

1. The present inability to provide dock space for all cruise ships calling on the Port of Juneau during five cruise ship days leads to the anchoring of cruise ships in the harbor and shuttling passengers and crew to and from shore in small boats presenting navigational hazards to other vessels' arrivals, departures and transits as well as the landing and take-off of float planes. (See enclosure 2) This situation will be exacerbated as older cruise ships are replaced by newer, larger cruise ships that cannot be accommodated at the Port's docks.
2. The Goldbelt moorage option of building a pier that extends 1,000 into the harbor from the Goldbelt Seadrome will present substantial navigational impacts to other vessels that will inevitably lead to disapproval of the required Army Corps of Engineers' (ACOE) permit. The Coast Guard and ACOE will not allow projects that encroach on navigable waters where other less obtrusive options, i.e. constructing docks that comport with the shoreline, are available.
3. The Gold Creek dock option presents the greatest navigational challenge to vessels when strong winds are encountered. Presently, the most challenging dock to moor at is the Jacobsen Dock due to the fact the vessel moors with the beam exposed to the prevailing winds, providing a sail area and forces that must be overcome with the vessel's thrusters and main propulsion. There have been erratic and dangerous maneuvers experienced at that dock in the past due to the dock is positioned perpendicular to prevailing winds causing vessels' greatest surface area to be exposed to winds. (See enclosure 3). It is universally understood that with respect to ease and safety of vessels mooring operations, docks and piers that are positioned into prevailing winds are preferred to those that are perpendicular to prevailing winds. Approaches and departures are further complicated by the stronger current that exists in the areas of the Port closest to the main channel which the Gold Creek dock option will be. Pilots have opined that the Jacobsen Dock is the most dangerous dock in Southeast Alaska and that a dock at Gold Creek would present similar if not greater challenges. The simulator evaluation conducted in Seattle affirmed this opinion. If pursued, the Gold Creek dock option would also interfere with the traditional flight path and landing zone floatplanes presently use.
4. The Port of Juneau's moorage proposal 16b, presents the least navigational impacts and will help attain the objective of reducing the need to anchor vessels in the Port. While this alternative provides less sea room for vessels mooring at the adjacent Franklin Street Dock a vessel with propulsion and thruster systems operating as designed can readily dock and undock without tug assistance in conditions where the winds are less than 25 knots. This determination is based on review of previous port calls and departures as well as simulator evaluations of arrivals and departures to the Franklin Street Dock with the new expanded Port dock in place. (See enclosure 4 simulator graphics).

Amplifying Information:

1. **Weather:** Some have raised concerns that the Port's proposed dock will require vessels mooring at the Franklin Dock to use a tug during higher wind conditions, i.e. over 25 knots. Princess Lines presently has a policy knots (without the existence of the Port's proposed docks) to not moor in conditions over 25kts. as a safety precaution. Fortunately, the summer weather in Juneau is mild and sustained winds of over 25 knots are rare. Our review of the 2010 weather in the Port has shown there were only five days

when sustained winds over 25 knots were encountered: 21 May, 27 May, 1 & 2 June and 12 & 13 June. In these instances the high wind strengths generally happened from midnight to 4 a.m. and in no case did the winds reach 25 knots during the period cruise ships were mooring or departing the Franklin Dock. (See enclosure 5). Graphics of the Radiance of Seas arrivals and departures when the highest winds were encountered in June (20 knots) show the routes to and from the dock were steep enough to clear any vessels that would be moored at the Port's proposed dock in the future. (See enclosure 5).

2. **Mitigating Measures:** Measures to minimize the "sea room" available to vessels mooring at the Franklin Dock as well as increase the margin for safety include the sequencing of vessels' arrivals and departures and the provision of tugs during high wind conditions and/or when a vessel does not have fully operational docking thrusters. Delaying the moorage of a vessel at the Port's most southern dock, closest to the Franklin Dock, until the Franklin Dock vessel is moored and a similar departing sequence would provide on average of an additional 120' sea room for vessels calling on the Franklin Dock. The use of a tug to assist a vessel's docking and departure in high wind conditions could also increase the margin for safety, however, based on review of historical weather and existing policy to avoid mooring in high wind conditions it is unlikely this option will be used much if at all.

Summary: Any moorage option pursued in the Port of Juneau will reduce navigable waters to some extent and incur some impacts to current maritime operations requiring some modification to current procedures. From the perspective of navigation safety, options that present the least impact on current maritime operations and will receive required agency approval should be pursued. Based on the studies conducted over the last two years, the Port of Juneau's 16b proposal best meets these criteria.

Once a moorage project moves forward, I recommend the affected maritime stakeholders meet to explore the development and adoption of local operating procedures, safety areas, standards of care, etc. to minimize the potential for incidents developing from the change to the waterfront, and the routing of vessels.

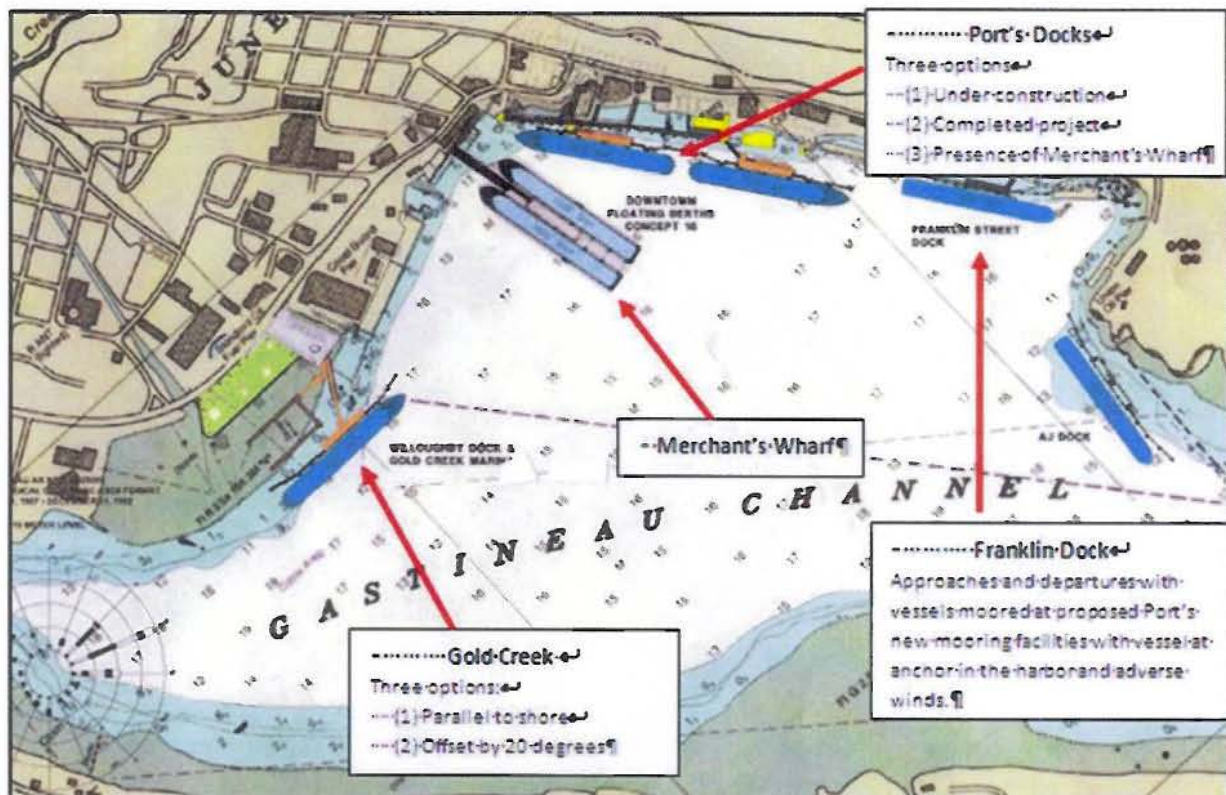
Regards,



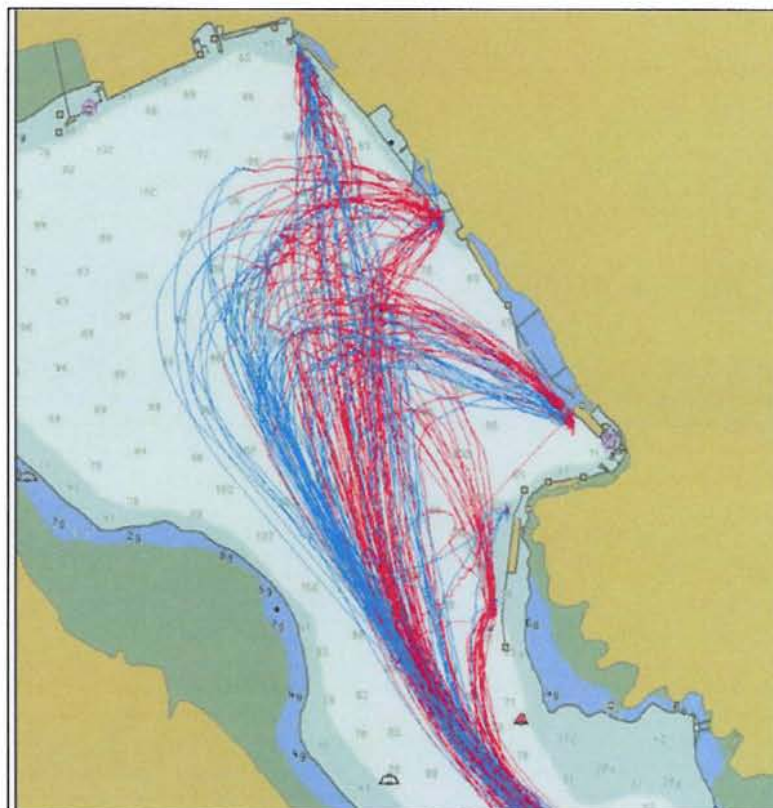
Captain Ed Page, USCG (Ret)
Executive Director
Marine Exchange of Alaska

Enclosures:

1. Complicated cruise ship docking at Jacobsen Pier in Sept. 09 in heavy wind conditions

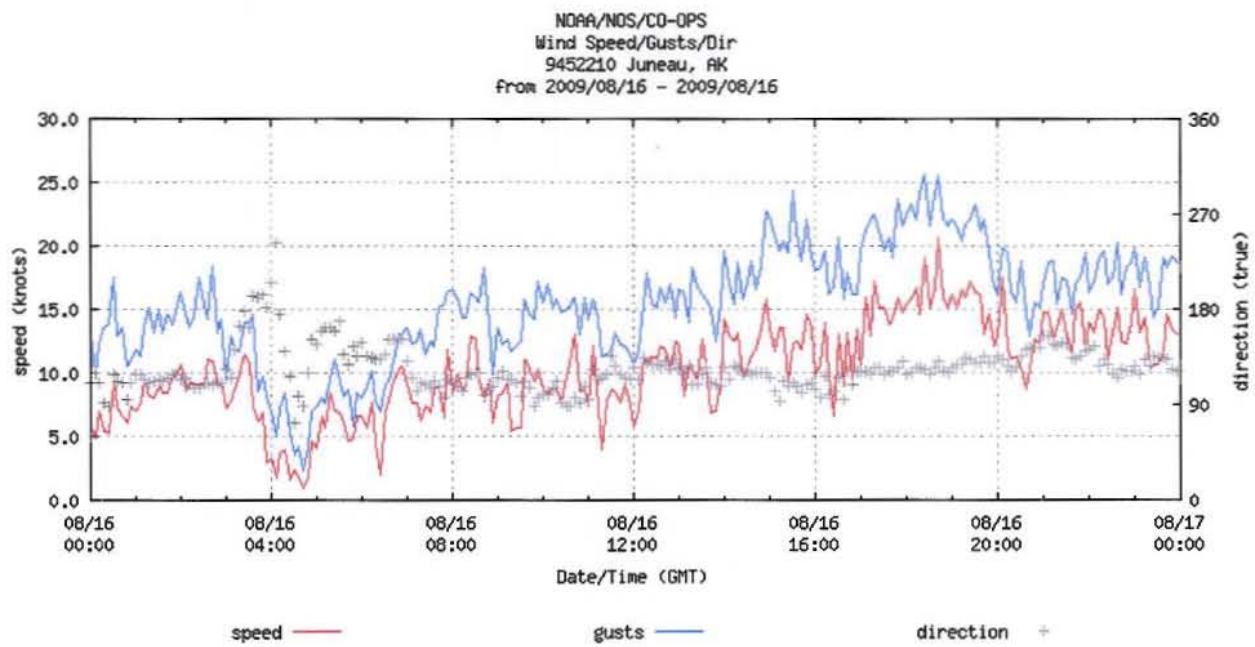


Dock and Pier Options Under Consideration



Prior Vessel Tracks Displayed by Automatic Identification System

Enclosure 1



Enclosure 2

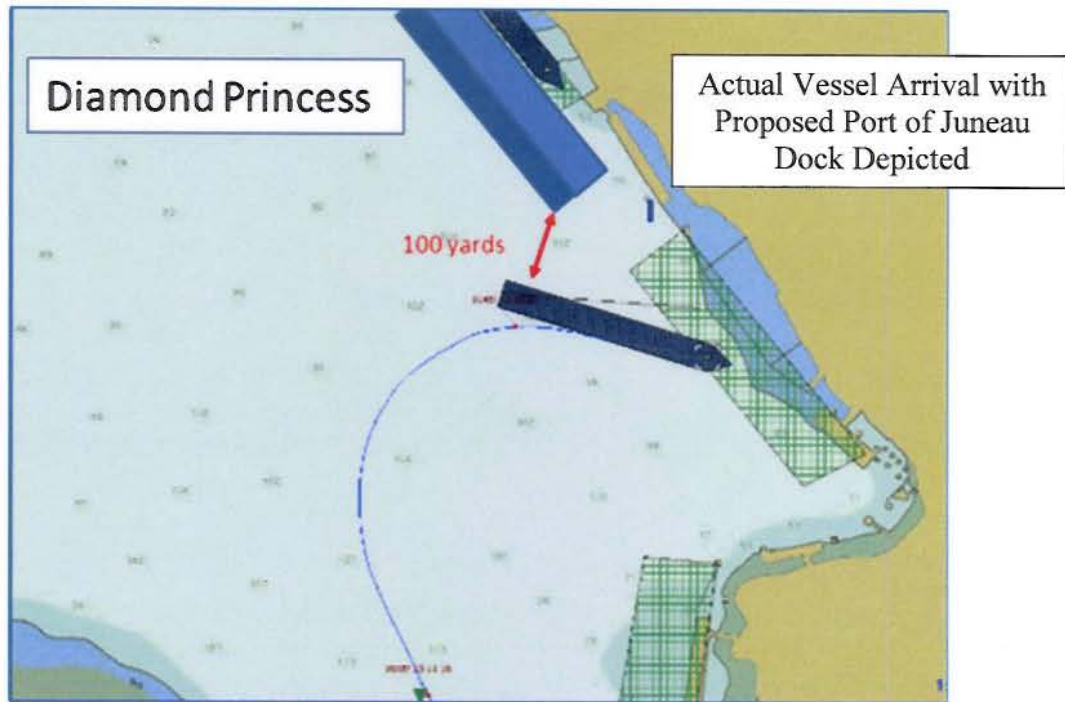


Figure 1
Float Plane Landing Between Anchored Cruise Ship and Shore During 5 Cruise Ship Day

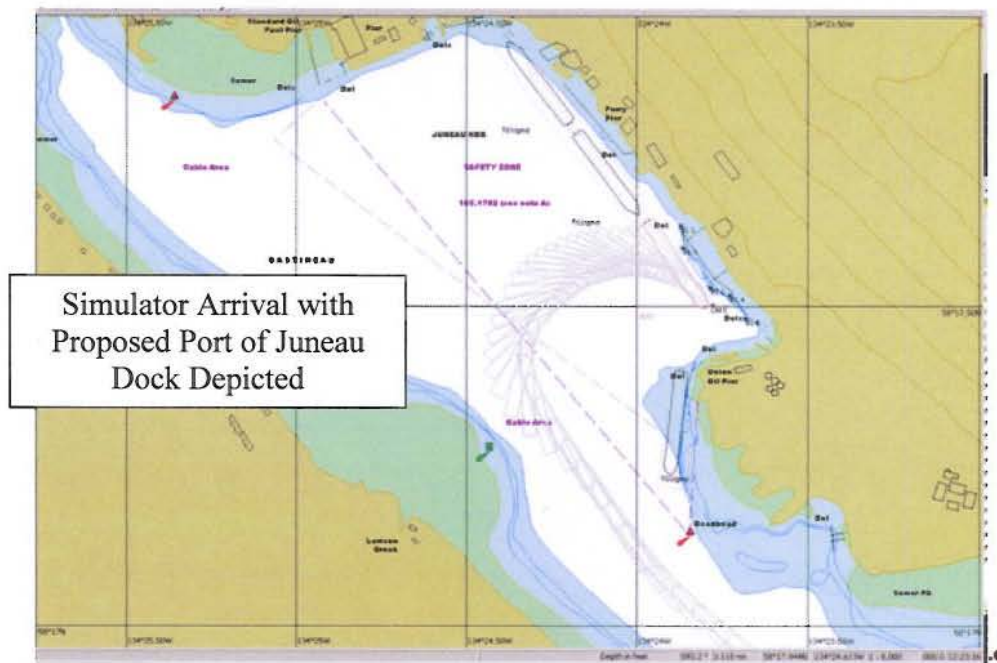


Figure 2
Five Cruise Ship Day

Enclosure 3

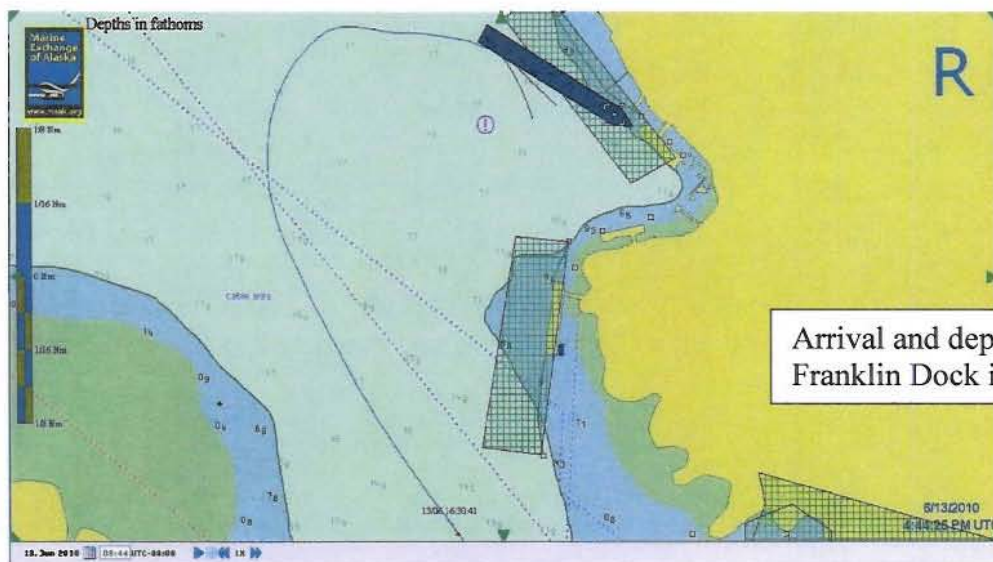
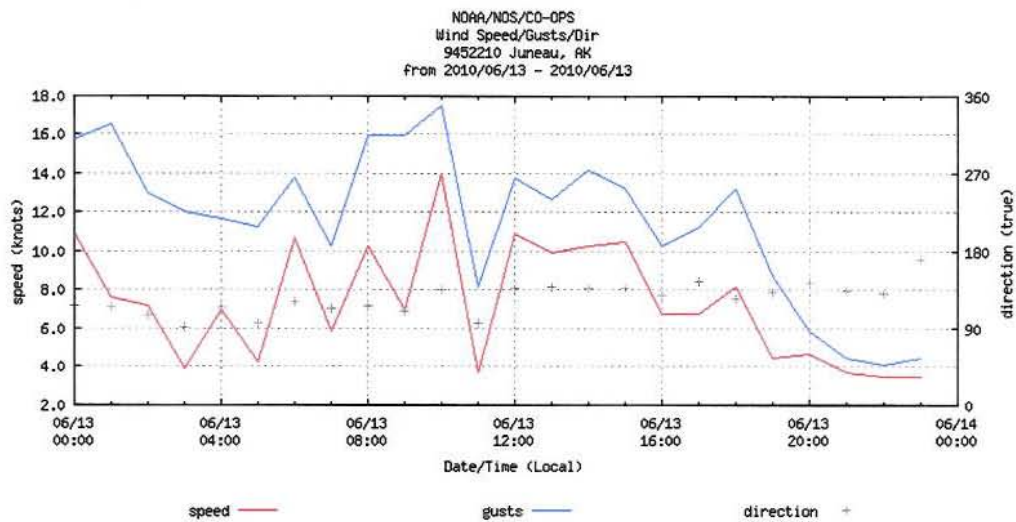


Franklin Dock Approach with
Vessel on Berth at Port's Dock and at AJ Dock



- Scenario: → Franklin Dock approach during adverse wind conditions with large cruise ship moored at the adjacent proposed City of Juneau dock.
- Ship: → Passenger Cruise Ship 5-V12 (Diamond Princess)
- Contours: → 30-Seconds
- Current: → 0-knt
- Wind: → 20-knt from 130°

Enclosure 4



Gary Gillette

From: Carl Uchytel
Sent: Thursday, October 13, 2011 5:39 PM
To: Neussl, Michael A (DOT)
Cc: Gary Gillette; Kevin Jardell
Subject: RE: IDEA?

Mike,
No problem...just thought I'd ask.
regards,
Carl

From: Neussl, Michael A (DOT) [michael.neussl@alaska.gov]
Sent: Wednesday, October 12, 2011 8:06 PM
To: Carl Uchytel
Subject: RE: IDEA?

Carl: Thanks for asking about this. After discussing it with AMHS staff, we prefer to do our ship lay-ups in Ketchikan so they are near our engineering and maintenance support base. We have adequate space there as layups occur in the winter when the cruise ships are not using the Ketchikan waterfront. I don't see AMHS ships operating out of downtown Juneau anytime in the near future as the Auke Bay terminal is in good shape and adequate.

Thanks,
Mike

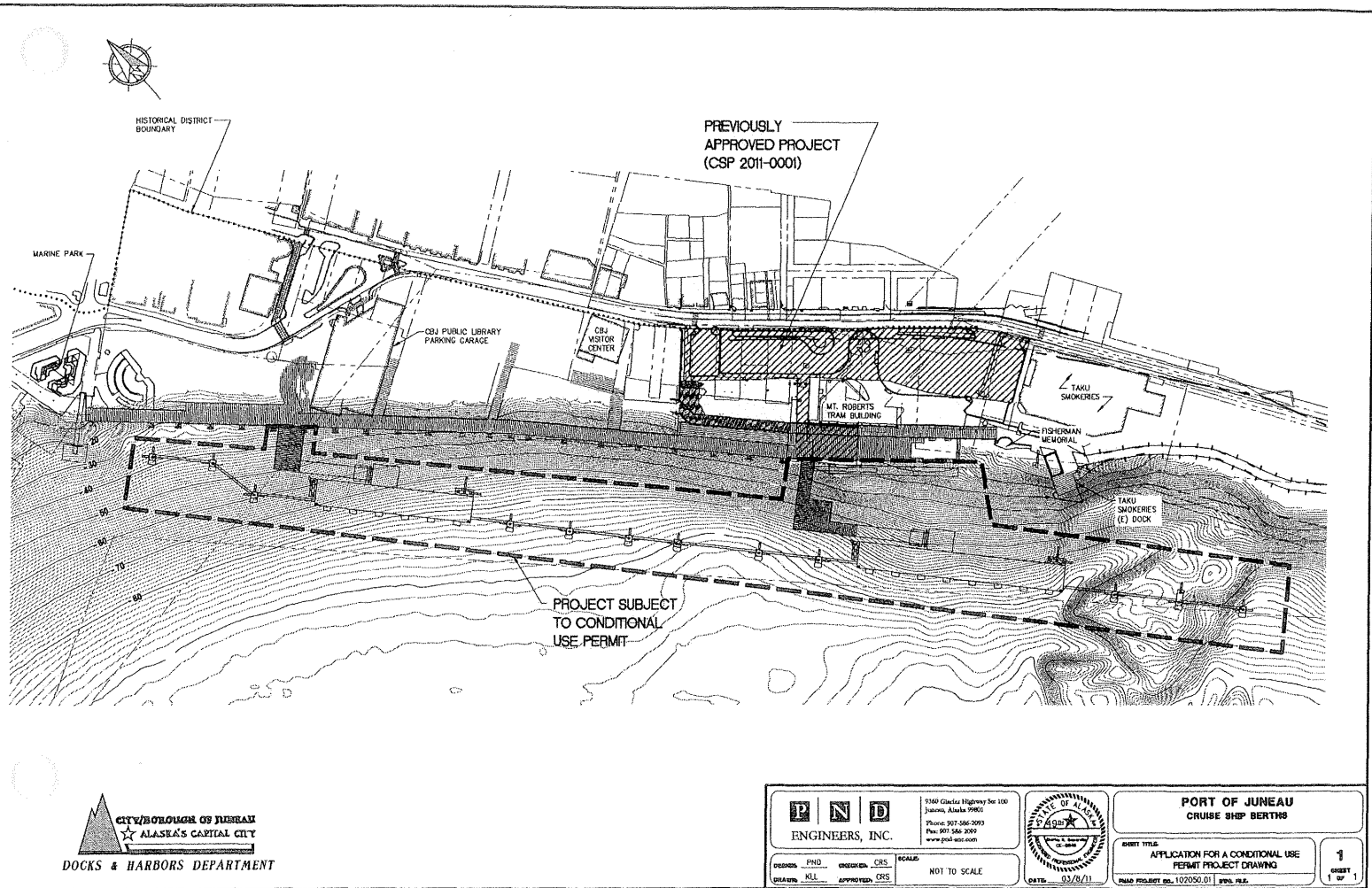
Captain Michael A. Neussl
Deputy Commissioner for Marine Operations
AK DOT&PF, AMHS
Juneau, AK
907-465-6977 (Office)
907-723-0642 (Cell)

From: Carl Uchytel [mailto:Carl_Uchytel@ci.juneau.ak.us]
Sent: Friday, September 30, 2011 10:06 AM
To: Neussl, Michael A (DOT)
Subject: IDEA?

Mike –
Hope all is well with you and your family. As you may know, Docks and Harbors is designing new cruise ship berths (16-B) along the CBJ owned wharves. We would be willing to entertain design modifications to the cruise ship berths to accommodate AMHS assets, if anything would fit into your business model? Since the 16-B project is at the 35% design, now would be the appropriate time to consider the realm of possibilities. We would be glad to meet with you or your port engineers – or if AMHS has no interest in pursuing, that is fine as well. Just thought I would offer it up.

Regards,
Carl
Carl J. Uchytel, PE
Port Director
Port of Juneau
907.586.0294

NOTICE OF PUBLIC HEARING



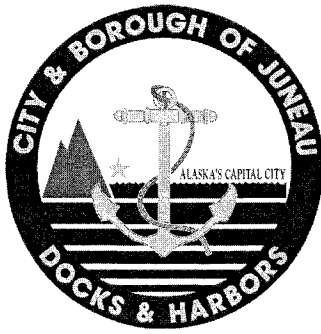
PROPOSAL: A City project & Conditional Use permit to construct two offshore berths and moorage float located at the existing downtown cruise ship docks.

FILE NO.:	CSP20110010 USE20110030	APPLICANT:	Gary Gillette CBJ Docks & Harbors
TO:	All Adjacent Property Owners	PROPERTY OWNERS:	City & Borough of Juneau
HEARING DATE:	January 10, 2012	PROPERTY ADDRESS:	Cruise Ship Berths D & E
HEARING TIME:	7:00 PM	ACCESS:	S. Franklin Street
PLACE:	ASSEMBLY CHAMBERS Municipal Building 155 South Seward Street Juneau, Alaska 99801	PARCEL NO.:	1-C07-0-K83-009-0
		ZONE:	Waterfront Commercial

PROPERTY OWNERS PLEASE NOTE:

You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department no later than 8:30 A.M. on the Wednesday preceding the Public Hearing. Materials received by this deadline are included in the information packet given to the Planning Commission a few days before the Public Hearing. Written material received after the deadline will be provided to the Planning Commission at the Public Hearing.

If you have questions, please contact Beth McKibben at 586-0465, or e-mail: beth_mckibben@ci.juneau.ak.us



Port of Juneau

155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

*Continuation of Planning Commission Action on an
Application for a Conditional Use Permit
and a City/ State Project Review*

SUPPLEMENTAL PROJECT NARRATIVE City and Borough of Juneau Docks and Harbors Downtown Cruise Ship Dock Reconfiguration

Submitted by:
Gary Gillette, Port Engineer
On Behalf of the Applicant
CBJ Docks and Harbors
155 South Seward Street
Juneau, Alaska 99801
Phone: 907-586-0398
Fax: 907-586-0295
gary_gillette@ci.juneau.ak.us

June 15, 2012

BACKGROUND

This document supplements the previously submitted document dated November 9, 2011. At the Planning Commission public hearing on January 10, 2012 project information was presented by Planner Beth McKibben and Port Engineer Gary Gillette about the proposed project by CBJ Docks and Harbors to construct two new floating cruise ship berths seaward of the existing dock. Public testimony was heard regarding the project and Mr. Gillette responded to issues and questions raised in the testimony and asked by Commissioners. The Commission considered the information presented and the public testimony given and determined there was additional information needed in order to make a decision on the project and thereby continued action to a future meeting.

Subsequent to the Planning Commission meeting on January 10, 2012 public testimony regarding the proposed project was heard by the Docks and Harbors Board at its regular public meeting of January 26, 2012 (See Attachment A).

ADDITIONAL INFORMATION REQUESTED

Based on the discussion by Commissioners at their meeting as well as testimony at the Docks and Harbors Board meeting and documented in the minutes the primary issues requiring additional information are: 1) the ability of fishing vessels to adequately and safely maneuver and dock at the Taku Fisheries facility and 2) the impacts to the Alaska Commercial Fishermen's Memorial and Blessing of the Fleet ceremony.

The following sections are intended to clarify the issues raised and identify actions taken by Docks and Harbors to address these issues.

TAKU FISHERIES OPERATIONS

The specific information requested by the Commission regarding the Taku Fisheries operations includes: amount of fish crossing the dock; use patterns of fishing vessels using the Taku Dock; and demonstrating that safe and adequate maneuverability between the floating berths and dock will occur.

Amount of Fish Crossing the Dock - Information received from Taku Fisheries indicate that the amount of fish that crossed the dock in 2011 was about 7.8 million pounds (approximately 5.8 million pounds of salmon, 1 million pounds of black cod, 610,000 pounds of halibut, and roughly 400,000 pounds of crab, shrimp and miscellaneous species). Salmon constitutes the highest volume crossing the dock and is concentrated during the months of July and August. The recently installed fish pump system that transports fish from the vessels to the plant under the SeaWalk has significantly reduces congestion where tourist traffic transits the area.

Use Patterns of Fishing Vessels at the Taku Dock - Some Commission members expressed concern that there would be many fishing boats off loading fish at the Taku Dock at any given time thus creating unacceptable congestion in the area between the Taku Dock and the south cruise ship berth. Based on information obtained from Taku Fisheries there are seldom more than a few boats waiting to get to the dock face at any given time. Deliveries of fish and loading of ice are scheduled to reduce congestion at the dock.

During summer salmon operations almost all of the salmon is delivered to the dock by their fleet of tenders. They are scheduled at the dock to ensure smooth offload operations and flow of product to the processing line. They also take sporadic deliveries of longline fish and Dungeness crab during the summer, but schedule deliveries to avoid conflict with the salmon tenders. Gillnet vessels which take on ice at the dock are scheduled to reduce congestion.

Safe and Adequate Maneuverability Between the Floating Berths and Dock - Docks and Harbors staff has worked diligently with Hank Baumgart, owner of Taku Fisheries; Greg Fisk, consultant to Taku Fisheries; Cruise Ship Industry Representatives; Cruise Ship Captains and Pilots; and Alaska Marine Exchange to assure that the construction of the new floating berths will provide adequate and safe access to the Taku Dock and serve the needs for docking of cruise ships.

The first design response was to rotate the berth alignment about the north end thereby moving out the south berth seaward by twenty-five feet. In order to test this design buoys were set to demark the inside line of the proposed mooring dolphins and the concrete float. The fifty-eight foot vessel, *Patriot*, made a number of maneuvers approaching the Taku Dock. The *Patriot* was able to make successful maneuvers within the fairway but it “felt tight” to the captain. In addition, Taku Fisheries representatives had concerns about larger vessels and those with less sophisticated steerage systems.

Upon consideration of the “dry run” and concerns raised, additional modifications were made to the design to improve the fairway width. These included: rotating the berth alignment about the north end thereby moving out the south berth seaward by an additional twenty-five feet for a total of fifty feet compared to the original design; altering the location of the floating berths by placing the 400 foot float at the north end and the 300 float at the south end; moving the south berth float to the north as far as possible and still provide access to the cruise ship disembarkation portals; moving the float connection structures from the sides of the float to the ends; utilizing steep angled batter piles rather than shallow angled batter piles for the south berth mooring dolphins; and altering the Taku Dock to provide a wider fairway and re-orienting the dock face for easier docking.

These changes greatly improve the fairway width between the Taku Dock and the floating berth. Whereas the original design (See Attachment B) allowed approximately 135 feet the new design allows approximately 211 feet. The entrance to the fairway has been increased from approximately 150 feet to approximately 206 feet. Typical design guidelines as identified in The Department of Defense’s Uniform Facilities Criteria (UFC) for Small Craft Berthing Facilities indicates that the preferred fairway width for vessel access should be $1.75 \times L$ where L is the overall length of the longest boat using the fairway. According to Taku Fisheries the longest boat using their facility is 90 feet with majority ranging from 60 to 80 feet. Using the UFC criteria the preferred fairway width would be $1.75 \times 90 = 157.5$ feet. Therefore the proposed fairway width of 211 feet should be more than adequate to accommodate the vessels calling on the Taku Dock.

With the design changes plotted onto a new plan (See Attachment C), the new plan was also overlaid onto the original design to show the increased fairway (See Attachment D). New buoys were set to demark the inside line of the newly configured south berth. The eighty-four foot vessel, *Good Partner*, then attempted various maneuvers within the expanded fairway. Those maneuvers were video recorded at the site and plotted on the project plans (See Attachments E & F). Based on the observed operations and the plotted vessel track it appears that the widened fairway will provide safe and adequate room for fishing vessels to approach the Taku Dock.

Concerns Raised by Taku Fisheries - Taku Fisheries has expressed concerns regarding potential congestion in the area when a cruise ship is at anchor and would be lightering to the new float adjacent to the south berth. One of the significant factors in locating the lightering float adjacent to the south berth is that the secure points of entrance to Juneau would be limited to two easily controlled positions. With the new north berth’s ability to accommodate a Panamax ship the number of lightering events will be reduced. The 2012 schedule shows 25 days where lightering occurs. If the port capacity were four Panamax vessels at the dock the number of lightering events would be reduced to 7 events (when there are five ships at port) or a 72% reduction. In discussions with industry the number of 5 ship days is anticipated to remain about the same in the foreseeable future. With the reduction of lightering events the potential for congestion is greatly reduced. The potential for congestion also relates to the schedules of the various vessels transiting the area. In the

event that conflicts arise CBJ Docks and Harbors is prepared to work with stakeholders in developing best management practices for use of the area to safely and adequately accommodate all users.

Another issue raised by Taku Fisheries relates to potential events where vessels maneuvering in the area of the new south berth were to lose power or steerage and drift into the catwalks that span from mooring dolphin to mooring dolphin. The nature of marine operations might generate any number of “perfect storm” scenarios that could result in damage to vessels or infrastructure. Trying to anticipate and plan for worst case situations is speculative at best and often the solutions are costly. Consideration was given to installing floating camel elements attached to the new berth superstructure but this proved to be costly beyond what the potential risks seem to be especially given that the fairway has been widened significantly from the first design when this issue was raised.

A concern has been raised by Taku Fisheries regarding the impact of ship bow thrusters when berthed at the south berth. A typical docking at the south berth would place the bow southward. When departing the berth the stern thruster is employed to bring the stern out and the ship backs out into the harbor. The bow thruster may be employed lightly to maintain movement away from the berth but would not be powered up except under extenuating circumstances such as high westerly winds, which are rarely experienced in the Juneau harbor. The issue of thruster impacts was evaluated by PND Engineers and Docks and Harbors in consultation with the Northwest Cruise Association’s technical advisory committee during the design phase of the project as well as during docking simulations. The conclusion was that thruster impacts were not likely and that dissipation structures were not necessary. Since that evaluation the berths have been moved offshore an additional fifty feet thus the potential for impact is even more remote. In the end the camel elements and bow thruster dissipation structures were not deemed necessary and to include them in the project would result in increased costs to the project in the range two million dollars. Additionally, the construction of these structures would occur on the inside of the proposed south berth thereby reducing the width of the fairway. If in the future it is determined that these features are necessary they can be retro fitted to the structural elements of the project.

Safe and Adequate Maneuverability for Cruise Ships within the Juneau Harbor - During the planning phase leading to the design of the proposed cruise berth project the Marine Exchange of Alaska performed various navigation studies that was used to locate the new berths to provide safe and adequate maneuverability for cruise ships in the Juneau harbor. A ship simulator evaluation was performed at the Pacific Maritime Institute vessel simulator in Seattle.

As changes were being proposed to address access to the Taku Dock the Marine Exchange was contacted to verify that cruise ship access would not be compromised with the new design. Captain Ed Page, USCG (Ret), led the evaluation upon conferring with CBJ Docks and Harbors, US Coast Guard, SEAPA pilots, Princess Cruise Lines, Holland America Lines, and the Northwest Cruise Ship Association. A report of his work and findings is contained in the Marine Exchange of Alaska letter of June 12, 2012 (See Attachment G).

In general, the conclusions of Captain Page’s findings are that there will be adequate and safe maritime operations for cruise ships at the new berths and for fishing vessels at the Taku Dock. CBJ Docks and Harbors has embraced Captain Page’s recommendations to conduct a simulator evaluation this fall to identify potential navigation issues and develop guidelines for safe maneuvering at the new cruise berths; to develop wind and current sensors and communications systems to disseminate the information to vessel operators; and to bear the cost of tug boat assistance due to reduction in sea room resulting from the new cruise berths.

ALASKA COMMERCIAL FISHERMEN’S MEMORIAL

The specific information requested by the Commission regarding the Fishermen’s Memorial includes: clarification of ownership/responsibility of the memorial; stability of the memorial and adjacent area; a clearer

discussion of the process that led to the Assembly decision to retain the memorial at its current site; and continued work with the Fishermen's Memorial Board.

Ownership/Responsibility of the Memorial - The Memorial was built by and is owned by the Alaska Commercial Fishermen's Memorial, a non-profit organization. The Memorial sits on land owned by Taku Fisheries, a private entity, under an easement agreement with the City and Borough of Juneau. As a supportive gesture Docks and Harbors staff cleans the memorial and adjacent areas and provides snow removal in winter, although there is no formal agreement to do so.

Stability of the Memorial and Adjacent Area - Testimony was given that the existing site is unstable. The memorial itself is constructed on piling that appears to be stable but given that this area was filled in past years with sawdust from the previous sawmill operations in the 1960s it may be that settlement could occur over time. The asphalt paved walkway on the shore side of the memorial had sunk about four inches in past years. This area was completely replaced in the recent SeaWalk project by the CBJ Engineering Department. There was not sufficient funding to construct the SeaWalk immediately adjacent to the memorial on piles so they re-graded the area and installed wood decking on sleepers. This allows ease of maintenance to adjust the grade if the walkway settles again in the future.

Potential Relocation Process - Over the past ten years or so there have been planning discussions regarding improvements to the downtown cruise docks to accommodate four Panamax ships at berth in the Juneau harbor. Numerous scenarios have been explored through a lengthy public process which included a special committee of Assembly members, Docks and Harbors Board members, local business representatives, cruise industry representatives, cruise dock developers, and others. As plans began taking shape for the concept to create two new floating berths seaward of the existing Alaska Steamship Wharf and the Cruise Ship Terminal docks the Board of Directors of the Alaska Commercial Fisherman's Memorial expressed concerns about the potential impact to the Memorial and the annual Blessing of the Fleet event. In consideration of these concerns the Assembly adopted Resolution 2542 on September 20, 2010 in support of the floating berth concept commonly referred to as 16-B. The resolution contained the caveat that the Docks and Harbors Board "... working closely with the Alaska Commercial Fisherman's Memorial and the commercial fishing community to make a recommendation to the Assembly regarding location, if necessary, of the memorial, along the waterfront, to a mutually acceptable location..."

In October 2010 Docks and Harbors staff presented the Memorial Board ideas of how the new berths might lend opportunities to support the Blessing of the Fleet ceremony. The Memorial Board was not in support of changing the ceremony format whereupon four alternative memorial sites were offered for consideration. The sites included Douglas Boat Harbor uplands, Norway Point (near Yacht Club), the site of the former Public Works building under the Douglas Bridge, and along the SeaWalk between Taku Fisheries and the Franklin Dock. Upon review of the suggested sites, the Memorial representatives chose not to further consider Douglas Harbor or the Douglas Bridge sites and asked that a Marine Park site alternative be included. Because Marine Park is managed by CBJ Parks and Recreation Department they were consulted about incorporating the memorial into the park.

Over the course of several months Docks and Harbors, Parks and Recreation, and CBJ Engineering Department staff met with representatives of the memorial to discuss various ideas for relocating the memorial. Memorial representatives asked Docks and Harbors to host a public meeting to seek input on the issue. Docks and Harbors rented Centennial Hall for the meeting, sent out invitations to over 200 individuals and businesses from a list supplied by memorial representatives, and publicized the meeting in local media. The meeting was held on May 25, 2011 to take comments on the potential relocation of the memorial including a no-move option. Approximately 40 people attended. Upon review of the public comments received at the meeting and two written comments received after the meeting the Memorial Board submitted a letter on June 28, 2011 indicating its preferences regarding the Memorial.

They identified three preferences: 1 - that the floating berths (Concept 16B) not be constructed; 2 - relocate the Memorial to a waterfront location at Marine Park; and 3 - relocate the Memorial to a location along the SeaWalk between the Intermediate Vessel Float and the Franklin Dock only if there is a guarantee that no future dock construction at that location will interfere with open access between the Memorial and Gastineau Channel.

Docks and Harbors, Parks and Recreation, and Engineering staff developed various drawings to illustrate the location of the memorial and the vessel paths that might take place for the Blessing of the Fleet. This was done for the three sites: Marine Park, current site, and SeaWalk site. The sites and issues were discussed at meetings with representatives of the Fishermen's Memorial, Parks and Recreation Department, Docks and Harbors, Parks and Recreation Advisory Committee, Engineering Department, and Docks and Harbors Board.

On August 16, 2011 the Parks and Recreation Advisory Committee considered the move issue at a special meeting and took public testimony. There was testimony both for and against moving the Memorial. The committee considered the comments it heard and adopted the following motion: "The Parks and Recreation Advisory Committee does not recommend moving the Fisherman's Memorial to Marine Park at this time until a plan is in place for Marine Park."

The Docks and Harbors Board met on August 25, 2011 to consider the issue. After considerable testimony and Board discussion two motions failed and the action was tabled.

On August 29, 2011 the Assembly Committee of the Whole heard a presentation of the complete process to date regarding the Docks and Harbors efforts to work with the Fishermen's Memorial on the issue of relocating the memorial. After considerable discussion the Assembly adopted a motion to not relocate the Memorial from its current location.

Continued Work with the Fishermen's Memorial

As explained in the above section regarding the access to the Taku Dock, there have been a number of modifications that improve the fairway between the shoreline/existing dock and the new floating berths. These changes have increased the access width in front of the Fishermen's Memorial that may provide an opportunity for vessels to pass by the Memorial during the Blessing of the Fleet.

Docks and Harbors staff has communicated the changes made to the cruise berth project to the Alaska Commercial Fishermen's Memorial Board in a letter dated April 16, 2012 (See Attachment H). In addition the offer was made to discuss with Memorial representatives planning of the Blessing of the Fleet to take advantage of the floating berths as part of the ceremony. To date Docks and Harbors has received no response from the Alaska Commercial Fishermen's Memorial Board.

ATTACHMENTS

- A. Docks and Harbors Board Minutes of January 26, 2012
- B. Original Plan of Project Site and Vicinity
- C. Updated Map of Project Site and Vicinity
- D. Aerial Photo Showing Original and Updated Design
- E. Track 1 of *Good Partner*
- F. Track 2 of *Good Partner*
- G. Letter from Alaska Marine Exchange Regarding Navigation
- H. Letter to Alaska Commercial Fishermen's Memorial

CBJ DOCKS & HARBORS BOARD
REGULAR BOARD MEETING MINUTES
For Thursday, January 26th, 2012

I. Call to Order.

Mr. Jardell called the Regular Board Meeting to order at 7:00 p.m. in the CBJ Assembly Chambers.

II. Roll Call.

The following members were present: Greg Busch, Tom Donek, Don Etheridge, Budd Simpson, Michael Williams and Kevin Jardell.

Absent: John Bush, Eric Kueffner and Wayne Wilson.

Also present were the following: Carl Uchtyl – Port Director, Gary Gillette – Port Engineer, Mary Becker – Assembly Liaison and Dixie Hood – Parks & Recreation Liaison.

III. Approval of Agenda.

MOTION by MR.ETHERIDGE: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

The motion passed without objection.

IV. Approval of Previous Meeting Minutes.

Hearing no objection, the minutes of the December 1st, 2011 Regular Board Meeting minutes and December 29th, 2011 Special Meeting minutes were approved.

V. Public Participation on Non-Agenda Items.

Linnea Osborne, Juneau, AK

She said she is here representing the commercial fishing vessel The Mongoose. She said she is concerned about the conditional use permit application submitted to the Planning Commission for the 16B project. She said it is creating an unsafe marine environment for the smaller vessels because there is not enough room to maneuver. She said they deliver their fish to the Taku dock and in reviewing the plans they can see quite a few problems for their safety in that area as well as anyone else using that area. Any security zones that are put around the cruise ships will only increase the hazard. She said it will negatively impact their business and their ability to do business at Taku Smokeries.

Mr. Jardell said he encourages her to talk to Docks & Harbors Port Engineer Gary Gillette. There are some ideas on how to alleviate some of those concerns.

Ms Osborne said she appreciates that and said until recently she has been really focused on the Fisherman's Memorial, which she is a founding member. This is a serious issue having access between the intermediate float and the Taku Dock. It would have safety and economic impact on their business.

CBJ DOCKS & HARBORS BOARD
REGULAR BOARD MEETING MINUTES

January 26th, 2012

Page: 2

Paul Swanson, Juneau, AK

He said when he spoke at the CIP meeting, he just wanted to clarify that he is only advocating for the same parking privileges as the downtown patrons have. The rate for the slip should include parking. With building 1/3 less slips in Statter Harbor than what was at DeHart's when Docks & Harbors bought it, he can see with the supply and demand, Docks & Harbors would raise the rates.

James Harris, Juneau, AK

He looked at the taxi zone area in the new cruise ship terminal parking area, and would like this to be looked at again. With the no street parking and the location proposed for the taxis, the taxis will be blocked by the busses and have no visibility. Looking at the map, he sees where there is B-Zones up front and he is requesting some of those B-Zones changed into Taxi Zones to have a higher visibility. At the Franklin Dock and the AJ dock, the taxis are located right as the passengers come off the boat. The taxi's are not just taking people to the Glacier and tours, but do take people everywhere. If the taxi's are located in a place they can not be seen, it will be hard for our customers to find us, and hard for our drivers to make any money. The taxi's get one chance at their customers. They come in once a year and they have to take advantage of that chance to get them. If the taxi's can't be seen, they can't get customers. The B-Zones will be filled up with crew shuttles. Crew shuttles do not need up front parking because their customers come in every week, and they know where they are at.

Mr. Jardell said action item #5 will discuss this topic.

Bonny Millard, Juneau, AK

She said she has safety concerns with the proposed cruise ship dock. She said she tenders out of Taku Smokeries everyday from June to November. She said where the cruise ship ties up to the south and also to the north, it is already pretty tight in there at the times the ships are coming and going. She said if this proposed dock goes in with only having 150' between the Taku Smokeries dock and the dolphin, it will be really tight for maneuver ability. When the Intermediate Vessel float has large yachts tied up, it will narrow that area even more. If the dolphins have cat walks, there could be a possibility to get stuck under a cat walk. She said with strong currents, boats that don't have tight turning radiuses, and inexperienced boat handlers, this will make doing business with Taku Smokeries really complicated and dangerous.

VI. Items for Action

1. Juneau Alaska Communications lease.

Mr. Uchytel said this is an application for a new lease with Juneau Alaska Communications, and it is for property located on Douglas. They had a lease with the State of Alaska which has been transferred to CBJ. This lease originally started in 1986 and expired in February 2011. This would be considered a new lease and has already been appraised by Horan & Company. The new appraised lease rent that was recommended from the Finance Committee is \$2,170.95. Motion would be to send this to the city attorney to draw up a lease.

Board Question

Mr. Simpson said he understands the tenant will pay the appraisal costs.

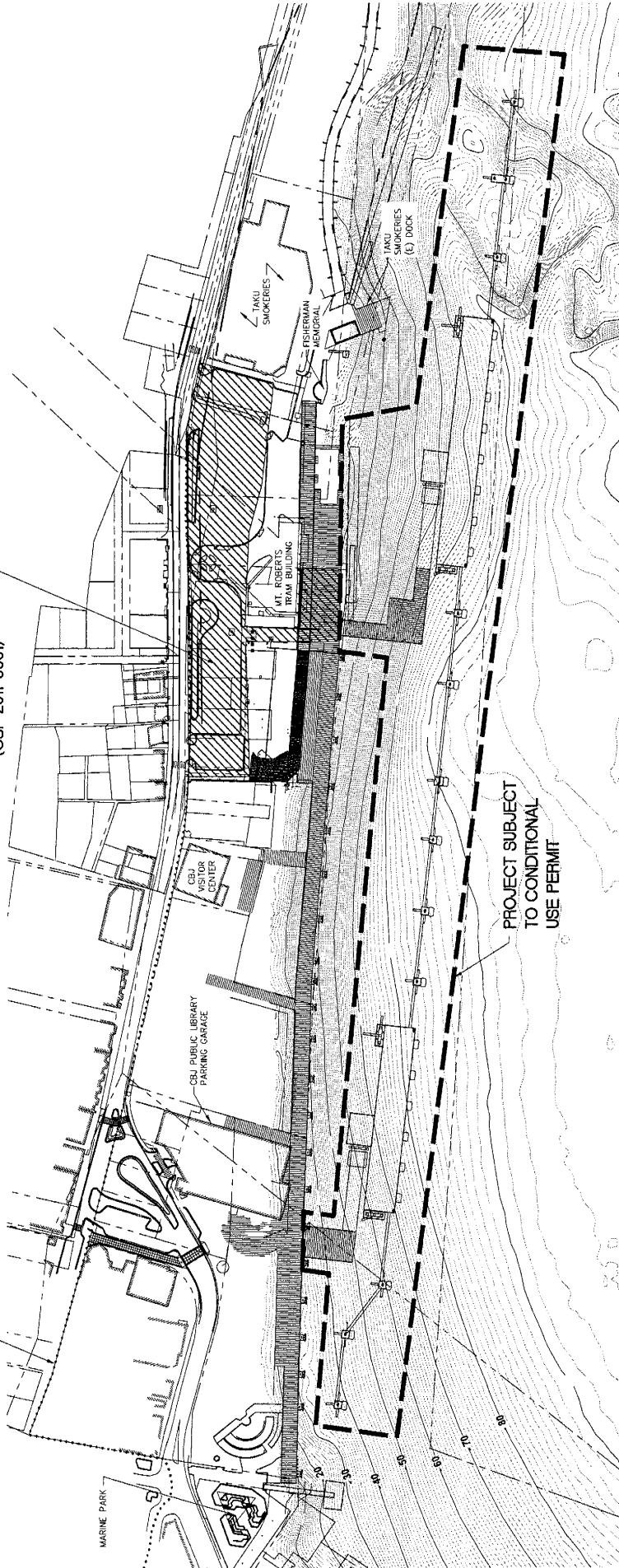
Mr. Uchytel said yes.

Mr. Simpson said the proportion of that cost to the total value of the rent is high and assumes that this is Docks & Harbors policy. He said that was probably set up with a longer term and higher value lease in

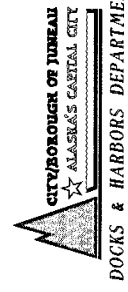


HISTORICAL DISTRICT
BOUNDARY

PREVIOUSLY
APPROVED PROJECT
(CSP 2011-0001)



PROJECT SUBJECT
TO CONDITIONAL
USE PERMIT



1845 Glacier Highway, Ste 100
Juneau, Alaska 99801
Phone: 907-586-2903
Fax: 907-586-2099
www.port-juneau.com

P | N | D
ENGINEERS, INC.

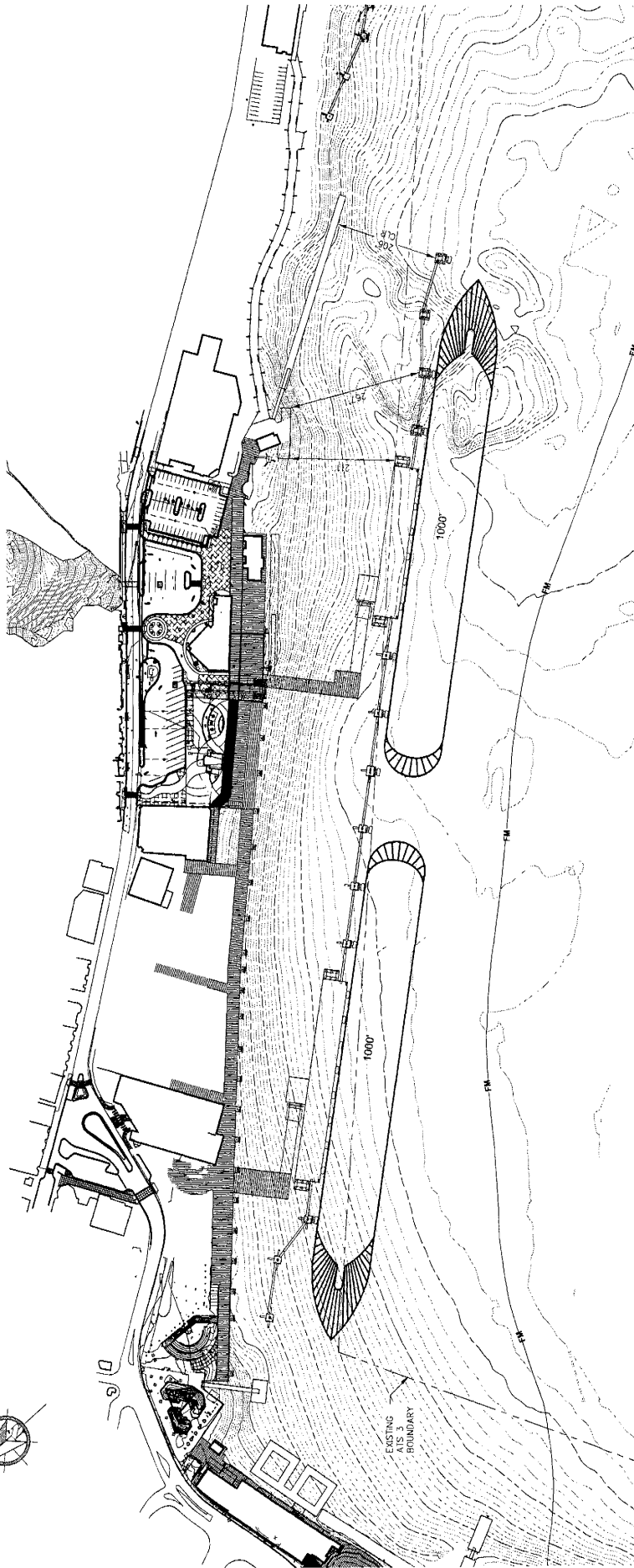
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DATE	DATE	DATE	DATE



**PORT OF JUNEAU
CRUISE SHIP BERTHS**

SHEET TITLE
APPLICATION FOR A CONDITIONAL USE
PERMIT PROJECT DRAWING

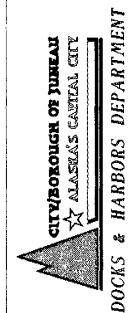
1
SHEET
1 OF 1



1 OVERALL SITE PLAN RECONFIGURATION - OPTION B

RECONFIGURATION NOTES:

1. 300' PONTON AT SOUTH BERTH, 400' PONTON AT NORTH BERTH.
2. SOUTH BERTH ROTATED 50° OFFSHORE.
3. VERTICAL PILE DOLPHINS.
4. RECONFIGURED TAKU FISHERIES DOCK WITH 80' DOCK FACE PARALLEL TO NEW TRANSIENT FLOAT.



DOCKS & HARBORS DEPARTMENT

REV.	DATE	DESCRIPTION	DWN.	C.K.D.	APP.

P | N | D
ENGINEERS, INC.

DESIGN: PND CHECKER: JLD
DRAWING: P.D. APPROVED: CPS

SCALE: SCALE IN FEET
0 100 200 FT.

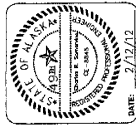
DATE: 7/13/12

PORT OF JUNEAU
CRUISE SHIP BERTHS
CONTRACT NO. DH12-001

OVERALL SITE PLAN
RECONFIGURATION OPTION B

SHEET TITLE:
UNED PROJECT NO.: 102050.041 DWN FILE:

2 OF 4





SOUTH FRANKLIN STREET

CRUISE SHIP TERMINAL

TAPU SMOKEHouses

SOUTH FERRY DOCK

NORTH FERRY DOCK

STEAMSHIP WHARF

PARKING GARAGE

MARINE PARK

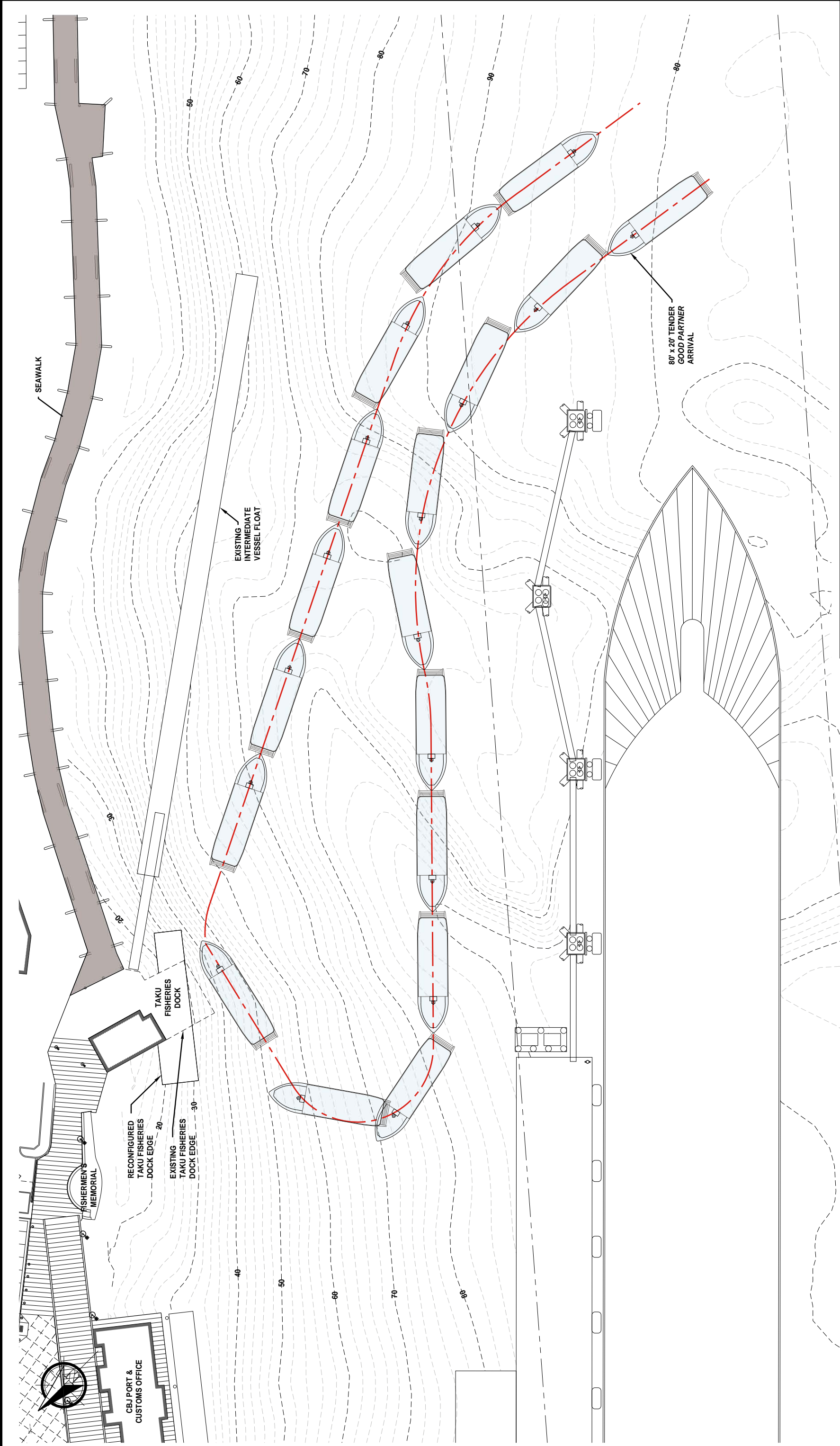
LIGHTING FLOAT

MERCHANTS WHARF

EXISTING INTERMEDIATE VESSEL FLOAT

EXISTING SEAPLANE FLOATS

CAUTION: HDPE PRESSURE SEWER MAIN ON THE SEAFLOOR



CITY & BOROUGH OF JUNEAU, ALASKA

DOWNTOWN CRUISE SHIP DOCK RECONFIGURATION

SHEET TITLE: **OPTION 1683-3-B PROPOSED DOCK PROJECT**

PN&D PROJECT NO.: 102050.01 DWG. FILE: 1 OF 1

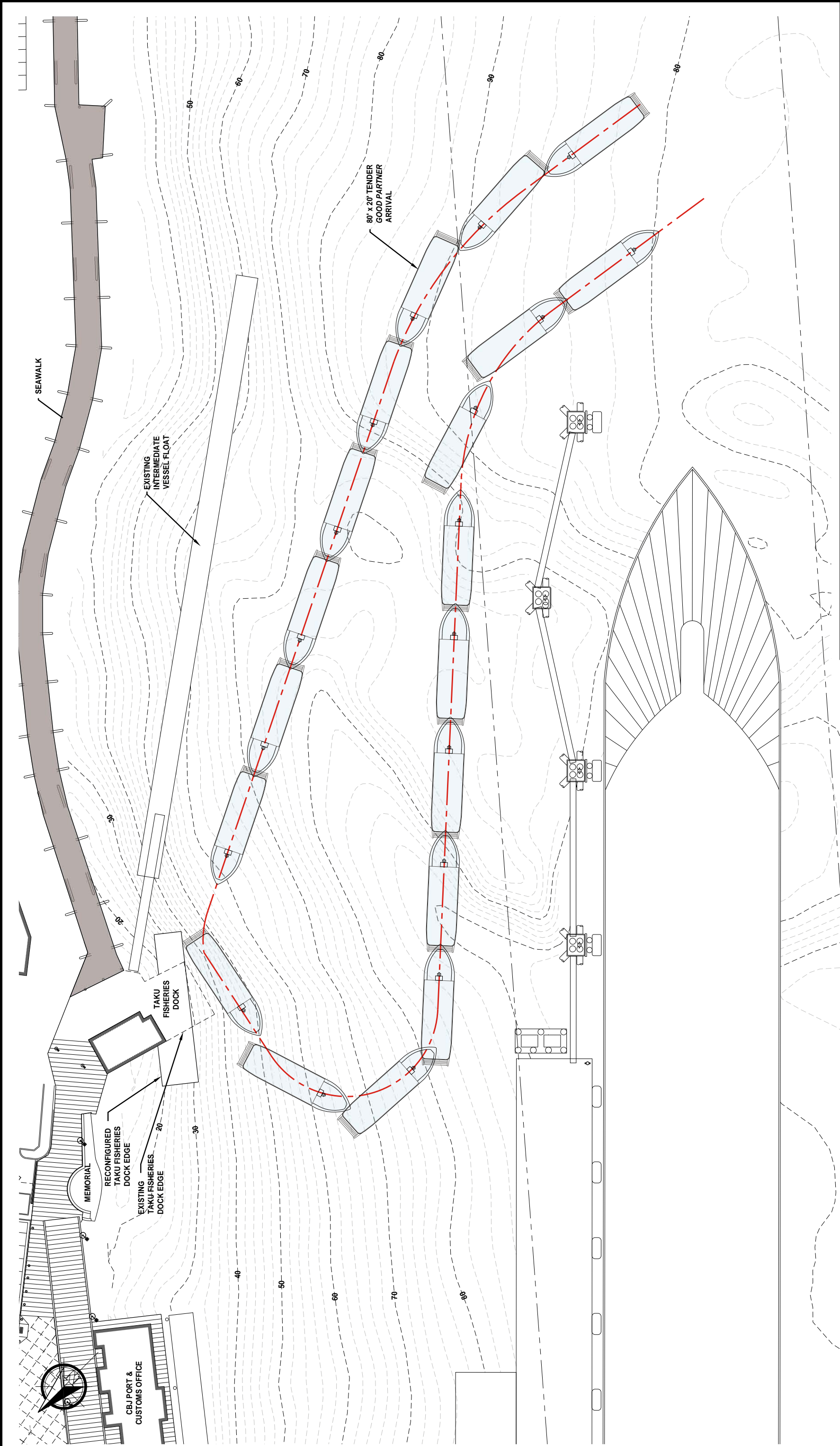
9360 Glacier Highway Ste 100
Juneau, Alaska 99801
Phone: 907-586-2093
Fax: 907-586-2099
www.pnd-inc.com

P | N | D
ENGINEERS, INC.

REGISTERED PROFESSIONAL ENGINEER
Charles R. Somerville
CE 8845
49th
STATE OF ALASKA

DATE: 6/11/12

DESIGN: PND CHECKED: CRS SCALE: 0 30 60 FT.
DRAWN: PJD APPROVED: CRS



CITY & BOROUGH OF JUNEAU, ALASKA

DOWNTOWN CRUISE SHIP

DOCK RECONFIGURATION

ENGINEERS, INC.

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

STATE OF ALASKA

REGISTERED PROFESSIONAL ENGINEER

Charles R. Somerville

CE 8845

DATE: 6/11/12

DESIGN: PND

CHECKED: CRS

DRAWN: PJD

APPROVED: CRS

SCALE: 0 30 60 FT.

SCALE IN FEET

CITY & BOROUGH OF JUNEAU, ALASKA

DOWNTOWN CRUISE SHIP

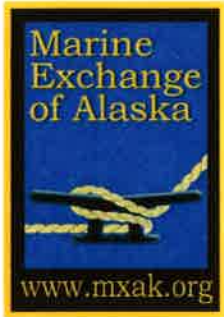
DOCK RECONFIGURATION

SHEET 1 OF 1

OPTION 1683-3-B PROPOSED DOCK PROJECT

PN&D PROJECT NO.: 102050.01 DWG. FILE:

Port of Juneau Cruise Ship Dock Project



***Safe, Secure, Efficient and Environmentally Responsible
Maritime Operations***

1000 Harbor Way, Suite 204, Juneau, Alaska 99801
Ph: (907) 463-2607 Fax: (907) 463-2593

June 12, 2012

Captain Carl Uchytel
Port Director
City and Borough of Juneau
155 South Seward Street
Juneau, Alaska 99801

Dear Captain Uchytel,

Upon reviewing the 16B cruise ship engineering design proposal, consulting with maritime stakeholders and visually observing and reviewing cruise ships' AIS (Automatic Identification System) tracks in and out of the Port of Juneau I find the navigational impacts of the planned cruise ship docks can be safely accommodated. This latest proposed dock configuration is the best alternative for accommodating present and future cruise ship port calls while minimizing the navigational impacts on fishing vessels calling on the Taku Fisheries dock and cruise ships mooring at the neighboring Franklin and AJ Docks.

Commencing in 2008 I have been involved in reviewing and evaluating the various cruise ship mooring options being considered for the Port of Juneau. In conducting my assessments I met with pilots and vessels' masters, observed approaches and departures of cruise ships and other vessels operating in the Port both visually and through review of Automatic Identification System (AIS) data and conducted ship simulator evaluations of approaches and departures under various weather conditions with pilots and vessels' masters. In conducting these evaluations I have been mindful of the fact cruise ships in the future will be larger and that there is a need to provide moorage for larger vessels to avoid their having to anchor in the harbor and run shore boats to and from shore.

As cruise ships become larger they reduce the margin of safety when maneuvering to and from docks. However, this is largely offset by newer, larger vessels being equipped with enhanced maneuvering capabilities such as azipod propulsion systems and thrusters at the bow and stern. Providing real time local wind and current data to vessels' navigation crews can also enhance maritime safety as well as sequencing vessels' arrivals and departures to provide more sea room for some docks. Safe operating "Guidelines" can be developed by pilots and masters through conducting virtual arrival and departure of vessels under various conditions with ship simulators.

AIS data reveals that the approaches and departures to and from docks are sometimes at a steep angle and at other times at a shallow angle. If and when the Port of Juneau's dock modifications are completed the only prudent approach option for the Franklin Dock will be at a steeper angle to allow for a sufficient safety buffer from the Port's dock, to allow for unforeseen wind or

Port of Juneau Cruise Ship Dock Project

current affecting the vessel. The attached graphic shows the AIS data of an arrival of the Diamond Princess, a 951' long, 123' beam cruise ship, to the Franklin Dock superimposed on the proposed Port of Juneau dock engineering diagrams. This graphic shows the current steeper angle approaches to the dock will provide an adequate safety margin after the new Port's docks are built and in operation.

My opinions on the navigational issues relevant to the cruise ship mooring options is based on my 30 years experience in the Coast Guard during which I evaluated navigational impacts of docks and harbors in my capacity as Chief of Marine Safety for the 17th Coast Guard District as well as during my assignments as Captain of the Port for Los Angeles-Long Beach and Chief of Marine Safety for the Pacific Area. Additionally, my opinions are based on:

- Direct observation of cruise ship arrivals and departures in Ketchikan, Juneau and Skagway.
- Review of Automatic Identification System (AIS) tracking data of cruise ship maneuvers in Juneau for four years.
- Surveys and interviews with port and maritime stakeholders, including marine pilots who navigate the vessels in and out of port, and the Coast Guard.
- Ship simulator evaluations of potential moorage options with pilots and cruise ship representatives at the Pacific Maritime Institute vessel simulator in Seattle.
- Review of weather statistics for the Port of Juneau over the course of four years

After conferring with representatives from the Coast Guard, Port of Juneau, SEAPA pilots, Princess Cruise Lines, Holland America Lines and Northwest Cruise Ship Association I found the salient "navigational issues" regarding cruise ship operations and expanded moorage alternatives in the Port of Juneau are as summarized below;

1. The Port of Juneau desires to de-conflict navigability concerns resulting from the construction of the new cruise ship docks through the use of additional simulation. Based on past tracking records of cruise ship approaches and a fishing vessel "dry run", it appears safe and adequate maneuvering of all vessels is achievable with the new berth configurations.
2. The Port of Juneau's dock project is needed to accommodate larger vessels calling on the Port in the future and when completed will overall improve maritime safety. The dock modifications will allow four large cruise ships to moor in Juneau reducing the number of times vessels will need to anchor in the harbor and shuttle passengers and crew to and from shore in launches amidst float plane operations. To ensure completion of this needed project, moving ahead with the design and bidding should proceed this summer and the identification of operating guidelines, better navigation tools (wind and current sensors) and simulator runs all be addressed and provided for before the docks are completed.

Port of Juneau Cruise Ship Dock Project

3. The pilots and operators of vessels directly affected by the Port's dock modifications generally believe safe navigation to and from the adjacent docks and mooring float can continue to be assured through the adoption of risk reduction guidelines identified by pilots, vessel operators and ship masters. These will be aided by the conduct of ship simulator evaluations with the new dock configuration and using existing and larger cruise ship models along with tug and fishing vessel computer models.
4. Ship Simulator evaluations to be conducted this fall will aid in the identification of Safety "Guidelines" that can help better ensure adequate "sea room" for safe maneuvering to and from the Juneau cruise ship docks. These "Guidelines" may include, but are not limited to the sequencing of vessel arrivals and departures.
5. The Port of Juneau will support the installation of wind and current sensors and the communications systems to disseminate the information to the vessel operators to aid maneuvering decisions.
6. Due to the difficulty in finding time when pilots and masters can break free from their responsibilities during the busy summer cruise season, the simulator evaluation should be conducted in the fall of 2012. (The State of Alaska's ship simulator in Seward is being considered for this evaluation)
7. The additional costs of providing tugs to assist vessels mooring at the Franklin Dock when called for by the Master due to the reduction in sea room resulting from the Port's new dock should be borne by the Port of Juneau.

Summary: The presence of larger cruise ships calling on the Port and the moorage expansion options the Port of Juneau is considering will together encroach on navigable waters to some extent and in some cases require some modification to current procedures for mooring and departing from docks in the Port to maintain the level of safety present today. Based on the studies conducted over the last several years, I find the Port of Juneau's 16B proposal presents the least impact on current maritime operations.

The Marine Exchange is available to assist in the conduct of simulator runs and the development of local operating "Guidelines to help minimize the potential for incidents developing from the change to the waterfront.

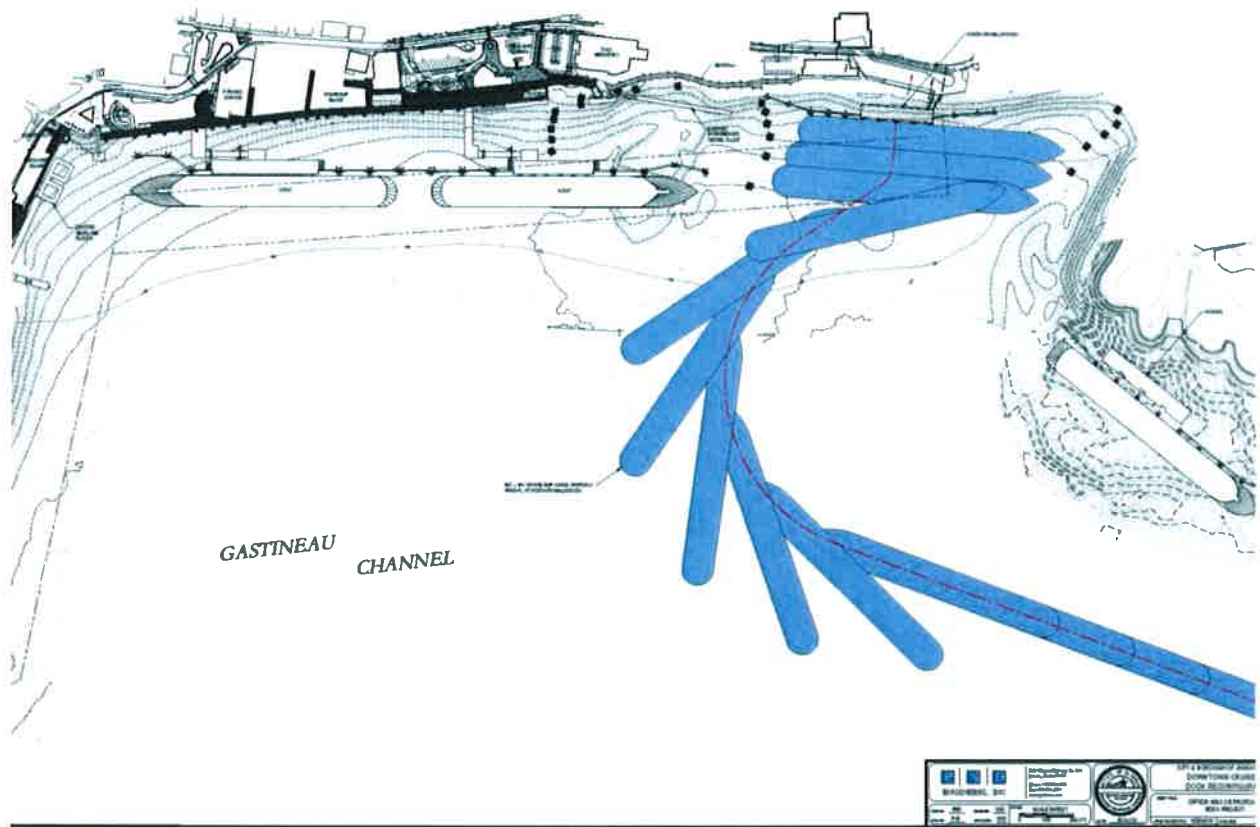
Regards,

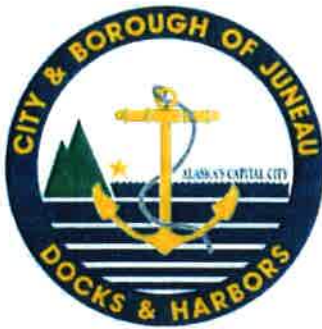


Captain Ed Page, USCG (Ret)
Executive Director
Marine Exchange of Alaska

Enclosure: Cruise ship mooring at Franklin Dock superimposed on proposed dock configuration.

Port of Juneau Cruise Ship Dock Project





Port of Juneau

155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

April 16, 2012

Board of Directors
Alaska Commercial Fishermen's Memorial
P.O. Box 20092
Juneau, Alaska 99802

Subject: New Floating Cruise Berths in Downtown Juneau

Dear Board Members;

At its regular public meeting on January 10, 2012 the CBJ Planning Commission continued their discussion of the CBJ application for a Conditional Use Permit to allow construction of the proposed new cruise berths (aka 16-B). They heard testimony on the issue of impacts to the Fishermen's Memorial as a result of the proposed project. They asked for a clear description of the process that led the Assembly to decide the Memorial would not be relocated. Further they encouraged Docks and Harbors to continue to work with the Memorial Board although they did not express what result they expected.

The Commission also expressed concerns about the adequacy and safety of maneuverability between the existing dock structure and the new floating berths regarding access to the Taku Fisheries dock. Docks and Harbors staff has worked with Taku Fisheries to address adequate and safe access to the Taku dock.

A number of modifications were made to the original plan including: placing the 400 foot float at the north berth and the 300 float at the south berth; moving the south berth float to the north as far as possible and still provide access to the cruise ship disembarkation portals; placing the float attachment structures from the sides of the float to the ends; rotating the south end of the berthing piling seaward approximately 50 feet; utilizing vertical piling rather than angled batter piles; modifications to the Taku Fisheries dock to increase the fairway width; and providing camel floats at piling to protect vessels from going under the catwalk system.

These changes greatly improve the fairway width between the Taku Fisheries dock and the floating berth. Whereas the original design provided approximately 135 feet the new design provides approximately 211 feet. The entrance to the fairway has been increased from approximately 150 feet to approximately 206 feet.

During past discussions regarding the Blessing of the Fleet ceremony a vessel route entered behind the south floating berth and performed a "U" turn then headed back out. There was

Alaska Commercial Fishermen's Memorial Board of Directors
New Floating Cruise Berths in Downtown Juneau
April 16, 2012
Page 2 of 2

concern about the width of the fairway and the ability for vessels to make this turn. While this is not a preferred route for the ceremony I point out that the changes made to the design widen the fairway considerably and may accommodate an acceptable route for passing the Memorial site. A graphic is attached that shows the new design in color and the former design in white dashed lines.

We believe that significant improvements have been made to the floating berth project that may allow the Blessing of the Fleet to be held in a similar fashion as in past years. We are available to meet with you to explore options for conducting the Blessing of the Fleet ceremony. Please contact me if you need further information.

Sincerely

A handwritten signature in blue ink, appearing to read 'Gary Gillette', with a long horizontal flourish extending to the right.

Gary Gillette, Port Engineer

ALASKA COMMERCIAL FISHERMEN'S MEMORIAL IN JUNEAU

*P. O. Box 20092
Juneau, Alaska 99802*

June 16, 2012



Mr. Gary Gillette, Port Engineer
Port of Juneau
155 S. Seward St.
Juneau, Alaska 99801

Dear Mr. Gillette:

The Board of Directors of the Alaska Commercial Fishermen's Memorial in Juneau reviewed your letter of April 16, 2012. We thank you for sending it to us.

We appreciate the effort that went into altering the original 16-B plan to accommodate the needs of Taku Smokeries. However, our concerns about the project's very significant impacts on the Commercial Fishermen's Memorial and the annual Blessing of the Fleet remain.

First, the floating berths are massive structures. The aerial views and schematics do not convey the impact they will have on the look and feel of the shores they will block. We understand that they will be eight feet high from the water's surface and be able to hold three busses side by side. The behemoth that will be built directly in front of the Memorial will obstruct the Memorial's view of Gastineau Channel and its access to open water. To those for whom the Memorial is the only grave site they have to visit, that would be akin to burying a cemetery within a multistory strip mall.

Second, the space created offshore by the new berths is dangerously small, in either configuration. Taku Smokeries has seemingly indicated that one fishing boat can get into its facility to deliver fish under the new scheme. While we still have grave concerns about the safety of even a single vessel navigating just straight in and out to deliver fish, there can be no doubt that getting a fleet in there to be blessed would be impossible. The Blessing ceremony involves *many* vessels, which must position and navigate near the shore, often in high winds and currents. Out of all of the fishing vessels skippers who have seen the configuration of these floating berths, not one is willing to travel into the cul-de-sac that will be created in front of the Memorial for the Blessing. Sending the vessels in one at a time is still risky, and would make a 40-minute ceremony last all day. The Twisted Fish has been gracious in hosting a free community brunch for everyone who comes to the Blessing, but we doubt they'd be willing to host all day and night. If 16-B is built as planned, it would be the end of a 20-year Blessing of the Fleet tradition.

Mr. Gary Gillette, Port Engineer
June 16, 2012
Page 2

We altered your aerial schematic to illustrate the navigational problems that we have been trying to describe for a long time, and enclose it with this letter. The Green Area shows the size and shape of the maneuvering space that is required for safe navigation of boats participating in the Blessing. The Red Area shows a space that is too congested for safe maneuvering.

We see two solutions. The first is not building the half of 16-B that would obstruct the Memorial. Cruise tourism is an important part of Juneau's economy, but commercial fishing's contribution is far from insubstantial. The industry brings Juneau millions in personal incomes, the City millions in taxes, and creates or contributes to thousands of jobs. Consider this: What message are we sharing with our cruise ship visitors who travel from all over the world to experience the Last Frontier and its vast history; including the famous commercial fishing industry, and what message are we sharing with our locals who call this land home and gather from the sea for their families' livelihood? This is not an unreasonable request.

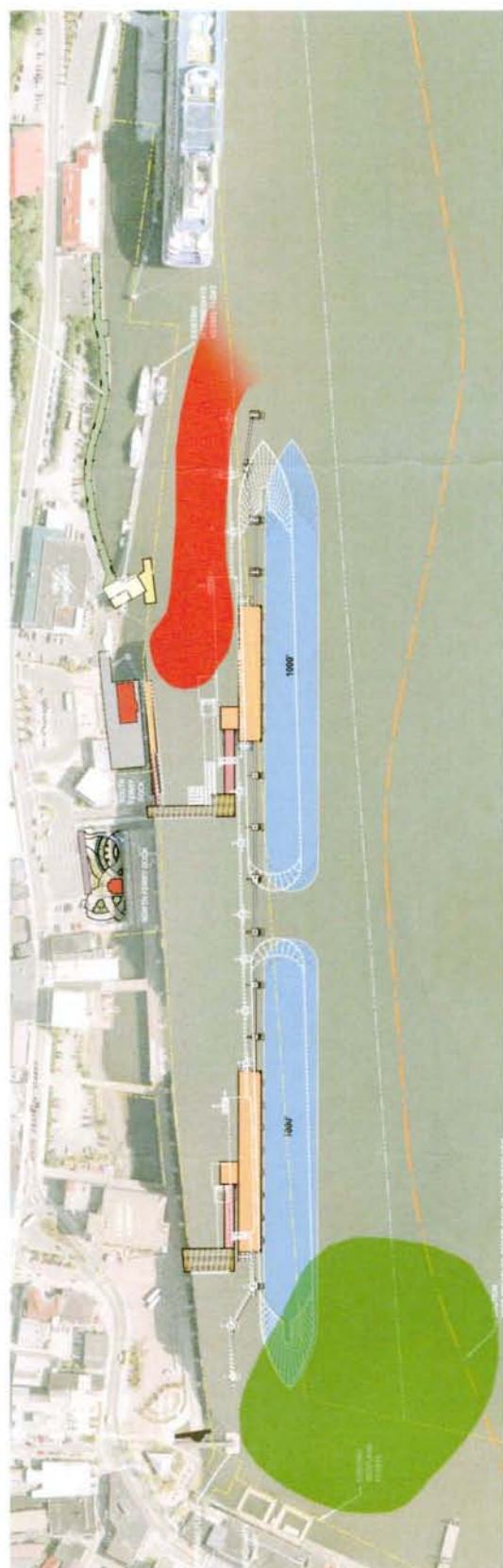
The second alternative solution is to move the Memorial to Marine Park, where there would still be enough room for the Blessing. As much as we would like to see the Fisherman's Memorial stay where it is and expand to accommodate the crowd of people who come to share in the annual Blessing of the Fleet, we would rather see it repositioned in a location of honor for those who have died than to have it hidden and separated from the living who still take pride in the dangerous work that they do. There would still be enough room offshore for the Blessing of the Fleet, unencumbered by one of the proposed berths. The Memorial reflects the meaning of "marine" more than anything else at Marine Park and can be tastefully and safely integrated into the waterfront there, adding its solemnity to the effort to clean up the area.

Please remember as we all seek resolution on this matter that, for dozens of people, this wall is their only gravesite, and they and their families deserve an honorable solution.

Sincerely,

/s/ *Bruce B. Weyhrauch* for the Board of Directors of the Alaska Commercial Fishermen's Memorial in Juneau, which are Tom Gemmell, Bruce B. Weyhrauch, Linnea Osborne, Carl Brodersen, Tisa Becker, Melissa Museth, and Jennifer Nebert.

Enclosures: 1. Juneau, Alaska Commercial Fishing and Seafood Processing Facts (UFA 2007)
2. Aerial Schematic



Juneau, Alaska

Commercial Fishing and Seafood Processing Facts

United Fishermen of Alaska
211 Fourth St. Suite 110
Juneau, AK 99801-1172
Phone 907.586.2820
Fax 907.463.2545
ufa@ufa-fish.org
www.ufa-fish.org



Juneau City & Borough is the #42 fishing port in the U.S. by Volume & #35 by Value of 2010 landings.

JOBS - FISHING

Permit holders, Crew and Vessels (2010) in Juneau City & Borough:

CFEC commercial fishing permit holders: **390¹**

Total permits owned: **656¹**

Permitholders who fished: **259¹**

Commercial Crew license holders: **471²**

Total Skippers who fished plus Crew in 2010: **730^{1,2}**

Percentage of residents who fished: **2%^{1,2,4}**

Vessels Home Ported: **748³**

Each of these individual small and family businesses represents investment, employment, and income in the Juneau City & Borough community.

Income:

Estimated 2010 ex-vessel income by Juneau-based fishermen: **\$21,451,996¹**

Earnings generated from commercial fishing circulated in the local economy through property and sales taxes; purchases of homes, rentals, hotels, electricity, entertainment, fuel, vehicles, food, repair and maintenance parts, transportation, travel, medical, and other services. **Virtually every business in Juneau City & Borough benefits from commercial fishing dollars.**

JOBS - PROCESSING

Seafood processing jobs (2009): **430⁵**

Total processing wages: (2009): **\$ 3,958,266⁵**

First wholesale value (2009): **\$39 million⁶**

...AND MORE JOBS

In addition to direct harvester and processor workers, fisheries related jobs include fuel, accountants, consultants, air and water travel, hardware and marine repair and supply businesses, advocacy and marketing organizations, air cargo crew, freight agents, and scientists.

Government related jobs include Alaska Department of Fish and Game • Fish and Wildlife Protection/Alaska Department of Public Safety • Docks and Harbors • Alaska State Troopers • United States Coast Guard • University of Alaska School of Fisheries • Ted Stevens Marine Research Lab • Alaska Seafood Marketing Institute • Alaska Sea Grant Marine Advisory program, and more.

TRANSPORTATION JOBS AND BENEFITS

In 2010, **16 million pounds⁷** of seafood were landed in Juneau City & Borough for an estimated value of **\$23.8 million⁷**, and most of this was shipped or flown out, providing many more jobs.

REVENUE to the State and Community through Fishery Taxes ...

FY 2010 Shared taxes – **Juneau City and Borough** and the **State of Alaska** each received **\$298,863⁸** in fishery business and landing taxes through the municipal tax-sharing program from Juneau City & Borough fisheries landings and businesses.

Footnotes - Sources:

1. Commercial fishing permit activity, estimated harvest and earnings by permit holders are from AK Commercial Fishery Entry Commission (CFEC) at: <http://www.cfec.state.ak.us/gpbycen/2010/mnu.htm>

2. Crew numbers are from Alaska Department of Fish and Game 2010 Crew license list, and is the number of individuals who list their address in a given city.

3. Vessel home port numbers are from AK CFEC – online at <http://www.cfec.state.ak.us/plook/>

4. 2010 Population figures used to calculate percentage of resident skippers who fished plus crew is from DCCED AK Community Information Database online at: http://www.dced.state.ak.us/dea/commdb/CF_COMDB.htm

5. Processor Employment and Wages Data is from Alaska Department of Labor at <http://labor.alaska.gov/research/seafood/statewide/AKSFPBorca.pdf>

6. Processor 1st wholesale value by Census Area 2009 provided by Alaska Seafood Marketing Institute

7. National rank and NOAA total landings and value for selected ports is from NOAA Fisheries - Office of Science & Technology:

<http://www.st.nmfs.noaa.gov/st1/commercial/index.html>

8. Revenue figures from 2010 AK Dept of Revenue Shared Taxes report: <http://www.tax.alaska.gov/programs/sourcebook/index.aspx>

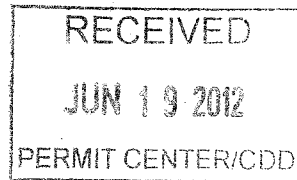


Icy Strait
SEAFOODS, INC.
Quality Alaskan Seafood

PO Box 21203 - Juneau, AK 99802

Ph 907-780-4449 Fx 907-780-4326

Ph 360.734.8175 Fx 360.734.2203



hank@icystraitseafoods.com

June 18, 2012

Mr. Carl Uchytel, Port Director
City & Borough of Juneau
Docks & Harbors Department
155 S. Seward Street
Juneau, Alaska 99801

Re: Impacts of the Concept 16B Cruise Ship Dock project on Taku Fisheries

Dear Mr. Uchytel,

This letter is to express the position of Alaska Seafood Holdings [the owner of Taku Fisheries, Taku Smokeries and Icy Strait Seafoods, which operate out of the plant at 550 S. Franklin Street in Juneau, herein after referred to simply as Taku] with respect to the application of the Docks and Harbors Department to the CBJ Planning Commission for a Conditional Use Permit to construct the Downtown Cruise Ship Dock Reconfiguration project commonly referred to as Concept 16B. A copy of this letter has been provided to the Planning Commission.

I want to state for the record that we at Taku are very aware of the importance of the cruise ship industry to the Juneau economy, and have no desire to impede its orderly development. With that in mind, I want to thank you and your staff for your concern for Taku's needs as the city weighs the complexities of the Concept 16B project. I appreciate your willingness to make changes to the 16B project and to related management practices to help ensure that Taku can continue to operate successfully and be a vital, growing part of the diversified waterfront economy envisaged in the city's Downtown Waterfront Plan.

That said it is difficult to escape the sense of being squeezed between the growth of cruise ship tourism and the constraints that our downtown location places on our business. We are impacted by city projects like the seawalk, various uplands developments and the 16B project, but also by property tax rates based on the value of nearby tourism retail space, which puts us at a competitive disadvantage with other seafood businesses. We must take into account the total, cumulative impact these things have on our business.

I would emphasize that Taku is not an isolated business. Many, many individual commercial fishing businesses, both local and from other ports, depend on us as a point of sale. Taku led the resurgence of the seafood industry in Juneau following its near total collapse with the fires that destroyed the old Juneau Cold Storage and Douglas Cold Storage operations in the 1980's. The seafood industry is now an important part of Juneau's economy once again, and it has potential for significant additional expansion, potential that Taku certainly expects to be an important part of. Thus, it is crucial for us, and those many small businesses who depend on us, that our opportunities not be foreclosed by efforts the city is making to support further growth in the tourism sector.

The Concept 16B design that was presented to the CBJ Planning Commission on January 10th of this year would definitely have compromised our operations. Since then a number of changes to the 16B project itself, to the Taku Dock, and to harbor operations have been proposed by the Docks and Harbors Department to mitigate impacts on navigation to and from the Taku Dock face on which our operations are entirely dependent. Our understandings of these proposed changes are cited below. Some of these changes have been incorporated in the design as presented for the Planning Commission's consideration at its June 26, 2012 meeting, and are referenced in your Supplemental Project Narrative. Some are not. In the latter cases we will request that these changes be properly noted by the Planning Commission as in any conditional use permit granted for the 16B project.

Changes to Widen the Fairway

We understood that the following changes would be incorporated in the redesign:

1. The entire structure would be rotated seaward approximately 50' to widen the fairway;
2. The cruise ship mooring pontoon nearest Taku would be shortened from 400' to 300' and moved westward to the extent possible to still accommodate passenger loading and unloading;
3. The piling structure at the southeastern end of the pontoon would be placed at the end of the pontoon rather than on the landward side; and
4. The mooring dolphins along the fairway would be constructed with vertical piling, eliminating angled batter piles.

The combined effect of these changes would be to increase the maneuvering fairway to 211' from the previously designed 130'. Changes 1, 2 and 3 are included in the D&H submission, but number 4 is not. Instead, the design has reverted to using angled batter piles, albeit at shallower angles than in previous iterations. We understand that engineers could not achieve the loads required with all vertical piles, and that the footprint of the newly proposed dolphin design will be no larger than that of the all vertical pile structure that had been proposed to us. *Accordingly, we are not in disagreement with this proposed change to understandings between ourselves and D&H, provided that it does not exclude incorporation of the mooring camel (see below).*

16B Structural Changes for Safety & Usability by Vessels in the Fairway

In addition to the foregoing changes, we understood that the 16B structural specifications would be changed to include:

1. A mooring camel to be affixed to the landward side of mooring dolphins running from the end of the pontoon to the last mooring dolphin. The camel would be free to move upward and downward with the tide, would be equipped with cleats for vessels to tie up, and would be surfaced with UHMW or similar anti-abrasion system;
2. The mooring camel would incorporate a current attenuator extending below the surface to a depth (tentatively estimated at 18' to 20') sufficient to protect vessels navigating the fairway or tied at the Taku dock or the IVF from the effects of cruise ship bow and / or stern thrusters; and
3. The inside, landward face of the cruise ship mooring pontoon would include anti-abrasion and the pontoon deck will be equipped with appropriate cleats to allow vessels to tie up in emergency situations or during periods when the pontoon is not in use for cruise ship moorage.

Unfortunately, none of these understandings is incorporated in Docks and Harbor's submission to the Planning Commission for the June 26th meeting. We trust that Number 3 is simply an oversight, as in recent discussions you have indicated clear support for these items. However, your submission specifically rejects items 1 and 2, despite what we believe was clear understanding over several months that they would be included as items to mitigate the impacts of the project. *We strongly disagree with the elimination of the mooring camel, and take issue with the arguments presented in your Planning Commission submission. We will ask that the Planning Commission direct its inclusion in the 16B design.*

Contrary to the view that "(t)he nature of marine operations might generate any number of "perfect storm" scenarios...", implying that the concerns are hypothetical, the mooring camel addresses every day concerns about the usability and safety of the fairway. Having a camel in place will provide an alternative to vessels jogging in the fairway or just outside it by allowing them to temporarily tie up while waiting their turn at the dock. This will reduce congestion and improve safety. The existence of the camel will allow vessels to more safely maneuver close to the dolphin structures. A strong current or a mechanical malfunction will not create a situation where a vessel might dangerously encounter the dolphins or catwalks. This safety factor was an integral factor in our thinking about the fairway widening. Contrary to the argument made in your submission, the inclusion of the mooring camel will effectively *widen the useable* fairway, even if slightly narrowing the physical fairway. Skippers can effectively bump into or slide along the mooring camel with the security of knowing their vessel will not get caught under the catwalk.

We also understood that D&H would seriously undertake the inclusion of thruster current attenuation in the 16B design. Instead, design engineers have apparently concluded that the 50' increased distance from the shore, and the declared usual

practices of the cruise ship captains when maneuvering with thrusters, is sufficient to alleviate any concerns. We respectfully disagree. These powerful devices have the potential to disrupt smaller vessels in the fairway and at the IVF and Taku Dock, *creating navigating hazards and the potential for serious damages. Nonetheless, we are willing to take a "wait and see" position on this matter. We recognize that the cost could be considerable, and have no desire to force inclusion of a design element that may, indeed, not be necessary. However, we will request that Planning Commission note this matter in its record of decision and provide that thruster attenuation be retrofitted if needed.*

Regarding costs for the camel and thruster attenuator, your submission references an estimate of some \$2 million, without breaking out the respective costs. Based on comments of engineers, we believe that the great majority of these costs would be for thruster attenuation. It would be useful to have a good estimate of the separate cost of camel.

Changes to the Taku Dock

We have had extensive discussions about modifications to the Taku Dock, which is owned by the city and used by Taku under terms of a long-term use permit. These discussions are cited in the final clause of the third paragraph on page 3 of your Supplemental Project Narrative, but are not elaborated. Changes would include:

1. re-aligning the dock face to be more closely parallel to the shore (and to the 16B structure);
2. significantly extending the dock face to 100', from the current roughly 40'.

They are necessary to make the dock easier and safer to approach and are part of the overall effort to create a wider and safer fairway. *It is important to record that these improvements are an integral part of the efforts to mitigate impacts of the 16B project on Taku and the fishing industry generally. It has been our clear understanding that all costs for these improvements will be borne by the city and that those costs will not be incorporated in the terms of the use permit and the fees charged there under.*

We further understood that these improvements would be completed prior to the cruise ship dock reconstruction seaward of Taku. We have learned in just the past couple of weeks that this latter understanding is apparently now cast in doubt because of bid scheduling. *No mention of this problem is made in your submission, but it is a serious one for us. It is extremely important that this understanding be carried out in order to avoid adverse reactions from our independent longline fleet.*

Docks & Harbors Facility Management

During our discussions over the past several months a number of management issues have been discussed as part of the overall effort to reduce 16B impacts on fisheries industry and / or manage other facilities to improve the working situation in the area. Although not part of the 16B design per se, they are part of the overall

project and should be noted as such by the Planning Commission. Our understandings include the following:

1. Vessels awaiting access to the Taku Dock may, upon instruction from Taku, tie up to the mooring camel while waiting, provided that they do not obstruct other traffic and that persons on the vessels may not exit the vessels onto any part of the dock structure other than the camel, and then only to tie or untie their vessel. Only vessels awaiting access to the Taku Dock may use the camel. No rafting will be permitted. *Obviously this understanding is dependent on the camel being constructed as per our understanding.*
2. The yellow marked, 75' loading zone area at the base of the ramp at Intermediate Vessel Float shall be enforced, and the past practice of using that space for moorage shall cease, specifically avoiding the practice of mooring large yachts in that space, which makes approaching or exiting the Taku dock face more difficult and raises the potential for costly damage claims. The original intent of the loading zone was to allow temporary tie-up of vessels waiting to access the Taku Dock and other strictly short-term use.
3. The drive-down 16B boarding pontoon will be made available to fishing industry vessels for loading and offloading (similar to the Auke Bay Loading Facility) during times when not in use for cruise ship mooring.

We appreciate that you have also indicated willingness to look at other possible changes to Docks and Harbor facilities and/or their management should the need arise to preserve a good working environment for Taku and its dependent fishing businesses. These include possible further revision to IVF management, or to the IVF itself, and regulation of lightering and other traffic in the fairway to minimize conflict with tender and fishing vessel operations.

Cruise Ship Passenger Lightering

This is of great concern. While we have had discussions on this matter, we recognize that there were no understandings reached about modifying the current design. However, we do take seriously your commitment to closely monitor this aspect of the project and take actions as warranted.

The current 16B project design calls for a lightering float located to the west of the Taku dock. This design will require that all cruise ship lightering boats transit the now to be constrained fairway between the new 16B structures and the Taku dock. The potential for conflict with traffic to the IVF and the Taku dock is great. The operators of the lightering boats are cruise ship crew members. In the past, we have observed numerous instances, when the IVF was used for lightering, of poor boat handling and disregard for other vessel traffic. The suggestion of developing some sort of "best management practices" (similar to TBMP) is a good one, but we doubt that the standards of these boat operators can be meaningfully improved or that the effects of any such program can be assured to be long lasting. The use of local stevedores to handle the tie ups of the boats has improved things somewhat. It has also been rumored that the cruise vessels will henceforth use licensed local pilots to drive these boats. That would be a major improvement. The same people

would be involved on a continual basis, so training and operating agreements would be much more effective. However, we have no guarantee going forward that such practices will continue. Moreover, the basic congestion problem during lightering events will remain.

Consequently, we request that the lightering activities be relocated to another site that will not impact navigation of fishing vessels and tenders to the Taku dock. The existing Marine Park lightering float, or a redesigned facility in that location would seem to be the obvious choice.

Navigation Conclusions and Further Considerations

In February, 2012 we conducted a navigation simulation at the Taku Dock with the 58' limit seiner F/V Patriot, owned and operated by long-time Juneau fisherman Randy Gregg. That simulation clearly demonstrated the 130' fairway then proposed was inadequate. Although the Patriot could successfully make a U-turn to approach the dock, it was evident that larger, less maneuverable vessels would not be able to do so. Tenders and large longliners typically take about three times their vessel length to make a U-turn at harbor speeds, and that number can be greater in adverse wind and/or current conditions. None of these vessels coming to Taku are equipped with bow thrusters. Repeated "backing down" and then "kicking" the stern with full rudder can allow a tighter turn, but the fairway as presented in January was just too narrow to do that safely, particularly in adverse conditions and/or with other traffic in the area.

On May 2, 2012 we re-conducted the navigation simulation, this time using our tender vessel M/V Good Partner skippered by Ron Wright, a very experienced Southeast tenderman. At Docks and Harbors instruction, PND Engineers had reset the buoys to represent the proposed 211' widened fairway. Both U-turn port side, and straight in starboard side approaches were made to the dock, with required exits from those positions. Ron was asked to replicate as best he could the proposed better alignment of the Taku Dock face. The simulation demonstrated that a vessel like the Good Partner could make the required turns in the wider fairway with an acceptable amount of backing and turning. For smaller vessels like gillnetters, trollers, small longliners and crabbers, and salmon seine boats the widened fairway will provide plenty of maneuvering room, assuming good traffic management in the fairway. The proposed lengthening and re-alignment of the Taku Dock will also provide a more approachable dock face. *However, we must emphasize that both simulations took place in very good conditions – light winds, calm seas, good light and no other vessel traffic. Things could be very different in adverse conditions with additional traffic. Our king crab and longline vessels experience strong north winds and darkness while attempting to dock during February, March and early April. Many, many years of practical experience thus makes us err on the side of caution when assessing any changes. This comment also applies to the fairway design standards that have been referenced.*

Taken together, all the proposed mitigation changes and understandings regarding the Concept 16B project and Docks and Harbors management practices in the area

give us reasonable confidence that the Concept 16B Project can proceed as re-designed without major adverse impact to Taku's operations. However, there are important caveats to that assessment that must be recorded and clearly recognized and dealt with by the city.

First, while smaller vessels will almost certainly not have a any difficulty maneuvering to and from the Taku Dock under normal operating conditions, and while we can direct tenders in our employ to adapt to the revised conditions even if the skippers would prefer not to operate in a constrained fairway, we do not have that option with the larger longliners that are a vital part of our business. The owners of those vessels are perfectly free to deliver their fish elsewhere if they don't like the more cramped maneuvering imposed by 16B. If it is "outside their comfort zone" we could lose their business – business which is vital to us, and which brings important financial benefits to the city as well. It is worth remembering that these vessels buy thousands of gallons of fuel, put crews up in local hotels, and re-provision at Juneau stores. In addition by delivering the high value halibut and blackcod to us we consequently pay lots of Fisheries Business Tax. Can we say that this will definitely happen? No, we cannot. We would certainly do all we could to ensure that it did not. But, it is a risk we cannot ignore. *This is one very important reason why the Taku Dock realignment must take place prior to, or in direct conjunction with the installation of the 16B structures in front of Taku.*

Second, the construction of 16B will place our fishing industry operations inside a major cruise ship operational area. Although the US Army Corps of Engineers has issued a permit for the project which clearly contemplated this situation, and the US Coast Guard has apparently placed no overriding security caveats on that permit, it is certainly possible to imagine scenarios wherein the Coast Guard could alter its security directives. It is not inconceivable that all navigation of fishing vessels in proximity to cruise ship might be severely restricted for security reasons. It already is restricted for cruise vessels underway with Coast Guard escort.

Although these possible impacts of construction of Concept 16B are theoretical and hopefully remote, they are by no means inconceivable. Should either in fact occur the damages to Taku could be severe. Flexible, effective mitigation mechanisms need to be put in place in advance of construction. Hence, we will be reliant upon the CBJ to exercise its harbor management authority to mitigate impacts. To guide the exercise of that authority we request that Docks and Harbors adopt a use prioritization for facilities in the fairway. That prioritization would place fisheries and seafood industry uses first, vessel moorage at the IVF and any similar float in the area second, and other shorter-term uses third.

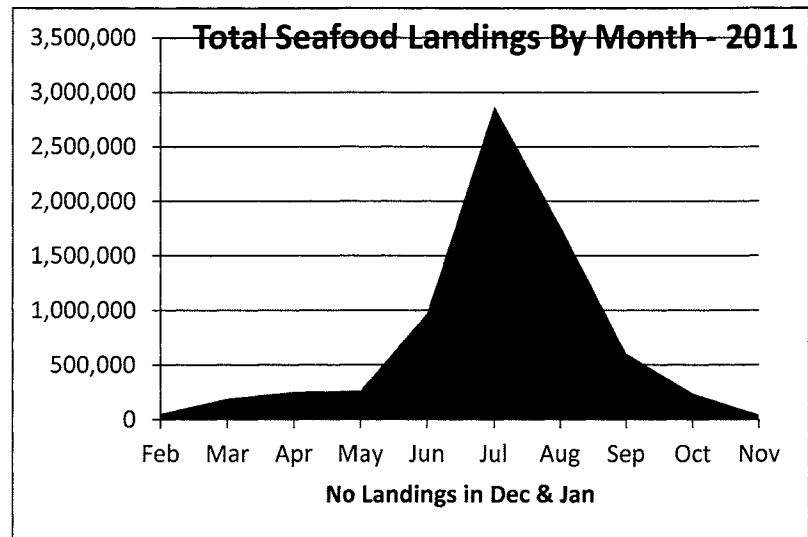
Activity at the Taku Dock

Some members of the Planning Commission may have had concerns that there are frequently "30 to 50 boats milling around waiting their turn to off load fish or load ice" and that the 16B configuration would make that congestion even worse. The plant tries to schedule deliveries of fish and ice. The plant also takes deliveries of

longline fish and Dungeness crab during the summer, but schedules deliveries to avoid conflict with the salmon tenders. There are typically a number of gillnet vessels at the dock prior to openings to get ice. Times are scheduled with fishermen to taking on ice to avoid congestion. The proposed 16B project will certainly change access patterns and block vision of the dock. Some proposed changes to the plan could mitigate congestion and vessel scheduling problems. The mooring camel will provide space for several fishing boats to temporarily tie up while waiting their turn at the dock, which will be better than having to jog about in the harbor with their vision of the dock blocked by the cruiseships. Lengthening of the Taku Dock face should allow the plant to handle tender offloads and smaller fishing vessel icing or offloads simultaneously, which cannot be done now. But, putting both fishing vessel, yachts and cruise ship lightering into a constrained area will increase overall congestion substantially.

The total amount of fish that crossed the Taku Dock in 2011 was about 7.3 million pounds. This included some 5.3 million pounds of salmon, about 1

million pounds of black cod, 680,000 pounds of halibut, and roughly 300,000 pounds of crab, shrimp and miscellaneous species. With salmon being so dominant volume-wise, July and August are by far the busiest months. But longline deliveries of halibut and black cod – which occur from March through November - are disproportionately important economically to because of their high unit value.



Sincerely,

Hank Baumgart, President
Alaska Seafood Holdings

cc. Planning Commission

Beth McKibben

From: Gary Gillette
Sent: Tuesday, June 19, 2012 3:19 PM
To: Beth McKibben
Subject: RE: Fisherman's Memorial Letter

Thanks

I haven't received this yet. The fact remains that the Assembly approved the cruise berth project and decided to not move the Memorial. It should not be an issue for the PC. Also, in my letter we offered to work with the Memorial group to accommodate the Blessing at the new berths but they don't mention this option so I assume they remain not willing to consider alternate Blessing ceremonies.

From: Beth McKibben
Sent: Tuesday, June 19, 2012 3:11 PM
To: Gary Gillette
Subject: FW: Fisherman's Memorial Letter

FYI

Beth McKibben, AICP
 Senior Planner, CDD
 City & Borough of Juneau
 (907)586-0465 phone
 (907)5863365 FAX



Please consider the environment before printing this email.

From: Beth McEwen
Sent: Tuesday, June 19, 2012 11:32 AM
To: Jen Thorsteinson
Cc: Sandi Branum; Laurie Sica; Angela Hull; City Clerk; Beth McKibben; Dawn Raab; Elizabeth Eskelin; Diane Cathcart
Subject: Fisherman's Memorial Letter

Hi Jen,

Just to follow up on our conversation just now. Attached is the scanned copy of the letter from the Alaska Fisherman's Memorial to Gary Gillette that was also copied to all the Assemblymembers and Planning Commissioners. We treat any mail sent to all Assemblymembers as a public record and we open one of them, make a paper copy for our Assembly correspondence folder and scan and file it in Assembly's Correspondence file in the F: drive

F:\Clerk's Office Information\Correspondence\2012 Incoming Correspondence\June

Usually these are scanned in black and white and then we capture the text by performing the OCR function so the documents are searchable. In this case since there was a color diagram on one of the pages, I went ahead and scanned it in color and then did the OCR on it.

Hopefully this helps.
 Beth McEwen, CMC
 CBJ Deputy Clerk

6/20/2012

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The Plan calls for reconstruction of the Cruise Ship Terminal Dock to allow for two +/- 1,000 foot cruise ships to be accommodated at the City facilities (see Figure 36, feature D2 and D3). The configuration depicted in the Plan allows for preservation of the Intermediate Vessel Float and other important area artifacts such as the Fisherman's Memorial. Enhancements also include continuation of the seawalk around Taku Smokeries, including moving the Seawalk up and over the access to the Ice House. As part of this reconfiguration, consideration to expand the interactive and educational nature of Taku Smokeries should be explored. This approach would better communicate the importance of commercial fishing in SE Alaska as well as better solidify the future role of this important tenant along Juneau's Downtown waterfront area. View corridors throughout this area are also preserved, with no new development beyond reconstruction of the Visitor Information Center and bus stop. Expansion to vehicle marshalling areas and creation of a small park and gathering area are also contemplated for this area.

Development of privately held parcels in this area should follow similar standards suggested for Franklin Street parcels proximately to the CBJ Parking Garage and Library, including multiple storefronts on both the land and seawalk sides. Development schemes should include the reuse of the AEL&P building as a mixed-use property housing artist, restaurant, retail and entertainment spaces (see Figure 36, feature D4). Reuse of the building should be true to its unique vernacular and character. Consideration should be provided to create a smaller structure across from the AEL&P building as well as a formalized pedestrian crossing and hardscape plaza; both elements work to slow traffic along Franklin Street, reduce conflict between vehicle turning movements into the properties, and provide definition for this area. Termination of the Seawalk and transition into a recreation corridor that follows Thane Road to the Little Rock Dump also occurs in this area. The Concept Plan calls for a smaller public terminus and overlook on a CBJ controlled parcel to provide an attractive overlook and final experience along the seawalk.

Over the long term, continued consideration should be given to the creation of a Gastineau-Marine Drive-South Franklin Street connector road (see Figure 36, feature D5). This connector road could be a one-way street only open during the late spring and summer months. Consideration needs to be given to land acquisition and design of a proper connection at the north end of the alternative road.

Suggested Design Criteria

Design criteria for Area D include the following (see Figure 40):

- **Massing and Scale – South Franklin Street.** Maintain buildings heights between 2- to 3-stories (35 to 45 feet) along South Franklin Street.
- **Massing and Scale – Waterside.** Maintain buildings heights between 2- to 3-stories (maximum 35 feet) along the waterfront. Discourage introduction of any new at grade lots between the street and waterfront in all locations. Waterside buildings should be encouraged to have double fronts (one on the waterfront and one on South Franklin Street).

Figure

