

Marine Facilities Coordinator (MFC) Quarterly Staff Report

Ben Sadler, Marine Facilities Coordinator / Harbormaster

Monday, July 18th

My last quarterly report was at the May 9th General Meeting, and my next report will be at the October 17th General Meeting.

General Day to Day

I will be separating the Harbormaster position from the MFC portion for clarity on specific tasks performed.

Harbormaster

In my role as harbormaster, I have been spending my time monitoring activities at the dock, beach, and boat harbor. On May 16th along with Bill Veler from Hoonah, Kriss Hart (Western Marine), and Hrant Harutyunyan (DOT), I was able to get the Steel float moved from Bullmoose Cove at Pleasant Island back to its summer location at the Gustavus multi-modal Dock facility. Western Marine was then able to repair the broken gates to secure them to the pilings while we wait for the newly fabricated collar ties DOT is having built to replace the broken gates. I was then able to come back that night and got the ramp lowered giving access to the float on May 17th. Fairweather Construction and I were then able to move the skiff floats on May 17th and the wooden float on May 18th. Ideally, we would have moved the Steel float in April but having all floats in place by mid-May is on par with previous years. After the floats were in place, I ordered 600' of floating line to secure the Bullmoose Cove buoys but after returning to attach them I was unable to find the eastern most buoy. I am currently working with Angler's Inn to try to locate the missing anchors. Once located we will try to secure their lines at the surface while a new buoy system is installed. (I will comment more on this in the MFC portion of this report.) Since getting the floats moved into place, I have continued routine maintenance including replacing bumper boards, securing grating, and weekly fastener checks and replacement. We have had a few instances of folks driving off road at the beach. More barriers are scheduled to be put in place and I have been asked to put up more signs.

Marine Facilities Coordinator

In my role as Marine Facilities Coordinator (MFC), I have been working on getting the supplies necessary to build the addition onto the MF shed in the boat harbor. I have also been looking into (at the request of the Mayor) finding a work skiff for the City to use for moving the floats in the future. On June 10th we received our first report of fish carcasses being dumped in the boat harbor. Due to miscommunication the Gustavus Fish Waste Disposal Station (GFWDS) was not finished by the May 15th deadline I set in the approved scoping document, but I have since been able to get a bear-proof fish waste container ordered and have started the process of getting the GFWDS constructed. I now believe that we will have this project completed in the fall of this year. Western Marine completed the DOT ordered repairs to last year's dock work in the middle of June. So far this year we have 82 private vessels and 27 commercial vessels registered with the City. I have removed 276#s of trash and 163#s of recyclables from the Beach receptacles. I have been able to have some of the unused (abandoned) floats removed from the Boat Harbor and relocated to other communities in Southeast Alaska. I have also been working with community members to try to come up with a plan to make the unused City floats in the Boat Harbor more accessible.

Missing Buoy. The missing buoy in Bullmoose Cove presents the City with a unique, and possibly very expensive problem. The cause of the buoy's disappearance is almost certainly due to the current set up of two anchors, each connected to its own line, and then connected to one buoy, being free to spin and twist all summer while kelp and other ocean life attaches itself and grows on the lines. Even with the float attached we discovered that the lines were becoming intertwined and myself and Elm Robichaud spent hours untangling what we could pull into the boat to make them usable. I believe that what we are now experiencing is due to this tangling pulling the buoy down and the buoy eventually releasing from the weight of the anchors and the pressure of the current as it tried to remain afloat. Once we have located the anchors, we will drag the bottom with a hook until we snag the lines and will then attach additional line with a temporary buoy until we can sort out the bigger problem of untangling the lines. How we untangle the lines and what will we do to guarantee that this does not continue to happen in the future will need further consideration. I will write up a separate report for the Council with a list of

options and recommendations from DOT and companies who deal with these kinds of issues so that you can direct me on how you would like to proceed. This problem will need to be addressed in some manner prior to moving the steel float from the dock in the Fall.

I would also like to report that the City's proactive approach to the "feeding of sealions" problem at the dock has been extremely successful so far. I have seen different approaches from different companies, but all seem to be working to comply with the City's policy. I have not seen any improperly stored or disposed of fish carcasses on any boats connected to the float system so far this summer. There is however still evidence of local community members dumping food waste off the end of the Dock.

I have also been able to do maintenance work for other departments with direction from the Mayor and City Administrator.

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