

Aleutians East Borough Marine Facilities Management Handbook

Prepared for the Aleutians East Borough communities of:

**Akutan
Cold Bay
False Pass
King Cove
Nelson Lagoon
Sand Point**

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ALEUTIANS EAST BOROUGH

Dear Harbormasters, Community Leaders and Mariners:

As the Aleutians East Borough's staff, we often have to remind others-- including state and federal officials and environmental activists -- that Borough residents are more concerned than anyone else about the health of our 15,000 square miles of isolated, wild and beautiful land and sea stretching between the Nelson Lagoon and Akutan Island. This handbook is one piece of our evidence.

And it is true; we are the stewards of the land which encompasses two ecological areas: the Bristol Bay Lowlands, along the Bering Sea shore of the Alaska Peninsula, and the Aleutian Range which extends along the Pacific side of the Alaska Peninsula westward into the Aleutian Island arc. We have grasses, sedges and tundra vegetation. Ponds and lakes are plentiful and in all localities there are numerous freshwater streams. Extensive salt marshes and estuarine tidal flats are found on the Bering Sea side. Our land is called treeless although we have an abundance of willows and alders.*

We try to balance concern for the environment with respect for Borough residents who use marine resources to make their livings and their lives. They are Aleuts primarily; some have Russian, Scottish and Scandinavian ancestors. There are many Euro-Americans although few can claim lifelong residence in the area. In our communities where fish processors operate, we continue to see an influx of Asian, Filipino and Mexican workers.*

All of our land and all of our residents are heavily under the influence of the seas that surround us. Since pre-contact, people of the region have been on the water taking advantage of the bountiful marine resources even though the coastlines along the Pacific side of the Borough including the Shumagin Islands are rugged and dangerous for navigation and the sea is deep. The Bering Sea side is low and flat but the sea is shallow. In spite of the vision of Alaskan waters, our seas are generally ice-free, allowing for marine traffic all year round.*

Marine activities and the facilities and services that support them have a strong potential to impact the environment if we aren't careful, especially around docks, harbors and boat launches. We hope that this updated Marine Facilities Management Handbook will help you protect and care for the environment around your community.

Sincerely,

Alvin D. Osterback

Borough Mayor*(Aleutians East Borough: An Ethnographic Summary by Lydia T. Black, Limestone Press, 1999.)

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Chapter 1.0: Introducing this Handbook

Why does this handbook matter to you?

It's easy to see that the ocean and what it provides is important to the people living in the Aleutians East Borough. This unique region is home to fish processors and fishing-related businesses, as well as to people who rely on fishing to make a living and provide food for their families.

It's also easy to see how marine facilities help these same people and businesses take advantage of what the ocean provides. In the Borough today you'll find facilities ranging from single docks to protected 100-slip boat harbors, which together are capable of handling a wide range of vessel types and sizes. Tomorrow you'll find important new improvements in existing harbor facilities and a harbor expansion at Sand Point.

Ports and harbors are busy places, particularly during fishing seasons. Harbormasters and harbor staff are fully occupied with the logistics of managing boats and people. Vessel crews – skippers, engineers, deckhands, cooks – and the companies that support them are focused on commercial and subsistence fishing. The business of fishing, not pollution, is uppermost in their minds. The Borough realizes that most people aren't thinking about pollution.

But harbormasters, administrators, and other people responsible for the day-to-day operations at the harbor (you who are reading this handbook) are thinking about pollution. In fact, over the years a lot of effort has gone into raising awareness about the impacts to marine life of garbage and other wastes tossed or lost overboard. Harbor managers have worked hard to improve waste collection facilities (for garbage, used oil, batteries, etc.). Yet many people remain not fully aware of how boat harbors, ramps, and related facilities can alter or damage the marine environment or wetlands. Some don't know that routine activities such as washing decks and hulls, maintaining engines, or refueling all have the potential to release pollutants to the surrounding waters.

Because fisheries are so important to the people of the eastern Aleutians, there is a common desire to keep the local waters healthy and productive. This handbook matters to you because it will help you manage your marine facilities to protect both the safety of folks who use them and the local environment that is your harbor.

The Natural Setting

The Aleutians East Borough includes over 15,000 square miles of land and water. The landscape has exposed coastlines, protected bays and lagoons, tundra, glacial valleys, and volcanoes. Many species of waterfowl, shorebirds, and land and marine mammals depend on the land and surrounding waters. The area's rich productive waters support the salmon, herring, crab, pollock, Pacific cod, and halibut fisheries. Refuges and critical habitat areas within the Borough include the Alaska Maritime National Wildlife Refuge, a Port Moller State Critical Habitat Area, Unimak Wilderness Area, Izembek State Game Refuge, and Izembek National Wildlife Refuge.

What got this project started?

Harbormasters and managers are busy doing everything from collecting fees, to maintaining and repairing facilities, to ensuring the safety of boat operators, and the health of the immediate environment.

The Borough decided to develop this guide to help you with part of this job: ensuring public safety and environmental health. This handbook includes suggestions for:

- Improving marine facilities operations
- Protecting boater safety
- Keeping the environment clean
- Protecting wildlife
- Finding other resources

What is the goal of the handbook?

The goal of this handbook is to provide policies and procedures for day-to-day operations and to improve response to emergencies, like hazardous material spills and fires, which threaten the public and the environment.

This handbook provides examples of best management practices that:

- will minimize and reduce the impact of harbor operations and vessel activities to water quality
- are appropriate for the type and level of services and facilities available at boat harbors and docks
- will help keep port and harbor operations in compliance with all laws, regulations, permits, and authorities

This handbook suggests how to deal with nuisance, injured, or dead marine mammals and birds. It also summarizes wildlife regulations, such as the Endangered Species Act (ESA), and Marine Mammals Protection Act (MMPA).

Who is this handbook for?

This handbook is for everyone who is involved in the operation and management of marine facilities, including:

- Harbormasters
- Facilities administrators
- Local officials

It's also intended for everyone who uses harbors, docks, and ramps, including:

- Vessel owners and operators

- Commercial and subsistence fishermen
- Recreational boaters
- Businesses

How do you use this handbook?

The best way to use this handbook is to read the information from front to back. Once you are familiar with what's inside, each section and the accompanying appendices can become individual resources for you as needed. The summaries below provide an overview of what you'll find in each section.

Chapter 2: Assessing Your Operation and Determining Your Needs. Harbor facilities vary, and so should your management practices. Before selecting your tools, it's important to take a good, hard look at your current operation and assess what you actually need. After all, the tools you'll use will vary depending on your facility type, size, and the range of services and operations. Can you use existing plans, policies, or agreements (from your facility or other harbors) as a starting point? Do you have any staff or training needs in the area of environmental or regulatory compliance? This chapter will help jump start the process.

Chapter 3: Understanding Best Management Practices and How They Can Work For You. Best Management Practices, or BMPs, are actions that can be taken to prevent or reduce the amount of pollutants being discharged from a facility into surface or ground water. What's "best" for one facility might not be "best" for another, so this chapter provides a list of common problems and potential solutions from which you can draw. Consider this chapter your "toolbox" of BMPs.

Chapter 4: Coping and Coexisting with Wildlife. The region's abundant wildlife creates some unique management issues for harbormasters and vessel operators. This chapter summarizes key concerns (threatened and endangered species, marine mammals, rats, and aquatic invasive species), offers solutions, and provides valuable resources.

Chapter 5: Concluding Thoughts. This chapter provides a list of specific actions that every harbormaster and facility administrator should review against their current operations.

What were our methods?

Harbormaster survey

We interviewed each harbormaster or a community liaison for information about the facilities and services available at each community. Two out of six harbors reported having some sort of harbor management plan and one reported having its own harbor oil-spill response plan. For at least one harbor, the fuel company that operated fuel lines over the dock had an oil spill response plan. All people interviewed reported having harbor ordinances. None of the harbors offered fuel-dispensing services, but three had dedicated spill-response equipment. Those without dedicated equipment reported they

had access to equipment associated with fuel storage facilities or with private fleet-support facilities.

All but one harbor reported they provided garbage collection facilities. Three harbors had public restrooms, but none had sewage pump-out facilities. Most harbors reported that they didn't have dedicated storage areas for boats or equipment or dedicated areas for boat maintenance, but at least two had privately owned or operated warehouses adjacent to the harbor. Four harbors reported that very little boat maintenance (hull scraping, bottom paint removal, washing, painting, or construction and overhaul) was conducted at their facilities. (See Appendix IX for descriptions of harbors and docks.)

Background research

We examined what other harbors, marinas, and marine facilities do to keep boaters and the environment safe. We interviewed harbormasters in places like Seward and Valdez. We looked at harbor plans and BMPs in places throughout the United States. As you can imagine, some of the things that marine facilities do in the Lower 48 don't apply in the Borough. But many plans, administrative actions, and BMPs work in all places. We took the information we gathered and summarized it in the handbook. We also provided detailed information about who we contacted in Appendix I.

Handbook Update

The original Aleutians East Borough Marine Facilities Management Handbook was written in 2002/2003 and was produced under the Coastal Impact Assistance Program with funding from the U.S. Department of Commerce, National Oceanic and Atmospheric Administration, under award #NA17OZ2040.

Since 2002/2003, some of the information in this handbook has changed or is no longer relevant warranting an update. In 2019, the Aleutians East Borough staff updated the information with the help of the Borough communities.

Chapter 2: Assessing Your Operation and Determining Your Needs

What's the first step?

Before implementing any of the best management practices described in the next chapter, take a good, hard look at your operation. An overriding goal of this handbook is to raise your environmental awareness and give you some tools and ideas for making your harbors, docks, and facilities safer and cleaner. This chapter will jump start this process by helping you evaluate who you are and what you need.

What's the best way to plan? Is there a need to reinvent the wheel?

Sometimes the easiest way to assess your operations and determine your needs is to compare your facility to others. Ports and harbors throughout Alaska and Outside have developed plans, policies, procedures, and agreements that could be applicable to your facility. What works at one harbor may not make sense at another, so you'll need to use discretion and common sense. Here's a list of the types of documents developed by and for harbor facilities.

- Harbor and dock maintenance procedures
- Spill prevention response and clean-up plan
- Fire safety plan
- Facility management plan
- Harbor management agreement
- Pollution prevention procedures – consider product or equipment changes
- Moorage contracts and agreements
- Written guidelines for maintenance and equipment storage areas, detailing what activities are permitted; what isn't allowed; suggestions for cleaning, sanding, painting etc.; and any penalties for failing to follow guidelines
- Users' guide that contains information on services available, harbor policies and procedures, moorage terms and conditions, harbor ordinances, spill prevention and fire safety measures, best management practices

Local harbormasters are quick to point out that the development, preparation, and implementation of these materials is a long-term project, so it's important to develop short and long-term goals.

What's the role of staff development and training in this process?

Another critical focal point should be staff development and training needs. Train your staff – permanent, seasonal, and part-time – and keep users and contactors informed and updated on harbor services and policies relating to boat cleaning and maintenance, waste collection and disposal, spill and fire safety, and being a good observer. Ask yourself, do you have well-defined job descriptions? Do you have employees who would benefit from job training? (On-the-job training opportunities are available to members of Alaska

Association of Harbormasters and Port Administrators, or AAHPA.) Does your staff know:

- spill prevention, response, and clean-up procedures? Do you review plans and response procedures with staff at the beginning of each season and train employees in the use of containment equipment and practices?
- which types of fire extinguishers are appropriate for different types of fire and how to use each type? Have you coordinated training with local fire and or/public safety officials?
- how to be vigilant on the land and in the water? Employees should be encouraged to keep eyes and noses open for discolored water, oily sheens, maintenance debris, sewage discharges, noxious or unpleasant odors, improperly disposed garbage, abandoned equipment, etc.

What's the best way to pay for needed planning and training?

Your existing income and fee structure probably doesn't cover costs for planning and training. A strategy currently used by marinas in the Lower 48 is the addition of an "environmental" surcharge to cover costs related to environmental and regulatory compliance that are not directly billable to boats. The surcharges – applied to slips fees, haul-outs, labor, services, and materials supplied by the harbor – typically range from 1-2.5% and are used to pay for training, education, yard clean-up, new signs, planning, permitting, and reducing runoff. You may want to consider adding an environmental surcharge to your regular fee to help cover these costs.

Ask your local government and non-profit organizations to assist you in obtaining funds from government grants and foundations for special planning and training projects. There may be money out there that you aren't aware of and others don't know you're interested in. It helps if you know specifically how much you need and what you would use it for.

Chapter 3: Understanding Best Management Practices and How They Can Work for You

What are Best Management Practices?

Best management practices (BMPs) are actions that can be taken to prevent or reduce the amount of pollutants being discharged from a facility into surface or ground water. What is “best” for a particular facility will vary from facility to facility.

BMP’s typically fall into two groups: (1) source control and (2) treatment. Source controls are preferred because they generally cost less and are effective in keeping the majority of pollutants out of the water. Treatment BMPs are structural devices to treat or manage runoff. For harbors in the Borough, source controls are the BMPs of choice – we want to *prevent* pollution, not treat it.

This handbook emphasizes actions that you can take to protect the water quality of local harbors and bays. While the recommendations primarily target facility owners and operators (harbormasters and administrators), the participation of tenants and other facility users is a must. In many cases, use of simple, relatively cheap BMPs can be very effective in reducing pollution.

The BMP’s described in this handbook are for day-to-day operations and maintenance - BMPs for construction activities are not included.

How are BMPs Selected and Implemented?

The selection and implementation of management practices is not an overnight event. Depending on the complexity of your operation and your budget, it may take several years. The selection and implementation of new management practices requires the commitment of time and money, both scarce resources in the current climate of budget deficits. But that doesn’t put it beyond your reach.

This handbook is the first step in getting started – raising awareness about nonpoint source pollution and other regulatory and permitting issues and providing a selection of BMPs that are most appropriate for the ports and harbors in the Aleutians East Borough.

What are the Problems?

Garbage (solid pollutants):

- Fishing line
- Nets
- Plastics (buckets, bottles, bags, 6-pack holders etc.)
- Boat hull scrapings and sandings
- Scrap material from boat maintenance (wood, fiberglass, metal etc.),
- Fish waste

Drips, drops, and spills (liquid pollutants):

- Paint
- Fuel
- Oil
- Lubricants
- Antifreeze
- Solvents
- Detergents
- Sewage discharges from marine heads and “porta potties”

As far as developing a plan that accommodates the unique conditions and needs of each facility – a “one-size-fits all” plan won’t work. Ports and harbors differ in many respects – their size, the services offered, the operating characteristics and the revenue base. The effectiveness of a successful program is in knowing your facilities and users and how they operate, knowing where the shortcomings and problem areas are, believing there is value in making improvements, and committing to making some changes in your day-to-day operations.

What BMPs does this handbook focus on?

The BMPs described in this handbook manage “nonpoint source pollution.” Nonpoint source pollution occurs when rainwater or snow runoff picks up pollutants from the ground or atmosphere and carries them to surface waters or groundwater. Surface waters include lakes, ponds, streams, rivers, estuaries, bays, and oceans.

“Nonpoint source” differs from a “point source,” which generally means the discharge of treated wastewater through a pipe or other conveyance (e.g. pipe, ditch, tunnel, conduit). Harbors and marinas are just one source of non-point source pollution. Others include roads, timber harvest areas, and other developed areas. The water quality of harbors and coastal areas is influenced by the activities that contribute pollutants and runoff. Nonpoint source pollution can result from sloppy boat maintenance practices, inadequate provision of waste collection containers, discharge of oily bilge, spills during boat refueling, and poor sanitation facilities.

The environmental protection of harbors and marine areas is addressed in several state and federal planning documents, regulations, and management strategies. Appendix III includes a brief summary of the most pertinent of these. The environmental review process for expanded or new facilities often contains site-specific stipulations, conditions, and recommendations from resource and permitting agencies. And more-and-more, new facility design incorporates setbacks and other features intended to reduce the impacts of runoff from upland areas.

The BMPs are organized under the following subheadings:

- Sewage
- Solid Waste
- Fueling
- Liquids (Fuel, Solvents, Waste Oil) Management and Hazardous Wastes
- Spill Prevention and Response
- Fire Safety and Preparedness
- Vessel Cleaning and Maintenance
- Catch and Fish Cleaning
- Upland Areas
- Education/Information

The target audience falls into two broad categories – (1) port and harbor employees who perform operations and maintenance tasks and (2) port and harbor facility users (vessel owners, fishermen, recreational boaters, fleet support services, coastal traders, fuel barges, etc.).

You can improve the awareness of harbor workers and users through simple and relatively inexpensive means – posters, brochures, meetings, and workshops. There’s a lot of free information available on the web that can be printed and distributed. Tips for clean vessel operations, largely aimed at the vessel owner, can be found in Appendix IV.

Sewage

What’s the problem?

Inadequately treated or raw sewage is harmful to human health and water quality. Many rural Alaskan communities deal with this issue on a daily basis. Illnesses associated with contaminated water include typhoid, hepatitis, and gastroenteritis. Shellfish contaminated with viruses and microorganisms contained in sewage discharge can also make people ill.

It is illegal to discharge raw sewage in U.S territorial waters, that is, within three miles of the territorial coastline. The Clean Water Act requires that any vessel equipped with an installed head (toilet) have a Type I, Type II, or Type III marine sanitation device (MSD). Type I and Type II systems provide different levels of treatment that permit the discharge of sewage within the three-mile limit. Type III systems are typically holding tanks and don’t allow sewage to be discharged. A portable toilet (e.g. porta potty) is not an MSD. Portable toilets contain untreated sewage and should not be emptied into marine waters within three miles of the coastline – they should be emptied in an appropriate manner on shore.

State law does not require pumpout stations at Alaskan ports and harbors and there are no pumpouts available at any port and harbor facilities in the Borough. Several Alaska communities have funded the construction of pumpouts through the Clean Vessel Act Pumpout Grants administered by the Alaska Department of Fish and Game (ADFG). This federal funding is for recreational boating facilities and projects must comply with a stringent set of requirements. Several harbor facilities in the Borough do have on-shore toilets and showers and it’s recommended that people be encouraged to use these while in the harbor.

What can you do?

- Post signs reminding harbor users that the discharge of untreated sewage and portable toilet waste is illegal within three miles of the shore
- Discourage the discharge of wastes from Type I and Type II MSDs within the harbor
- Provide and encourage use of land-based toilet facilities
- Make public toilets available 24 hours a day.

- Encourage users to empty portable toilets on shore into a septic or sewage system
- Consider providing pumpout facilities if your harbor is used by vessels with on-board sanitation devices
- Consider providing portable toilets where there are no public restrooms
- Keep public toilets clean and tidy
- If toilets drain to a septic system, post signs advising users on appropriate and prohibited uses
- Include information about MSD requirements and compliance in slip contracts

Solid Waste

What's the problem?

Management of solid waste continues to be a primary issue associated with port and harbor facilities. It's a problem where garbage collection facilities don't meet demand, where collection and disposal schedules are infrequent, and where facilities aren't easily accessible.

What can you do?

- Provide proper waste disposal containers
- Select containers that can withstand the impacts of extreme weather
- Provide lids to keep rain, snow, and animals and birds out
- Regularly dispose of solid waste to the landfill
- Locate containers in convenient locations – avoid placing containers on docks
- Where feasible, recycle materials (used oil, net, batteries, etc.)
- Provide a hard or impermeable surface where solid waste is collected (e.g. pad under dumpsters) for easier clean-up
- Dispose of contaminated clean-up materials according to Alaska Department of Environmental Conservation (ADEC) recommendations and regulations
- Clean the area around containers regularly
- Clean the facility yard regularly
- Comply with MARPOL Annex V (garbage) requirements
- Where possible, collect trash found in the water and on shore - use a skimmer or net to collect floating debris
- Organize an annual beach clean-up day
- Remind vessel operators to always carry a garbage container on board and to dispose of garbage properly in an on-shore disposal facility
- Suggest vessel owners/operators install onboard trash compactors
- Remind vessel operators not to throw trash, including cigarette butts, overboard
- Provide signs showing locations of waste containers
- Post signs at your waste collection points indicating prohibited wastes (batteries, used oil, lubricants, antifreeze, paints, solvents, etc.)
- Provide dedicated containers (fish totes) with lids for used batteries
- Keep these containers free from rain or runoff and don't dispose in a landfill-arrange for recycling or disposal at an approved facility

Fueling

What's the problem?

Sloppy fueling practices can cause spills that contaminate the water and harm aquatic life. Observe how quickly even a small amount of spilled fuel spreads when it hits the water. Petroleum floating on the surface reduces light penetration and oxygen exchange. Spills may result from backsplash and overflow and when connecting the fuel line from portable tanks to the motor. In addition to harming the aquatic environment, petroleum products can damage the gel coat and stain the hull.

What can you do?

- Avoid overfilling
- Fill slowly
- Know your fuel tanks capacity; don't overfill or top off – fuel expands as it warms and will flow out the overflow vent
- Install a fuel/air separator on the vent line to keep fuel from escaping during refueling
- Ensure all fuel system fittings are tight and in good condition
- Never leave a hose unattended while filling
- Label the fuel cap and portable fuel tanks
- Have petroleum absorbent pads on hand when refueling
- Fill portable tanks on shore where spills are less likely to occur but easier to clean up if they do

Liquids (Fuel, Solvents, Waste Oil) Management and Hazardous Wastes

What's the problem?

Many products used on vessels contain hazardous substances and the potential for some of these products to end up in the water, either accidentally or intentionally, is reasonably high. Bilge water often contains oil that has dripped from the engine, even though the discharge of oily bilge water is illegal. Hazardous substances are a threat to water and air quality, human health, birds and marine mammals, and subsistence resources. Because the management and disposal of products containing hazardous substances often requires special handling, they provide management challenges, particularly where there is no easy access to specialized waste management companies.

What can you do?

The harbor...

- Post notices prohibiting the discharge of bilge water

Provide separate collection containers for liquid wastes.

This is extremely important! It's difficult to use waster oil that is contaminated by antifreeze and hydraulic fluids.

containing solvents, detergents, emulsifiers, etc.

- Post notices prohibiting the disposal of oil, antifreeze, solvents, fuel, contaminated bilge water, batteries and so on into garbage containers
- Provide separate collection containers for liquid wastes (e.g. oil, antifreeze, solvents, fuel, oily bilge).
- Clearly label containers indicating what may or may not be placed in each container
- Install secondary containment at liquid waste collection sites to provide additional storage (110% of largest container) for materials that may leak during transfer
- Provide adequately sized funnels for transferring liquid into collection containers
- Don't stack containers of waste fluid
- Prevent discharge of liquid wastes down floor drains or sinks
- Store waste products (oil, gasoline, coolant, diesel, kerosene, paint, solvents, etc.) in Clearly labeled, non-leaking containers on an impervious surface, under cover
- If contamination of collection containers for waste oil, antifreeze or other substances is a persistent problem, consider locking tanks and asking users to leave oil next to the collection tank for inspection and testing before it is disposed (you'll need to construct a lined and bermed pad to contain spills and prevent runoff)
- Remind users that they should have sorbents on hand when transferring liquids into containers
- Minimize use of hazardous products
- Maintain a file of Material Safety Data Sheets (MSDS) for all products in use at your facility – this is required by the Occupational Safety and Health Act (OSHA)
- Store, use, and dispose of solvents and hazardous material according to the directions provided on the product
- Visually inspect the harbor on a regular basis for sheens or other evidence (smell, water discoloration, etc.) of spills or illicit disposal

The vessel operator...

- Keep engine well-tuned to minimize loss of engine oil
- Place oil absorbent materials in the bilge and under the engine
- Replace absorbent materials regularly and dispose of appropriately (double-bag)
- Inspect bilge water before discharging – don't discharge if there is a sheen
- Consider installing an oil/water separator in bilge pump discharge lines
- Don't use detergents to treat oily water

Spill Prevention and Response

What's the problem?

Spills, even small ones, degrade surface water quality and have the potential to kill marine organisms. Human error or carelessness – improper storage of product, inadequate or inappropriate equipment, and lack of preparedness – causes the majority of spills.

What can you do?

- Develop and review annually a spill response plan that identifies the who, what, when, where, and how of a spill response (see Appendix VI for more information)
- If your facility has an aggregate above-ground storage capacity of greater than 1,320 gallons of oil or an underground storage capacity of greater than 42,000 gallons (defined as petroleum, fuel oil, oil mixed with wastes, oil refuse, and sludge) you're required to prepare a Spill Prevention, Control, and Countermeasure (SPCC) plan
- Conduct spill response training at least once a year, but preferably under both winter and summer conditions
- Store adequate spill-response equipment on-site, including boom, materials able to absorb oil in a liquid environment, disposal bags, and fire response equipment
- Store spill-response equipment in the area where the greatest risk of a spill exists
- Use signs, educational material, and workshops to teach the proper use of spill-response equipment and to make people aware of the location of this equipment

Spills to Water

When a spill occurs, immediately contact
(1) the U.S. Coast Guard National Response Center at 1-800-424-8802
(2) Alaska Department of Environmental Conservation (ADEC) at
1-907-269-3063 (Business Hours)
1-800-478-9300 (After Hours)]

Spills to Land

For releases in excess of 10 gallons but less than 55 gallons, report the spill to ADEC within 48 hours of your knowledge of it. For releases in excess of 55 gallons, report the spill as soon as you have knowledge of the discharge.

- Consider making spill-response equipment accessible to facility users (tenants, transient vessels, etc.)
- Join a spill response organization
- Develop a contingency plan with other local organizations such as fuel distributors, fish processors, and fleet support providers

If a spill occurs...

- Isolate the source and stop the flow
- Contain the spill
- Report the spill immediately – this is required by federal law
- Do not use emulsifiers or dispersants – this is prohibited by federal law

Fire Safety and Preparedness

What's the problem?

Fire can spread quickly in an environment where boats are moored closely together. Common causes of fires include overloaded circuits, inappropriate wiring and faulty connections, portable heaters used during the winter, and poor ventilation during fueling operations. (See Appendix VII for Fire Safety Plan guidelines.)

What can you do?

- Develop a fire safety plan
- Train personnel on fire safety and response, including using equipment (fire extinguishers, pumps), shutting off electrical power to the area, removing obstructions to fire-fighting operations, keeping people away from the area of the fire, isolating burning vessels, etc.
- Ensure local emergency telephone number is prominently displayed by fire extinguishers and telephones
- Install smoke detectors in buildings
- Provide and maintain adequate fire extinguishers in readily accessible locations
- Inspect and test fire-fighting equipment regularly
- Test fire extinguishers annually
- Ensure all floats and docks are accessible to local fire-fighting equipment
- Identify high-risk boats, including older vessels and those with absent owners
- Require that users turn off portable heaters when not on their boat
- Schedule an inspection with the State Fire Marshall to determine whether you're in compliance with state fire code

Vessel Cleaning and Maintenance _____

What's the problem?

Vessel cleaning and maintenance activities often involve the use of cleaners, solvents, and paints that contain harmful substances. The majority of vessel cleaning takes place either in the water, over the water, or on-shore adjacent to the water. Scraping, painting, cleaning, washing, polishing, sanding, blasting, and pressure washing activities all have the potential to generate debris and activate pollutants. Pollutants range from non-toxic detergents to heavy metals, chlorine, phosphates, oils, inorganic salts, and volatile organic compounds (VOCs).

What can you do?

General BMPs...

- Prevent material and debris from maintenance above the waterline from falling in the water
- Where possible, remove boats from the water to clean
- Limit in-water cleaning to interior surfaces and “brightwork” – areas where spills can be easily contained
- Where possible, do pressure washing away from the water
- Avoid cleaning hulls under water
- Remove solid marine growth (e.g. barnacles) in a separate area and don't mix it with wash wastewater or sludge
- Wash the hull above the waterline by hand
- As much as possible, minimize the use of soaps and detergents
- Use phosphate-free and biodegradable cleaning agents and detergents

- Avoid detergents that contain ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates, and lye
- Substitute natural cleaners for chemical-based ones
- Avoid pressure-washing on tidal grids, docks, planked and grated surfaces, or other areas where wash water can't be contained
- Prohibit in-water hull scraping or any process for removing paint from a boat hull that occurs in the water
- When working on water, reverse the boat in the slip to work on the other side and cover the gap between the boat and the slip with a tarp or visqueen
- Place tarps or filter cloths under vessels in yards with dirt, gravel surface, or other pervious surface, to collect paint and scraping chips
- Use weighted shrouds to enclose vessels completely and contain grit and debris
- Use portable shelters or tarp enclosures for sandblasting or waterblasting parts
- Use dustless sanders to remove paint
- Avoid sandblasting or waterblasting over water
- Use minimal abrasion when cleaning anti-fouling paint
- Use low-volume hose nozzles that shut off when released to conserve water and reduce runoff
- Don't clean the hull for 90 days after application of bottom paint
- Clean your work area immediately after completing maintenance and dispose of waste materials (paint chips, sanding residue, trash, etc.) properly
- Require that users clean up an area when they are done working
- Dispose of products used for cleaning and repair according to guidelines Recommended on the product or as directed by the harbor (e.g. preservatives, hull cleaners, antifouling paint, thinners and strippers)
- Store collected grit and debris from sandblasting under cover to minimize contact with stormwater
- Use an impermeable surface designed to trap grit, oil, and grease for all steam or hot-water cleaning, or for chemical cleaning of oily or greasy equipment

BMP's for painting and anti-fouling...

- Purchase only the amount of product needed to complete the project
- Mix only the amount of paint needed to do the job
- Always mix on an impervious surface (tarp, Visqueen in a tote or other form of containment)
- Wherever possible, mix on land rather than on a dock or over water
- Use a different color for the first coat to make excessive cleaning obvious
- Use soft anti-fouling paint where cleaning is infrequent and hard paint where cleaning is needed frequently
- For work areas that don't have impervious surfaces, place tarps or drop cloths under the cradle or boat stand
- To the extent possible, shroud the vessel, including ground surface, to catch overspray and drips
- Use tape and Visqueen to cover the gap between the boat and dock when working over water

- Use drip pans and containment trays
- Seal containers securely when not in use
- Avoid spraying coatings while the vessel is on the grid or beached
- Use only brushes or rollers to apply paint to a vessel on the grid or beached
- Use only high-volume low pressure (HVLP) or high-efficiency, low pressure (HELP) paint guns
- Avoid painting in windy conditions when drift is evident
- Avoid applying anti-fouling coatings in or near sensitive fish habitat, shellfish beds, and shallow estuarine areas
- Store products according to the label's recommendations
- Dispose of unused paint and solvents by brushing onto wood
- Air-dry empty paint cans before disposal
- Let small quantities of unused solvents evaporate before disposal
- Permit use of tributyl tin paints only by licensed operators

BMPs for winterizing...

- Use propylene glycol antifreeze (orange-pink) for all systems – it is less toxic than ethylene glycol (blue-green)
- Use the minimum amount of antifreeze necessary to do the job
- Never use ethylene glycol to winterize potable water systems – it is highly toxic and difficult to purge
- Add stabilizers to prevent fuel degradation – stabilizers are available for both gasoline and diesel fuels and crankcase oil
- Ensure fuel tanks are between 85-90% full but not more than 90% full to minimize formation of condensation but still leave adequate room for expansion
- Use highest rated octane recommended by manufacturer – premium fuels are more stable
- Ensure gas caps are tightly sealed
- Recycle antifreeze when readying boat for use the next season

Collecting and Disposing of Fishing Gear

What's the problem?

Old plastic and nylon mesh (fishing gear) that are not usable anymore sit on dry land taking up space that could otherwise be used for something else. Sometimes in the unfortunate turn of events, ends up in the water as ghost gear and start ghost fishing, harming marine animals and the marine environment. Every year at least 700,000 tons of fishing gear ends up in the oceans.

What can you do?

- Have your community get involved with Net your Problem to get shipping containers sent to your community for older unusable gear to be loaded and sent

out for recycling (currently two locations in Alaska participate with Net your Problem, Dutch Harbor and Kodiak)

- Partner up with companies such as Global Ghost Gear Initiative and Healthy Seas Initiative to have nets turned into yarn to be create new products like socks, swimwear and carpets
- Participate with Fishing for Energy, a partnership with NOAA Marine Debris Program, Covanta, the NFWF and Schnitzer Steel Industries. Fishing for Energy provides the fishing community no-cost options for disposing of old or unwanted gear and converts them gear into energy
- Put old fishing nets on top of boardwalks to help minimize slipping in the winter (Cordova uses old nets on a 1,100-foot scenic trail as a surface topper and Hawaii recycles fishing nets into H-Power Fuel at a waste-to-electricity plant)
- Use old fishing nets as a way to fence in a yard or a small area for a garden to keep animals out

Catch (commercial and subsistence) and Fish Cleaning (non-commercial)

What's the problem?

Fish waste can degrade harbor waters where there is a high level of recreational fish activity or where flushing is poor. Large quantities of decomposing fish can deplete oxygen and produce unpleasant odors. Several harbors reported recreational fishing activity at the docks and one harbor reported having a fish-cleaning table. Nearly all harbors provide moorage, storage, or other services to commercial or subsistence fishing vessels.

What can you do?

Commercial vessels...

- Encourage vessel operators and owners to offload their catch before coming into the harbor (this will reduce wildlife attractants and minimize the discharge of fish-contaminated water)
- Encourage vessel operators and owners to flush holding tanks after offloading catch and prior to entering the harbor

Recreational vessels...

- Encourage vessel operators and owners to clean their catch before they return to the harbor
- Designate fish-cleaning areas where appropriate
- Discourage disposal of fish wastes within the harbor basin where facilities aren't provided
- Provide receptacles to contain fish waste and periodically dispose contents into open water

Upland Areas

What's the problem?

Many of the specific activities discussed above occur in upland areas: waste collection, equipment and cargo storage, fuel storage and transfer, and vessel maintenance and repair. When it rains or the snow melts, runoff from upland areas mobilizes sediment and other pollutants before discharging to the harbor. Pollutants from upland areas include petroleum products, sediment, pet waste, litter, and other residues. Management practices that minimize the potential for pollutants to come in contact with the ground surface and that reduce the amount of sediment discharged into marine waters also help minimize adverse impacts to water quality.

What can you do?

- Designate and clearly mark an upland area for cleaning and painting activities
- Provide appropriate waste collection and disposal facilities including recycling (used oil/oil filters, net, batteries, antifreeze)
- Use dumpsters with lids to reduce wind-blown litter, prevent scavenging by birds and other critters, and minimize mobilization of pollutants from rainfall and snowmelt
- Construct trenches or berms and sumps to contain and collect washwater runoff
- Collect and treat runoff with filter cloth, screening, or tarps to catch solids
- Install and maintain buffer areas (vegetated buffers, grass swales) between upland facilities and coastal features
- If possible, designate a wash area, preferably with an impervious surface (like concrete) and a catch basin
- Provide covered facilities for used oil collection

Education and Information

What's the problem?

Vessel operators and other port and harbor users are a significant part of the pollution equation. The successful implementation of BMPs is a cooperative effort between harbor management and users. It's important to provide users with as much information as possible—for example, signs noting where to dispose of waste oil and batteries, how to find garbage containers, what services the harbor provides—to save them time and reduce frustration. It's also important to be realistic about what services your facility can provide or whether you should duplicate services another outfit in town provides. Tips for clean vessel operations and examples of brochures used at other harbors in the state can be found in Appendix IV.

What can you do?

- Post signs describing BMPs

- Use pamphlets, flyers, newsletters, meetings, and workshops to advise users and the public of environmental practices that have been implemented or to update users on various aspects of harbor activities and operations
- Target problem areas and conduct workshops for harbor users
- Write BMPs into moorage or slip agreements
- Include information on harbor BMPs on a harbor or city website
- At the Borough-level, develop BMP educational and informational materials for harbor users
- Provide information on federal regulations regarding MSD's and discharge of boat sewage
- Establish and enforce no-wake zones

Chapter 4.0: Coping and Co-existing with Wildlife

What's the problem?

The region's abundant wildlife creates some unique management issues for harbor masters and vessel operators. The Aleutians East Borough is in the molting and overwintering range for the Steller's Eider (threatened), which is listed under the Endangered Species Act (ESA). The Borough is also within the forage range of the short-tailed albatross (endangered). In October 2005, the U.S. Fish and Wildlife Service (USFWS) listed the southwest Alaska Distinct Population Segment of the northern sea otter as threatened under the ESA. The Steller sea lions were listed as threatened up until 2013 when they started showing a steady growth.

Marine mammals find harbors attractive places to hang out, particularly when encouraged by handouts, and seabirds and eagles have learned to associate harbors with ready sources of food. "Do not feed the sea lions" printable signs are available from the National Marine Fisheries Service (NMFS) and are recommended to discourage users and visitors from feeding sea lions and other marine mammals. Readily accessible garbage can be dangerous for adult birds and their young, leading to entanglement and ingestion of non-food items. Access to garbage can be controlled by ensuring that there are sufficient containers to meet user demand, that containers are covered, and that they are emptied regularly.

Unshielded lights in harbors can attract and disorientate migrating birds causing injury or mortality. This may be deterred by installing down shielded lights or lights operated by motion detectors on the premises.

Harbors and ports also serve as exit points for stowaways. Rats, for instance, have a long history of gaining access to new territory via boats. Rats are present in some of the Borough communities. Rats carry disease, they can impact equipment safety and operations if they chew through electrical wiring and hydraulic hoses, and are a threat to wildlife, particularly nesting birds and fur seals. Rodent prevention kits are available through the U.S. Fish and Wildlife Service (see Appendix II for contact information). BMPs are provided at the end of this chapter regarding rat control.

A growing area of concern to resident marine species is the introduction of aquatic invasive species, primarily through the discharge of ballast water. Aquatic invasive species have been identified in Prince William Sound, Homer, and Nikiski. Of particular concern are bulk carriers arriving with large quantities of ballast water taken on in foreign ports. In the Lower 48, invasive species such as the European Green Crab have been found in waters as far north as Coos Bay and Vancouver Island.

Managing animals when they become a nuisance or potential threat to existing ecosystems can be a challenge. For the most part, there are no hard and fast guidelines for dealing with nuisance animals. However, regulations (see Appendix III) can limit the

actions you can take to discourage them using your facilities. Strict federal regulations forbid harassment of Steller sea lions, but allow more flexibility when dealing with other non-endangered species. In the case of invasive species, ballast water discharges for some shipping is already regulated and proposed regulations may expand the requirement for ballast water exchanges on certain vessels.

The USFWS has management authority for the sea otter, Pacific walrus, polar bear, Steller's Eider, short-tailed albatross, and all other species of seabirds, shorebirds, and raptors. In Alaska, NMFS has management authority for all sea mammals, other than the three that are under USFWS management.

In addition to managing your harbor to minimize its attractiveness to marine mammals and birds or figuring out what to do with them when they become nuisances, from time-to-time you may have to deal with a dead, stranded or injured marine mammal or bird. Appendix VIII contains contact numbers and several species-specific guidelines.

What can you do?

- Manage your operations to reduce their attractiveness to birds and mammals
- Cover all dumpsters and garbage containers to prevent access to foraging birds and small mammals
- Install devices to deter perching on poles
- Install “Do not feed the sea lions!” signs, available from the NMFS (<https://www.fisheries.noaa.gov/resource/educational-materials/do-not-feed-sea-lions-harbor-signs>)
- To deter sea lions and other marine mammals that haul out, consider other approaches, such as elevating fencing around floats, or “scarecrows” —overhead deterrents such as propeller devices
- If your nuisance animal is a Steller Sea Lion, contact the NMFS at (877) 925-7773.
- Discourage vessels from discharging ballast water in the harbor, recommending they do a ballast water exchange (preferably in deep water) prior to entering the harbor
- Install down shielded lights or lights operated by motion detectors on the premises
- International Dark-Sky Association (IDA) recommends using lighting that has a color temperature of no more than 3000 Kelvins as blue light at night has been shown to harm human health and endanger wildlife

Rat Control

What's the problem?

Rats may be located in the vicinity of ports and harbors within the Borough. It is important to provide operators whose ports and facilities already have rats or want to prevent rat infestation with tools they can use to keep local rat population as low as possible, thus minimizing risks to human health and to property, including equipment, buildings, vessels, cargo, and products.

Rats are bad news on boats and ships. They destroy gear and furnishings, contaminate food, and damage operating systems by gnawing the wiring, hoses, and pipes. They can cause electrical fires by gnawing wires. They contaminate cargoes.

Furthermore, rats “hitchhiking” on vessels may spread to un-infested areas including remote islands where they can destroy seabird colonies. Vessel operator must take steps to ensure that rats do not get on board, and to eliminate any rats that do.

A regulation adopted by the Alaska Board of Game in 2007 makes it illegal to transport or harbor rats and mice anywhere in Alaska. Operators of ports, boat harbors, fish processing plants, cargo terminals, and vessels transiting Alaska waters are bound by the regulation and may be prosecuted if rats or mice are found on their property

What can you do?

- Conduct training to educate all staff on rat prevention.
- Apply Integrated Pest Management (IPM) at the harbor or premises. Emphasize the following principles for controlling rats:
 - Eliminate sources of food.
 - Eliminate potential harborage.
 - Use lethal control where appropriate.
- Contact Pest control professionals to assist in the IPM, if appropriate.
- Inform tenants, service providers, persons or vessels that deliver product or supplies, and visitors about the IPM program and enlist their assistance in conducting procedures as appropriate.
- Post signs at the premises to remind people to be vigilant of rats and to inform the harbormaster of sightings.
- Coordinate with local agencies, organizations, and companies that use the facility, that are neighbors to it, or that have an interest in rat control for health, safety, or aesthetic reasons.
- Keep records and reporting documents.

Vessel Operators BMPs

Preventing rats from boarding ships...

- Develop a written IPM plan that outlines crew responses and responsibilities, establishes health and safety procedures, addresses effective monitoring and control strategies, and includes requirements for logging pest sightings and pesticide use.
- Practice good sanitation. Keep food and garbage contained and protected. Minimize odors from food, garbage, bait, and fish gurry. Rats are more likely to be attracted to a smelly boat than one that is clean and lacking food odors.
- Keep ship’s stores and edible cargoes in rodent-proof containers or buildings if they must be held before loading.

- If ramps or gangways are used they should be well lighted at night to discourage rats, which are nocturnal.
- Gangways and other means of access should be separated from the shore by 6 feet when not in active use, unless guarded to prevent rodent movement. Raise or remove cargo nets when they are not in use.
- Deploy rat guards on tie-up lines and service hoses and wires. Navy standards call for discs at least 36 inches in diameter, with a cone angle of 30 degrees, placed at least 6 feet from the closest point on shore and at least 2 feet from the ship. Cones should point toward the ship. Use tightly secured rags to plug gaps. Place guards on all lines connecting the vessel to shore, and ensure that the guards are connected correctly.
- Seal entry points to the boat's interior, such as cable chases and louvered vents. Keep doors and hatches closed while in port.
- Inspect cargo and supplies for rat sign, preferably before loading.
- Deploy traps and sticky boards as a preventative measure.

Keeping rats off small boats...

- Become informed on rat prevention problems and methods.
- Practice good sanitation. Keep food and garbage contained and protected. Minimize odors from food, garbage, bait, and fish gurry. Rats are more likely to be attracted to a smelly boat than one that is clean and lacking food odors.
- Ensure that the crew recognize rat sign, and immediately report if any is spotted.
- When tying up in port, look for ways that a rat could board the boat, and take preventative measures. Rats can easily board boats tied directly to float or bulkhead. If space allows, deploy traps on deck or next to the boat while in port.
- Small boats can use rat guards fashioned from plastic bottles.
- Seal entry points to the boat's interior, such as cable chases and louvered vents.
- Inspect and shake out fishing nets, pots, and lines before taking them aboard. Rats hide and nest in stored gear. Most harbor storage facilities do not have rat control programs.
- Inspect cargo and supplies for rat sign, preferably before loading. Keep doors and hatches closed while in port.

Chapter 5.0: Concluding Thoughts

We hope that this handbook puts you well on your way to developing and implementing strategies to protect your harbor and its users. You may already be familiar with many of the pieces of information presented in the preceding chapters, but you may need more ideas to bring it all together to make it work for your specific operation. Here are some suggestions:

- Review documentation and training for all Borough ports and harbors – oil spill response planning, fire safety plan, adequacy of ordinances, slip or moorage agreements, specific policies and procedures for maintenance areas, equipment and boat storage areas, facility management plans, etc. The survey of Borough ports and harbors (see Appendix IX) highlights gaps in documented procedures and while the thought of more paperwork may seem burdensome, the benefits of documenting existing activities and developing itemized lists will have long-term payoffs. These include improved tracking of tenants and transient users, more efficient and effective response to emergencies, a greater awareness of issues that affect the health of the marine environment and its users and residents – the fishermen, marine mammals, birds, and other organisms it supports.
- Conduct a work session with all Borough harbormasters to discuss the project and reasons for developing the handbook. You folks know your harbors best and where problem areas lie. An important function of the manual is to highlight issues that harbormasters may not be aware of or are not considered a priority. Consider using the annual Alaska Association of Harbormasters and Port Administrators meeting as a forum for this.
- Teleconference with other Borough harbormasters periodically to network, and to assist new marine facilities employees.
- Encourage group discussion of recommendations.
- Expand discussion to other areas that may need work in the next two to five years.
- Update this handbook regularly to track improvements and changes made to facilities, personnel, regulations, and other pertinent information.
- Be creative and resourceful in selection and implementation.

For each harbor...

- Join the Alaska Association of Harbormasters and Port Administrators (AAHPA) (www.alaskaharbors.org). Records in 2019 indicate the Cities of Akutan, False Pass, King Cove and Sand Point are current members.
- Become familiar with the contents of this handbook – its discussion of basic plans and documents, as well as the importance and benefits of BMPs.
- Develop and/or update spill response plans. Purchase and maintain a spill response kit. Conduct annual training and regular exercises.
- Develop a checklist of inspection and maintenance activities for the different areas of your operations.

- Wet weather/snow melt – inspect facilities on a rainy day to observe runoff patterns, discharge areas, signs of polluted runoff (oily sheens, mobilized sediment and solids etc.).
- Inventory and determine adequacy of waste collection containers (garbage, used oil, batteries etc.)
- Review waste disposal procedures and develop and document procedures where they don't exist.
- Review existing signs – topics covered, location, and condition.
- Designate on-shore maintenance and repair areas and develop, distribute, and post a list of guidelines for performing work in those areas.
- Designate equipment storage areas.
- For grids, restrict permitted activities to changing zincs, hull inspections, and marine surveys.
- Review and update ordinances. Consider expanding existing sections or adding new sections that address:
 - vessel condition
 - boat maintenance and repair
 - compliance of the vessel with equipment required by federal and state laws
 - duties and responsibilities of the vessel owner
 - prohibited acts
 - activities allowed and prohibited on the grid
 - storage on docks and floats
 - disposal of solid waste, used oil, batteries, antifreeze
 - disposal of bilge water and sanitary waste
 - fire hazards, including use of open flames, storage of flammable materials, and heaters
 - animal management, including owner responsibility for feces removal and disposal
 - harbor offenses
- Develop and/or review slip contract language (sample mooring agreements can be found in Appendix V). Address some or all of the following:
 - payment of fees
 - limitation of liability
 - insurance
 - compliance with applicable laws and regulations, including ordinances
 - allowable maintenance and repair activities
 - prohibited activities
 - owner responsibilities for the disposal of garbage, used oil, hazardous materials, residues from sanding and painting (recommend that disposal of large quantities

The City of Valdez has documented policies and procedures for its small boat harbor. Sections include general provisions, general harbor use, reserved moorage tenant responsibilities, wait lists, vessel operations and vehicle traffic, small boat harbor equipment, waste disposal, electrical service, winter dock regulations, and boat yard policies. See Appendix IV for an example of this and other brochures.

and specific types of waste be the responsibility of the entity that generated the waste)

- guidelines for cleaning and storing engine parts
 - winterizing
 - snow removal
-
- Develop policies and procedures for boat harbor operations. [Text box:],
 - Develop informational materials (for resident and transient vessels) that contain details on harbor waste collection services, maintenance and repair policies, and contact numbers for reporting emergencies.
 - And, last but not least, develop short and long-term goals – remember, planning for your harbor is an ongoing, important need. Thanks, for considering the future of the harbor on which your community depends!

Appendix I

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Alaskan Small Boat Harbor Web Sites

<https://www.city.kodiak.ak.us/ph/custom-contact-page/port-and-harbors-contact-information>
<https://www.cityofseward.us/departments/harbor>
http://whittieralaska.gov/whittier_harbor.html
<https://www.cityofhomer-ak.gov/port>
<https://www.dillinghamak.us/?SEC=27456D0B-AD39-4AE1-95D6-BF441845D831>
<http://www.alaskaharbors.com/>

U.S. Fish & Wildlife Service Web Site

<https://www.fws.gov/>

Johnson, T. 2008. *Rat Control for Alaska Waterfront Facilities*. Alaska Sea Grant, Marine Advisory Program. Report to the Alaska Department of Fish and Game (Grant NA06OAR4170013).

Appendix II

Contacts

Aleutians East Borough

Borough Administrator, 3380 C Street, Suite 205, Anchorage, AK 99503. PH: (907) 274-7555; Fax (907) 276-7569

Akutan

City Administrator, 3380 C Street, Suite 205, Anchorage, AK 99503-3952. PH: (907) 274-7555; Fax: (907) 222-3299

Cold Bay

City Administrator, P.O. Box 10, Cold Bay, AK 99571. PH: (907) 532-2401; Fax: (907) 532-2671

False Pass

City Clerk, P.O. Box 50, False Pass, AK 99583. PH: (907) 548-2319; Fax: (907) 548-2214

King Cove

Harbormaster, P.O. Box 37, King Cove, AK 99612. PH: (907) 497-2237; Fax: (907) 497-2649

Nelson Lagoon

Tribal Administrator, P.O. Box 13, Nelson Lagoon, AK 99571. PH: (907) 989-2204

Sand Point

Harbormaster, P.O. Box 249, Sand Point, AK 99661. PH: (907) 383-2331; Fax: (907) 383-2698

State

Alaska Department of Environmental Conservation

Division of Air Quality

Juneau Office, ADEC, 410 Willoughby Ave. Suite 303, Juneau, AK 99811.

PH: (907) 465-5100; Fax: (907) 269-7600

Division of Water Quality

Juneau Office, ADEC, 410 Willoughby Ave. Suite 303, Juneau, AK 99811

PH: (907) 465-5066

Oil and hazardous substances spills reporting:

Anchorage (907) 269-3063; After hours: (800) 478-9300

SEAWATCH: Marine reports of toxins, PSP, blooms, certified beaches

PH: (800) 731-1312

Alaska Department of Fish and Game

Headquarters

Division of Wildlife Conservation, P.O. Box 115526, Juneau, AK 99802-5526.

PH: (907) 465-4190 FAX: (907) 465-6142

Southcentral Regional Office

Division of Wildlife Conservation, 333 Raspberry Road,

Anchorage, AK 99518-1599.

PH: (907) 267-2182; Fax: (907) 267-2499

Alaska Department of Natural Resources

Division of Habitat (Formerly Office of Habitat Management and Permitting)

333 Raspberry Road Suite 2068, Anchorage, AK 99518-1599.

PH (907) 267-2342; Fax: (907) 267-2464

Office of Project Management and Permitting

(Formerly Division of Governmental Coordination)

550 W. 7th. Ave., Suite 1430, Anchorage, AK 99501.

PH: (907) 269-8690; Fax: (907)-269-5673

Alaska Department of Transportation and Public Facilities

Ports and Harbors, State Harbors Engineer,

3132 Channel Dr., Juneau, AK 99801.

PH: (907) 465-3979, Fax: (907) 586-8365

Ports and Harbors, State Coastal Engineer,

5800 E. Tudor Rd., Anchorage, AK 99507-1225.
PH: (907) 269-6239 or 269-6241. Fax (907) 269-6231

Federal

U.S. Army Corps of Engineers

P.O. Box 6898, JBER, AK 99506-6898.

Regulatory PH: (907) 753-2712
Environmental Engineering PH: (907) 753-2662

US Coast Guard

- Commander, 17th Coast Guard District, P.O. Box 25517, Juneau, AK 99802-5517.
PH: (907) 463-2028
- Marine Safety Detachment Unalaska, PO Box 446, Dutch Harbor, AK 99692.
PH: (907) 581-3466
- Marine Safety Detachment Kodiak, PO Box 190055, Kodiak, AK 99619-0055.
PH: (907) 487-5918
- Rescue Coordination Center, Coast Guard Command Center, Juneau. AK 99802.
PH: 1-800-478-5555
- Aids to Navigation, Team Kodiak, PO Box 195098, Kodiak, Alaska 99619-5098.
PH: (907) 487-5181/5183

US Environmental Protection Agency

U.S. EPA, Alaska Operations Office,
222 W 7th Ave., #19, Anchorage, AK 99513-7588.
PH: (907) 271-5083

U.S. EPA, Region 10, 1200 Sixth Avenue, Seattle, WA 98101.
PH: (800) 424-4EPA (4372) or (206) 553-1200

US Fish and Wildlife Service

1011 E. Tudor Road, Anchorage, AK 99503-6119.

General Information PH: (907) 786-3309
Aquatic Invasive Species PH: (907) 786-3510
Marine Mammals Management PH: (907) 786-3800
Migratory Bird Outreach PH: (907) 786-3375
Rodent Issues PH: (907) 235-6546
Anchorage Fish and Wildlife Field Office PH: (800) 271-2888

**National Oceanic and Atmospheric Administration,
National Marine Fisheries Service**

Alaska Region, P.O. Box 21668, Juneau, Alaska 99802-1668.
PH: (907) 586-7221; Fax: (907) 586-7249

Anchorage Field Office,
Protected Resources Division and Habitat Conservation Division,
222 West 7th Avenue, Box 43, Anchorage, AK 99513.
PH: (907) 271-5006; Fax: (907) 271-3030

Appendix III

Legislation, Regulations, and Programs

What's Inside...

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Local Ordinances

Ordinances governing harbor operations, fee schedules, etc. have been established for Akutan, Cold Bay, False Pass, King Cove, Nelson Lagoon, and Sand Point. For current rates, see page 42 for contact information.

State of Alaska Laws and Regulations

State Agencies

The primary state agencies involved in the development and implementation of regulations and programs to (a) manage and protect local resources, habitat, and water quality and to (b) develop facilities in coastal areas include the Alaska Department of Environmental Conservation (ADEC), the Alaska Department of Natural Resources (ADNR), the Office of Project Management and Permitting (OHMP), and the Alaska Department of Fish and Game (ADFG).

ADEC's mission is to protect the public health and the environment, conserve and maintain air quality, control oil pollution, respond to oil and hazardous substance spills, and oversee management and disposal of solid waste and wastewater.

ADNR manages tidelands and land. The former habitat division of the Alaska Department of Fish and Game now resides within ADNR as the Office of Habitat Management and Permitting.

The OPMP is the lead agency for coordinating the Alaska Coastal Management Program (ACMP). It coordinates state oversight of projects that require state or federal permits to ensure they are consistent with the ACMP and approved coastal district programs.

State Plans that Address Nonpoint Source Pollution

The Alaska Coastal Clean Water Plan. The plan responds to the federal Coastal Zone Act Reauthorization Amendments (1990) contains management measures for harbor and marina activities and cites state programs that meet the measures. The management measures addressed include sewage facilities, solid waste, solid waste from tidal grids, fish waste, liquid material, petroleum control, boat cleaning, public education, and maintenance of sewage facilities.

Alaska's Nonpoint Source Pollution Strategy, September 2000. Section VII Harbors and Marinas summarizes sources of pollution from harbors, Alaska Department of Transportation and Public Facilities (ADOT&PF) resources (Alaska Coastal and Harbor Design Procedures Manual) and harbor management agreements. It also identifies action plan objectives and tasks.

Applicable Alaska Administrative Codes (AAC's)

Title 6: Government Process

Chapter 80.130: Standards of the Alaska Coastal Management Program -
Habitats

Title 17: Transportation and Public Facilities

Chapter 80: Water and Harbors

Title 18: Environmental Conservation

Chapter 60: Solid Waste

Chapter 62: Hazardous Waste Management

Chapter 64: Litter Receptacles

Chapter 75: Oil and Other Hazardous Substances Pollution Control

Applicable Alaska Statutes (ASs)

Title 16: Fish and Game

Title 30: Navigation, Harbors and Shipping, Miscellaneous Provisions, Discharging
Ballast Water into Navigable Waters

Title 46: Water, Air, Energy, and Environmental Conservation

Federal Laws and Regulations

Federal Agencies

The primary federal agencies responsible for implementing and enforcing the regulations summarized below are the U.S. Environmental Protection Agency (EPA), the U.S. Army Corps of Engineers (COE), the U.S. Coast Guard (USCG), the National Oceanic and Atmospheric Administration (NOAA), the National Marine Fisheries Service (NMFS), and the U.S. Fish and Wildlife Service (USFWS).

The EPA is responsible for implementing the Clean Water Act (nonpoint source pollution program), the Resource Conservation and Recovery Act (solid and hazardous waste), Marine Plastics Pollution Research and Control Act, and parts of the Coastal Zone Act Reauthorization Amendments 1990.

The COE reviews coastal development projects and issues permits for placing fill in wetlands and navigable waters, and for dredging activities. The COE has been the lead agency in many of the recent feasibility studies for the expansion or development of new harbor facilities and docks in the Borough.

The USCG, likely one of the more visible federal agencies out on the water, enforces maritime laws, including those related to safety and environmental protection. They have

the power to board and inspect commercial and recreational vessels to ensure they are in compliance with a host of regulations, including for appropriate solid and sanitary waste facilities and for displaying applicable signage. The USCG also regulates and monitors harbor and port facilities.

NOAA has a less visible regulatory and enforcement role than EPA, COE, or USCG, but along with EPA shares responsibility for implementing the Coastal Zone Act Reauthorization Amendments of 1990.

The NMFS has regulatory authority over many of the marine mammals that inhabit the coastal waters encompassed by the Borough, and the USFWS manages seabirds, migratory birds, and bald eagles, as well as walrus and sea otters.

Federal Regulations

International Convention for the Prevention of Pollution from Ships (MARPOL).

Commonly known as MARPOL 73/78, this is an international treaty that sets out operational waste discharge requirements for ships. In the United States, MARPOL is implemented through the Act to Prevent Pollution from Ships (1980). The intent of MARPOL is to limit shipborne pollution by restricting operational pollution and reducing the possibility of accidental pollution. MARPOL consists of five separate annexes, each one aimed at a particular class of pollutants. Regulations for port reception facilities are included under 33 CFR Part 158 and those for ships are included under 33 CFR Part 151. MARPOL is coordinated and enforced by the USCG in cooperation with other groups including:

- US Department of Agricultural Animal and Plant Health Inspection Service (APHIS) and Plant Protection and Quarantine (PPQ) personnel
- Facility managers
- Port authorities
- Shipping agents
- Reception facilities
- Marina owners/operators
- Reservists
- Auxiliaries
- Local coast guard and station personnel
- National Marine Fisheries Service (NMFS)

Annex	Title
I	Regulations for Prevention of Pollution by Oil
II	Regulations for Prevention of Pollution by Noxious Liquid Substances (Chemicals) in Bulk
III	Regulations for Prevention of Pollution by Harmful Substances in Packaged Form
IV	Regulations for Prevention of Pollution by Sewage from Ships

V	Regulations for Prevention of Pollution by Garbage from Ships
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Annexes I, II, and V have been incorporated into US law by the Act to Prevent Pollution From Ships (33 CFR 151 and 46 CFR).

Annex III was implemented by the Hazardous Material Transportation Act (49 CFR 171, 172, 173, 174, and 176).

Annex V addresses the disposal of garbage from vessels. The highlights of Annex V are summarized below. Federal law makes it illegal to discharge plastics or garbage containing plastics into any waters.

Up to 3 miles offshore	Illegal to dump any garbage in lakes rivers bays, sounds, and up to 3 miles offshore
From 3 to 12 nautical miles offshore	Illegal to dump: <ul style="list-style-type: none"> ▪ plastic ▪ dunnage, lining and packing materials that float ▪ all other trash if not ground to less than 1 inch
From 12 to 25 nautical miles offshore	Illegal to dump: <ul style="list-style-type: none"> ▪ plastic ▪ dunnage, lining and packing materials
Greater than 25 nautical miles offshore	Illegal to dump: <ul style="list-style-type: none"> ▪ plastic

Bald and Golden Eagle Protection Act. This Act was passed to protect the bald and golden eagles, making it illegal to possess, sell, hunt, or offer to sell, hunt or possess bald eagles.

Coastal Zone Act Reauthorization Amendments of 1990 (CZARA). The amendments addressed the impacts of nonpoint source pollution on coastal water quality. Section 6217 “Protecting Coastal Waters” requires that each state with an approved coastal zone management program develop a coastal nonpoint pollution control program and submit it to EPA and NOAA for approval. The development and implementation of BMP’s was seen as a primary control measure to reduce the impacts from activities associated with marinas.

Endangered Species Act of 1973 (ESA). The ESA provides broad protection for species of fish and wildlife and plants that are listed as threatened or endangered in the U.S. or elsewhere. The ESA is administered by the USFWS and the NMFS. The Act provides for the designation of critical habitat for listed species. The purpose of the ESA is to conserve the ecosystems upon which endangered and threatened species depend. *Endangered* is defined as any species that is in danger of extinction throughout all or a significant portion of its range. *Threatened* means a species is likely to become

endangered within the foreseeable future. *Take* is defined as harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or to attempt to engage in any such conduct. Within this context, *harm* is defined as an act that actually kills or injures wildlife. Such act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering.

Federal Water Pollution Control Act (FWPCA). More commonly known as the Clean Water Act (CWA), this law has been expanded and amended over the years and covers a broad range of activities. Provisions of the law prevent and prohibit discharges of oil and hazardous substances in quantities that may be harmful; require that marine sanitation devices (MSDs) be installed on vessels with onboard fixed toilets; prohibit the discharge of raw sewage within U.S. waters; and established the National Pollutant Discharge Elimination System (NPDES) program. The Act also prohibits the use of chemical agents to disperse fuel, oil, or other chemicals without notification to and permission from the USCG. Section 404 of the CWA regulates the discharge of dredged and fill material into wetlands and Section 319 enabled the establishment of a national program to control nonpoint sources of water pollution.

Marine Mammal Protection Act (MMPA) (1972, Reauthorized 1994). The Act establishes a federal responsibility to conserve marine mammals. The MMPA established a moratorium, with certain exceptions, on the taking of marine mammals in U.S. waters and by U.S. citizens on the high seas, and on the importing of marine mammals and marine mammal products into the U.S. Responsibility is divided between NMFS who manage cetaceans and pinnipeds other than walrus, and the USFWS, who is responsible for all other marine mammals, including sea otter, walrus, and polar bear.

Two important definitions to keep in mind when dealing with nuisance animals: (i) Harassment is defined as “an act of pursuit, torment or annoyance which has the potential to injure, or disturb by causing disruption of behavioral patterns, a marine mammal or marine mammal stock in the wild. (ii) Take is defined as harass, hunt, capture or kill, or attempt to harass, hunt, capture or kill a marine mammal.

Marine Plastic Pollution Research and Control Act (MPPRCA). This law implements Annex V of MARPOL. The primary emphasis of this law is to prohibit the discharge of plastics into waters anywhere, and it also restricts the at-sea discharge of garbage and other vessel wastes (see above). Under this law, ports must have adequate and convenient garbage “reception facilities” for vessels that do business with them. This includes transients. Vessels 26 feet or longer must display a placard that explains MARPOL 73/78 Annex V garbage dumping restrictions.

Marine Protection, Research, and Sanctuaries Act Title I (MPRSA). This law implements the London Convention (International Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter) and generally prohibits, with some exceptions, the transportation and dumping of “material” into ocean waters.

National Pollutant Discharge Elimination System (NPDES) Storm Water Program - Storm Water Multi-Sector General Permit for Industrial Activities (MSGP). EPA has implemented regulations requiring that storm water discharges associated with certain types of industrial activity be permitted. On April 16, 2001, EPA re-issued the MSGP (MSGP-2000) for facilities in Alaska. Regulated industrial activities include a group for Water Transportation (MSGP-2000, Sector Q). EPA uses Standard Industrial Classification (SIC) codes and Industrial Activity Codes to identify facilities that may require coverage. Industry Group 449 - Services Incidental to Water Transportation - includes marinas (SIC 4493):

Establishments primarily engaged in operating marinas. The establishments rent boat slips and store boats, and generally perform a range of other services including cleaning, and incidental boat repair. They frequently sell food, fuel, and fishing supplies, and may sell boats. “Marinas” include: boat yards, storage areas and incidental repair; marinas; marina basins, operation of; and, yacht basins, operation of.

The requirement for a permit for storm water discharges applies to only those facilities with vehicle (vessel) maintenance shops and/or equipment cleaning operations. An important point to note is that use of the tidal grid for routine maintenance activities such as hull scraping, sanding, washing, cleaning and painting may require that a boat harbor obtain permit coverage. Exceptions would be use of the grid for changing zincs, doing minor prop and shaft work that doesn’t disturb bottom paint, and marine surveys.

In addition to marinas, the requirement for a permit for storm water discharges associated with industrial activity from Water Transportation facilities includes facilities engaged in foreign or domestic transport of freight or passengers in deep sea or inland waters, marine cargo handling operations, ferry operations, and towing and tugboat services.

Compliance with the MSGP includes:

- Submittal of a Notice of Intent (NOI)
- Development, implementation, and maintenance of a storm water pollution prevention plan (SWPPP)
- Monitoring and reporting

National Pollutant Discharge Elimination System (NPDES). The focus of the NPDES Storm Water Program is nonpoint sources of pollution. However, EPA’s NPDES program also applies to industrial wastewater point source discharges. An NPDES permit may be required where a facility discharges wastewater directly to a surface water. NPDES discharge permits issued to facilities in the Borough that discharge to marine waters include:

Facility Name	Location
Trident Seafoods, Inc.	Akutan
Peter Pan Seafoods, Inc.	King Cove
Trident Seafoods Corporation	Sand Point
False Pass Seafoods	False Pass
Silver Bay Seafoods	False Pass

Oil Pollution Act of 1990 (OPA). This act was developed in response to the Exxon Valdez oil spill. Under OPA, marinas are responsible for any oil contamination resulting from their facilities, including dumping or spilling of oil or oil-based paint and the use of chemically treated agents. In addition, any hazardous waste spill from a vessel must be reported by the vessel owner and the vessel owner is responsible for the costs of cleanup and any damage claims that result from the spill.

Contact information for to Current Harbor Fees:

Akutan
City Office (907) 698-2228
Harbor (907) 698-2236

Cold Bay
City Office (907) 532-2401

False Pass
City Office (907) 548-2319

King Cove
City Office (907) 497-2340
Harbor (907) 497-2237

Nelson Lagoon
Tribal Office (907) 989-2204

Sand Point
City Office (907) 383-2696
Harbor (907) 383-2331

Appendix IV

Tips for Clean Air, Vessel Operations and Sample Brochures

What's Inside...

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- Pg. 44 Vessel Sewage
- Pg. 44 Bilge Pumping
- Pg. 44 Fueling
- Pg. 45 If a Spill Occurs
- Pg. 45 Routine Engine Maintenance
- Pg. 45 Winterizing
- Pg. 45 Vessel Cleaning and Maintenance
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- Pg. 46 Trash and Waste Disposal
- Pg. 47 Fish Product and Waste
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Pg. 48 Sample Brochures

- Pg. 48 Valdez Small Boat Harbor Services and Information – Brochure
- Pg. 51 Valdez Small Boat Harbor Vessel Maintenance Facilities – Brochure
- Pg. 54 Valdez Small Boat Harbor Launching Procedures – Brochure
- Pg. 58 Seward Small Boat Harbor - SMIC Upland Boat Works Policy

Tips for Clean Air and Vessel Operations

Vessel Sewage

- Under federal law it's illegal to discharge raw sewage into U.S. waters.
- All vessels with installed toilets must have a marine sanitation device (MSD).
- Don't discharge Type I or Type II MSDs into port and harbor areas, into poorly flushed areas, over shellfish beds, or into swimming areas.
- Pumpout facilities should be used to dispose of vessel sewage whenever possible.
- MSDs must be maintained to operate properly. Keep your disinfectant tank full, use biodegradable treatment chemicals, and follow the manufacturer's recommended maintenance program.
- Don't dispose of fats, solvents, oils, emulsifiers, disinfectants, paints, poisons, phosphates, diapers, and other similar products.
- Use shore-based restrooms rather than onboard facilities when in port.

Bilge Pumping

- Prior to pumping, inspect bilge to ensure that no fuel or oil has been spilled.
- Don't discharge bilge water if there is a sheen to it.
- Routinely check bilge for signs of oil and fix all leaks immediately.
- Carry absorbent materials, such as bilge pillows and engine pads, to remove oil from bilge water.
- Install a bilge water filter in bilge pump discharge lines to remove oil, fuel, and other petroleum hydrocarbons from the water.
- If you're unable to clean tainted bilge water to legal discharge levels, prior to discharging it overboard, make arrangements with an onshore facility capable of proper disposal.
- Don't add detergent to bilge water prior to discharging it overboard.

Fueling

- Know the capacities of your tanks prior to filling and fill to no more than 90% capacity.
- Place a sorbent pad or container over the fuel fill or under the fuel vent to collect accidental overflow.
- Listen to the filler pipe to anticipate when the tank is full and to avoid backsplash.
- Stop filling at the first sign of fuel escape.
- Install a fuel/air separator or air whistle in your fuel tank vent line to prevent spillage.
- Fill portable tanks on shore where spills are less likely to occur, but easier to clean up if they do.
- Attach a safety nozzle to portable gas cans used to fill outboard engines.
- Fill slowly at the beginning and end of fueling.

If a Spill Occurs

- Stop the source of the spill.
- Contain the spill.
- Contact the U.S. Coast Guard National Response Center at 1-800-424-8802.
- Contact the Alaska Department of Environmental Conservation at 1-907-269-3063 or (after hours) 1-800-478-9300.
- Contact local authorities. See numbers listed on signs on docks.
- Don't use emulsifiers or dispersants (soaps) to treat a spill – this is prohibited by federal law.
- For small spill clean-up, cover the spill with sorbent materials.
- Properly dispose of used spill response materials.

Routine Engine Maintenance

- Keep your engine properly tuned for efficient fuel consumption.
- Keep your engine clean – it's easier to identify and correct leaks.
- Keep sorbent pads in the bilge or below the engine to collect spilled product.
- During engine maintenance, wipe up spills to prevent them getting pumped overboard with the bilge water.
- Don't discharge oil into the water. All vessels 25 feet or longer are required to post a sign in the engine compartment listing oil pollution control regulations.
- Use non-spill pump systems that remove crankcase oil through the dipstick tube.
- When replacing an oil filter, place a plastic bag over the oil filter before removing it.
- Keep use of engine cleaners to a minimum. Clean parts in a container or parts washer – not in the bilge or over open ground.

Winterizing

- Use propylene glycol antifreeze (orange-pink) which is non-toxic. Ethylene glycol (blue-green) is toxic and can't be reliably purged.
- Fill fuel tanks to between 85-90% during winter storage to minimize formation of condensation.
- Use premium grade fuels and ensure caps are tightly sealed.
- Consider adding stabilizers to gasoline and diesel fuels to prevent fuel degradation.

Vessel Cleaning and Maintenance

- Wherever possible, wash down decks and clean holds after discharging catch and before entering harbor.
- Minimize use of soaps and detergents by washing your vessel more frequently with plain water. Use a sponge or nonabrasive pad and some additional elbow grease.

- If you do use detergents, use products that are phosphate-free, biodegradable, and non-toxic. Don't use cleaners that contain ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates, or lye.
- Use alternative cleaning products such as vinegar, borax, baking soda, and citric juices.
- Use hose nozzles that shut off when released to reduce runoff and conserve water. Don't clean the boat hull by scraping or scrubbing while it's still in the water.
- When preparing to paint or varnish your vessel in the slip, minimize airborne particulates from sanding and scraping. Drape tarps from the boat to prevent particulates from entering the water.
- Collect paint chips, dust and cleaning residue. Dispose in regular trash.
- Any maintenance that uses blasting, chipping, sanding, or other ablative/abrasive removal of material or paint should be done over canvas or tarps. Use filter fabric if water blasting. If activities generate dust and other materials, enclose work area with tarps to contain airborne debris. Do not sand or waterblast over water.
- Do not hose debris away. Vacuum or sweep up loose paint particles and dispose of properly.

Painting

- Minimize use of spray-painting equipment. Don't spray paint over water.
- When painting, especially spray painting, enclose work areas with tarps.
- Use brushes and rollers.
- Wherever possible, use water-based paints and solvents.
- Reuse solvents and thinners by allowing solids to settle out and draining clean product off the top.
- Share leftover paint and varnish.
- Store opened containers of useable solvents and paints in covered containers.
- Let small quantities of unusable solvents evaporate by brushing them onto an old board.
- Dry all paint cans before disposing of them.

Trash and Waste Disposal

- Don't let trash get thrown or blown overboard. Retrieve trash or other items that do go overboard.
- Don't throw cigarette butts overboard.
- Pack food in reusable containers.
- Remove plastic and packaging from products before leaving port and properly dispose of these materials on-shore.
- Comply with MARPOL garbage disposal regulations. Vessels 26 feet and longer must display in a prominent place an informational placard on garbage dumping restrictions. Vessels over 40 feet long that operate more than three nautical miles from shore must also carry a written waste management plan describing procedures for collecting, processing, storing, and properly disposing of garbage in a way that doesn't violate MARPOL requirements.

- Never dump waste oils or coolant into marine waters, on the ground, or into dumpsters.
- When disposing of petroleum-based products, keep them separate from each other and from other substances. Clearly label containers. Product contamination limits recycling opportunities and makes proper disposal more difficult.
- Used oil, antifreeze, and transmission fluid can be recycled. Check at your facility to see if recycling is available.

Fish Product and Waste

- Don't discard fish waste in poorly flushed areas – dispose over deep water, well away from the harbor.
- Discharge the product at a processor or fleet support facility prior to entering the harbor.

Air Emission

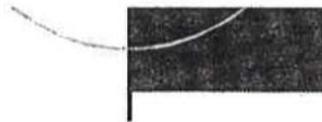
- Use equipment that will help eliminate the amount of air pollution you let out, some types include:
 - Scrubbers – both wet and dry
 - Air filters
 - Cyclones
 - Electrostatic precipitators
 - Mist collectors
 - Incinerators
 - Catalytic reactors
 - Biofilters
- Invest into a continuous emission monitoring system (CEMS). It would allow tracking on emissions output and system efficiency.



Valdez, Alaska
Gateway to the Interior



New fish cleaning,
lay-down & parking
areas are on the way this
season!



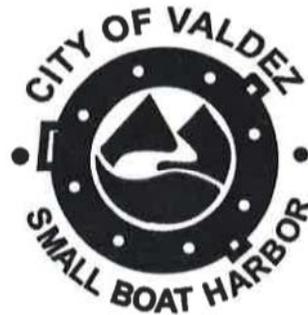
Valdez Harbor

Open 7 days a week
Hours vary by season

vdzsbh@alaska.net
www.ci.valdez.ak.us/harbor

Alan Sorum, Harbormaster
300 North Harbor Drive
P.O. Box 275
Valdez, Alaska 99686
Phone: 907-835-4981
Fax: 907-835-2958

Valdez Small Boat Harbor



Services & Information

vdzsbh@alaska.net
www.ci.valdez.ak.us/harbor

Used with permission, Valdez Small Boat Harbor



Welcome to the Valdez Harbor

The Valdez Harbor is a full service facility with 511 slips operated by the City of Valdez in conjunction with the State of Alaska. Slips ranging in size from 20 feet - 65 feet, as well as 900 feet of transient dock space are available at our harbor. Although all slips are currently leased by tenants we use a Hot Berthing system which allows us to accommodate transient boaters throughout the season.

If you are a boater arriving on the Richardson Highway please stop by our office located at 300 North Harbor Drive upon arrival. You are required to register all boats and trailers for parking and/or moorage prior to launching your vessel. If you are a transient boater arriving via water please call the office on VHF channel 16 to request moorage. (The Harbor office switches to channel 7 for a working channel.) Once you have been assigned moorage and docked your vessel you must come to the harbor office to complete the appropriate paperwork.

Valdez Small Boat Harbor is proud to participate in the "KIDS DON'T FLOAT" program promoted in conjunction with the United States Coast Guard. Life jackets of various sizes are available for children on the ramps at B-dock, I-dock and at the harbor office. If you are unable to find a life jacket for your child, check with the harbor office.

Also, we encourage every boater to file a Float Plan with our office prior to leaving the harbor. This program is part of our ongoing effort to provide a safe facility and promote safe boating practices in Prince William Sound.

The staff at the Valdez Small Boat Harbor welcomes you to Valdez and our facility. We hope your experience here is productive and pleasurable. Please contact the harbor office if you have any questions.



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Best Management Practices Cont'

- Store engine parts and engines on impervious surfaces. Do not wash engine parts over bare ground or water. Adopt alternatives to solvent-based parts washers such as Ultrasonic cleaning systems that take advantage of microbes to digest petroleum. If using solvent to clean engine parts, do so in a container parts washer with a lid to prevent evaporation of volatile organic compounds. Use drip pans when handling any type of liquid and use separate drip pans for each fluid to avoid mixing. Use funnels to transfer fluids and drain all parts of fluid prior to disposal. Clean engine repair areas regularly using dry cleanup methods. Capture petroleum spills with absorbent pads and materials. Do not hose down the repair area with water.

- Winterizing: Use propylene glycol antifreeze for all systems; it is less toxic than ethylene glycol. Ethylene glycol should never be used in potable water systems; it is highly toxic and cannot be purged reliably. Add stabilizers to fuel to prevent degradation. Be sure fuel tanks are 85-90% full to prevent flammable fumes from accumulating and to minimize the possibility of condensation leading to corrosion. Do not fill the tank more than 90% full. Use the highest rated octane recommended by the engine manufacturer; premium fuels are more stable than others are. Be sure the gas cap seals tightly.

- There may be additional requirements mandated by Alaska Department of Environmental Conservation, various Federal and State regulations, and/or other regulatory agencies. You are required to know and comply with these regulations.

Valdez Small Boat Harbor is the ideal location for performing your annual and unexpected vessel maintenance in an environmentally friendly facility.

Vessel Maintenance Facilities

- Fishermen's Dock equipped with #4,000 and #10,000 marine hoists.
- Tidal Grid capable of handling vessels up 120 feet in length and not more than 250 gross tons.
- Boat Launch Ramp usable at all tides.
- 60 Ton Marine Travelift
- Hydraulic boat trailer capable of handling vessels up to 41 feet long and not more than #33,000. Vessel transportation can be arranged state-wide.
- Two 40 ft. by 80 ft. concrete wash-down pads equipped with water, 110 and 220 volt electrical service.
- Eight 24 ft. by 60 ft. concrete vessel maintenance stations equipped with water, 110 and 220 volt electrical service.
- Restrooms, pay phones, showers and vessel pump-out facilities located within the harbor.

Services Available to Vessels

- Two marine fuel docks.
- Marine supply stores.
- Commercial divers.
- Welding and fabrication shops.
- Commercial motor carriers.
- UPS, FEDEX and USPS.
- Air Freight.
- Freezer Storage.

vdzsbh@alaska.net
www.ci.valdez.ak.us/harbor

Alan Sorum, Harbormaster
300 North Harbor Drive
P. O. Box 275
Valdez, Alaska 99686
Phone: 907-835-4961
Fax: 907-835-2958



Valdez, Alaska
Gateway to the Interior

VALDEZ
SMALL
BOAT
HARBOR



VESSEL
MAINTENANCE
FACILITIES

vdzsbh@alaska.net
www.ci.valdez.ak.us/harbor

Labor and Services

Labor and services performed by the harbor staff are charged at the rate of \$60.00 per hour. The labor fee includes, but is not limited to, vessel moves, pumping of vessels, snow removal, spill cleanup, etc. All materials and/or supplies are charged accordingly.

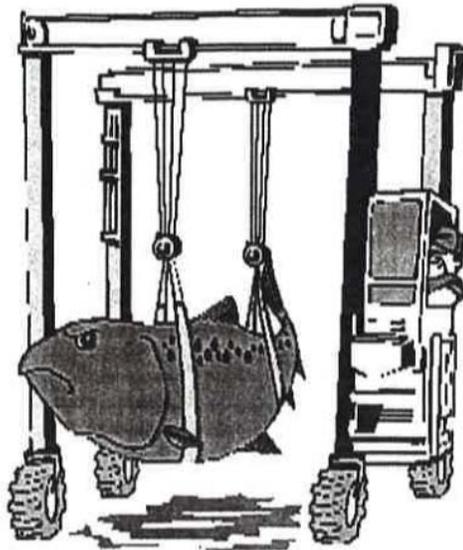
Annual Tenant Moorage

Annual moorage rates are \$15.00/foot based on length of boat or length of stall, whichever is greater. The due date for all annual moorage rental is **January 1st** of each calendar year.

Transient Slip Rental

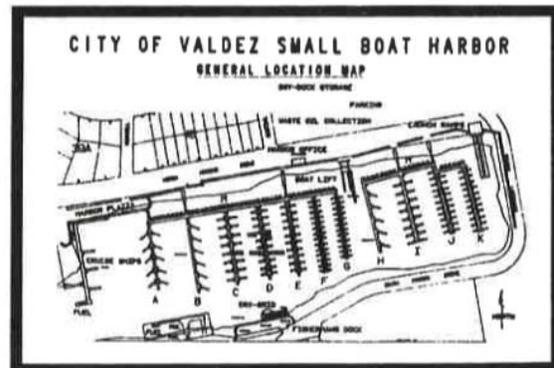
Daily moorage is considered a 24-hour period from 8:00am to 8:00am. Up to three (3) hours will be allowed for loading and unloading of vessels. Vessels moored longer than three (3) hours will be assessed transient moorage fees. The following table outlines transient moorage rates:

Transient Moorage Rates	Dock	Price
Daily Paid in advance	A-M Docks	\$0.40/foot
	Tour Dock	\$0.80/foot
Monthly Paid in advance	A-M Docks	\$5.00/foot
	Tour Dock	\$20.00/foot
Yearly Paid in advance	A-M Docks	\$16.50/foot
	Tour Dock	\$66.00/foot
Billed - Daily Only	A-M Dock	\$0.60/foot
	Tour Dock	\$1.20/foot



Boat Lift Services

The minimum fee for the Marine Travelift shall be \$90.00 for the first hour or any portion of time less than one hour. For use of the lift in excess of one hour the charge shall be assessed in no less than 15 minute increments of \$22.50. For use of the lift after hours the rate shall be \$180.00 for the first hour and \$90.00 per hour for each consecutive hour. For use of the lift to hang overnight, the fee is \$180.00.



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Harbor Services

The Valdez Harbor provides the following services for harbor users and guests:

Grid and Crane

Grid rental fee is \$0.75 per foot for the first 2 low tides and \$1.00 per foot for each consecutive 2 low tides.

Crane fee shall be \$12.00 per hour, billed in 15-minute increments.

Electrical service



Electrical users will be charged a \$20.00 initiation fee and a minimum of \$10.00 per month or \$0.165 per kilowatt-hour, whichever is greater. If the electrical user requests a meter be moved to another slip, there will be a \$10.00 meter relocation fee. Daily transient electrical usage is available for \$12.50 per day.

Launch Ramp

The launch ramp fee is \$5.00 per day or \$50.00 per year. Vessels paying annual moorage will be exempt from this fee. Payment can be made at the office or the self-pay station at the launch ramp.

Showers



Shower tokens are available at the harbor office for \$4.00 each. Each token provides a 10-12 minute shower.

Sewer Pump

A portable sewer pump is available at no cost by contacting the harbor office; also, sewer pump out systems are located at the fuel dock and the corner of the seawall and tour docks.

Seaplanes



Seaplanes will be assessed moorage by the width of the wings. If a seaplane spans the width of three slips, it will be charged accordingly.

Upland Storage

Winter Rates (Oct. 1 - April 30): A minimum of \$45.00 per month up to 30' in length. All storage items over 30' in length will be charged at \$1.50 per foot per month.

Summer Rates (May 1 - Sept. 30): \$5.00 per day for any vessel or item in the upland storage area.

Vessels remaining in the upland storage area over 2 years will be charged double the regular rate beginning on the 25th month of storage. This fee shall double every year thereafter.

Maintenance & Washdown Pads

Maintenance Pads will be charged \$20.00/day.

Washdown Pads are free. Power is available at \$5.00 hour or \$12.50/day.

Wait List

The Valdez Harbor maintains a waitlist for boaters desiring a permanent slip. In order to be placed on the wait list, one must fill out an application and pay a \$50.00/year fee which is non-refundable.

Used Oil Disposal



A used oil collection site is available for HARBOR USERS. Contact the office for disposal policies.

Miscellaneous Moorage—Over width Fees

Vessels that occupy more than 1/2 of the space between two fingers will be assessed an over-width fee of \$2.00 per square foot over the allowed space.

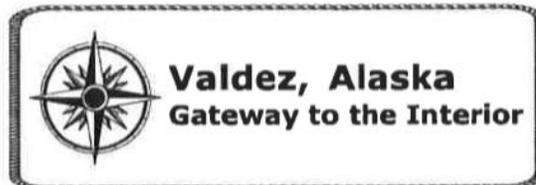
Boats for Sale



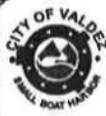
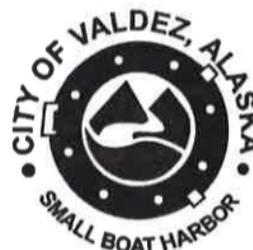
As a service for our boaters, we also maintain a "vessels for sale" list in the office. Anyone wishing to place their vessel information on this list may do so by contacting the office. There is no charge for this service.

Retrieval

- The steps for removing your boat from the water are basically the reverse of those taken to launch it.
- Keep in mind that the following conditions may have changed since you launched your boat:
 - Change in wind direction and/or speed.
 - Change in current and/or tide.
 - Increase in boating traffic.
 - Visibility.
- Off load items from the boat away from the launch ramp.
- Maneuver the boat carefully to the submerged trailer, and raise the lower unit of the engine.
- Winch the boat onto the trailer and secure it.
- Drive the trailer with the boat aboard carefully out of the ramp to the washdown area for cleanup, reloading, and an equipment safety check.
- Remove the drain plug to allow water to drain from the bilge.



Valdez Small Boat Harbor Launching Procedures



vdzsbh@alaska.net
www.ci.valdez.ak.us/harbor

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Safety Equipment

There will be an increased presence in Port Valdez because of heightened security at the pipeline terminal. For your own safety, and to ensure an enjoyable trip, make the following preparations to your boat:

- Proper display of registration numbers.
- Current registration papers onboard.
- Personal flotation devices available for each passenger onboard, plus one immediately available throwable flotation device.
- At least three approved visual distress signals for day and night use. Check the expiration dates.
- At least one type B-1 fire extinguisher for boats up to 26 feet in length.
- Approved ventilation system for boats with inboard gasoline powered engines.
- Backfire flame arrester for carburetor equipped gasoline powered inboard engines.
- Sound producing device (whistle, horn, siren, etc.)
- Navigation lights between sunset and sunrise.
- Pollution and trash placards for boats over 26 feet in length.
- Marine sanitation devices must be Coast Guard approved.

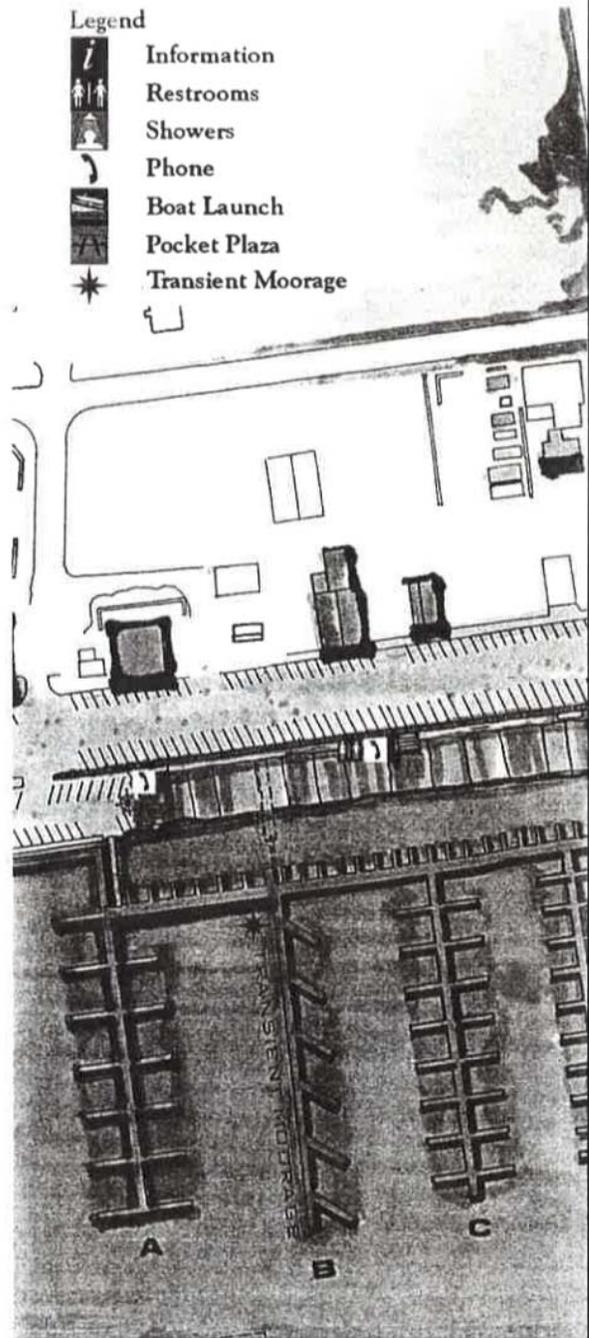
To ensure compliance with current state and federal safety equipment requirements, the harbor can arrange a free safety check of your boat with the Coast Guard Auxiliary. Contact the harbor at 835-4981 to schedule an examination at your convenience.



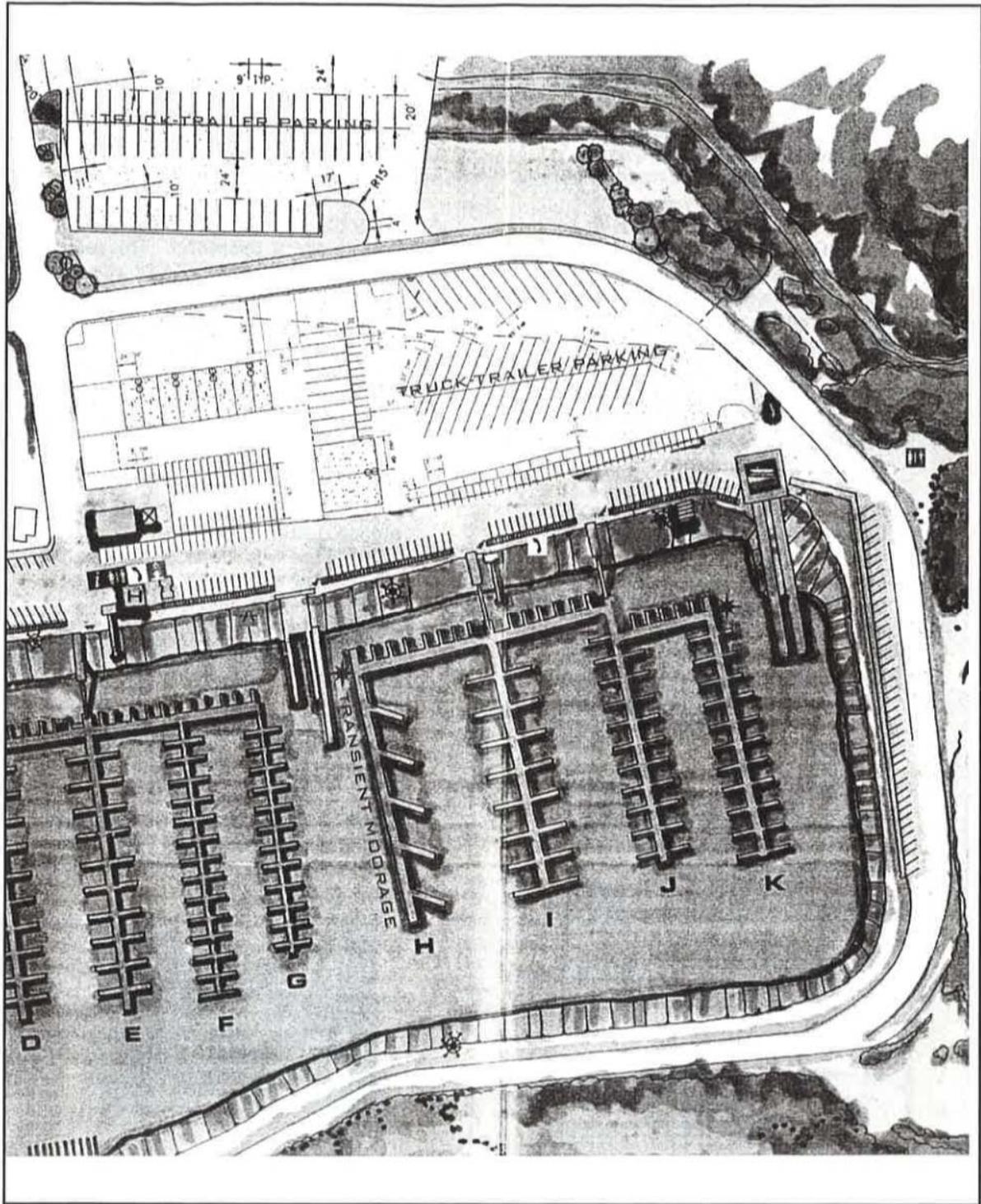
Practice backing your boat and trailer until you are proficient. A ramp is NOT the place to learn how to back a boat trailer!

Legend

- Information
- Restrooms
- Showers
- Phone
- Boat Launch
- Pocket Plaza
- Transient Moorage



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Pre-Launching Preparations

- Prepare your boat for launching away from the ramp as a courtesy to others and to prevent rushing during the launch.
- Register your boat and pay for the launch at the self-service station.
- Ensure that there has been no damage to the boat caused by the trip to the harbor.
- Raise the lower unit or outboard so that it will not hit bottom during launching.
- Remove trailer tie-downs and make sure that the winch is properly attached to the bow eye and locked in position.
- Put the drain plug in securely.
- Connect the fuel tank, check fluid levels and safety equipment.
- Disconnect the trailer light plug to prevent shorting of electrical system or burning out a bulb.
- Attach a line to the bow and the stern of the boat so that the boat cannot drift away after launching and it can be easily maneuvered at the courtesy float.
- Visually inspect the launch ramp for hazards such as a steep drop off, slippery area and sharp objects.
- When everything has been double checked, proceed slowly to the ramp remembering that your boat is just resting on the trailer and attached only at the bow.
- The ideal situation is to have one person in the boat and one observer at the water's edge to help guide the driver of the tow vehicle.

Be courteous. The less time you spend on the ramp or at the dock the more other boaters will appreciate you.

Launching

- Drive to the ramp and observe the directional signage.
- Back the boat and trailer down the appropriate ramp.
- Keep the rear wheels of the tow vehicle out of the water. This will generally keep the exhaust pipes out of the water. If the exhaust pipes become immersed in the water, the engine may stall.
- Set the parking brake and insure the transmission is in park.
- Lower the motor and prepare to start the engine (after running blowers and checking for fuel leaks).
- Start the boat motor and make sure that water is passing through the engine cooling system.
- Release the winch and disconnect the winch line from the bow when the boat operator is ready.
- At this point, the boat should be able to be launched with a light shove or by backing off the trailer under power.
- Return the towing vehicle and trailer to the parking lot as soon as the boat is launched so the next person in line may proceed.
- Finish any final loading of your boat at the transient mooring float, away from the launch ramp so that others may continue to use it.



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SMIC Upland Boat Works Policy

Allowable Maintenance and Repair Activities.

Replacing zinc anodes

Propeller, shaft, rudder and bearing replacement

Sand or water blasting, sanding, spray painting and painting

Interior Blasting, sanding, spray painting and painting

Engine and equipment repairs, including replacement

Interior habitability changes, upgrades or modifications

Transducer and through hull fitting repair and/or replacement

Installing or replacing permanent or temporary equipment, electronics

Stability improvements such as bilge keels, a modification to ballast or ballast tanks and changes in topside weight distribution/configuration.

Hull plate, planking, or laminate renewal and/or replacement and exclusive of integral petroleum tanks. Any activity opening a petroleum tank or requiring a chemist's gas-free certificate shall have that certificate posted prior to conducting work. A copy of such certificate shall be provided to the Harbormaster.

Welding, cutting, torching and similar hotwork to the extent necessary to complete the above repairs

Construction. Major construction or reconstruction is not allowed in the boat storage area or similar area at SMIC. Any alteration of the existing silhouette of the boat as hauled out, purely for increasing length, capacity, or similar reasons shall be deemed construction.

Rules and Best Management Practices

Pre-Approved Contractors List. Those businesses and/or individuals performing activities for fees such as mechanical or structural repairs, handling of hazardous material or use of complicated equipment are required to meet the requirements of and be listed on the City's Pre-Approved Contractor's List. Incidental businesses providing services that are non-hazardous and non-technical such as boat cleaning, detailing, canvas/sail repairs and carpet cleaning are not required to be on this list. No other contractors are allowed to conduct mechanical or structural repairs on boats at the SMIC.

Business License. Businesses and/or individuals performing activities for fees shall have a current Business license from the City of Seward and Kenai Peninsula Borough.

Water. The person performing the maintenance and repair work will provide and bear the expense for, water if necessary to perform the activities, or pay a fee for this service if provided by the City.

Restrooms. The person performing the maintenance and repair work will provide and bear the expense for, restroom facilities for their workers either through construction of a facility or rental of temporary restroom containers.

Electricity. Electricity shall be supplied by the person performing the maintenance and repair work through portable generating equipment or through an installed electrical service. Installed electrical service shall only be used upon permission of the Harbormaster. Fees for use of the installed electrical service will be assessed according to the Port and Harbor Tariff. No alterations, additions or changes to the meter, meter base, cabling, breakers or any part of the existing service is allowed unless authorized by the Harbormaster in advance and performed by a certified electrician.

Garbage. A limited amount of refuse disposal is provided. There is one construction material dumpster and one general garbage dumpster for public use. Contractors are encouraged to supply their own waste receptacles. Garbage shall be separated as required by the refuse contractor.

Used Oil, HAZMAT Disposal. The person performing the maintenance and repair work shall provide and bear the expense, for containment, collection, removal, clean up and disposal of all used oil, petroleum products, anti-freeze, solvents and other HAZMAT in accordance with existing Federal, State and Local regulations. The harbor department has the ability to collect and dispose of limited quantities of clean, used oil. Disposal of absorbs, filters and other oiled products is limited. Fees for collection and disposal of these items are contained in the Port and Harbor Tariff. Disposal of these items that exceed the capabilities of the harbor department or disposal of other hazardous materials or waste is the responsibility of the contractor and/or the boat owner.

Blast Grit. The person performing the maintenance and repair work shall provide and bear the expense for, containment, collection, removal, clean up and disposal of all blast grit and paint debris as a result of blasting, chipping, scraping or other activities resulting in paint debris in accordance with existing Federal, State and Local regulations. (Revised 9/00)

Spray Painting. The person performing the maintenance and repair work shall provide and bear the expense for, containment, collection, removal, clean up and disposal of all paint, paint products and overspray associated with painting activities in accordance with existing Federal, State and Local regulations.

Materials/Equipment Stowage. All vehicles, materials, equipment, supplies and associated appurtenances used in maintenance and repair activities shall be stowed neatly in the area surrounding the boat. At no time shall any of these items be left in such a manner as to obstruct access to adjacent boats, the roadway, fire lanes, utility accesses, or Travelift runway. The area under and around the boat including the "footprint" of the Travelift is the designated area for these items and then only if actively in use.

Failure to Observe Rules. Failure of any party conducting repairs and maintenance activities to observe these rules is a default of the user's agreement with the City and may result in a stop work order issued by the Harbormaster and/or action taken on a performance bond.

Best Management Practices

All repairs and maintenance activities listed in Enclosure (1) to this policy shall be conducted within the fenced upland storage area at SMIC. No repairs and maintenance activities with the exception of propeller changes, bolt-on zinc replacement, incidental business activities and visual inspections may be conducted outside of this area.

Work areas shall be cleaned after each operation is completed or at the end of the day. Remove all trash, debris, paint chips, fiberglass, blast grit and residue etc.

Any maintenance involving blasting, chipping, sanding or other ablative/abrasive removal of material or paint shall be done over canvas or plastic tarps. If water blasting is conducted, filter fabric may be used instead of canvas or plastic tarps to allow water to pass through. These activities shall be done in an enclosed or sheltered structure or in a tarped enclosure to contain airborne debris and dust. Use of vacuum

sanders and equipment is encouraged to collect and retain material. Use of alternative blasting systems, such as an enclosed plastic medium blast and recovery system, is strongly encouraged.

Collected paint chips, dust, sediment, blast grit and similar debris shall be placed in containers approved for such material and disposed of according to Federal, State and local regulations. This material shall not be disposed of in the trash or construction materials dumpsters, unless tested and approved for such disposal by an environmental services company approved by the City.

Anti-fouling paints containing the minimum amount of toxin necessary for the expected conditions is strongly recommended. Avoid the use of soft ablative paints and use water based paints where possible. Stay informed about anti-fouling products such as Teflon, silicone, polyurethane and wax that have limited negative impacts. Inform your customers and substitute use of these products where applicable.

Minimize the use of spray painting equipment. Use brushes and rollers whenever possible. Spray painting is prohibited over water. Mix only as much paint as necessary for the job and use small containers. Smaller containers mean smaller spills when they occur. Designate an area to mix paints, solvents and reducers. Keep records of paint use, type, application, amount required etc. All spray painting shall be conducted over land in a spray booth or under a tarp. Use equipment with high transfer efficiency such as high volume, low-pressure spray guns, air-atomizer spray guns or gravity-feed guns. Use trained painters in order to reduce overspray and minimize the amount of paint per job.

Store opened containers of useable solvents and paints in covered, UL-listed, or Factory Mutual approved containers. Hire a licensed waste hauler to recycle or dispose of used solvents. Direct solvents used to clean spray equipment into containers to prevent evaporation of volatile organic compounds. A closed gun cleaning system will save money on cleaning materials. Use only one cleaning solvent to simplify disposal and use only the minimal amount of solvent needed for a given job. Use soy-based solvents and other similar products with no or low volatility. Order your spray painting jobs to minimize coating changes and order your work light to dark. Fewer changes mean less spray gun purging and cleaning. Allow solids to settle out of used strippers and thinners so you can reuse solvents. Keep records of solvent and paint use so you know the amount of hazardous waste generated on site.

Store engine parts and engines on impervious surfaces. Do not wash engine parts over bare ground or water. Use pre-cleaning methods such as wire brushing and avoid unnecessary parts cleaning. Adopt alternatives to solvent-based parts washers such as Bioremediating systems that take advantage of microbes to digest petroleum. Bioremediating systems are self-contained; there is no effluent. The cleaning fluid is a mixture of detergent and water. Microbes are added periodically to "eat" the hydrocarbons. If using solvent to clean engine parts, do so in a container parts washer with a lid to prevent evaporation of volatile organic compounds. Reuse the solvent. Once the solvent is totally spent, recycle it. Use drip pans when handling any type of liquid and use separate drip pans for reach fluid to avoid mixing. Recycle the collected fluid. Use funnels to transfer fluids and drain all parts of fluid prior to disposal. Clean engine repair areas regularly using dry cleanup methods. Capture petroleum spills with absorbent pads and materials. Do not hose down the repair area with water.

Winterizing. Use propylene glycol antifreeze for all systems; it is less toxic than ethylene glycol. Use the minimum amount of antifreeze necessary for the job. Ethylene glycol should never be used in potable water systems; it is highly toxic and can not be purged reliably. Add stabilizers to fuel to prevent degradation. Stabilizers are available for gasoline and diesel fuels and for crankcase oil. Be sure fuel tanks are 85-90% full to prevent flammable fumes from accumulating and to minimize the possibility of condensation leading to corrosion. Do not fill the tank more than 90% full. Use the highest rated octane recommended by the engine manufacturer; premium fuels are more stable than others are. Be sure the gas cap seals tightly.

There may be additional requirements mandated by Alaska Department of Ecology, Environmental Protection Agency, various Federal and State regulations, and/or other regulatory agencies. You are required to know and comply with these regulations.

Insurance – Contractors.

<u>Coverage</u>	<u>Per Occurrence</u>
Commercial General Liability	\$1,000,000
Automobile Liability	\$1,000,000
Ship Repair Legal Liability	\$1,000,000
Worker's Compensation	As required by AS 23.30.045 and other statutory Obligations

Insurance – Owners conducting own work.

\$1,000,000 General Liability insurance, may be required to post a \$50,000 performance bond as determined by the Harbormaster.

All insurance policies shall name the City as an additional insured with a waiver of subrogation against the City of Seward.

Appendix V

Moorage Agreement

What's Inside...

Copies of moorage agreements developed for:

Pg. 63 Seward Boat Harbor – City of Seward Moorage Contract, Terms, and Conditions
2003

Pg. 65 City of Valdez – City of Valdez Vessel Mooring Agreement

The Moorage Agreement

The moorage agreement contains information about the vessel owner and operator, the vessel, and the terms and conditions of the moorage contract. Information typically requested/provided on a moorage agreement includes:

- owner information (address and telephone contact numbers, e-mail address)
- operator/agent information
- emergency contact information
- vessel information (boat name, harbor permit number, AK registration number, ADFG number, make/model, dimensions, class, fuel, use, insurance details)
- moorage status (long term, transient, daily)
- stall/slip number
- account status



City of Seward, Alaska
MOORAGE CONTRACT, TERMS AND CONDITIONS -2003

**THE FOLLOWING SECTIONS CONTAIN IMPORTANT INFORMATION THAT MAY AFFECT YOUR LEGAL RIGHTS.
YOU MUST READ THE FOLLOWING MATERIAL BEFORE SIGNING THIS CONTRACT.**

This contract between the Vessel owner ("Owner") and the City of Seward ("City"), governs the Owner's use of reserved moorage space in the Seward Municipal Small Boat Harbor ("Harbor"), which is located in the City of Seward, Alaska and is described more fully in Chapter 7.10 Code of the City of Seward ("City Code") for the particular vessel ("Vessel") described in this contract only. This contract includes all terms and conditions above and all attachments to this document. **This contract does not convey ownership of a moorage space and is not transferable.**

Owner's Responsibilities: Owner agrees that, if City assigns Owner the use of reserved moorage space, and Owner or Owner's agent or employee fails to comply with the terms of this agreement, the City Code, or the Harbor Tariff, the City may take any action authorized by the City Code or the Harbor Tariff including, but not limited to, terminating Owner's right to use the assigned reserved moorage space, removing the Vessel from the Harbor at Owner's risk and expense, and/or impounding and disposing of the Vessel with Owner bearing all risk and expense of impoundment and disposal. Owner understands that, among the various other duties set forth in the City Code and Harbor Tariff with which Owner must comply, Owner must: (1) **immediately notify the harbormaster if Owner sells or transfers possession of the Vessel;** (2) **not attempt to transfer Owner's right to use assigned reserved moorage space except as authorized by the City Code;** and (3) **notify the harbormaster, in advance, whenever the Vessel will not be present in the Harbor for five (5) days or more.** Owner understands further that the City reserves the right to move the Vessel from one space to another whenever the harbormaster decides that doing so is necessary for proper operation of the Harbor and that the City shall not be responsible or held liable for inspecting, maintaining, repairing, safekeeping, providing security for, or assuring the condition of the Vessel.

Payment of Fees: Owner agrees to pay moorage charges, tariffs and fees for any service that Owner or Owner's agent or employee orders or that is necessary in an emergency to protect any facility within the Harbor, adjacent boats, and/or the Vessel from damage. Owner understands that failure to pay assessed charges or fees may result in impoundment of the Vessel, and Owner hereby agrees that unpaid charges shall become a lien against the Vessel as authorized under state and federal law, and hereby confesses judgment for same, plus all reasonable costs and attorney fees that are incurred in the collection. Owner understands that moorage fees, which are set forth in the Harbor Tariff as amended from time to time, are due in advance. Moorage will be paid either on a quarterly, semi-annual or annual basis. Slip assignments are from January 1 to December 31. Rates are not pro-rated for partial months.

Rental Agreement Only: Owner agrees and understands that this agreement is a moorage space rental agreement only, and that by accepting this contract and assigning to Owner the use of reserved moorage space, the City is not accepting the Vessel for storage; the relationship between the parties is simply that of a landlord and tenant. Unless the Vessel is formally impounded by the City as authorized by the City Code, the Vessel shall at all times remain in the exclusive possession and control of the Owner and the City is not acting, and shall not be held liable in any manner, as a warehouseman or a bailee.

Limitation of Liability: City shall not be liable for any loss or damage hereunder from any cause whatsoever, except and to the extent SOLELY caused by the City's own negligence or intentional misconduct. City disclaims any and all other liability, whether for negligence or other tort, in contract or otherwise and specifically disclaims any warranty of whatever kind or nature including, but not limited to, any warranty of workmanlike service or performance. The liability of City for damages caused solely by its own negligence or intentional misconduct shall be limited to the reasonable cost of repairing the Vessel. Owner assumes all responsibility for any and all other claims or damages otherwise resulting including, but not limited to, claims by Owner or third-parties for property damage, personal injury or death, pollution or discharge of a polluting or hazardous substance (together with cleanup, removal, and remediation of same), as well as any direct, indirect, special, consequential, or commercial damages, claims for loss of profits or earnings, or other claims or damages of whatever kind or nature.

Owner's Obligation to Defend, Hold Harmless, and Indemnify: Owner hereby releases and agrees to defend, hold harmless, and indemnify the City and its officers, employees, and agents from and against any and all losses, claims, demands, actions, damages, liabilities, or expenses of every kind, character, and nature whatsoever (including, but not limited to, personal injuries, death, environmental contamination, property damage, or employee liability) arising out of, resulting from, or in any way related to the performance under this contract or to use of the Harbor or any Harbor facilities by Owner or Owner's agent, employees, invitees, guests, or passengers, except where liability for same is caused solely by the City's own negligence or intentional misconduct. Defense shall include payment of actual attorney's fees and costs. Owner, for itself and assigns, waives all rights of subrogation of causes of action and/or claims against the City and its officers, employees and agents which might otherwise arise upon payment of a loss by Owner's insurers.

Insurance: Owner agrees to provide liability insurance covering the Vessel and Owner's employees, invitees, guests, and passengers in the amount specified in Attachment A of this contract and agrees to provide the City proof of such insurance. If the Vessel carries passengers for hire, Owner agrees to have the City named as an additional insured with waiver of subrogation on any policy of liability insurance.

I, as Owner, have read, understood and agree to be bound by all terms and conditions of this contract as well as all applicable provisions of the City Code and the City of Seward Terminal Tariff ("Harbor Tariff"). I certify that the information in Attachment A is correct and agree to provide the City with any changes to this information.

Signature of Owner: _____

Date: _____

ATTACHMENT A
CITY OF SEWARD

Slip Number _____

MOORAGE CONTRACT, TERMS, AND CONDITIONS- 2003

Seward Boat Harbor • P. O. Box 167, Seward, Alaska 99664 • (907) 224-3138 • Fax: (907) 224-7187

PLEASE PRINT OR TYPE BELOW

Primary Owner: _____
Last First MI
Address: _____ **Phone:** _____ Home
_____ Work
_____ Mobile
_____ Fax

Email: _____ Would you like to receive info via email? ___yes ___no

Additional Owner: _____
Last First MI
Address: _____ **Phone:** _____ Home
_____ Work
_____ Mobile
_____ Fax

Email: _____ Would you like to receive info via email? ___yes ___no

Operator or Agent: _____ **Phone:** _____
Last First MI

Emergency contact/ _____ **Phone:** _____
Boat Watch: Last First MI

Boat Information (provide all that are applicable)

Boat Name _____
(Exactly as it appears on the boat)
Make _____ **Model** _____ **Color** _____

Federal Documentation # _____ **AK Registration** _____
Harbor Permit Number _____ **ADFG#** _____

Dimensions:
Overall Length _____ **Width** _____ **Draft** _____ **Gross Tons** _____
(Measured furthest point forward to furthest point aft)

Classification: Motor Sail Tug LCM Skiff Tri-Hull Barge Plane
Hull: Wood Steel Aluminum Rubber Concrete Fiberglass
Fuel/Propulsion: Gas Diesel Motor/Sail Sail
Use: Charter Pleasure Commercial Research

If charter or commercial vessel, indicate USCG-approved passenger capacity _____

Dollar Amount of Liability Insurance carried: _____

OFFICE USE ONLY: Acct # _____ Paid Through: _____ Date: _____ Amount: \$ _____
Comments:

**CITY OF VALDEZ
VESSEL MOORING AGREEMENT**
(See reverse side for particulars)

Date _____	Record # _____
Name _____	Boat Name _____
Address _____	Registration # _____
City/St/Zip _____	CG Doc# _____ ADFG _____
Driver's License _____	Make/Model _____ Year _____
Phone: Home _____	Length _____ Beam _____ Draft _____
Work _____	Color _____ Hull type _____
Other _____	Type: Rec _____ Charter _____ Com Fish _____
e-mail address _____	Work _____ Tour _____ Sail _____
Local Contact Name & Phone: _____	Motor: Inboard _____ Outboard _____
_____	Comb I/O _____ Aux _____
_____	Fuel: Diesel _____ Gas _____ Other _____
Will you stay aboard this vessel when you Are in Valdez? Yes ___ No ___. If not, where Can we locate you in Valdez in case of Emergency? _____	Holding Tank: Yes _____ No _____
_____	Trailer License # _____ State _____
Insurance carrier, phone # and expiration Date _____	Trailer Make/Type _____
_____	_____

PLEASE CONTACT _____ AT _____ IN CASE OF AN EMERGENCY.

***I HAVE READ AND UNDERSTAND AND AGREE WITH THE TERMS AND
CONDITIONS OF THE AGREEMENT ON THE REVERSE SIDE OF THIS DOCUMENT.***

SIGNATURE _____ DATE _____ OWNER OPERATOR AGENT

*****OFFICE USE ONLY*****

SIGNATURE _____ DATE _____ APPROVED DISAPPROVED

MOORAGE STATUS TRANSIENT DAILY TERM EXCLUSIVE

EFFECTIVE DATES FROM _____ TO _____ STALL NUMBER _____ STALL LENGTH _____

RECEIVED COPY OF HARBOR USE ORDANCE _____ INITIAL _____

Revised 4/02/02

TERMS AND CONDITIONS OF VESSEL MOORAGE AGREEMENT

This is a rental agreement between the City of Valdez, P.O. Box 275, Valdez, Alaska 99686, hereinafter called the "City" and the undersigned vessel owner, agent or operator, hereinafter called "Renter."

In consideration of the mutual terms and conditions set forth herein, City and Renter agree as follows:

1. **Moorage Space.** City rents to Renter moorage space as identified herein.
2. **Rent.** For such moorage space and other services received, Renter agrees to pay when due the fees and charges as established by the Valdez City Council, rates are subject to change.
3. **Compliance with Laws and Regulations.** Renter understands that the City has issued and may continue to issue such rules and regulations for the harbor and harbor area as the City in its judgement deems reasonable and necessary; and Renter agrees to comply with all rules, regulations, procedures and special instructions issued by the City and the harbormaster or his agents, including, but not limited to the acts prohibited in VMC 11.04.160.
Renter hereby grants the City free access at all times to the vessel for purposes of inspection for compliance with this agreement, movement of the vessel, fighting of fire or other casualty or, at the discretion of the City, preventing any casualty or potential hazard. However, as provided in Paragraph 4, the City does not assume any responsibility for damage done to or by the vessel, its gear, equipment or contents by asserting the foregoing rights.
4. **Waiver of Responsibility.** It is mutually agreed that the City by entering into this agreement does not accept the vessel for storage, that the City is not a bailee or warehouseman of the vessel, and that the City shall not be liable or responsible in any manner for the safe keeping and condition of the vessel, its tackle, apparel, fixtures, equipment, gear, or furnishings. It is further agreed that the City will not be liable or responsible for any personal injuries or other damage suffered by Renter or his employees, agents or invitees arising from any cause whatsoever upon the vessel, harbor facilities or premises adjacent thereto, except if said injuries or damage are proven to have been proximately caused by the negligence of the City. Renter agrees to defend, indemnify and hold the City and its agents and employees harmless from any loss, damage or injury resulting from the acts or omission of Renter, his employees, agents or invitees.
5. **Assignment.** (a) Renter shall not assign, sublet or otherwise transfer any interest in this agreement or the moorage space at the boat harbor.
(b) Renter agrees to notify the City within ten (10) days of the sale or transfer of any ownership interest in Renter's boat including the name and address of the purchaser or transferee, or the change of the vessel's operator, including the name and address of the new operator.
6. **Termination by City.** The City reserves the right to terminate this agreement and rights of Renter or Renter's assignees, sub-lessees or transferees upon learning of any violation of this agreement including, but not limited to: Renter's violation of applicable Federal, State or Local laws, statutes, ordinances, rules, procedures or regulations, Renter's sale or transfer of his vessel without notifying the City, or Renter's charging any other person any

money or other consideration for the use of the subject moorage space without prior written authorization from the City.

7. **Condition of Moorage Space.** Renter has inspected moorage space and the premises adjacent thereto and accepts them in their present condition. Renter agrees to keep them neat, clean, orderly and free from all inflammable substances, and will at all times preserve the space in as good condition and repair the same as now or may thereafter be put to use, reasonable use and wear excepted. Renter shall dispose of sanitary waste, litter, trash, garbage, throwaway or any disposable articles of any kind in proper receptacles. Renter shall not dispose of any items, including sanitary waste or petroleum products, overside.

8. **Waiver.** The failure of the City to insist upon strict performance of any term, condition, or covenant of this agreement, to exercise any right or remedy available on a breach thereof, or the acceptance of full or partial payments during the continuance of any breach shall not constitute a waiver of any applicable term, condition or covenant of this agreement. Waiver of performance of any term, condition or covenant, or any breach thereof, shall be only by written instrument executed by the City. A waiver of any default shall not affect or alter any term, conditions or covenant of this agreement, and those terms, conditions or covenants shall continue in full force and effect with respect to any other subsequent default.

9. **Non-waiver.** Nothing contained in this agreement shall be construed as a waiver by the City of its right to arrest any vessel or boat to enforce a maritime lien under federal law or a waiver of other right or remedy under the laws of the State of Alaska.

10. **Term.** This agreement shall become effective on the date stated herein and shall remain in force until terminated by the City for default pursuant to paragraph 6 above, or by the Renter after thirty (30) days written notice has been delivered to the City.

11. **Paragraph Headings.** The captions and paragraph headings in this agreement are for the convenience of the parties only and do not limit, restrict, or otherwise amend the text language of any paragraph.

12. **Notice to Renter.** Billings and notices to Renter will be mailed to Renter at Renter's address as set forth herein. If Renter moves or desires to have billings or notices sent to another address, Renter shall notify the City in writing of the new mailing address. All billings and notices shall be deemed delivered upon first class mailing to Renter by the City.

13. **Conflict of Laws.** (a) In the event any terms of this agreement conflict with any applicable Federal, State or Local law, statute, ordinance, rule or regulation, the applicable law, statute, ordinance, rule or regulation shall supercede said term and shall govern the relationship of the parties.

(b) The terms of this agreement shall be governed and interpreted by the laws of the State of Alaska.

14. **Entire Agreement-Amendments.** This writing constitutes the entire agreement between parties. No modification or amendment of this agreement shall be valid unless evidenced in writing signed by both parties.

15. **Severability.** If any clause or provision of this agreement is determined by a court of competent jurisdiction to be invalid, it shall not affect the validity of any other clause or provision of this agreement.

Appendix VI

Spill Response Plan Guidelines and Spill Reporting

What's Inside...

Pg. 67 **Spill Response Plan Guidelines and Spill Reporting**

Pg. 69 Oil and Hazardous Substances Spill Notification
<https://dec.alaska.gov/spar/ppr/spill-information/reporting/>

Pg. 71 Oil and Hazardous Materials Incident Final Report
<https://dec.alaska.gov/spar/ppr/spill-information/reporting/>

Pg. 73 Oil and Hazardous Substance Spills Placard
<https://dec.alaska.gov/spar/ppr/spill-information/reporting/>

Spill Response Plan Guidelines and Spill Reporting

Document procedures to follow during an emergency in a spill response plan. The plan should be short, concise, and contain clear directions. The plan should be reviewed and updated once a year to ensure that contact information and other elements of the plan are current. Copies should be made available to everyone who would be involved in a response. Vital information, such as emergency services phone numbers, should be posted in a prominent place.

Who: Identify who is responsible for what action (spill notification, response, follow-up, etc.). Your plan should include a list of contact numbers for the local fire and police departments, other local businesses with spill response equipment (e.g. fish processor or fleet support company), USCG National Response Center (1-800-424-8802), and ADEC's Division of Spill Prevention and Response (1-907-269-3063 or, after hours, 1-800-478-9300).

What: List what response equipment is available on-site, what actions should be taken during an emergency, and what equipment should be used to deal with a particular type of emergency.

When: State when different types of response actions should be implemented and when additional assistance should be requested.

Where: The plan should show a layout of the harbor, including valves, pipes, tanks, structures, roads, hydrants, docks, power and fuel shutoffs, telephones, and hazardous materials storage locations. The location(s) of response material should be shown.

How: The plan should explain how equipment should be used and disposed of.

NOTE: An Aleutians Subarea Contingency Plan (ASCP) has been developed as a supplement to the *Alaska Federal/State Preparedness Plan for Response to Oil and Hazardous Substance Discharge/ Releases*. The ASCP is a very detailed document. Facility-specific spill prevention and response planning is recommended to effect a speedy response to a spill or release. It is not intended that this plan would override or serve as a substitute to the subarea plan. Information in a facility response plan should be consistent with the ASCP.



ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION
OIL & HAZARDOUS SUBSTANCES SPILL NOTIFICATION FORM

ADEC USE ONLY

ADEC SPILL #:	ADEC FILE #:	ADEC LC:
---------------	--------------	----------

PERSON REPORTING:		PHONE NUMBER:		REPORTED HOW? (ADEC USE ONLY) <input type="checkbox"/>	
				Phone Fax PERS E-mail	
DATE/TIME OF SPILL:		DATE/TIME DISCOVERED:		DATE/TIME REPORTED TO ADEC:	
INCIDENT LOCATION/ADDRESS:		DATUM: <input type="checkbox"/> NAD27 <input type="checkbox"/> NAD83		PRODUCT SPILLED:	
		WGS84 Other _____			
		LAT. _____			
LONG. _____					
QUANTITY SPILLED: <input type="checkbox"/>	QUANTITY CONTAINED: <input type="checkbox"/>	QUANTITY RECOVERED: <input type="checkbox"/>	QUANTITY DISPOSED: <input type="checkbox"/>		
<input type="checkbox"/> gallons	<input type="checkbox"/> gallons	<input type="checkbox"/> gallons	<input type="checkbox"/> gallons		
<input type="checkbox"/> pounds	<input type="checkbox"/> pounds	<input type="checkbox"/> pounds	<input type="checkbox"/> pounds		
POTENTIAL RESPONSIBLE PARTY:		OTHER PRP, IF ANY:		VESSEL NAME:	
Name/Business:					
Mailing Address:				VESSEL NUMBER:	
Contact Name:				> 400 GROSS TON VESSEL <input type="checkbox"/>	
Contact Number:				Yes No	
SOURCE OF SPILL:				CAUSE CLASSIFICATION:	
CAUSE OF SPILL:		Under Investigation <input type="checkbox"/>		<input type="checkbox"/> Accident Human	
				<input type="checkbox"/> Factors	
				<input type="checkbox"/> Structural/Mechanical	
				Other	
CLEANUP ACTIONS:					
DISPOSAL METHODS AND LOCATION:					
AFFECTED AREA SIZE:		SURFACE TYPE: (gravel, asphalt, name of river etc.)		RESOURCES AFFECTED/THREATENED: (Water sources, wildlife, wells, etc.)	
COMMENTS:					

ADEC USE ONLY

SPILL NAME:		NAME OF DEC STAFF RESPONDING:		C-PLAN MGR NOTIFIED?	
				<input type="checkbox"/> Yes <input type="checkbox"/> No	
DEC RESPONSE:		CASELOAD CODE:		CLEANUP CLOSURE ACTION:	
<input type="checkbox"/> Phone follow-up <input type="checkbox"/> Field visit <input type="checkbox"/> Took Report		<input type="checkbox"/> First and Final <input type="checkbox"/> Open/No LC <input type="checkbox"/> LC Assigned		<input type="checkbox"/> NFA <input type="checkbox"/> Monitoring <input type="checkbox"/> Transferred to CS or STP	
COMMENTS:		Status of Case: <input type="checkbox"/> Open <input type="checkbox"/> Closed		DATE CASE CLOSED:	
REPORT PREPARED BY:				DATE:	

Revised 6/16/2014



ALASKA DEPARTMENT OF
ENVIRONMENTAL CONSERVATION

OIL & HAZARDOUS SUBSTANCE SPILL NOTIFICATION FORM INSTRUCTIONS

PERSON REPORTING

Name of the person reporting the spill to ADEC.

PHONE NUMBER

Contact number of the person reporting the spill.

REPORTED HOW?

Phone – If you reported a spill during normal business hours.

Fax – If you reported a spill by faxing in the spill report form.

PERS – If you reported a spill after hours to 1-800-478-9300.
(Professional Emergency Resource Services)

DATE/TIME OF SPILL

Date and time of when the spill incident occurred.

DATE/TIME DISCOVERED

Date and time of when the spill was discovered.

DATE/TIME REPORTED

Date and time of when the spill incident was notified to ADEC.

LOCATION/ADDRESS Spill

incident location.

SUBSTANCE TYPE SPILLED

CR – Crude (Crude Oil)

EHS – Extremely Hazardous Substance (Aldrin, Ammonia<Chlorine, Formaldehyde, etc.)

HS – Hazardous Substance (Acid, Arsenic, Bases, Corrosion Inhibitor, Dioxin, Glycol, etc.)

NC – Non Crude Oil (Aviation Fuel, Bilge Oil, Diesel, Lube Oil, Hydraulic Oil, etc.)

PW – Process Water

UNK – Unknown

PRODUCT SPILLED

Name of the spilled product.

QUANTITY SPILLED

Amount released to the environment.

QUANTITY CONTAINED

Product contained that is recoverable. If 50 gallons of 100 gallon spilled was in a secondary containment (non permeable containment), you would write 50 gallons in this field. If 2 gallons of 5 gallons spill was contained using a boom, you would write 2 gallons in this field.

QUANTITY RECOVERED

Amount of free product that was recovered.

QUANTITY DISPOSED

Amount of free product that was recovered for disposal.

POTENTIAL RESPONSIBLE PARTY

Name/Business – Name of individual or business responsible for the spill incident.

Mailing Address – Mailing address for correspondence.

Contact Name/Number – Name and number of the person who will be the main point of contact for the spill incident.

PRP (POTENTIAL RESPONSIBLE PARTY) TYPE

Select from the list.

FACILITY TYPE

Select from the list.

SOURCE OF SPILL

Indicate where the spilled product came from.

SOURCE CLASSIFICATION

Select from the list.

CAUSE OF SPILL

Indicate what caused the spill incident.

CAUSE CLASSIFICATION

Select from the list.

CLEANUP ACTIONS

Describe action taken to cleanup the spill.

DISPOSAL METHOD AND LOCATION

State how the waste will be handled. If the contaminated items are shipped or taken to another facility, a copy of the waste manifest must be submitted to ADEC.

SURFACE AREA AFFECTED

Indicate the size of affected area (e.g. 20 x 20 ft).

SURFACE TYPE

Describe the surface that was impacted by the discharge (e.g. Wide Bay, asphalt, gravel, snow, etc.).

8. Description of cleanup actions taken:	
9. Estimated amount of: (A) oil or hazardous substance cleaned up: _____ (B) oily or hazardous waste generated: _____	
10. Date, location, and method of ultimate disposal of the oil, hazardous substance and any contaminated materials, including cleanup materials:	
11. Description of actions being taken to prevent recurrence of the discharge:	
12. Other information the department requires to fully assess the cause and impact of the discharge (receipts for disposal if available):	
Signature	Printed name
Date	Title

MAIL OR FAX TO the Closest A.D.E.C. Office below

Anchorage
 Phone: 269-3063
 Fax: 269-7687
 555 Cordova Street
 Anchorage, AK 99501

Fairbanks
 Phone: 451-2121
 Fax: 451-2362
 610 University Ave.
 Fairbanks, AK 99709-3643

Juneau
 Phone: 465-5340 Fax:
 465-5245
 P.O. Box 111800
 Juneau, AK 99801-1800

DEC USE ONLY

ADEC Project Manager:	ADEC Spill #
-----------------------	--------------

IT'S THE LAW!

AS 46.03.755, 18 AAC 75.300, 75.325 and 18 AAC 78.200

REPORT OIL AND HAZARDOUS SUBSTANCE SPILLS

During Normal Business Hours

call the nearest response team office:

Central Alaska: (907) 269-3063
Anchorage Fax: (907) 269-7648

Northern Alaska: (907) 451-2121
Fairbanks Fax: (907) 451-2362

Southeast Alaska: (907) 465-5340
Juneau Fax: (907) 465-5245

Alaska Pipeline: (907) 451-2121
Fairbanks Fax: (907) 451-2362

Outside Normal Business Hours

Toll Free 1-800-478-9300

International 1-907-269-0667



Alaska Department of
Environmental Conservation
Division of Spill Prevention and Response
[www.dec.alaska.gov/spar/ppr/spill-
information/reporting](http://www.dec.alaska.gov/spar/ppr/spill-information/reporting)

Hazardous Substance

Any hazardous substance spill, other than oil, must be reported immediately.

Oil – Petroleum Products

To Water

- Ⓢ Any amount spilled to water must be reported immediately.

To Land

- Ⓢ Spills in **excess of 55 gallons** must be reported immediately.
- Ⓢ Spills in **excess of 10 gallons, but 55 gallons or less**, must be reported within 48 hours after the person has knowledge of the spill.
- Ⓢ Spills of **1 to 10 gallons** must be recorded in a spill reporting log submitted to ADEC each month.

To Impermeable Secondary Containment Areas

- Ⓢ Any spills in **excess of 55 gallons** must be reported within 48 hours.

Additional Requirements for Underground Storage Tank Spill Reporting

Regulated Underground Storage Tank (UST) systems are defined at 18 AAC 78.005. Releases at heating oil tanks must be reported.

- You must report a suspected belowground release from a UST system, in any amount, within 24 hours (18 AAC 78.220(c)).
- You must report if your release detection system indicates two consecutive months of invalid or inconclusive results.
- If you observe unusual operating conditions, sudden loss, erratic dispensing (slow flow/no flow) or discharge to soil or water, **report it to the UST Unit:**

907-269-3055 or 269-7679

rev. July/2018

Appendix VII

Fire Safety Plan Guidelines

The National Fire Protection Association (NFPA) has developed a Fire Protection Standard for Marinas and Boatyards (NFPA 303). NFPA 303 outlines subjects that should be addressed in a fire safety plan. These include:

- management (smoking restrictions, inspection and maintenance of fire equipment, employee training, fire department coordination, watch services, boat owners and guests, open-flame devise, portable cooking equipment)
- electrical wiring and equipment (national electrical code, listed or labeled, electrical datum plane, power supply, grounding, wet/damp/dry locations, electrical installation, circuit breakers, marine power outlet, receptacles, disconnects, lighting fixtures and switches, electrical equipment enclosures feeders and branch circuits on piers, classified hazardous locations, test)
- inventory of fire protection equipment (fire extinguishers, fire extinguishing system, fire standpipe system, in-out dry storage, hydrants and water supplies, fire pumps, exposure protection, transmittal of fire emergency, fire detectors)
- berthing and storage arrangements (battery storage and charging, use of heaters in dry storage areas, access to berths, wet storage and berthing)
- operational hazards (shrink-wrap operations, maintenance, battery service and storage, machine shop, woodworking, lumber storage, paint removal and painting, storage and handling of paint fuels and fiberglass, heating, boat conditions)
- local contacts (fire department, harbor office, US Coast Guard marine safety office)

The plan itself does not need to be a lengthy document – adequate information can be presented in three to five pages. Information in the plan should be shared with the local fire department. Although NFPA is not law enforced, their codes and regulations are highly suggested.

A copy of the NFPA 303 standards are available for purchase at the NFPA's web site www.nfpa.org/catalog/.

Appendix VIII

Dead, Stranded, or Injured Marine Mammals and Birds

What's Inside...

Information is provided on agency contacts and other organizations that can provide assistance. This appendix also includes protocols for handling Steller's Eiders and short-tailed albatrosses, and a 24-hour hotline phone number for Marine Mammal Stranding.

If the injured or dead sea mammal is a Steller Sea Lion, you must contact NMFS before taking further action.

To report a stranding marine mammal, please call NOAA Fisheries statewide 24-hour Stranding Hotline: (877) 925-7773.

Pg. 76 Federal Agencies

Pg. 76 Other Groups That Provide Technical Assistance and Rehabilitation

Pg. 77 Handling Protocols and Guidance

Pg. 77 Protocol for Handling Dead and Injured Spectacled and Steller's Eiders

Pg. 83 Protocol for Handling Sick, Injured, and Dead Short-tailed Albatrosses and Steller's Eiders

Federal Agencies

National Marine Fisheries Service

(Steller sea lion and other marine mammals)

Alaska Marine Mammal Stranding Network, Protected Resources Division,
Western Field Office, 222 W 7th Avenue, #43, Anchorage, AK 99513
PH: (907) 271-5006, Anchorage or (907) 586-7236, Juneau;
Fax: (907) 271-3030

U.S. Fish and Wildlife Service

(Sea otters, Steller's eider, short-tailed albatross and other shorebirds, seabirds, and raptors)

Anchorage Fish and Wildlife Field Office
4700 BLM Road, Anchorage, AK 99507
PH: (800) 272-4174.

Marine Mammals Management
1011 East Tudor Road, Anchorage, AK 99503
PH: (907) 786-3800

Other Groups that Provide Technical Assistance and Rehabilitation

Alaska Sea Grant Marine Advisory Program

1007 W. 3rd Avenue, Suite 100, Anchorage, AK 99501
PH: (907) 274-9691

Alaska SeaLife Center

301 Railway Avenue, P.O. Box 1329, Seward, AK 99664
PH: (907) 224-6300

The Bird Treatment and Learning Center

7800 King Street, Anchorage, AK 99518
PH: (907) 562-4852

U.S. Fish and Wildlife Service, Alaska Region
Protocol for Handling Dead and Injured Spectacled and Steller's Eiders
Addendum to USFWS R7 Section 10 Permits
Last Updated April 2017

Introduction

The Fish and Wildlife Service needs to document mortality and injury of threatened species whenever possible. Fish and Wildlife Service programs that use this information include Endangered Species (to aid in recovery plans and implementation), Environmental Contaminants, and Law Enforcement (for enforcing the Endangered Species Act and other wildlife-related laws), and numerous related research programs. Every dead or injured spectacled and Steller's eider can aid in its species recovery by providing information and samples. We have developed this general protocol to help you help us utilize every threatened eider found dead or injured. Main headings include: *Procedures for Birds Found Dead*, *Procedures for Injured Birds*, and *Sample Collection*.

If there is a chance the bird died or was injured as a result of an illegal act, USFWS Law Enforcement should be contacted as soon as possible. Timely notification can be important to producing a prosecutable case. The quality of both physical and testimonial evidence tends to degrade as time progresses. When possible, notification should occur before the dead birds are removed from the site. If that is not possible, collect the bird and contact someone as soon as possible. Law enforcement officers may need to take custody of the carcass and provide shipping instructions, and investigate the incident.

Procedures for Birds Found Dead

1. Reporting

Report all dead spectacled and Steller's eiders as soon as possible. Attempt to contact the following people, in the order listed, until you reach someone. These people will coordinate further work, help you contact Law Enforcement, and help you obtain x-rays, veterinary evaluation and transport (staff from the Alaska SeaLife Center).

USFWS Fairbanks Fish and Wildlife Field Office (FFWFO):

- Neesha Stellrecht: (907) 456-0297 work, (907) 347-8906 cell
- Angela Matz (located in Anchorage): (907) 699-1235 cell; (907) 750-8527 work cell, (907) 271-2778 work,
- Sarah Conn: (907) 456-0499 work, (907) 378-0925 cell

USFWS Law Enforcement:

- Fairbanks Office: (877) 535-1795 toll-free, (907) 456-2335
- Timothy (Mac) Whisler: (907) 456-2448 work, (907) 388-6679 cell
- Ryan Cote: (907) 456-2487 work, (907) 538-1525 cell

Alaska SeaLife Center:

- Tuula Hollmen: (907) 224-6323 work, (907) 362-2287 cell
- Pam Tuomi: (907) 224-2525

Your verbal and written report should include:

- Species, age, sex, and number of birds;
- Date, time and location (latitude and longitude and area name);
- Suspected cause of death;
- Circumstances under which found;
- If known, the names of witnesses or suspects, and a description of any vehicles or boats involved (but, non-law enforcement individuals should not conduct investigations or obtain information that is not readily available).

If a camera is available, photograph birds and other evidence such as shotgun shells or casings, and persons and vehicles involved. Note photo date, time, and location.

You should put all this information, plus any additional details you think important (such as location of nearest power line), in a short written narrative.

Note: If you suspect an eider was illegally killed and you recover the dead bird, a law enforcement officer should be contacted for shipping instructions.

2. Shipping Dead Birds

FIRST: If you suspect the bird died as a result of an illegal act, it will be necessary for law enforcement to take custody of the intact dead bird/s as soon as possible, and a law enforcement officer should be contacted for shipping instructions. Shipment may be to Fairbanks or Anchorage, or directly to the National Fish and Wildlife Forensic Lab (NFWFL). There, samples important to other programs can be collected according to guidance provide by FFWFO - Ecological Services. These samples will be returned to FFWFO - Ecological Services.

Regardless of where you are shipping the carcass, follow these guidelines:

- Unless LE will take possession of the carcass, obtain desired samples as soon as possible (e.g., blood or tissues for approved recovery task).
- Keep the carcass refrigerated if the bird will be shipped within 48 hours (two days). Only freeze birds after samples are taken or if shipping delays are inevitable. When in doubt, refrigerate until you talk to appropriate person(s). In remote field camps, package samples as below and keep as cool as possible, such as in a pit dug down to permafrost.
- Wrap carcass in absorbent material, if possible, and place in large ziplock or other waterproof plastic bag. Tie or secure this bag, Attach a tag to this bag with the following information in pencil/waterproof ink:
 - ✓ species
 - ✓ date collected
 - ✓ location (state, county, location name, and latitude/longitude if available)
 - ✓ collector (name/address/phone)
 - ✓ additional history or comments on back of tag
- Ship in an insulated container. Pack with frozen gel packs or hard “blue ice” paks if available. Do not ship with wet ice.
- Shipping method will vary with location, but can include Alaska Airlines Goldstreak, other Alaska-based cargo carriers, FedEx, or DHL.
- Notify receiving person(s) of package/flight arrival time so the package will not sit at the airport. Avoid shipping to government offices on Thursdays or Fridays (there is no mail delivery there on Saturdays and Sundays).
- USFWS will cover shipping expenses.

Procedures for Injured Birds

1. Field Evaluation

For apparently minor injuries (e.g. small lacerations, web tears, minor stunning), you should release the bird on site if: (1) you are so advised; or (2) you are out of radio/phone contact and the bird meets ALL of the following criteria for release:

- Bird can stand and walk using both feet.
- Bird can flap both wings and there is no apparent wing droop.
- Bird is alert, active, holds its head up and reacts to stimuli.
- Bird is not bleeding freely.
- Wing and tail feathers have not been lost and are in good condition.
- Bird is waterproof (water beads up on feathers).

Retain birds that do not meet ALL of the above criteria, provide preliminary and secondary field care, and report the bird using the same procedures as for dead birds.

2. Preliminary Field Care

- Transport the bird to camp in a manner that is least likely to further injure or stress it.
- Minimize bird handling (wear rubber gloves to prevent loss of feather waterproofing).
- Keep birds in a quiet place, such as a covered pet kennel.

3. Secondary Field Care

- Keep bird in a cage or box with adequate ventilation and access to cool or cold fresh water.
- Overheating is a common problem with captive eiders. If bird is dry, be careful not to place bird in overly warm environment. Wet birds should be placed in a warm (not hot) place to dry off. If possible, place absorbent materials or a frame covered with fine mesh Dacron netting in the bottom of the container to minimize contact between bird and feces.
- Food may be offered if bird is alert. Try moistened cat or dog food, boiled egg, or seafood.
- Record when bird eats and drinks.
- Minimize handling of the bird. Wear rubber gloves to prevent loss of feather waterproofing.
- Note green (bile-stained) feces; this may be indicative of lead poisoning.

4. Reporting

Report all injured spectacled and Steller's eiders as soon as possible. Attempt to contact the following people, in the order listed, until you reach someone. These people will coordinate further work, help you contact Law Enforcement, and help you obtain x-rays, veterinary evaluation and transport (staff from the Alaska SeaLife Center).

USFWS Fairbanks Fish and Wildlife Field Office (FFWFO):

- Neesha Stellrecht : (907) 456-0297 work, (907) 347 - 8906 cell
- Angela Matz (located in Anchorage): (907) 699-1235 cell; (907) 750-8527 work cell, (907) 271-2778 work,
- Sarah Conn: (907) 456-0499 work, (907) 378-0925 cell

USFWS Law Enforcement:

- Fairbanks Office: (877)-535-1795 toll-free, (907) 456-2335
- Timothy (Mac) Whisler – 907-456-2448 work, 907-388-6679 cell
- Ryan Cote – 907-456-2487 work, 907-538-1525 cell

Alaska SeaLife Center:

- Tuula Hollmen – 907-224-6323 work, 907-362-2287 cell
- Pam Tuomi – 907-224-2525

Your verbal and written reports should include recovery location, time, persons involved, and reason bird was recovered.

5. Shipping Live Birds

- Stabilize and rehydrate birds (offer cool or cold water in a stable bowl) before shipping.
- Ship birds in a cat or small dog carrier. Place absorbent cardboard or shredded paper in the bottom (if you can fit a wooden frame to the bottom of the carrier and affix fine-mesh Dacron netting to it; that is even better). Do not ship with food or water.
- Block the front grate of the carrier with tape or cardboard to minimize stress to the bird (but ensure adequate ventilation).
- Tape the bird's records to the container. If you want the container back, include name and address for return.
- Clearly label the container with: LIVE BIRDS, U.S. Fish and Wildlife Service, Fairbanks or Anchorage AK. (907) NUMBER OF CONTACT.
- Some airlines will carry the birds for free, often in the crew compartment. They do this as a favor and should be approached with courtesy. Also mention the threatened species status where appropriate.
- If payment is necessary, USFWS will cover shipping expenses.

6. Sacrificing Birds

If the bird is seriously injured, sick or suffering (and appears to be dying) and you cannot reach the listed contacts, you may euthanize it. An endangered species permit and this protocol authorize this activity. If appropriate, and if you know how, you may take samples before and

after sacrificing the bird (contact FFWFO regarding which samples are needed). Otherwise, continue treating the bird as directed above or as advised by a veterinarian until shipment can be arranged (see *Shipping Live Birds*, above). Birds suffering from toxicity (e.g., lead poisoning), gunshot wounds, head injuries, or broken bones should be shipped live as soon as possible (unless circumstances warrant euthanasia). Field biologists who anticipate that they may need to sacrifice birds should receive training prior to their field season. In locations near veterinary facilities, birds that warrant euthanasia may be transported to a veterinary office where the procedure can be administered professionally. ¹

Field Procedures for Sacrificing Birds

- If you are trained and equipped, obtain blood samples before euthanizing the bird.
- Administer euthanasia away from the general public. The preferred field methods for euthanizing birds are cervical dislocation (breaking the neck) and decapitation.
- Cervical Dislocation
 - Place the head, bottom of the bill down, on a flat, solid surface. Place a solid rod (stick, dowel, etc.) on the neck directly behind the head. Holding the rod firmly on the neck, seize the body in the other hand, and give a quick, definite, and strong yank backwards, without letting the head move. You should feel the neck stretch and break. A slow or tentative pull will not work. It may help to pull the bird's body up as well as backward. The bird may shudder or tremble for a minute. Repeat the procedure if necessary.
- Decapitation
 - Use a large, heavy blade or ax. Cut through the neck in one stroke. This procedure is quick and minimizes suffering. However, it is messy and carries risk of injury to yourself.
- Once the bird has been euthanized, follow all procedures, especially reporting, as for dead birds.

Sample Collection

Sample needs change with time. FFWFO contacts can help with current sample needs and procedures, and any accommodations based on the needs of Law Enforcement or status of the bird or carcass. As examples, we often try to collect DNA, contaminants, and disease samples.

¹Note that, in all likelihood, a village veterinarian will not be covered under an endangered species permit. His or her assistance would, technically, be in violation of the ESA. Presumably, in situations where the vet was acting as a good Samaritan for a permittee, we would exercise discretionary enforcement.

Protocol for Handling Sick, Injured, and Dead Short-tailed Albatrosses and Steller's Eiders

Reporting

All distressed, disabled, and dead short-tailed albatrosses and Steller's eiders found should be reported as soon as possible. Attempt to contact the following people in the order listed until you succeed in reaching someone (numbers are listed below in the *Contacts* section): Greg Balogh, Judy Jacobs, Ellen Lance, Kim Trust, Ann Rappoport.

Handling Injured or Sick Birds

For apparently minor injuries (e.g. small lacerations, web tears, minor stunning), you should release the bird on site if: (1) you are so advised; or (2) you are out of radio/phone contact and the bird meets ALL OF THE FOLLOWING CRITERIA.

Criteria for determining whether bird should be released:

1. Bird can stand and walk using both feet.
2. Bird can flap both wings and there is no apparent wing droop.
3. Bird is alert, active, holds its head up and reacts to stimuli.
4. Bird is not bleeding freely.
5. Wing and tail feathers have not been lost and are in good condition.
6. Bird is waterproof (water beads up on feathers).

Retain birds that do not meet ALL of the above criteria, provide preliminary and secondary field care and report the bird (see *Reporting* section)

Preliminary Field Care:

1. Keep birds at a temperature equal to, or slightly cooler than, ambient outdoor temperature at all times.
2. Transport the bird to camp in a manner that is least likely to further injure or stress it.
3. Minimize bird handling (wear rubber gloves to prevent loss of feather waterproofing).
4. Keep birds in a quiet place.

Secondary Field Care:

1. Keep bird in a cage or box with adequate ventilation and access to cool or cold fresh water.
Overheating is a common problem with captive birds. **If** bird is dry, be careful not to place bird in overly warm environment. Wet birds should be placed in a warm (not hot) place to dry off. If possible, place absorbent materials or a frame covered with fine mesh Dacron netting in the bottom of the container to minimize contact between bird and feces.
2. Food may be offered if bird is alert. Try moistened cat or dog food, boiled egg, or seafood.
3. Record when bird eats and drinks.
4. Minimize handling of the bird. Wear rubber gloves to prevent loss of feather waterproofing.

Shipping Live Birds

Reporting

Attempt to reach one of the people in the contact list provided below. They will help determine whether the bird should be shipped to Anchorage, will arrange for shipping and subsequent care of the bird, and will arrange for pick-up in Anchorage.

2. Note recovery location, date and time, persons involved, and reason bird was recovered.

Preparation

Stabilize and rehydrate birds (offer cool or cold water in a stable bowl) before shipping.

Shipping

Ship birds in a cat or small dog carrier. Place absorbent cardboard or shredded paper in the bottom (if you can fit a wooden frame to the bottom of the carrier and affix fine-mesh Dacron netting to it, that is even better). Do not ship with food or water. Block the front grate of the carrier with tape or cardboard to minimize stress to the bird (but ensure adequate ventilation). Tape the bird's records to the container. **If** you want the container back, include name and address for return. Clearly label the container with: LIVE BIRDS, U.S. Fish and Wildlife Service, Anchorage, AK. (907) 271-2778.

Expenses

Some airlines will carry the birds for free, often in the crew's compartment. They do this as a favor and should be approached with courtesy. If the bird is being sent to the Bird TLC, it may be helpful to use their name in the conversation. Also mention the threatened species status where appropriate. If payment is necessary, AFWFO will cover shipping expenses.

Shipping Dead Birds

Packaging

Wrap chilled carcass in absorbent material, if possible, and place in large ziplock or other waterproof plastic bag. Include a tag with complete information about the bird, its death and collection, and your name, address and phone number. Ship in an insulated container. Pack with frozen gel packs if available. Do not ship with wet ice. If it is obvious to you that the carcass will spoil during shipping, contact AFWFO prior to shipping for further instructions.

Shipping

Notify receiving person(s) of flight arrival time so the package will not sit at the airport. Avoid shipping to government offices on Thursdays or Fridays (There is no mail delivery there on Saturdays and Sundays).

Expenses

If needed, AFWFO will arrange for shipping and expenses.

Appendix IX

Harbor Facility Summaries

(Based on Telephone Surveys and Email Correspondence)

What's Inside...

Facility Summaries for:

Pg. 86 Akutan

Pg. 88 Cold Bay

Pg. 90 False Pass

Pg. 92 King Cove

Pg. 94 Nelson Lagoon

Pg. 96 Sand Point

Akutan

Contact: City Administrator; Phone (907) 274-7565.

City Port and Harbor Facilities

The City of Akutan operates a dock, fair weather skiff and small craft mooring facility and a boat harbor. The dock is used by the state ferry, freighters, barges, fuel boats, and the occasional fishing boat. The fair-weather skiff and small craft mooring facility was constructed adjacent to the city dock in 2001, which can accommodate up to 12 skiffs. The boat harbor is located at the head of Akutan Bay and can currently accommodate ten vessels between 150' to 165' and two 125' vessels.

Environmental Issues and Concerns

Akutan Harbor has a total maximum daily load (TMDL) biochemical oxygen demand (BOD and settleable solids associated with seafood processing activities). A 41.7-acre conservation easement has been established near the new harbor that is managed by the Aleutians East Borough.

Plans and Ordinances

Harbor Management Plan	Y
Oil Spill Response Plan	Y
Ordinances	Y

Facilities and Utilities Available at Harbor

Public restroom facilities/ portable toilets	N	
Fuel	N	No dispensers at dock.
Water	Y	
Power	Y	
Oil spill response equipment	Y	Equipment stored on dock and a conex is located at the boat harbor.
Boat lift equipment	N	Rail/winch combination available in village to remove skiffs.
Recreational fish cleaning area	N	

Waste Collection and Disposal Facilities Available at Harbor

Solid waste (Garbage)	N
Used oil	N
Oily bilge	N
Waste gasoline	N
Engine coolant	N
Used batteries	N
Sewage pumpouts	N
Recycling	N

Activities Conducted at Harbor

Hull scraping	N
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Bottom paint removal	N	
Cleaning	N	
Painting	N	
Boat construction/overhaul	N	
Other businesses	N	
<i>Storage/Maintenance Areas</i>		
Boats	N	(Some storage and repair done on old barge)
Other Equipment	N	
<i>Public Information/Education</i>		
Notices and Signs	Y	Economic Development Administration and Steller's Eider Signs located at the boat harbor

Private Dock Facilities

Trident Seafoods' Akutan facility provides year-round seafood processing and fleet support.

Proposed Facilities

In July 2016, Float A was installed in the new boat harbor. The next project would be the design and construction of Float B.

Cold Bay

Contact: City Administrator; Phone: (907) 532-2401.

City Port and Harbor Facilities

The original Cold Bay dock was constructed in 1977 and included a 12-foot-by-1,800-foot approach dock and 4,000 square foot main dock. In 1993, a 60-foot-by-360-foot addition was added. Primary users of the dock are the Alaska state ferry, coastal freighters, fuel barges, and occasional fishing boats and cruise ships. A boat ramp was installed adjacent to the dock in 2002 and repaired in 2012.

Environmental Issues and Concerns

The area adjacent to the dock is impacted by benzene, gasoline range organics, and diesel range organics that exceed ADEC clean-up levels. Cold Bay was placed on the State's 303 (d) list in 1998. A total maximum daily load (TMDL) is being developed.

Plans and Ordinances

Harbor Management Plan	Y	
Oil Spill Response Plan	Y	Part of private fueling operation.
Ordinances	Y	Covers fees.

Facilities and Utilities Available at Harbor

Public restroom facilities/ portable toilets	N	
Fuel	N	No dispensers at dock.
Water	Y	Available May 15 to November 15.
Power	N	
Oil spill response equipment	N	Fuel pipes attached to underside of Dock. Fuels transferred across dock Include gasoline, jet fuel, avgas, and diesel. Fuel company has portable spill response equipment that is available during fuel transfer operations.
Boat lift equipment	N	
Recreational fish cleaning area	Y	Fish cleaning table with running water.

Waste Collection and Disposal Facilities Available at Harbor

Solid waste (Garbage)	Y	Available on a limited basis.
Used oil	N	
Oily bilge	N	
Waste gasoline	N	
Engine coolant	N	
Used batteries	N	
Sewage pumpouts	N	
Recycling	N	

Activities Conducted at Harbor

Hull scraping	N
Bottom paint removal	N
Cleaning	N
Painting	N
Boat construction/overhaul	N
Other businesses	N

Storage/Maintenance Areas

Boats	N
Other Equipment	N

Public Information/Education

Notices and Signs	Y	(Related to parking and times when boats are at dock)
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Private Dock Facilities

There are no private docks in Cold Bay.

Proposed Facilities

The Aleutians East Borough, City of Cold Bay and State of Alaska Department of Transportation and Public Facilities are researching Cold Bay Dock replacement options.

False Pass

Contact: City Clerk; Phone: (907) 548-2319; Fax: 548-2214.

City Port and Harbor Facilities

The City of False Pass operates a dock, boat ramp and a boat harbor. The dock was completed in 1992 with an approach trestle of 18-feet by-450-feet and the main dock is 40 feet wide with a 175-foot face. The dock services the state ferry, bulk carrier, and False Pass Fuel. The boat ramp is adjacent to the dock and can be used to remove smaller vessels when necessary. The boat harbor was completed in 2009 and can accommodate 40 plus vessels 32' to 120' in length.

Plans and Ordinances

Harbor Management Plan	N
Oil Spill Response Plan	Y
Ordinances	Y

Facilities and Utilities Available at Harbor

Public restroom facilities/ portable toilets	N	
Fuel	N	No lines, fuel storage, or dispensers at dock.
Water	Y	
Power	Y	
Oil spill response equipment	Y	A conex with oil spill response equipment is located near the harbor.
Boat lift equipment	Y	Hydraulic boat trailer able to haul boats up to 40-foot long.
Recreational fish cleaning area	N	

Waste Collection and Disposal Facilities Available at Harbor

Solid waste (Garbage)	Y	
Used oil	N	
Oily bilge	N	
Waste gasoline	N	
Engine coolant	N	
Used batteries	Y	Notify Harbormaster on VHF 6
Sewage pumpouts	N	
Recycling	N	

Activities Conducted at Harbor

Hull scraping	N	
Bottom paint removal	N	
Cleaning	N	
Painting	N	
Boat construction/overhaul	N	
Other businesses	Y	Separate businesses run by the

Isanotski Corporation and the False Pass Tribal Council provide gear and equipment storage and warehouse facilities.

Storage/Maintenance Areas

Boats	Y
Other Equipment	Y

Public Information/Education

Notices and Signs	Y
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Private Dock Facilities

Trident owns and operates a steel pile dock in False Pass, which facilitates operations of the False Pass Seafoods fish processing facility, the City of False Pass and the public. False Pass Fuel, under Trident also provides fuel storage and refueling facilities, used oil collection, and boat and gear storage.

Proposed Facilities

The City of False Pass, in conjunction with the AEB, is in the design phase of a new harbor house

King Cove

Contact: Harbormaster; Phone: (907) 497-2237.

City Port and Harbor Facilities

The City of King Cove operates one deep-water dock and two boat harbors. The City's North Harbor provides protective moorage for up to 90 vessels 65 feet long and smaller and is ice-free all year. The Babe Newman Harbor provides additional moorage for vessels ranging from 60 to 150 feet.

Environmental Issues

A total maximum daily load (TMDL) has been established for seafood processing waste residues and settleable solids for King Cove. The Peter Pan Seafoods processing plant has an NPDES permit to discharge wastewater into King Cove. The City of King Cove has two outfalls that discharge wastewater into King Cove. Under Section 301 (h) of the Clean Water Act, the City is exempt from providing secondary treatment.

Plans and Ordinances

Harbor Management Plan	Y	Some documentation – a protocol.
Oil Spill Response Plan	Y	
Ordinances	Y	

Facilities and Utilities Available at Harbor

Public restroom facilities/ portable toilets	Y	Harbor office has toilets and Showers.
Fuel	Y	Line to receive fuel over the dock
Water	Y	
Power	Y	
Oil spill response equipment	Y	Dedicated shed for spill response equipment.
Boat lift equipment	Y	Travel lift.
Recreational fish cleaning area	N	

Waste Collection and Disposal Facilities Available at Harbor

Solid waste (Garbage)	Y	Dumpsters.
Used oil	Y	Collected in drums and disposed in a waste oil burner.
Oily bilge	N	
Waste gasoline	N	
Engine coolant	N	
Used batteries	Y	Covered fish totes.
Sewage pumpouts	N	
Recycling	Y	

Activities Conducted at Harbor

Hull scraping	Y	
Bottom paint removal	Y	
Cleaning	Y	
Painting	Y	Mostly by hand.
Boat construction/major overhaul	N	
Other businesses	Y	AC Store, welding and mechanic businesses adjacent to harbor.

Storage/Maintenance Areas

Boats	N	Boats, crab pots etc.
Other Equipment	Y	Grid.

Public Information/Education

Notices and Signs	Y	
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Private Dock Facilities

Peter Pan operates a seafood processing plant and fleet support facility.

Proposed Facilities

None.

Nelson Lagoon

Contact: Nelson Lagoon Tribal Council Administrator; Phone: (907) 989-2204 (NL);
Fax: (907) 989-2233.

City Port and Harbor Facilities

The Nelson Lagoon Dock is 150 feet long by 35 feet wide and is accessed by a 315-foot-by-28-foot trestle. A 115-foot-by-25.5-foot armor flex boat ramp is located directly adjacent to the dock.

Environmental Issues and Concerns

Nelson Lagoon is located in the Port Moller Critical Habitat Area (PMCHA). Nelson Lagoon has been identified by UFWs as Critical Habitat for the Steller's Eider.

Plans and Ordinances

Harbor Management Plan	N
Oil Spill Response Plan	N
Ordinances	N

Facilities and Utilities Available at Harbor

Public restroom facilities/ portable toilets showers.	Y	Harbor office has toilets and showers.
Fuel	N	No fuel is dispensed over the dock.
Water	Y	
Power	Y	
Oil spill response equipment	N	None dedicated to dock. Fuel storage tanks adjacent to dock have a spill response kit. Propose to upgrade when new fuel tanks are built.
Boat lift equipment	Y up	Hydraulic trailer – able to haul boats to 50 feet long or 30 tons.
Recreational fish cleaning area	N	

Waste Collection and Disposal Facilities Available at Harbor

Solid waste (Garbage)	Y	Collected in 50 gal. barrels.
Used oil burned.	Y	Collected in 50gal. barrels and burned.
Oily bilge	N	
Waste gasoline	Y	Collected in labeled barrels
Engine coolant	N	
Used batteries	Y	Shipped out space available.
Sewage pumpouts	N	

Recycling N

Activities Conducted at Harbor

Hull scraping N

Bottom paint removal N

Cleaning N

Painting N

Boat construction/overhaul N

Other businesses Y (The community power plant and fuel storage tanks are adjacent to the dock.)

Note: Most boats in the community are fiberglass and require little painting or maintenance.

Storage/Maintenance Areas

Boats Y

Other Equipment Y

Note: There is a secure area onshore for boat storage and two buildings. The boat storage area is surrounded by chain link fence. It has electrical plug-ins and a water supply and can hold up to 28 50-foot boats. An adjacent 6,000 square foot building includes lockers and is available for storage of fishing gear and equipment. An 1,800 square foot building houses maintenance equipment (e.g., loader).

Public Information/Education

Notices and Signs Y (Most pertaining to solid waste management.)

Private Dock Facilities

There are no private docks in the community.

Proposed Facilities

Dock repairs are scheduled for summer 2020.

Sand Point

Contact: Harbormaster; Phone: (907) 383-2331.

City Port and Harbor Facilities

The City of Sand Point operates a dock and two boat harbors. The 220' x 60' pile-supported docks. The dock services the state ferry, fuel barges, cargo vessels, container ships, the US Coast Guard, and other miscellaneous vessels.

The Robert E. Galovin Small Boat Harbor went through a complete rehabilitation in 2014 with new floats, gangways, electrical, lighting, water, and more. It can accommodate vessels up to 150 feet in length. The Sand Point New Harbor was constructed in 2008 and has a 350-foot long marginal wharf and a 253-foot long float. The City of Sand Point also operates a 150-ton travel lift, a 35-ton travel lift, and a loading crane on the East Wall is available for use. There is a boat ramp and grid located on the eastern portion of the small boat harbor.

Plans and Ordinances

Harbor Management Plan	N
Oil Spill Response Plan	Y
Ordinances	Y

Facilities and Utilities Available at Harbor

Public restroom facilities/ portable toilets	Y	Available at harbor office.
Fuel	N	No fuel available for boats. Fuel delivery to city facilities.
Water	Y	Available at certain locations.
Power	Y	
Oil spill response equipment	Y	Sorbent booms, kept in secure storage.
Boat lift equipment	Y	
Recreational fish cleaning area	N	

Waste Collection and Disposal Facilities Available at Harbor

Solid waste (Garbage)	Y	Dumpsters available at five stations. No public access to landfill.
Used oil	Y	
Oily bilge	N	
Waste gasoline	Y	
Engine coolant	N	
Used batteries	Y	Used batteries are shipped out every 1-2 years.
Sewage pumpouts	N	
Recycling	N	

Activities Conducted at Harbor

Hull scraping	N	
Bottom paint removal	Y	Majority of boats are fiberglass or steel.
Cleaning	Y	
Painting	Y	No designated painting area. Painting occurs where boat is stored.
Boat construction/overhaul	Y	Engine repair.
Other businesses	Y	Boat repair businesses (wood and fiberglass), metal works, marine electronics (visits periodically).

Storage/Maintenance Areas

Boats	Y	Storage available for 60 foot plus boats.
Other Equipment	Y	Storage for pots and other equipment available at off-harbor areas.

Public Information/Education

Notices and Signs	Y	Subjects include garbage, used oil, parking, sea lions.
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Private Dock Facilities

Trident operates a plant in Sand Point year-round. The company is the primary provider of fuel for boats.

Proposed Facilities

The Aleutians East Borough has funded 100% design and permitting for Float A for the New Sand Point Harbor Float. Construction of Float A will be completed once funds are obtained.

Appendix X

Acronyms

AAC	Alaska Administrative Code
AAHPA	Alaska Association of Harbormasters and Port Administrators
ACMP	Alaska Coastal Management Program
ADEC	Alaska Department of Environmental Conservation
ADFG	Alaska Department of Fish and Game
ADNR	Alaska Department of Natural Resources
ADOT&PF	Alaska Department of Transportation and Public Facilities
AEB	Aleutians East Borough – includes communities of Akutan, Cold Bay, False Pass, King Cove, Nelson Lagoon, and Sand Point
AS	Alaska Statute
ASCP	Aleutians Subarea Contingency Plan
BMP	Best management practices
COE	U.S. Army Corps of Engineers
CWA	Clean Water Act
CZARA	Coastal Zone Act Reauthorization Amendments
EPA	Environmental Protection Agency
ESA	Endangered Species Act
HELP	High-efficiency, low pressure
HVLP	High-volume, low pressure
IDA	International Dark-Sky Association
MARPOL 73/78	A convention adopted by the International Maritime Organization (IMO) in 1973 to limit shipborne pollution by restricting operational pollution and reducing the possibility of accidental pollution.
MMPA	Marine Mammal Protection Act
MSD	Marine sanitation device
MSDS	Material safety data sheets
NFPA	National Fire Protection Association
NOAA	National Oceanic and Atmospheric Administration
NMFS	National Marine Fisheries Service
OHPM	Office of Habitat Management and Permitting (ADNR)
OPMP	Office of Project Management and Permitting (ADNR)
NPDES	National Pollutant Discharge Elimination System
OSHA	Occupational Safety and Health Act

SPCC Plan	Spill prevention, control and countermeasure plan
TMDL	Total Maximum Daily Load. A TMDL is an implementation plan that identifies the degree of pollution control needed to attain and maintain compliance with state water quality standards. The focus of the plan is to reduce pollutant inputs to a level (daily load) that will meet the state water quality standard. TMDLs have been established for Akutan and King Cove. Cold Bay is being evaluated for a TMDL.
USACE	U.S. Army Corps of Engineers
USCG	U.S. Coast Guard
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VOCs	Volatile organic compounds