



Memo

To: Glenn Steckman – City Manager
From: Lucas Stotts – Harbormaster *LS*
CC: Joy Baker – Port Director; Nome Port Commission
Date: October 5, 2022
Re: 1st Quarter Report F2023

Office/Accounting:

Seasonal coverage worked out for the July-Sept portion of the front desk customer service, but we are still hopeful for a year-round candidate for the new position. Both Alex Thomson, Deputy Harbormaster and Bob Baranska, Dock Watch have done a great job this summer season assisting in tracking user's gear, freight, billing and various maintenance tanks around the facility, oil spill cleanup and more.

Port Staff have been busy 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, including a thorough scrub of our accounts receivable list to collect on past due accounts.

Operations:

July – September is the busiest time of the seasonal port activities, mainly, in the number of commodity vessels we receive over these months. During this quarter, we had 8 of our 9 cruise ships (the 9th on Oct 1st) as well as dozens of commercial freight vessels each week in and out of the facility. The Port of Nome saw several large southerly low-pressure systems build in the region which cause elevated surge and wave impact, preventing operations at the Causeway facility. 2022 has seen an increase in large storms vs previous seasons, some of which have come earlier than previous years and have had more intensity/ high water and waves.

This quarterly period proved to be another very busy season for moving gravel and rock with Brice, Bering Pacific, Ridge and others transporting various gravel materials across the region. We have been advised there are several large projects planned for the 2023 season, which upon award, could potentially be another record gravel export season for Nome.

A total of 9 cruise ships made port calls in Nome in the 2022 season. This is down from a once scheduled 23 ships for the season, most of which were cancelled due to having Russia ports on their original sailing voyage. Shoreside operations for each of these calls went very well for vessels moored at the Causeway docks, as well as those at anchor that were lightering PAX to the Floating Docks in the Small Boat Harbor.

<u>DOA</u>	<u>DOD</u>	<u>SHIP NAME</u>	<u>LOA</u>	<u>PAX #</u>	<u>TOA</u>	<u>TOD</u>	<u>BERTH</u>
7/23/2022		ROALD AMUNDSEN	459'	530	6:00	22:00	ALL 3
8/7/2022	same	NG RESOLUTION	408'	126	6:00	18:00	CITY DOCK
8/8/2022	same	NG ENDURENCE	409'	126	4:00	18:00	CITY DOCK
8/24/2022		ROALD AMUNDSEN	459'	530	6:00	22:00	All 3
9/5/2022	same	SCENIC ECLIPSE	551'	228	8:00	18:00	All 3
9/15/2022	same	L'AUSTRAL	466'	140	7:00	20:00	CITY/MID
9/17/2022	same	SILVER WIND	511'	296	7:00	17:00	CITY/MID
9/25/2022	same	LE BOREAL	466'	140	7:00	18:00	CITY/MID
10/1/2022	same	LE COMMANDANT CHARCOT	492'	180	6:30	10:00	CITY/MID

(2022 Cruise Ship Schedule)

As cruise ships calling on Nome get larger, we are able to accommodate some by allowing them to lay across multiple docks. This is possible due to the mooring limitations being based on vessel length, not draft (depth). This allows for more safe and secure passenger transfers and provisioning operations. Still, there were several calling on Nome in 2022 that exceeded port specs as they were over 500ft in length, and beyond the safe navigational draft of -20ft MLLW, and therefore had to lighter PAX to the Small Boat Harbor Floating Docks.

The changing climate, marine environment and more vessel activity in the region all contribute to the Port of Nome receiving more requests for port calls, and longer durations at the dock, all necessary to accommodate vessel resupply and refueling, maintenance, repairs, and exchanging crew and gear. Increased shoulder seasons are allowing more vessels to operate in the Bering Sea earlier in the spring and later into the fall.

Most commercial freight operations expect to be done in the region and head south for the winter in early October. I anticipate our local gold dredges to stay in the water until the ice forces them out sometime in late October or November.



(10.1.22 Nome Causeway – Left to Right- LE COMMANDANT CHARCOT, BILLY H/DIOSKORI, USCG FIR, NACHIK/165-1, SESOK/15-2)

Maintenance:

Port staff will continue or have done the work on all below maintenance items throughout the summer season into Fall.

- Work with users to find the best place to store dredge and fishing vessels for the winter months on Port property that do not interfere with fall operations and still ensures they can launch early in the spring without being blocked.
- Finalize all summer and winter commercial and local storage billing.
- Work with users on major facility cleanup planned for spring of 2023, delivering notices that some items will need to be move in the spring to allow for future development and a new layout.
- Fall facility annual cleanup.
- Maintain surfacing for cargo laydown areas for village freight on Lower IP. Add surfacing material to low areas and rock to cruise ship landing areas for reduced mud.
- Rebuild dock faces and lowland lay-down areas after large September storm that washed away material.
- Clean sand out from South Wall area of Small Boat Harbor that packed under walkway and onto walkway area.
- Installed tide gauge boards 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 room UV rays.
- Perform annual maintenance on port vehicles and install new radios and hand lighting units.
- Removed all existing lighting units to remove hazard from High Mast Light poles. New HML's are arriving on AML's last barge of the season and will be installed this fall or first thing in the spring.
- GARCO cleanup in preparation for winter use of Port and PWR for gear storage.
- Surface grading and washout repair from heavy commercial equipment traffic and fall erosion due to storms.
- Constructed 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:

2002 FORD F350 Flatbed (Fair) – New water cooler/tune up in fall. Needs new bed (rust from calcium/sand)

2005 CHEVY Trailblazer (Bad) – Blown engine, inoperable, moved to the surplus pile

2010 Guardian SAR/Workboat (Good)

2010 Guardian Trailer (Good)

2012 GMC Sierra Crew Cab 4X4 (Good)

2014 FORD F250 4X4 (Good)

2020 TuffBoat Work Skiff (Good)

2020 TuffBoat Work Skiff Trailer (Good)