilize the ramp with a trailer. We have not been able to identify a US made 100T amphibious trailer suitable for effectively hauling Sitka's deep draft vessels.
    - As far as we are aware, Hostar, based in MA, is the manufacturer of the largest US made amphibious trailers that can effectively accommodate Sitka's deep draft vessels. Their largest trailer is 80T (see specification and quotes at end of comments below), estimated to haul 90% of the vessels that the current HPM 88T travelift is capable of.

Base price for a non motorized 80T Hostar trailer	\$241,740
A self propelled 80T is	\$581,890

Options: Galvanized hydraulic arms (8), cross beams	\$6300
Air-cushioned solid tires in lieu of pneumatic tires	\$22575
Wireless remote control system	\$5575
Reinforced aluminum cross beams	\$675 each
Gasoline-powered hydraulic system in lieu of electric	\$2425

<http://www.hostarmarine.com/index.html>

- However, there are European manufacturers of amphibious travelifts such as Allen Marines Italian made Ascom travelift. European manufactures of amphibious travelifts and trailers are:
  1. Roodberg based in Holland which has been in business since 1936  
<https://roodberg.com>
  2. Boatlift based in Italy with an office in NY. We have inquired about whether their larger 300T trailers can effectively haul typical Sitka vessels and are awaiting for a response  
[http://www.boatlift.it/en/carrelli\\_travel\\_anfibi.asp](http://www.boatlift.it/en/carrelli_travel_anfibi.asp)
  3. Ascom based in Italy which has been in business since 1971  
<https://www.ascom-italy.it/products/1/1.html>  
Both Allen Marine and Wrangell have Ascom travelifts
- Conolift in Ontario Canada makes unique submersible trailers. We will provide supplemental information on this manufacturer and any others as it becomes available.
- Need to factor in shipping costs and lead times
- Need tractor capable of handling a submersible trailer loaded with a vessel
- Very good advice regarding the advantages and disadvantages of travelifts and trailers have been given to us from every boatyard we've talked to. The most significant considerations are cost of the equipment and infrastructure vs efficiency and effectiveness: Travelifts/pier systems are more efficient and more effective with Sitkas higher freeboard deep draft ocean going vessels but they are also more expensive. Trailer/ramp systems are less expensive alternatives but are often less efficient and require additional maintenance to the trailer to address salt water infiltration and corrosion.
- Trailers could very well have use in a boatyard other than hauling and launching vessels. Trailers are generally more suited for moving vessels in and out of covered areas because of their maneuverability and the fact that they are not limited by the width and height of their structures such as travelifts are.
- **Haulout ramp:** Its unclear to us what the existing ramp condition is. A thorough assessment of conditions and upgrades necessary for specific equipment and intended use is highly recommended: As noted in a February 21, 2019 letter from PND:

*Re: Gary Paxton Industrial Park - Ramp Project Concept No. 3 Operational Narrative*

*Dear Mr. Weatherman,*

*PND 182060.01*

*PND Engineers, Inc. (PND) has prepared Concept Plan No. 3 illustrating a multi-use ramp facility intended to haulout barges using inflatable rollers and winches as well as vessels up to 100 tons via a hydraulic trailer. The ramp is 60' wide with 40' of that width covered with concrete planks and the remaining surface is covered with crushed aggregate.*

As you are aware, the GPIIP ramp is gravel. Hostar has provided us ramp building guidelines and several GPIIP packets contain PND estimates and concept plans.

- **Travelift Pier:** Identifying optimum location for a travelift pier(s) is constrained by the piecemeal disposal of GPIIP waterfront that has occurred to date. A single slip two fingered travelift pier is necessary to haul mid to large size vessels effectively, but a three fingered pier should be included in the boatyard master plan with the understanding that much will be learned from the development and use of Phase 1 infrastructure. Because of the bathymetric nature in area around Lee Hansons dock and the Multipurpose dock (Lot 9A), capitalizing on those locations is ideal for travelift piers, yet working around them to construct travelift piers is less than ideal. Another possible location for travelift piers could be the corridor between NSRAA's facility and Lot 4; however, a travelift pier in that location would be approximately twice as long as a travelift pier system that could be built off Lot 9A (see GPIIP PND concept for this below our comments). Dredging in that area would shorten the length of that pier and reduce the amount and length of pilings that otherwise would be needed if no dredging occurs.

As mentioned above in the second to last bullet on page 3, this is a critical aspect as our research suggests that hauling larger vessels with ramp and trailer can be substantially less efficient than a travelift-pier configuration. The need for 2-3 different sized haulout machinery options scaled to the sized vessels intending to be hauled is fundamental to the success of a full-scale yard, as is illustrated in other places in Alaska, the lower 48, and around the world. (See example of a three fingered travelift pier and lot references below)

- **Dock and piling staging for vessel and skipper haulout and launch:** Dock and pilings are essential for safely and effectively staging and queuing of vessels and skipper/passenger transition to and from vessel during hauling/launching.

- **Washdown pad and filtration system:** Best Management Practices are implicit throughout our recommendations. Our recommendations for the washdown and filtration system locations are based on meeting
    - Location of washdown pad and filtration system will define flow of vessels in and out of the boatyard and will be tied into additional washdown pads installed in the future.
    - The ideal location for the Phase 1 washdown pad is on Lot 8 directly upland from Lot 4. Locations of washdown pads and related infrastructure must be situated in an area that allows for maximum efficiency and the least conflict with vessel traffic and vessel blocking.
    - Additional research into more efficient and cost-effective designs are highly recommended
  - **Vessel Blocking:** Phase 1 vessel blocking could occur on Lots 6, 7 and/or Lot 15. Sections of road between Lots may require upgrades where the trailer or travelift crosses to access respective Lots.
  - **Utilities:** Location of initial electric hook ups, lighting, hose bibs, security measures such as fencing and cameras correspond to locations of vessel blocking identified by final planning design of Phase 1
  - Location of long and short-term storage of vessels, bait sheds, seine skiffs, etc., should be in areas not designated for vessel blocking.
  - **Structures/buildings:** Having covered areas to service vessels is key to a haulout facility at GPIP. This has been noted by many of Sitka's professional marine tradesman for many years as the weather is more inclement in Silver Bay. Lot 6 seems to offer the best initial location for the addition of covered areas to accommodate vessels, buildings and shops. Understanding of code requirements and flexibility should be incorporated into assessments of installing connex shelters (e.g., the Wrangell shipyard)
- **Phases 2** builds around and expands on the outcomes of Phase 1.
  - Phase 2 should include additional washdown pads and a travelift and pier or addition of a finger on an existing travelift pier to accommodate the addition of a larger (300T) travelift . Additions include:
    - A 300T travelift to accommodate larger vessels.
    - Additional utilities for blocked vessels.
    - Additional buildings and structures to facilitate more extensive work
  - Phase 2 should continue to utilize locals' knowledge and expertise in finalizing designs and planning for future expansion.
  - Ensure local resident tradesman and professionals have priority use of available space
- **Management options and considerations**
    - City retain ownership of land to meet shared goals- The remaining City-owned land at GPIP is barely large enough to support an efficient and professional

boatyard. Additional fragmentation of land control through lease or sale will further constrain the economic success of Sitka's Marine Haulout

- Performance standards should be tied to leases to ensure GPIIP/Haul out goals are met.
- Land Trust
- Port Authority
- Set up like an Enterprise Fund
- Cooperative
- Public-private partnership
- Examples include city owned but privately run transfer station; also NSRAA successful long-term leases with the city
- Continue to rely on local knowledge and expertise in finalizing designs and planning for future growth

Other points to consider:

- Research and interviews with contractors have suggested the following site conditions at GPIIP:
  - Lot 6 surface contains large concrete pad covered in rock with some utility trenches throughout. Sub-surface conditions are unknown due to possible gravel mining by past and current tenants. Possibly large area of rock covered with gravel closest to road and along area closest to Sawmill Creek River.
  - Lot 7 surface contains several concrete pads intersected with utility corridors/trenches.
  - Lot 8 surface contains several concrete pads intersected with utility corridors/trenches.
  - Lot 15 (the infield) surface contains random concrete pads and foundations intermixed with utility corridors.
  - During the mill demo, contractors back filled many of these trenches with concrete rubble.
  - The concrete in GPIIP is some of the most overbuilt and hardest on the planet.
- HPM should fulfill its two year notice to close commitment. Contact HPM to get confirmation on plans for HPM capacity from now and into the future.
- What can be learned from multi use dock installation? Pile depth, any concerns, accuracy of depth of benthic substrate ?

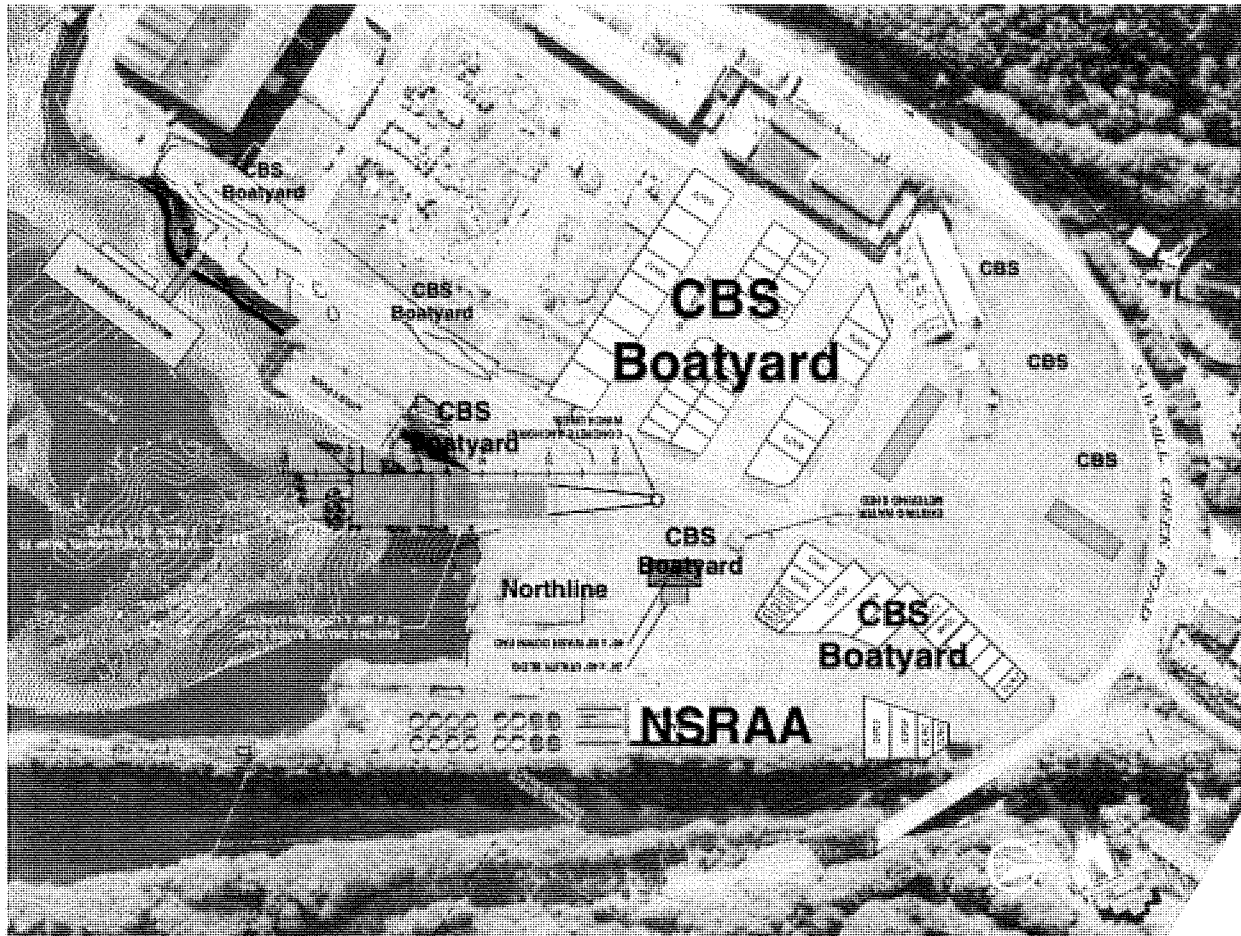
Our recommendations focus on providing essential services to the Sitka fleet while recognizing both funding constraints and the timeline imposed by the imminent closure of Sitka's only marine haul out capable of servicing our community's vessels. We urge the City to move quickly, but to ensure adequate attention is given to infrastructure planning/development to ensure steady, efficient and safe progress. Project focus must be on meeting the needs of Sitka's small boat fleet, with a longer-term focus on building a world class yard that cleanly, efficiently and professionally services a broader fleet while catalyzing economic activity in Sitka.

These comments recognize the need and support from the two bodies collaborating in the development for a GPIP boatyard:

- 1) The GPIP Strategic Plan identifies the importance of preserving public access, creating family wage jobs for Sitka residents and setting aside remaining GPIP land for a much needed boatyard.
- 2) Sitka City Assembly recently prioritized establishing a Sitka haul out/ boatyard and the protection of Sitka's working waterfront as Legislative Priority.

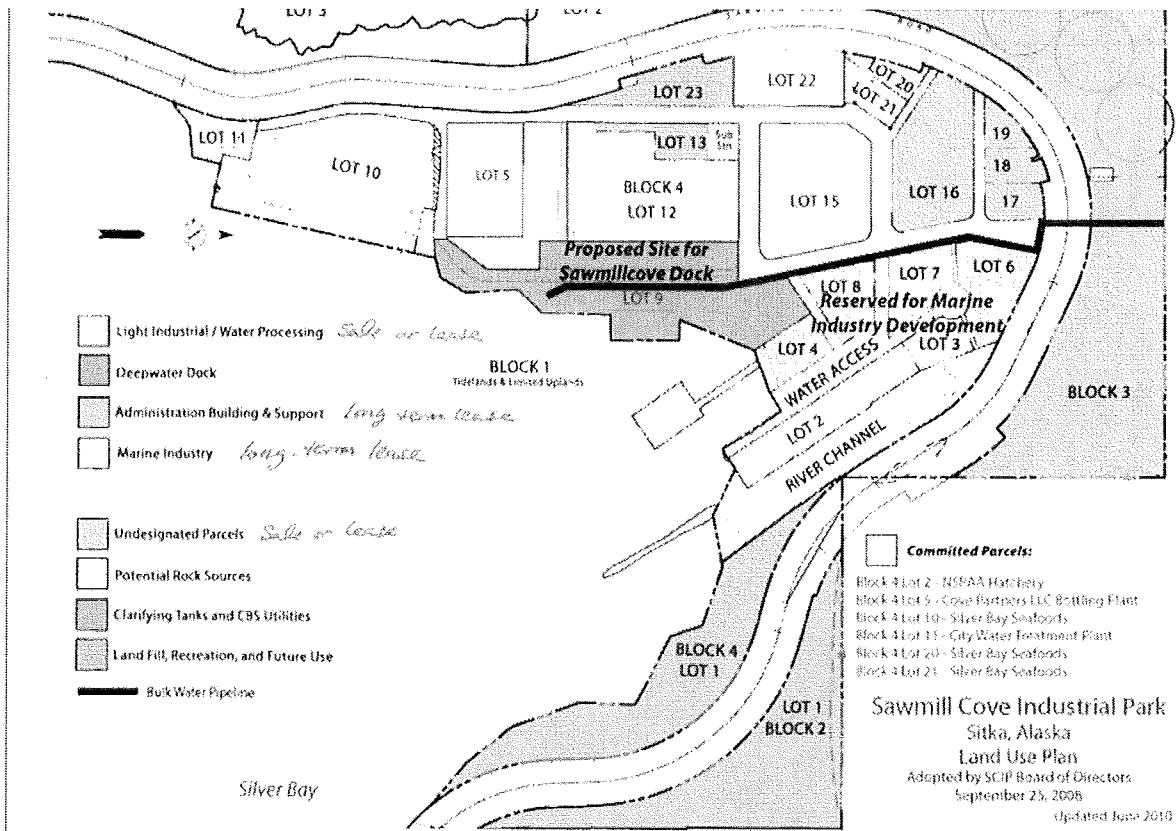


GPIP map referencing CBS GPIP areas available for development of boatyard and related infrastructure. Annotations “CBS Boatyard” have been identified as Lots set aside for a GPIP boatyard. Lots labeled “CBS” should also be included in boatyard masterplan

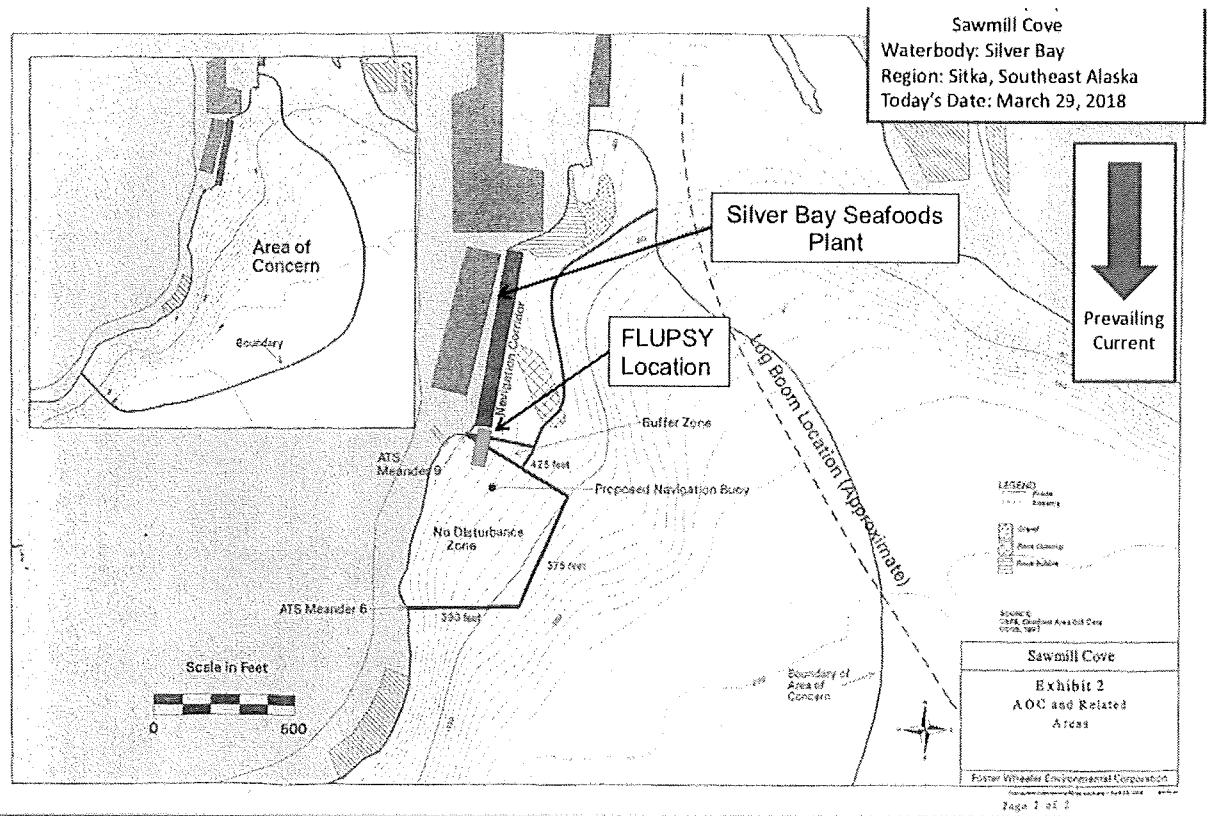


11011 1-4-93

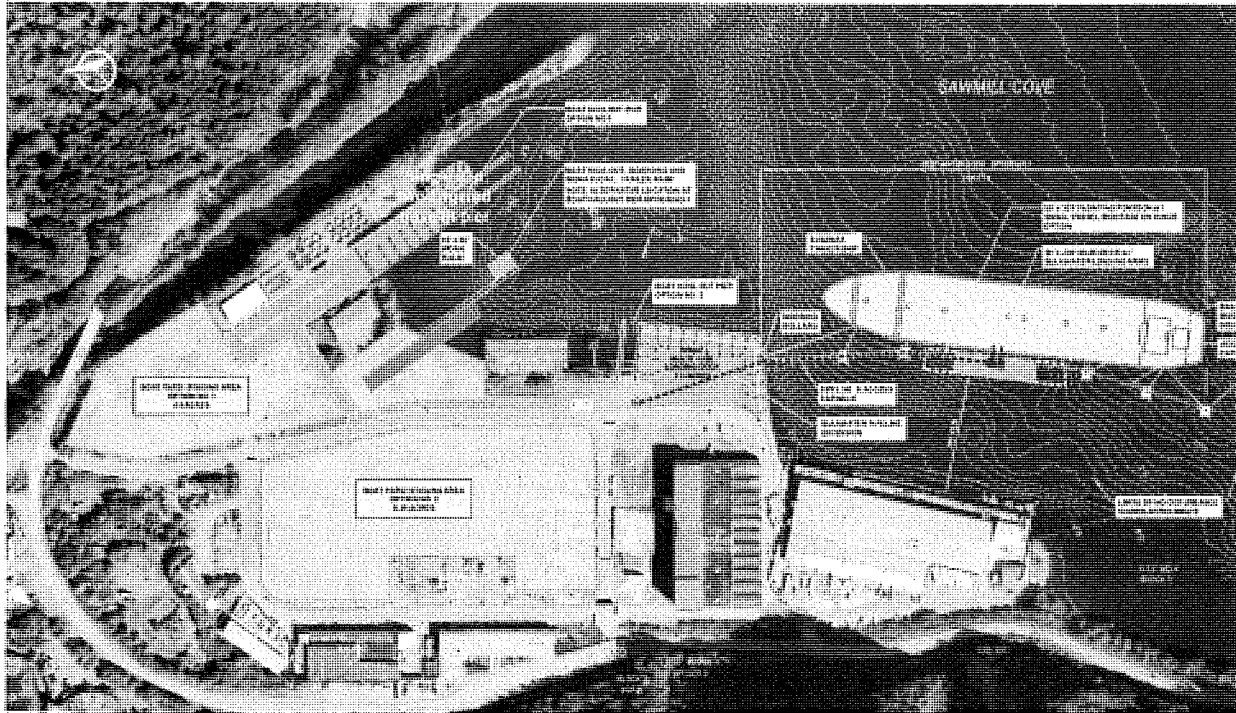
## GPIP map showing Lot numbers



Map showing "Area of Concern". Note that proposed boatyard area is not within AOC area



**GPIP PND concept of single slip two fingered travelift pier located between Lot 4 and NSRAA**



**One of Homer's Boatyards showing plans for construction of an additional finger to existing two fingered travelift pier:**



**\*Note the number of vessels in their yard**



ONE KENDRICK ROAD, WAREHAM, MA 02571

Telephone: (508) 295-2900

Fax: (508) 295-2922

<http://www.hostarmarine.com>

#### HOSTAR HST8000Y YARD TRAILER

HOSTAR Model HST8000Y Hydraulic Trailer for yard use, configured with the following equipment and specifications:

- o To handle power boats to 70 feet, sailboats to 80 feet
- o Overall trailer length of 62 feet (shorter/longer if desired)
- o Overall trailer width of 11 feet (wider/narrower if desired)
- o Yard capacity of 160,000 pounds, with load on all cross beams
- o Main frame: Solid welded sectional ladder frame construction
- o Compact gooseneck front end for fifth wheel use
- o Frame sealed, pressure tested for air tightness to prevent corrosion
- o Hydraulics:
  - Eight fully adjustable hydraulic arms to handle up to 8' draft;  
forward-facing rear arms, inward-canting forward arms
  - Hydraulic walking beam suspension to lift/lower rear of frame each side
  - Remote control of all hydraulic functions
  - Hand-held watertight control box with walk-around cable
  - Two 12VDC electric hydraulic power units
  - Pilot operated double-locking valves on all cylinders
- o Two 4-DM deep cycle marine batteries
- o 110 volt battery charger (or power connection to tow vehicle)
- o Eight slide-through removable cross beams
- o Two-level through-frame pockets for keel-supporting cross members
- o Tandem axles with eight Dexter 25,000 pound reinforced axles
- o Sixteen low profile high flotation 28 x 12.5 x 15 yard tires
- o Expanded metal basket at frame front
- o Stainless steel T-pins and hardware
- o Finish: Entire unit sandblasted to white steel; finished with two coats  
high-build epoxy primer with hardener, three coats high  
performance acrylic urethane with hardener (choice of color)

Price: \$241,740

FOB - WAREHAM, MASSACHUSETTS

Options:	Galvanized hydraulic arms (8), cross beams	\$6300
	Air-cushioned solid tires in lieu of pneumatic tires	\$22575
	Wireless remote control system	\$5575
	Reinforced aluminum cross beams	each \$ 675
	Gasoline-powered hydraulic system in lieu of electric	\$2425

Production Schedule: Sixteen to eighteen weeks from start of construction

Payment Schedule: One third - at signing of contract  
One third - at midpoint of construction  
Balance - upon completion

This price quotation is valid until February 17, 2020

01/17/20



ONE KENDRICK ROAD, WAREHAM, MA 02571

Telephone: (508) 295-2300  
Fax: (508) 295-2322  
<http://www.hostarmarine.com>

#### HOSTAR YARD\*STAR 80 TON SELF-PROPELLED SUBMERSIBLE BOAT HANDLER

HOSTAR Model YARD\*STAR 80 ton Self-Propelled Hydraulic Boat Mover for yard and ramp use, configured with the following equipment and/or specifications:

- o To handle power boats to 70 feet, sailboats to 75 feet
- o Overall length of 63 to 68 feet (longer/shorter if desired)
- o Overall bed length of 35 feet +/-
- o Overall width of 11 feet +/-
- o Capacity of 160,000 pounds at 12% grade, with load on all cross beams
- o Main frame: Solid welded sectional ladder frame construction
- o Power plant:
  - \* Industrial diesel engine (or equivalent) with complete instrumentation and full enclosure
  - \* Four two-speed hydraulic drive units with brakes at rear
  - \* Two hydraulic drive/steering motors at front
  - \* Hydraulic drive pump with hydrostatic variable displacement transmission
  - \* Raised operator's station with joystick controls
- o Hydraulics:
  - \* Eight fully adjustable hydraulic arms to handle up to 8' draft; canting forward arms
  - \* Hydraulic walking beam suspension to lift/lower frame each side
  - \* Pilot-operated double-locking valves on all hydraulic cylinders
  - \* Solenoid actuated hydraulic remote control with pendant operation
- o Ten high flotation 32x12.1x15 heavy-lug industrial yard tires
- o Eight galvanized steel slide-through keel-supporting cross beams
- o Stainless steel T-pins and hardware
- o Finish: Entire unit sandblasted to white steel; professionally finished with two coats high-build epoxy primer with hardener, three coats high performance acrylic urethane with hardener - choice of color  
Galvanized hydraulic arms, arm inserts and pad brackets

Price: \$581,890

FOB - WAREHAM, MASSACHUSETTS

Options:	Galvanized frame, arms, cross beams, operator platform	Special Quote
	Wireless remote control	Special Quote
	Reinforced aluminum cross beams in lieu of steel beams each	\$ 875
	Stainless steel rams for hydraulic cylinders (arms)	Special Quote
	Stainless steel hose ends and fittings	Special Quote
	Solid air-cushioned industrial yard tires	\$11500
	Welded strap hangers and straps for sailboat keels	\$ 900
	Independent traction control of all drive wheels	Special Quote

Production Time: Forty to forty-five weeks from start of construction

Payment schedule: One-third - at signing of contract  
One-third - at midpoint of construction  
Balance - upon completion

Specifications and components subject to change as necessary to meet customer needs and/or to upgrade product.

This price quotation is valid until February 17, 2020

01/17/20

*JOHN GARDNER, JR.*

**Boatyard planning and engineering services:**

- Ryan Wilson, Design Southeast
- Willy Ahn, Reid Middleton
- Chris Gionotti, PND