



Memo

To: Glenn Steckman – City Manager
From: Lucas Stotts – Harbormaster
CC: Joy Baker – Port Director; Nome Port Commission
Date: April 15, 2022
Re: 3rd Quarter Report F2022

Office/Accounting:

Winter months are a time for planning, budgeting and dealing with compliance issues along with reconciling customer accounts. Additional statistical efforts are also underway to facilitate tracing the Ports fiscal health. Several customers have found their way onto the impoundment list this winter and the Port is anticipating holding a joint surplus sale with the City.

The Port is currently recruiting for full time year round office personnel to assist in running the port office as well as assist the Public Works department with administrative duties in a support capacity. The port is also recruiting for the seasonal positions of Harbormaster's Assistant and Dock Watch, both summer positions assisting in tracking user's gear, freight, billing and various maintenance tanks around the facility. All those who are interested can apply through job service or city hall.

Currently there are 10 separate cruise ships making port calls in Nome in the 2022 season. This is down from a once scheduled 23 cruise ships for the season. Port Admin staff is looking into short and long term options to address the increased need for security personnel for the large number of cruise ships scheduled to call on the Port of Nome this season and will only become more busy as time goes on.

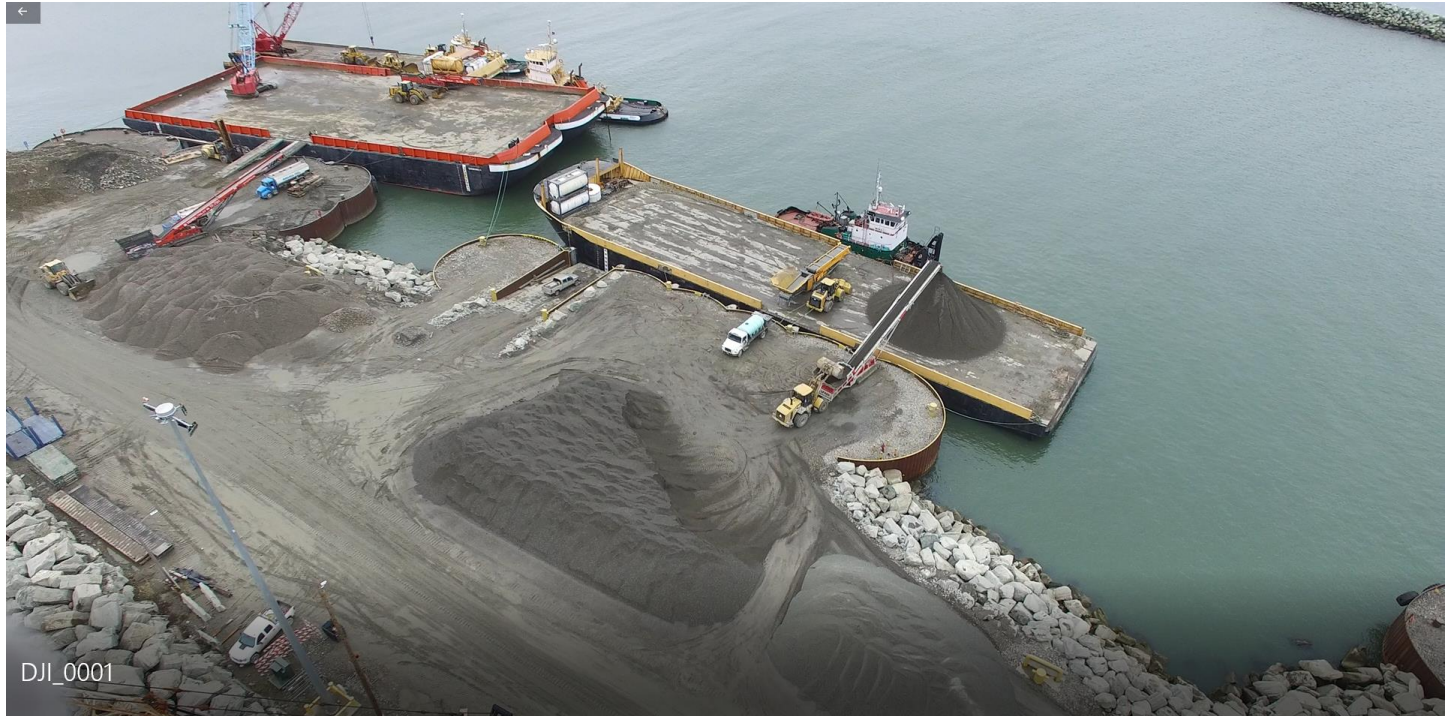
Operations:

The facility and region will most likely start to see vessel traffic the last week of May if ice conditions allow passage. At that time I anticipate a rush of early freight barges the first two weeks of July. Ice conditions are unclear as of yet if we will see an early spring thaw or if we will have ice flows in the region as we did in 2021.

The changing climate, marine environment and more vessel activity in the region all contribute to the Port of Nome receiving more port calls for service and the need for more lengthy stays to accommodate their transfers of gear and crew, replenish stores, and conduct ship repairs/outfitting/fueling. Increased shoulder seasons are allowing more vessels to operate in the Bering Sea earlier in the spring and later into the fall, more so than what the facility has seen in the past.

2022 is expected to be another very busy shipping season for gravel and rock within our region, with multiple large projects being planned for this summer season including several large gravel hauls and a potential massive shore armor erosion project slated for Utqiagvik (Barrow). Extensive discussion and consideration is being given to the conflicts this will present with other shippers and the high volume of cruise vessels Nome is expecting, to ensure all operations flow smoothly with minimal delays.

As of now, 2022 is expected to be one of the busiest seasons for research traffic as interest in the arctic has grown on a national scale and charter companies that operate in these regions have been swarmed with requests to join existing charters. This is all due to changes in the marine environment, increased traffic and increased attention on the Arctic. These types of operations are a mix of both cargo and passenger, typically requiring multiple flights of scientists and crew, as well as transfers of science gear and equipment.



(2021 traffic showing busy gravel operations with multiple companies loading gravel for export.)

Maintenance:

Port staff will continue work on the below maintenance items that will be completed in the spring prior to vessel traffic starting for the season.

- Full facility annual cleanup.
- Maintain surfacing for cargo laydown areas for village freight on Lower IP.
- Service and perform condition survey on Causeway High Mast Lighting poles, lowering devices and lighting units. Remove all existing lighting units and look at installation options for new units. Received a new test light unit from CRW we will install to determine if we want to replace the rest with this type of lighting unit. All of the 2012 lights have failed so we will be requesting complete replacement.
- Service and launch the old Boston Whaler skiff with 9hp outboard to use for boom deployment on oil spills in the Small Boat Harbor. Install new bilge pump and float switch.
- Construct tide gauge boards to be installed in the spring to give staff and users a visual indicator to the current water levels in the facility.
- Continue to weld and service hand rails on South Wall ladders.

- Replace remaining ring buoy lines with line bags to provide further reach and protection from UV rays.
- Perform annual maintenance on port vehicles and install new radios and hand lighting units.
- Deploy the new drip pans for Causeway fuel header containment.
- GARCO cleanup in preparation for summer use and rental/storage space.
- Surface grading and washout repair from heavy commercial equipment traffic and fall erosion due to storms.
- Construct new VHF radio bank at Port Office with inventory and maintenance spreadsheet to track long term issues and servicing needs.
- Work with PND to determine need for High Ramp Dolphin repair to rubber and through-bolts for pilings.

Vehicle Status:

2014 FORD F250 4X4 (Good)

2012 GMC Sierra Crew Cab 4X4 (Good, need to order new rear bumper and hitch receiver)

2002 FORD F350 Flatbed (Fair – new fuel tank installed, needs new bed due to rust from calcium/sand)

2005 CHEVY Trailblazer (Fair)

2010 Guardian Trailer (Good)

2010 Guardian SAR/Workboat (Good)

2020 TuffBoat Work Skiff (Good)

2020 TuffBoat Work Skiff Trailer (Good)