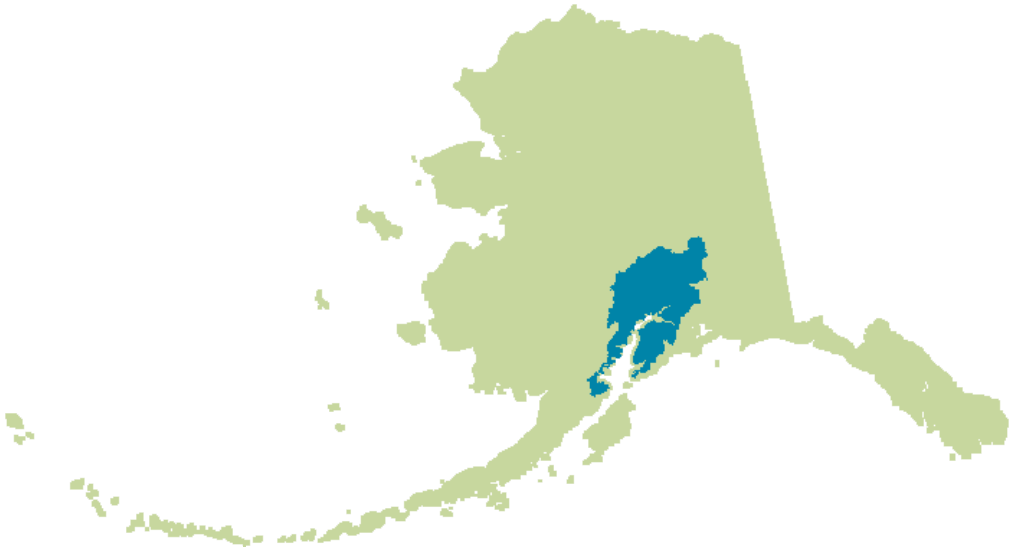
Alaska Clean Harbors Outreach & Tidal Grid Evaluation

FY 2011 Final Report

Prepared for:

Alaska Department of Environmental Conservation
Alaska Clean Water Action Grant #11-14

March 29, 2011—June 30, 2011



Cook Inletkeeper is a community-based nonprofit organization that combines advocacy, outreach, and science toward its mission to protect Alaska's Cook Inlet watershed and the life it sustains.

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TABLE OF CONTENTS

INTRODUCTION

Inletkeeper & Alaska Clean Harbors

Cook Inletkeeper is a community-based nonprofit organization founded in 1995 that combines advocacy, education and science toward its mission to protect Alaska's Cook Inlet watershed and the life it sustains. Through over 15 years of research, monitoring, and advocacy work in the Cook Inlet watershed, Inletkeeper has developed lasting relationships with federal and state agencies, other nonprofit organizations, local governments, and individual citizens. This longtime investment in the Cook Inlet community places Inletkeeper in a unique role to effectively move forward large projects that require input from a diverse base of stakeholders.

Figure 1. Commercial vessels in the Seldovia Harbor, in Kachemak Bay, Alaska.

In 2009 Inletkeeper worked with grant funding from the Alaska Department of Environmental Conservation to develop the framework for the Alaska Clean Harbors program (ACH). ACH began with the creation of the Alaska Clean Harbors Guidebook in 2008, published by Alaska Sea Grant and available online. The Guidebook, developed by a diverse group of Alaska's harbor stakeholders, offers harbor staff an unprecedented resource to help better manage their facilities and educate harbor users. ACH builds off of that document with a Clean Harbors Certification process that lends further assistance to harbor staff and awards, with recognition and technical support, those facilities that are leading the way towards reducing the impacts of harbors on the marine environment.

Alaska Clean Harbors is currently overseen by Cook Inletkeeper, with guidance and support from the ACH Advisory Committee. Members of this committee represent the following organizations and agencies: Alaska Department of Environmental Conservation, Alaska Department of Natural Resources, Alaska Sea Grant Marine Advisory Program, Alaska Green Star, Marine Exchange of Alaska, Prince William Sound Regional Citizens' Advisory Council, and the Alaska Association of Harbormasters and Port Administrators. Contact information for all committee members can be found on the Alaska Clean Harbors website: www.alaskacleanharbors.org.

Projects under ACWA 11-14

Under the Alaska Clean Water Action Grant 11-14, Inletkeeper worked towards 2 main objectives during the fourth quarter of FY11: begin pollution reduction efforts at Big Lake, Alaska through Alaska Clean Harbors work with private marinas and community outreach, and begin to better understand the current status of tidal grids and other vessel maintenance infrastructure and best management practices associated with vessel maintenance at Alaska's harbors. The following sections will describe work done towards these objectives from March 29 through June 30, 2011.

In 2006, Big Lake was listed as impaired for petroleum hydrocarbons that exceeded state water quality standards. Monitoring in 2009 confirmed high levels of hydrocarbons in Big Lake, primarily during high use holiday weekends (Memorial Day, Fourth of July, and Labor Day), and in the vicinity of high use areas (private marinas and public boat launches). Big Lake is a recreational hotspot in the Mat-Su Valley, and the recreational boating opportunities provide economic growth for the area, resulting in a vibrant community deeply connected to the lake.

Figure 2. A map of Big Lake greets visitors at the turn-off to North Shore Drive.

During 2010 and early 2011, local community members and other community stakeholders developed an Action Plan for reducing pollution in Big Lake through targeted outreach and education (find out more online at: http://inletkeeper.org/clean-water/clean-boating/biglake). The Action Plan calls for outreach at private marinas, as well as with boaters at public boat launches and in the wider community, to reduce the number of small spills contributing to the water pollution in Big Lake. The primary objective of this component of the ACWA 11-14 project was to begin these targeted pollution reduction efforts through marina outreach and community engagement.

Marina Outreach

Inletkeeper staff contacted Burkeshore Marina and South Port Marina in April 2011 to follow-up with them regarding participation in the Alaska Clean Harbors program (more information on ACH can be found online at: www.alaskacleanharbors.org). Initial visits to the marinas were made by ADEC staff following communities meetings in Big Lake that identified education and outreach as the primary tool the community wanted to employ to reduce pollution in the lake.

The owners of Burkeshore Marina express interest in working with Inletkeeper and the community to employ pollution reduction practices at their business. Inletkeeper staff met with the owners on April 18 and again on June 11, 2011 and participated in multiple phone and email conversations regarding their current pollution prevention practices. Through these efforts, Burkeshore Marina performed a self-evaluation using the ACH Best Management Practices checklist and from this, Inletkeeper staff developed an action plan that outlines the steps for Burkeshore Marina to become eligible to be certified as an Alaska Clean Harbor.

As a part of this project, Inletkeeper worked with Burkeshore Marina to increase their capacity to deal with oily waste at their facility. They received a Smart Ash Burner unit, which is able to cleanly burn solid waste that is contaminated with a variety of hazardous materials commonly disposed of at marina facilities, including: used motor oil, hydraulic oils, lubricating greases, diesel fuels, and oil filters. Burkeshore is looking

into the long-term possibility of adding on to the burner to use the heat produced from burning the wastes for heating their shop.

Burkeshore staff created a collection bin for used absorbents at their launch ramp and near the fuel dock, with signage that encourages the community at the marina to keep Big Lake clean. They are also now providing absorbent pads and bilge pillows to customers free of charge. Also under this grant, Burkeshore increased their hazardous waste storage ability and is now storing used batteries in a secure and covered location prior to proper disposal through a local vendor.

Burkeshore Marina provides fuel and a wide array of boat repair and maintenance services to the boating community at Big Lake. Catalyzed by the support of Inletkeeper, ADEC, and the community workgroup, they are becoming a leader in environmental stewardship in the community of Big Lake.

Figure 3. Jeremy from Valley Country Fuels/ Burkeshore Marina lights the Smart Ash Burner at Burkeshore's shop on the shores of Big Lake.

Figure 4. Absorbent pads are now distributed and collected at the launch ramp and fuel dock at Burkeshore Marina. The sign reads: "Help Us Keep Big Lake Beautiful Please clean up ALL Oil & Spills by…Using absorbent pads to kleen up spills, Disposing of used pads and oily waste in the blue containers. Thanks!"

Clean Boating Kits

As part of a larger clean boating campaign proposed for Big Lake, Inletkeeper developed materials for distribution to boaters with the aim to reduce oily waste entering the lake from routine boating activities. Seven hundred and fifty bilge pillows were ordered, and Inletkeeper staff custom-designed a wrapper that goes around each pillow. The pillow wrapper includes clean boating tips and instructions on how to use and dispose of the pillow. These bilge pillows can absorb up to 1 quart of oil from the bilge or the bottom of skiff-type boats, and can be instrumental in reducing the amount of contaminated water that enters the lake. Re-usable tote bags were purchased, and a variety of clean boating and fuel savings tip sheets were compiled and printed for inclusion in this pilot-phase of clean boating kits for Big Lake boaters. Inletkeeper staff consulted

with ADEC and received additional copies of the 'Fuel Out, Fish On' leaflet to include in all boater kits. Inletkeeper provided ADEC with comments on the leaflets that may be considered for inclusion in future re-prints. Clean boating kits were distributed at the Big Lake Block Party (see more below), and will continue to be distributed by Inletkeeper and local partners during the FY12 clean boating on Big Lake campaign.

Community Participation

Since February 2011, Inletkeeper has participated in the Big Lake Water Quality Improvement Project community meetings in Big Lake. This workgroup has met 5 times since August 2010, facilitated by Shelly Wade of Agnew::Beck Consulting. The goal of the workgroup is to develop and implement practical solutions for the community to address the petroleum hydrocarbon pollution in Big Lake. Through attending these meetings, Inletkeeper staff coordinated with community members to begin development of outreach activities, including staffing a clean boating table at the Big Lake Bock Party.

Inletkeeper's Outreach and Monitoring Coordinator Rachel Lord, and summer intern Eric Grazia, traveled to Big Lake for the June 11, 2011 Big Lake Block Party. This event was organized by the North America Outdoor Institute and sponsored by many local sponsors, including the Big Lake Community Council. The theme of the Block Party was safety and preparedness. Inletkeeper and ADEC co-staffed a table to encourage Clean Boating on Big Lake with printed materials, clean boater kits, boater surveys, and one-on-one conversations about boating practices and local pollution concerns. During the course of the day, staff handed out 60 clean boater kits, answered questions about pollution on Big Lake, and signed interested community members up to learn more about future clean boating activities in the area. Each individual receiving a clean boating kit completed a boating survey (questions from this survey are included in Appendix A), designed by Inletkeeper staff as a pilot survey to future efforts under the proposed Clean Boating on Big Lake campaign (beginning in late-summer 2011).

Figure 5. Top: Cindy Gilder (ADEC) and Eric Grazia (Inletkeeper) staff a clean boating table at the June 11, 2011 Big Lake Block Party. Bottom: Inletkeeper's Rachel Lord distributes clean boating kits and collects boater surveys from 60 members from Big Lake and surrounding communities.

CLEAN BOATING ON BIG LAKE, CONTINUED

Summary Environmental Benefits and Success Measures

Inletkeeper worked under grant ACWA11-14 to implement action items #1 and #2, developed by the community and included in the Big Lake Water Quality Improvement Action Plan.

Inletkeeper worked with Burkeshore Marina during the fourth quarter and progressed on the second action item on the Big Lake Water Quality Improvement Action Plan – 2010 to 2012: Educate and work with marina owners and staff to implement appropriate components of the Alaska Clean Harbors checklist. Through efforts under this project, Burkeshore Marina now offers free absorbent pads and bilge pillows to customers, as well as a responsible, free, and easy disposal option for oil-contaminated rags, pads, and pillows to all boaters on Big Lake.

Clean boating packet development and outreach at the Big Lake Block Party were important first steps in implementing action item #1: Develop a clean boating campaign that reaches all Big Lake recreators including residents and visitors. Over 100 people in the Big Lake community stopped by the Clean Boating booth at the Big Lake Block party, and 60 people left with oil absorbent pillows and clean boating bags, including the pamphlet 'Fuel Out, Fish On!' from ADEC.

Figure 6. Burkeshore Marina has over 150 slips available for boaters during the summer months.

VESSEL MAINTENANCE INFRASTRUCTURE

The objective for this component of the project was to better understand the current status of vessel maintenance infrastructure and tidal grids at Alaska's harbors, including the scope of work done, grid infrastructure, and current Best Management Practices for Alaska's tidal grids.

Routine boat maintenance activities in Alaska's harbors, often done on tidal grids can introduce paints, solvents, oil, and other hazardous materials into our marine ecosystem. Currently, grids are heavily relied upon by many harbor users in order to complete necessary boat maintenance where hauling boats out of the water may be cost -prohibitive due to geographic location. One of the largest issues facing many of Alaska's harbors is the wide-spread reliance on tidal grids for a full-suite of boat maintenance needs, including scraping and painting hulls, without best management practices in place that guide grid activities. Nearly half of the 106 harbors that were surveyed in the 2005 Alaska Harbor Inventory done by Cornell University reported having grid facilities. Little more is known about the status of tidal grid infrastructure and grid use statewide; however, a survey of 11 harbors in 2009 found that while 9 of the 11 harbors had tidal grid facilities, only 2 of the 11 had best management practices in place at their harbor.

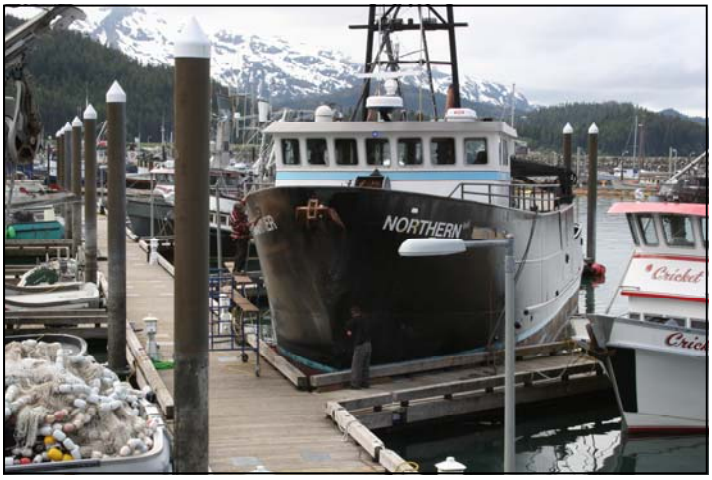

Figure 7. Many mariners around the state do vessel maintenance on the water, often without employing pollution reduction practices.

Survey design and distribution

Survey questions were designed to evaluate the options available for boat owners with vessels of varying sizes at harbors around Alaska. Questions from the survey are included in Appendix B of this report. A glossary of terms is included on page 13.

Results and Discussion

The 2005 Alaska Harbor Inventory by Cornell University identified 106 different ports, harbors and docks in Alaska, managed by 47 different port authorities (which will be termed "harbors" for the remainder of this report). Of the 47 individual harbors, 30 completed the online Alaska Harbor Infrastructure Survey, which is a 63.8% response rate. These harbors represent 88 (83%) of the 106 identified facilities. In addition, they represent 37 (86%) of the 43 individual facilities identified as having one or more tidal grids. The following harbors completed the online survey: Bethel, Cordova, Craig, Dillingham, Elfin Cove, Homer, Hoonah, Hydaberg, Juneau, Kake, Kenai, Ketchikan, Kodiak, Metlakatla, Nome, Ouzinkie, Pelican, Petersburg, Sand Point, Seldovia, Seward, Sitka, Skagway, Thorne Bay, Unalaska, Valdez, Wrangell, Yakutat, one unidentified, and the State of Alaska Department of Transportation (DOT) Ports and Harbors. Information on current tidal grids in King Cove and Whittier was found by phone conversations and internet research by Inletkeeper staff.

Twenty-three of the harbors reported having at least one tidal grid at their facility. One of these

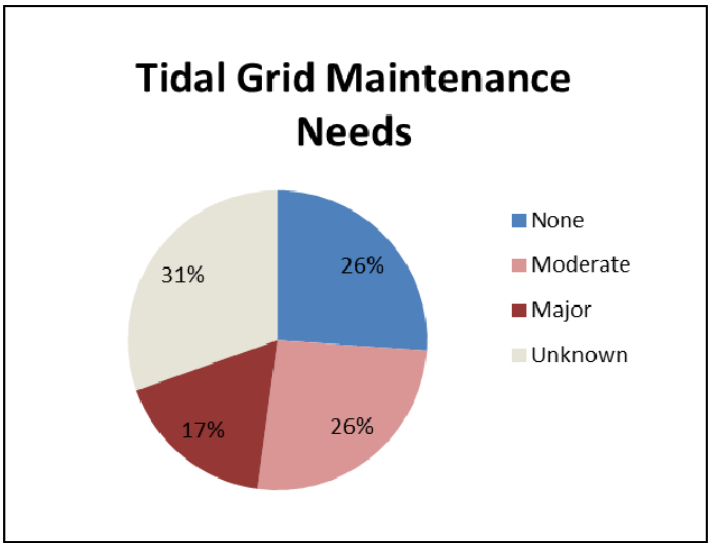

Figure 8. While many harbors did not report on the status of their tidal grids, of those that did over half (52%) need either no work or minor repairs at this time. 17% of the reporting facilities need major work done on their grids, including total replacement.

respondents - the State of Alaska DOT - reported 10 grids from the 25 facilities under their jurisdiction around the state. Of the harbors that reported having grids, 17 provided an estimate of how many customers annually utilized their grid (s). From these numbers, it would be safe to estimate that at a minimum 2,000 boats use tidal grids for maintenance activities every year around Alaska. 26% of the reporting harbors had grid use policies that customers have to sign prior to using the grids, and 30% of the harbors have on-site signage at the grids. During the spring of 2011, and with input from Inletkeeper through the Alaska Clean Harbors program, the Homer Harbor installed new grid policy signs at both of their grids. The Valdez Harbor reported in this survey that they are currently drafting signage for their grid. Of the 14 harbors that reported on the repair needs of their grid(s), 4 needed major repairs, 6 needed moderate repair work, and 6 reported not needing any repairs. Several harbors, including Dillingham and Whittier, have decommissioned grids in the 6 years since the 2005 Cornell Survey. As facilities face high repair costs and an uncertain regulatory environment they will need to make decisions on grid repair versus decommissioning of their grid facilities. These decisions have the potential to significantly impact the boating community depending on alternative options available and the associated costs to do necessary vessel maintenance and hull inspections in communities around the state.

Options for hauling out vessels exist at 14 of the responding public harbors. The majority of the haul-outs are Travelifts, ranging from 25 ton (Whittier) to 660 ton (Kodiak). Other haul-out types include hydraulic trailers and tractors. It should be noted that in some communities there are private businesses with the capacity to haul-out vessels of varying sizes. These were not captured sufficiently in this survey to provide accurate information on the extent of this option for

Table 1. Breakdown of reporting facilities and their respective capacity for maintenance on tidal grids or through haul-outs. Facilities with asterisks (*) indicated that they have local businesses that provide haul-out services, but none are offered on-site.

Tidal Grid and Haul-out (maximum tons)	Grid, No Haul-out	Haul-out (max tons), No Grid	No Grid, No Haul-out
Kodiak (660)	Pelican	Seward (250)	Dillingham*
Hoonah (220)	Elfin Cove	Metlakatla (65' x 17')	Bethel*
Wrangell (150)	Hydaburg		Kenai
Cordova (150)	State-owned		Nome*
Sand Point (150)	Petersburg*		Unalaska*
Juneau (100)	Sitka*		Ouzinkie
Craig (80)	Homer*		
Valdez (75)	Kake		
Whittier (25)	Thorne Bay		
Skagway (20)	Yakutat**		
Seldovia (<20)	Ketchikan*		

* Communities with known private businesses that provide haul-out services.
** Yakutat was approved funding in the FY12 State budget for developing a hydraulic lift

Figure 9. Signage for the steel grid at the Homer Harbor. The old language (top) was replaced with an updated and more comprehensive sign (bottom) in 2011, with input from the Alaska Clean Harbors program. A similar sign was installed at the wood grid on the other side of the harbor.

boat owners around Alaska. Eight facilities provided estimates of the number of customers utilizing haul-out options available. Combined with the harbors that did not report information, we would estimate that at least 1,100 boaters per year utilize haul-out options at public harbors around Alaska. Again, this does not include the haul-outs that occur at private businesses where available. We suggest that further work be done to better understand all costs and options for vessel maintenance available to vessel owners in coastal communities, and potential option for increasing local capacity where needed. In response to the question "What do you think are the top 1-3 needs of your customers for boat maintenance/repair that aren't currently provided for?", 9 responses indicated the need for covered areas to perform boatwork, 7 for washdown pads, and 8 for new or increased haul-out capacity.

Of the 30 facilities that responded to the survey, 16 said they have upland boatyard areas available for customers to do boat work. Users of the State-owned facilities reportedly rely either the tidal grids or beaches for boatwork, with no dedicated uplands available in these often remote locations. From the provided estimates, a minimum of 2,000 boaters per year utilize upland areas at public harbors for boat work. Of the 16 harbors with upland boatyard areas, 8 indicated that they have a washdown pad available. Five of the washdown pad facilities capture and treat their wash water prior to disposal. Seven of the 16 harbors with upland boatyard areas have dust control measures in place.

Summary Environmental Benefits and Success Measures

Under this project, Inletkeeper updated the 2005 Cornell survey of harbor infrastructure, specifically for infrastructure and services related to vessel maintenance and repair around the state. Information gathered through this project will be useful in a future mapping effort through Alaska Clean Harbors to better understand the geographic distances and options for mariners to do boat work at our public harbors around Alaska. Inletkeeper plans to continue work on this for

the upcoming October 2011 Alaska Association of Harbormasters and Port Administrators annual meeting in Homer. The survey respondents clearly indicated needs for dedicated boatwork areas, including washdown pads with wash water capture and treatment and covered areas, at our harbors. Also clear from the survey was the potential for more outreach and education with harbors and boaters to increase understanding and implementation of pollution reduction practices available while using the currently available infrastructure. The Homer Harbor installed signage at their two tidal grids; language from these signs may be applicable to be used by other facilities in Alaska.

Ongoing Clean Harbors Work

In 2011-2012 Inletkeeper will continue to work with the community of Big Lake and with harbors around the state to implement pollution reduction practices with boaters and boating facilities. More information can be found online at www.inletkeeper.org, or for more statewide information at www.alaskacleanharbors.org.

Acknowledgements

Inletkeeper thanks the Alaska Association of Harbormasters and Port Administrators for their ongoing support of Alaska Clean Harbors and pollution reduction efforts around the state. We also thank the members of the Big Lake working group, and the staff at Burkeshore Marina for their great efforts and pro-active interest in protecting Big Lake for everyone.

PICTURE GLOSSARY

Tidal grids are used by boaters to do maintenance and repair activities at low tides. Pictured are grids in Sitka (left) and Cordova (right)

Travelifts are common in Alaskan harbors. This 150 ton Travelift is in Cordova.

Several facilities around the state have **hydraulic trailers** as a haul-out option. This 80 ton is in Craig (photo from: http://www.craigak.com/index_files/boathaulout.htm)

Washdown pads are available at some facilities. These are dedicated upland areas for boat washing. Few facilities in Alaska have the capacity to capture and treat washdown waste water. Pictured on the left is a small washdown pad for trailered vessels in Seldovia.

Big Lake Boating Survey
Summer 2011

1. How many <u>years</u> have you been boating on Big Lake? (please circle one)

First Time! 1-3 yrs 4-10 yrs +10 yrs

2. Where do you live most of the year (city and state)?

_____

3. What kind of boating activities do you participate in on Big Lake (circle all that apply)?

Cruising Fishing Jet Skiing

Sailing Camping Waterskiing

Swimming Other:_____

4. Where do you most often launch your boat at Big Lake?

Private marina Public dock Private launch

5. Where do you most often fuel your boat?

Gas station prior to launching

Marina with a fuel dock

Bring own gas cans to refuel

6. How many gallons of fuel do you use during a <u>typical day</u> on the water?

Less than 10 gallons

10 to 15 gallons

16 to 20 gallons

More than 20 gallons

7. How often do you change the oil in your boat or jet ski?

1-2 times a year 3-5 times a year

I don't change the oil

8. How do you usually dispose of your used oil (circle one)?

In trash

Used oil collection at marina

Use bilge pump

Save it for later

Used oil collection at the dump

Other:_____

9. Have you ever taken a boating safety class in Alaska or another state?

Yes – Alaska

Yes – Outside

No

10. Rank the following services and information available in Big Lake:

Rate each category in Big Lake:	Great	OK	Poor	I don't know
Boat launches/ramps				
Marinas				
Fueling stations				
Safety information				
Availability of used oil disposal				
Availability of trash disposal				
Boat repair/services available				
Other visitor services				

11. Please tell us a little about yourself:

Age: Under 20 21-30 31-50 50-65 65+

Gender: Male Female

Number of people in your household: _____

How many are under 18 years old? _____

Big Lake Boating Survey
Summer 2011

Dear Big Lake Boaters,

It's summer! With the ice out of the lake, it's time again to take to the water. We started working with the Big Lake community in 2010 on pollution prevention efforts to make sure you continue to have a fun and safe boating experience during the summer.

Did you know that Big Lake was listed as polluted by the Alaska Department of Environmental Conservation? Studies in 2004, 2005 and in 2009 showed high levels of petroleum hydrocarbons – compounds that come from gas, oil, and other petroleum products. Through a series of meetings, the community of Big Lake created an action plan to work together to ensure Big Lake is healthy for our families and children. This is where you come in!

You can make a difference! Please take a minute to fill out our survey to help us plan ahead for more clean boating activities. In exchange for this, we'd like to give you a **FREE clean boating bag.** Inside you'll find some information on clean boating, as well as an oil absorbent pillow. Use this pillow in the bilge of your boat (make sure to secure it in place!) to soak up any spilled oil from your engine before you pump out the water.

When your bilge pillow is full of oil, carefully put it in a bag and take it over to Burkeshore Marina. The folks at Burkeshore have been working hard this spring to provide more services to help you be a clean boater on Big Lake! They have a new Smart Ash Burner that will completely burn up your used oil pillow, leaving a small pile of harmless ash behind! Make sure to use absorbent pads to stop drops of fuel and oil from entering the water, and together we can take care of Big Lake. Check out the 'Fuel Out, Fish On!' guide for more information on what you can do when you're fueling your boat or jet ski.

And with that,
Fuel Out, Fish On!

Sincerely,

Rachel Lord
Cook Inletkeeper/Alaska Clean Harbors

Please return your survey to the folks who gave it to you to get your FREE clean boating bag!

With funding from the Alaska Department of Environmental Conservation's Alaska Clean Water Action Grant program.

AK Harbor Infrastructure Survey

1. Some Background

Dear Harbormasters,

Alaska Clean Harbors developed the following survey to better understand what resources are currently available to Alaskan boaters for boat maintenance and repairs at our harbor facilities statewide.

Please take a moment to fill out this survey – it should take no more than 15 minutes of your time.

Results from this survey will be posted on the Alaska Clean Harbors website, www.alaskacleanharbors.org. We will utilize this information to understand the resource needs of the fleets in our harbors and to better direct our outreach and educational efforts provided for boaters around the state.

Please don't hesitate to contact me with any questions or concerns at 907-235-4068 x29.

Sincerely,

Rachel Lord, Outreach and Monitoring Coordinator
Alaska Clean Harbors/Cook Inletkeeper

1. Please tell us:

Facility Name(s):

Your Name and Position:

Address:

Email:

Phone:

Fax:

Website:

2. Does your facility have (check all that apply):

- [ ] Fuel dock/Fueling station(s)
- [ ] Sewage pumpout(s)
- [ ] Tidal grid(s)
- [ ] Washdown pad(s)
- [ ] Upland boat storage/maintenance
- [ ] Fish cleaning station(s)

3. How many slips does your harbor have available for boaters?

4. How many feet of transient moorage is available?

AK Harbor Infrastructure Survey

2. The Heart of the Survey

1. Does your facility have a travel lift(s), or other method for hauling out?

- ◯ Yes
- ◯ No

If your facility does NOT have any lifts or haul out options, please go to question #5

For each travelift/haul-out option, please fill out the following information:

2. Travelift/Haul-Out #1

Travelift or other type of haul-out?

What is its capacity?

How many boats are hauled out each year?

What is the fee schedule for utilizing the haul out/lift (base rate, additional fees, vessel storage)?

3. Travelift/Haul-Out #2

Travelift or other type of haul-out?

What is its capacity?

How many boats are hauled out each year?

What is the fee schedule for utilizing the haul out/lift (base rate, additional fees, vessel storage)?

4. Travelift/Haul-Out #3

Travelift or other type of haul-out?

What is its capacity?

How many boats are hauled out each year?

What is the fee schedule for utilizing the haul out/lift (base rate, additional fees, vessel storage)?

5. Does your facility have upland storage capacity for vessels?

- ☐ Yes
- ☐ No

6. Does your facility have boatyard capacity for boat maintenance, repair, and/or construction activities?

- ◯ Yes
- ◯ No

If you don't have upland facilities for boat work of any type, please go to question #15

7. Does your facility have an operational washdown pad?

- ◯ Yes
- ◯ No

8. Is washdown water treated before discharge?

- ◯ Yes
- ◯ No
- ◯ N/A (no washdown pad)

9. About how many boaters utilize upland areas at your facility for boat work?

10. Are there dust control measures in place at upland facilities for sanding and/or sand blasting activities?

- ◯ Yes
- ◯ No

11. How many tidal grids are available at your facility?

12. Grid #1

What is its length and capacity?	
How many boats per year use it?	
What size boats use it?	
What are the fees associated with use?	
How would you characterize its current maintenance needs?	
Is fresh water available to users?	
Is shore power available to users?	

AK Harbor Infrastructure Survey

13. Grid #2

What is its length and capacity?

How many boats per year use it?

What size boats use it?

What are the fees associated with use?

How would you characterize its current maintenance needs?

Is fresh water available to users?

Is shore power available to users?

14. Grid #3

What is its length and capacity?

How many boats per year use it?

What size boats use it?

What are the fees associated with use?

How would you characterize its current maintenance needs?

Is fresh water available to users?

Is shore power available to users?

15. Does your facility have a signed agreement with relevant policies required for grid users? If yes, is it available online or by contacting your facility?

16. Is there signage of grid rules on-site?

- ◯ Yes
- ◯ No

17. What are the vessel manning requirements while a vessel is utilizing the grid?

18. What do you think are the top 1-3 needs of your customers for boat maintenance/repair that aren't currently provided for? (this could include infrastructure upgrades or additional facilities either at your facility or in the community)

19. Please feel free to share any additional thoughts with us on the topic of facilitating boat repair and maintenance opportunities for your customers.

AK Harbor Infrastructure Survey

3. And some follow-up...

1. Are you familiar with the Alaska Clean Harbors program?

- ◯ Yes
- ◯ No

2. Would you be interested in receiving more information about Alaska Clean Harbors?

- ◯ Yes
- ◯ No

3. Are staff from your facility planning to attend the 2011 AAHPA meeting in October (being held in Homer)?

- ◯ Yes
- ◯ No
- ◯ Probably
- ◯ Probably Not

4. Please share any comments or feedback you have on Alaska Clean Harbors and/or this survey. Thank you!

AK Harbor Infrastructure Survey

4. Thank You!

Thank you for taking the time to fill out this survey. Please contact me with any questions or comments. Look this summer for the results of this survey at: www.alaskacleanharbors.org

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