

The City of Homer is pleased to announce  
the completion of the new multi-purpose

# PIONEER DOCK

to be celebrated in a

## Dedication Ceremony

July 2, 2002 at the Port of Homer outside the Alaska ferry terminal,  
beginning at 2:30 p.m. Please join the Mayor and City Council

in welcoming

**U.S. SENATOR TED STEVENS**

**U.S. SENATOR FRANK MURKOWSKI, and**

**ALASKA GOVERNOR TONY KNOWLES**

for this *Celebration!*



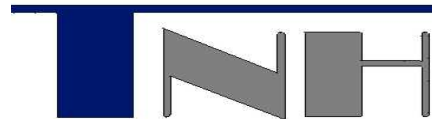
The new \$12 million Pioneer Dock greatly increases Homer's capability to handle large vessels, including the new Coast Guard cutter *Hickory*, the Alaska ferry vessels *Kennicott* and *Tustumena*, and cruise ships. The dock was built with major funding from the U.S. Department of Commerce, the U.S. Coast Guard, and the Alaska Department of Transportation.



Mayor Jack Cushing  
City Council: Kurt Marquardt, Pat Cue, Ray Kranich,  
Rick Ladd, John Fenske, Mike Yourkowski

**The Pioneer Dock shows what can be achieved  
through local, state, and federal collaboration and  
the talents of private contractors and workers.  
We can all be proud of this accomplishment.**

ENGINEERING BY:



TRYCK NYMAN HAYES, INC.

Ted Trueblood, P.E., President  
Mike Shoemaker, P.E., Principal

**Anderson Bjornstad Kane  
Jacobs, Inc.**  
Concept Facility Plan

**Coffman Engineers**  
Electrical/Mechanical

**Shannon & Wilson**  
Geotechnical

**FUNDING PROVIDED BY:**  
**U.S. Department of Commerce**  
Berney Richert, Jr.; Anchorage Office

**State of Alaska Department of  
Transportation**  
Joseph L. Perkins, Commissioner  
Thomas Brigham, Planning Director

**United States Coast Guard**  
Captain Robert L. Lachowsky and  
CDR Robert Diehl, Maintenance  
and Logistics, Command Pacific

**U.S. Department of Housing and  
Urban Development**  
James Selvaggi, Program Manager



Scott McKellar, President  
Grant Pool, Homer Project Manager

**SUBCONTRACTORS:**  
**Yenney & Associates Construction**  
Fred Yenney

**Alaska Industrial Electric**  
Gary Trieweiler

**Foster Construction**  
Gary Effenbeck

**O'Malley Construction  
& Concrete**  
Mike O'Malley

**MAJOR SUPPLIERS:**  
Dibble Creek Rock  
Spenard Builders Supply  
The Gear Shed

**LOCAL WORKERS:**  
Walt Swearingen,  
Mike Swearingen, Mike Shannon,  
Suzanne Singer-Alvarez,  
Russell Walls, Paul Prevost,  
Chat Wise, Dave Norton,  
Jerry Breese, Mike Beach, and  
Jerry Carpenter

**ADDITIONAL HELP FROM:**  
Clem Tillion & Dave Vanderbrink;  
Lt. Commander Charles Cashin,  
USCG *Sedge*; Bill Deaver, Totem  
Ocean Trailer Express;  
Frank Peake, CSX Lines of Alaska;  
Vincent Tillion, Southwest Pilots  
Association; Rodney Val McLay,  
Kachemak Port Services;  
Capt. George Capacci, Alaska  
Marine Highway System;  
Skip Reierson and Russel Cooper,  
Petro Marine Services; Chuck Boll,  
Laidlaw Transit



**PROJECT MANAGEMENT:**

Ron Drathman, City Manager  
Carey Meyer, Public Works Director  
Bill Abbott, Port & Harbor Director  
Dean Baugh, Finance Director  
Bill Holt, Construction Inspector

Mary Calhoun, City Clerk  
Mark Robl, Police Chief  
Robert Painter, Fire Chief  
Zak Tucker, Planning Director  
Helen Hill, Library Director

&  
The 85 employees of the  
City of Homer

*The best municipal workforce in Alaska*

**And special appreciation to:**

Senator Ted Stevens  
Senator Frank Murkowski  
Representative Don Young  
Governor Tony Knowles  
Representative Gail Phillips  
Senator John Torgerson  
Representative Drew Scalzi  
KPB Mayor Dale Bagley  
KPB Assembly President Tim Navarre

Port & Harbor Advisory Commission

The Law Firm of Perkins Coie

# Homer's Dock — Then and Now

## Homer's First Dock Was a Community Effort

Local recorded history reveals that the need for a dock in Homer was first discussed by community leaders in 1938. At that time, Homer had two general stores, two restaurants, a hotel, a Civic League (to which virtually every Homer citizen belonged), and a federally-funded Civilian Conservation Corps (C.C.C.).

Bob Kranich (the father of current City Council member Ray Kranich) was director of the C.C.C. at that time. In a list he developed of priority projects, the "Homer Hill School" and dock were at the top.

The dock was a big project. The C.C.C. set up camps across the bay to cut the piling logs. These were fastened into booms and brought to the end of the Spit.

The Homer Civic League helped by raising money for the project. Each member put in \$25 to buy chains, spikes, decking, and other supplies. The Homer Women's Club donated more money and eventually funded construction of a warehouse at the dock site.

Jack Anderson and others who had boats helped haul the log booms and planking from across the bay. The pile driver from a cannery at Port Graham drove the pilings.

By fall of 1938, Homer had a completed dock and the first steamers began arriving. That ended the era of small boats shuttling freight from Seldovia, and freight handlers having to work on the beach.

Many years later, Arleen Kranich wrote, "When the first steamer arrived, we had a real celebration at the Dock. The C.C.C. organization was a great help for the Homer area, while it was trying to pull itself up by its own bootstraps."

(This information was taken from Arleen Kranich's recollections in *A Small History of the Western Kenai*, edited by Elsa Pederson, 1976.)



The original dock, built in 1938, served the Homer community for more than 25 years. This photo was taken December 24, 1946. (provided courtesy of the Pratt Museum)

## 1964 Earthquake Spurs Construction of New Dock

Damage from the 1964 Good Friday earthquake led to a construction boom in many Alaskan communities, including Homer, where the Spit sank more than six feet and the harbor was badly damaged.\*

**NEW DOCK APPROVED** was the lead story in the July 15, 1964 issue of the *Homer News*, which reported that "in a rush action, the Council gave the go ahead sign so that the new dock should be constructed in approximately five weeks."

This proved to be wishful thinking on the part of the new city government. On December 2, 1964, the lead story in the *Homer News* was **DOCK WORK HALTS**. The article states, "Work on the new dock for the City of Homer has come to a temporary halt due to the fact that the Puget Sound Barge #74 went aground during the high winds Friday night...It was loaded with a pile-driving crane and all Northern Corporation's pile driving equipment...The waves washed

over the crane, causing considerable salt water damage."

More bad news was reported in the January 6, 1965 paper, with the lead story **ICE TAKES DOCK** (referring to the existing 1938 dock). "The Homer City Dock was rendered unusable Friday nite [sic] when the action of the ice and tidal swells lifted the piling on Kachemak Bay side...Approximately 100 piling came free, making the dock dangerous for tie-up of larger vessels."

The story reports feelings expressed at a special meeting at City Hall that the City should "rush completion of the new dock" rather than try to repair the damaged dock.

Finally, on June 17, 1965, the paper reported in its lead story **SPIT HUMS AGAIN** that "the Alaska Steamship 'Coastal Monarch' was the first ship to dock at the newly completed City Dock" the previous Saturday and that "the ferry Tustumena again made Homer a port of call on its schedule" on Tuesday.

\*As reported by eyewitnesses in *Alaska Earthquake 1964*, published by the Homer Public Library, 1996.

## Pioneer Dock Signifies New Era for Port of Homer

A new dock to replace Homer's aging wooden dock has been identified as a priority by the City Council for more than two decades.

With major funding for the project secured from the U.S. Department of Commerce, the U.S. Coast Guard, and the Alaska Department of Transportation, the project began in earnest in 1998. At that time, the City entered into a contract with the engineering firm of Tryck Nyman Hayes to finalize the dock design.

Bid documents were completed in 1999 and environmental permits, tideland lease, and funding authorizations were obtained.

The project was advertised in January 2001, bids were secured in March 2001, and construction began July 1, 2001 by Hurlen Construction and several subcontractors. The dock was essentially complete in February 2002, one season sooner than expected.

The \$12 million Pioneer Dock, named for the visionary pioneers who first saw a future for Homer as an Alaskan port, is capable of berthing an 850-foot cruise ship. The dock is now home for the Alaska Marine Highway ferries and the U.S. Coast Guard. All fuel used in the Homer area can safely be delivered across the new facility.



A high-wire act was sometimes necessary as workers cut piles for the new dock. Piles in lengths of 100 to 130 feet were driven in one piece, utilizing a crane that the contractor affectionately called "Thor." Each pile was driven to depth in preparation for placement of pre-cast concrete pile caps and deck panels.



## A Marvel of Modern Engineering

The Pioneer Dock sits on 184 30-inch diameter steel piles.

Piles along the face of the dock are 150 feet long and can support 200 tons each.

The deck area of the structure is more than one acre in size (44,300 square feet).

Over 5,000 cubic yards of concrete were incorporated into the project.

The dock will sustain an ice load 10 inches thick, 200 psi on the outboard piles.

The dolphins can sustain a line pull of 70 tons.

The dock was designed to berth an 850-foot cruise ship.



This aerial photo taken in spring 2002 shows the old timber dock built in 1964-65 completely surrounded by the new Pioneer Dock.