

Small Boat Harbor Operating Plan

Adopted: January 7, 1993
Revised: October 12, 2004

City of Unalaska
International Port of Dutch Harbor
Small Boat Harbor Operating Plan

Plan Outline
January 7, 1993
Revised: October 12, 2004

Section 1 - Purpose

1. Identify goals and objectives
2. Harbormasters responsibilities
3. Port Director responsibilities
4. Harbor Advisory Commission responsibilities

Section 2 - Facility Description

1. Float A
 - a. Finger Slips
 - b. Dock Slips
 - c. Parking
2. Float B
 - a. Finger Slips
 - b. Dock Slips
3. Float AA and BB
 - a. Float AA
 - b. Float BB
4. Float C
 - a. Finger Slips
 - b. Dock Slips
 - c. Parking

Section 3. Management

1. Statement of Subordination to AS 30 and Title 18

2. Statement of Support for Harbor Advisory Commission Participation.
 - a. Process for Public in Obtaining Variances.
3. General Rules
 - a. Vessel Class Limitations
 - i. Barges
 - ii. Houseboats
 - b. Live-aboard Vessels
 - i. Live-aboard Surcharge
 - ii. Live-aboard Parking
 - c. Derelicts and Nuisances.
 - d. Use of Floats and Walkways
 - e. Garbage and Waste Oil
 - f. Rafting
 - g. Mooring Lines
 - h. Sanitation Requirements
 - i. Auxiliary Vessels
4. Long Term Moorage
 - a. Initial Assignments
 - i. Payments
 - ii. Default
 - b. Temporary Vacation of Moorage
 - c. Waiting List.
 - d. Non-Transferability of Slips
5. Open Moorage
 - a. Notification of Arrival
 - b. Refusal of Moorage
 - c. Moving Vessels

Section 4. Capital Improvements and Upgrading of Facilities.

1. Preface
2. Waste Oil Receptacles
3. Water
4. Holding Tank Disposal Station.
5. Parking
6. Signage

Section 1 - Purpose

1. Identify goals and objectives of the Small Boat Harbor

The purpose of this management plan is to protect and preserve the lives, health, safety, and well-being of the people of the city who have property in, or use or work upon the boats using the city's small boat harbor facilities, or who use these facilities in the course of visits for commercial or pleasure purposes; to protect the property of such boat owners by ridding the harbor and its facilities of nuisances, fire, pollution, and health hazards; to make reasonable charges for the use of the facilities to enable the city, insofar as possible, to pay the cost of maintenance, operation and supervision of the city's boat harbor facilities from the revenue derived therefrom.

It is the intent of this plan to favor the use of the facilities of the boat harbor by commercial fishermen, government boats, pleasure boats, and by the public at large. It is further the intent of this plan to prevent and discourage the use of facilities of the boat harbor by boats which have been abandoned by their owners to the point of becoming derelicts.

It is the goal of this plan to operate the facility as a stand-alone entity which will serve the community of Unalaska and visitors to the area as a commercial and recreational marina.

2. Harbormaster Responsibilities

The Harbormaster shall supervise the day-to-day operations of the Small Boat Harbor, to implement patrols and insure that the rules and laws pertaining to this facility, as well as the laws of the City of Unalaska shall be adhered to.

The Harbormaster shall insure that the docks and piers shall remain clean and free of clutter and debris. The Harbormaster shall relay to the Port Director any suggestions, complaints or concerns of the users of the Small Boat Harbor and of the public at large.

3. Port Director Responsibilities

The Port Director shall administer the overall policies and management of the Small Boat Harbor. The Port Director will establish maintenance schedules and plan and implement capital improvements to the facility. The Director will submit a yearly budget to the city manager and the city council detailing all expenses and revenues.

The Port Director will monitor public complaints, advice, concerns and requests for policy change and will present them to the Harbor Advisory Commission for consideration in open regular meeting.

4. Harbor Advisory Commission Responsibilities

The Harbor Advisory Commission shall receive for consideration in open meeting, all complaints, concerns, advice, and requests for policy change from the public through the Port Director and the harbor office. The Commission will hear these issues at regularly scheduled Harbor Advisory Commission meetings and, after considering testimony from the public and the Port Office, will vote on the issue and submit the results of such vote to the City Council.

Section 2 - Facility Description

The slips and berths on floats A, B, and C have been divided into various lengths to accommodate the maximum number of vessels possible. Some of these slips may be combined, at the Harbormasters discretion, to accommodate a larger vessel or vessels. Likewise, at the Harbormasters discretion, larger slips may be divided between two or more smaller vessels. Floats A, B, and C, with slip divisions, have been drawn on a plan titled Small Boat Harbor Moorage Plan. Copies of this plan will be made available to the public. The following describes the A, B, and C float moorage plan.

1. Float A

a. Float A has three each, sixty (60) foot finger floats able to moor two vessels of no more than sixty five (65) feet in length per slip, or a combination of vessels who's combined length does not exceed sixty (60) feet per slip. These finger float slips are designated A-1 through A-6.

b. Float A has two each, forty five (45) foot slips, one each, thirty (30) foot slip, thirteen each, twenty (20) foot slips, and two each, sixteen (16) foot slips. Slips A-7 through A-13 (20 foot slips) and slips A-16 and A-17 (16 foot slips) are primarily for skiff and smaller vessel moorage. Slips A-18 through A-23 (20 foot slips), can be combined to accommodate a larger vessel or vessels who's length or combined lengths do not exceed forty (40) feet, this arrangement at the Harbormasters discretion. Slips A-14 and A-15, (45 foot slips) can be combined to accommodate a vessel or vessels who's length or combined lengths do not exceed ninety (90) feet.

c. Parking is available on the small boat harbor side of the road and directly in front of the access ramp extending eastward toward the Unisea G-1 plant. This parking lot is to remain free of boat trailers, disabled vehicles, and other such unauthorized obstructions. As parking is very limited, vehicles remaining more than forty eight (48) hours will be towed at the owners expense.

2. Float B

a. Float B has three (3) forty foot finger floats able to moor two vessels of no more than fifty (50) feet in length per slip, or a combination of vessels whose combined length does not exceed forty five (45) feet. These finger float slips are designated B-1 through B-6.

b. Float B has one each, forty five (45) foot slip, two each, forty (40) foot slips, two each, twenty five (25) foot slips, four each, twenty (20) foot slips, and one each, fifteen (15) foot slip. Slips B-14 and B-15 (25 foot slips) are located between the finger slips and will accommodate vessels of 25 feet or less. Slips B-7 through B-12 are linear in nature and can be combined or divided to accommodate various vessel lengths at the Harbormasters discretion, however vessels are constrained by water depth and shall be limited to sixty (60) feet in length.

3. Floats AA and BB

a. The north, or shoreward side of the connecting float between A float and B float shall be designated float AA. This float is primarily for skiff and smaller vessel moorage due to water depth. Float AA has one each, twenty five (25) foot slip, four twenty (20) foot slips, and one

each, fifteen (15) foot slip. Slips AA-1 through AA-6 are linear in nature and can be combined or divided to accommodate various vessel lengths at the Harbormasters discretion. Vessel size will be constrained by draft.

b. The south, or bayward side of the connecting float between A float and B float shall be designated float BB. This float has two sixty (60) foot slips. Slips BB-1 and BB-2 are linear in nature and can be combined, at the Harbormasters discretion, to berth a vessel of no more that ninety (90) feet.

4. Float C

a. Float C has four each, forty (40) foot finger floats able to moor two vessels of no more than fifty (50) feet in length per slip, or a combination of vessels whose combined length does not exceed forty five (45) feet in length. These finger float slips are designated C-1 through C-8.

b. Float C has three each, fifty five (55) foot slips, one each, forty (40) foot slip, two each, thirty (30) foot slips, one each, twenty four (24) foot slip, and fifteen each, twenty (20) foot slips. Slips C-25 through C-27 are linear in nature and can be combined or divided to accommodate various vessel lengths at the Harbormasters discretion, however, no single vessel can exceed one hundred twenty (120) feet in length. Slips C-9 through C-23 (20 foot slips) are linear in nature and can be combined or divided to accommodate various vessel lengths at the Harbormasters discretion, however, vessels are constrained in length, as the approach to this side of the dock is narrow and difficult to navigate. Larger vessels are advised to use caution when utilizing this moorage.

c. Parking is available for C float at the head of the access ramp. This parking lot is to remain free of boat trailers, disabled vehicles, and other such unauthorized obstructions. As parking is very limited, vehicles remaining more than forty eight (48) hours will be towed at owners expense.

Section 3. Management

1. Statement of Subordination to AS Title 30 and UC Title 18.

a. As the three docks in the Dutch Harbor / Unalaska area that are managed by the City of Unalaska, Department of Ports and Harbors, (Unalaska Marine Center, Spit Dock, and Small Boat Harbor) are unique to the particular sector of business, vessel classification and the particular type of usage for which they are designed, it is understood that the Small Boat Harbor will be managed by a separate management plan, with a set of rules and regulations which may be unique to the Small Boat Harbor only. These rules will be in accordance with, and shall be subordinate to, AS Title 30 - Navigation, Harbors and Shipping, and UC Title 18 - Unalaska / Dutch Harbor Boat Harbor Facilities.

2. Statement of Support for Harbor Advisory Commission Participation

a. The Department of Ports and Harbors fully supports the participation and input of the Harbor Advisory Commission. The Harbor Advisory Commission will, from time to time, review the operating plan and will suggest and/or endorse changes as may be needed. Any changes in policy that are deemed necessary by the Port Director will first be reviewed and endorsed by the Harbor Advisory Commission prior to submission to the City Council for approval and implementation.

b. The public may obtain variances, policy changes, and participate in writing policy by submitting requests, changes, and suggestions in writing to the Harbormaster or Port Director. These requests, changes, and suggestions will be presented to the Harbor Advisory Commission in public meeting for discussion and public comment before action is taken.

3. General Rules of Use

a. Vessel class limitations may be imposed by the Harbormaster on vessels of a certain type or size. Cumbersome vessels or floating structures may be refused moorage by the Harbormaster. These structures or vessels include, but are not limited to, aircraft, boathouses, houseboats, barges, pile drivers, scows, etc. Houseboat moorage will be reviewed and approved/disapproved upon application, by the Port Director and the Harbor Advisory Commission on a case by case basis. Such a vessel must prove to be in a safe, clean, aesthetic condition and must satisfy all sanitation and fire requirements before being considered.

b. Live-aboard vessels will pay a monthly premium in addition to normal slip rental, per Title 18.16.030 paragraph D, for using the vessel and the Small Boat Harbor as a primary residence. The vessel will be classified as a live-aboard if the vessel is moored in a reserved slip and the owner, operator, or any other person authorized to be aboard while the vessel is moored at the Small Boat Harbor and said owner, operator or person aboard resides aboard for a period of fifteen consecutive days. Vessels moored in open slips and paying the daily rate for moorage will not be considered live-aboard vessels. A user of the facility who has declared him or herself as living aboard his or her vessel, shall be allowed a variance on the forty eight hour rule for parking, providing the user has paid the premium for living aboard a vessel, and whose vessel has complied with all sanitation and descriptive requirements for a live-aboard vessel at the Small Boat Harbor, and has supplied the Harbormaster with the license number of the vehicle to be varied.

c. Nuisance and derelict vessels will be dealt with as set forth in UC Chapter 18.20.

d. All users will refrain from storing, placing, or otherwise causing to be deposited on the facility floats, walkways, and parking areas, any fishing gear, construction material, garbage, waste oil or filters, or other debris. Any such material left on the floats, walkways, or parking areas will be removed for disposal, or impounded, and a removal charge will be assessed against the person or persons responsible for said material or debris.

e. Garbage is to be placed in the dumpsters provided for that purpose. No garbage is to be placed anywhere but in the dumpsters. Waste engine oil, used oil filters, and other oily waste shall not be put into the dumpsters, but shall be placed in the proper receptacles provided for that purpose.

f. Rafting to another vessel will be permitted only at the Harbormasters direction. Rafting to another vessel cannot impede the access of another vessel to its slip or trap or block another vessel at its slip. As a general rule, the rafting vessel must be no more than seventy five percent (75%) of the length of the vessel being rafted to. Under no circumstances will rafting be permitted if, in the opinion of the Harbormaster, the rafting vessels will stress the floats and pilings beyond their design specifications.

g. Mooring lines must be of an adequate strength to safely moor the vessel to the dock. Mooring lines will be secured in such a way as to not impede or block foot traffic on the floats.

h. Any live-aboard vessel moored at the Small Boat Harbor, and any vessel which is equipped with a marine toilet or head, or possesses aboard any equipment or structure which serves that purpose, will be equipped with holding tanks or containers that preclude sewage from being introduced into the waters of the harbor as outlined by the Alaska Department of Environmental Conservation. The Harbormaster from time to time, as well as the Alaska Department of Environmental Conservation and the United States Coast Guard, may board vessels moored at the Small Boat Harbor for the purpose of assuring that such devices are installed aboard and being used in a proper manner.

i. Auxiliary vessels of the primary vessel such as skiffs, seine skiffs, dingys, punts and prams will not be considered a secondary vessel if such auxiliary vessel is of such a size that it can be taken aboard or is normally and easily towed by the primary vessel, and such vessel is of a size as to be primarily used as a means of transportation to and from the primary vessel while that vessel is at anchor. A primary vessel's auxiliary vessel may be moored at the reserved or rented slip while the primary vessel is present, providing the auxiliary vessel does not overlap into another persons slip or space, and the auxiliary vessel does not impede or block traffic to and from any slip or moorage.

4. Reserved Moorage

a. Assignment of reserved berthing will be on a first-come-first-serve basis. Persons wishing to rent a reserved slip shall make the request for reserved berthing in writing to the harbor office. A complete vessel information sheet for the vessel to be moored shall also be provided. The request for moorage shall be dated and the slips assigned in order of request date. A specific slip can be requested, and insofar as is possible, the request for specific slip will be honored. The Harbormaster has final authority for slip assignments and will assign vessels to slips in such a way as to efficiently utilize the dock space available. Payments can be made on a monthly basis. A substantial discount however, shall be offered for pre-payment of annual or semi-annual moorage, the annual pre-payment offering greater discount.

Should a vessel with reserved berthing become delinquent in payments, the vessel, from the 30th day of delinquency, shall revert to the rate for daily moorage. Should a vessel become ninety days in arrears of payments, the vessel shall be subject to impoundment as set forth in UC 18.16.070.

b. It is incumbent on the renter of reserved berthing to notify the harbor office of any intent to be away from the berth for more than forty eight hours. The Harbormaster may rent the temporarily vacated slip as open moorage until such time as the reserved renter of the slip returns, at which time the Harbormaster shall immediately notify the operator(s) of vessels occupying the slip to immediately vacate the slip, or if the operator of the said vessel cannot be located, shall have the vessel moved from the slip.

c. Should all reserved slips be rented out, a waiting list shall be maintained on a first-come-first-serve basis.

d. Should a vessel owner and renter of reserved moorage sell his vessel, the slip shall not be transferable to the purchaser of the vessel. The original renter of the slip, should it be desired to retain the slip, shall have six months to purchase and berth a vessel in the slip, providing all rents are current. If, after six months, the renter has not berthed a vessel in the slip, all pre-paid funds will be refunded and the slip let to the first person on the waiting list.

5. Open Moorage

a. Upon arrival at the Small Boat Harbor open moorage facilities, it is incumbent upon the vessel owner or operator to call the harbor office, either by telephone or by VHF radio - channel 16, and inform the Harbormaster of the vessels arrival. The Harbormaster will then direct the vessel to its assigned slip, and supply the vessel operator with a fee schedule, and a general rules list. The vessel operator will then pay, in advance, the appropriate fee for the vessels stated length of stay.

b. A vessel may be refused moorage if that vessel is deemed to be in danger of sinking, a fire hazard, a health hazard, a pollution hazard, for non-payment of slip rental fees, or the owner, operator, or person aboard disrupts the peace and quiet enjoyment of other users of the facility. A

vessel may be refused moorage if the owner, operator, or person aboard, after being warned not to do so, consistently obstructs the floats and walkways with fishing gear, garbage, or other debris. A vessel may be refused moorage if the owner, operator, or person aboard fails to obey the lawful instructions of the Harbormaster.

c. Under no circumstances will a person or persons move another vessel from its moorage or slip, whether that slip be of reserved or open classification, without prior permission from the owner and/or Harbormaster. Any vessel owner or operator moving another vessel without permission of the Harbormaster will be refused moorage at the Small Boat Harbor facility.

Section 4. Capital Improvements and Upgrading of Facilities.

1. Preface

The question of "What kind of capital improvements would you most like to see at the Small Boat Harbor?" was put to the public in open meeting of the Harbor Advisory Commission. Public comment was that most people would like to see, in order of priority, a waste oil disposal receptacle at each dock, potable water extended to the docks, and some kind of a holding tank pumping station. Public opinion was, at the time, that electrical hook-up for vessel shore power was not a high priority, however, the State of Alaska has established certain conditions for expenditure of funds received from the State in conjunction with the Transfer of Responsibility Agreement for the Small Boat Harbor. One condition is that a certain percentage of the funds be committed to electrical utility upgrade on the Small Boat Harbor floats.

With public comment in mind, and allowing for previous conditions set by the State, the following capital improvement projects, in order of priority, will be planned for the Small Boat Harbor facility.

1. Waste Oil Receptacles.
2. Signage for Facility.
3. Concrete Dumpster Pads.

4. Holding Tank Pump Station.
5. Water Service to the Docks.
6. Parking Lot Upgrade.

1. Waste Oil Receptacles

a. Waste oil receptacles will be designed on a trailerable configuration. The trailers should include three chambers. One chamber will hold oils which are compatible with "boiler blend" fuel. These oils can be blended with diesel fuel to produce a usable boiler fuel. These oils include diesel, lubricating oil and hydraulic oil. Another chamber will receive non-blendable oils such as transmission fluids, high temperature oils and greases, solvents and thinners. These oils must be packaged and shipped to disposal companies in the lower forty eight. The third chamber will contain oily solid wastes such as rags, used oil filters, and used sorbent pads. The trailers will have signs to direct the user as to which type of oil will go in which chamber.

b. All oils must be tested prior to shipment or blending to ascertain that it contains no harmful compounds such as PCB's.

c. As waste oil disposal can be very expensive, it is proposed that a ten (\$10.00) dollar per month charge be added to the normal reserved dockage and slip rental fees, and a one (\$1.00) per day charge be added to open moorage slip rental fees to dispose of such oil, except in cases where waste oil is clearly not generated by a vessel, such as a skiff with a two-cycle outboard motor.

2. Signage for Facility

a. Signs will be purchased and placed at various places around the Small Boat Harbor facility for such purposes as instructions, speed & wake control, slip numbers, or information purposes. "NO WAKE" signs will be posted at the end of Expedition Point and on the other side of the bay at the west end of the bridge.

3. Concrete Dumpster Pads

a. To keep the dumpster areas clean and free of ground contamination rodent attractants, concrete dumpster pads will be constructed in the parking areas where the dumpsters are currently placed.

4. Holding Tank Pumping Station

a. Engineering firms will be consulted for the best possible configuration and usable design for a holding tank pumping station. It is possible that a separate float or float extension be added to accommodate this station.

5. Water Service to Docks

a. Water service will be extended to the docks. It is estimated that the cost of water service extension will be fifty thousand (\$50,000) dollars.

6. Parking Lot Upgrade

a. The parking areas for the Small Boat Harbor are in need of material fill, leveling, grading, and proper signs. This can be accomplished when title has been transferred to the city.

The public will, from time to time, be solicited for ideas and opinions on what kind of improvements they wish to see at the Small Boat Harbor in the future.