

## CITY OF DILLINGHAM, ALASKA

## RESOLUTION NO. 2013-16 (AM)

**A RESOLUTION OF THE DILLINGHAM CITY COUNCIL INCREASING THE HARBOR FEES AND AMENDING THE FEE STRUCTURE EFFECTIVE MAY 1, 2013**

WHEREAS, the harbor fees were last amended in 2004;

WHEREAS, staff reviewed the fees and fee structure and proposed that some changes were in order;

WHEREAS, the proposed changes were vetted through several meetings of the Port of Dillingham Advisory Committee and the Finance and Budget Committee and are being recommended for adoption;

NOW, THEREFORE, BE IT RESOLVED that the Dillingham City Council hereby authorizes the proposed changes to the Harbor Fees **effective May 1, 2013** as follows:

<b><u>FEE DESCRIPTION</u></b>	<b><u>CURRENT</u></b>	<b><u>PROPOSED</u></b>
Moorage	\$260/year 25' and over	No Change
	\$70/year vessels under 25'	Require a sticker (\$70)
Bulkhead	\$7.50 / ft	Refer to Port of Dillingham Terminal Tariff No. 400 – Gross Tonnage
	\$25.00 all day docking	Not used unless on daily
	\$50.00 for skiffs under 25'	Delete
Launch / Haul out Fee	\$70 / per L/HO vessels 25' and over without a sticker – different days	No Change
	\$100.00 in / out for vessels over 25' without a sticker – same tide	No Change
	\$25.00 per L/HO vessels under 25'	Delete
Transient Moorage	\$25 /day vessels over 25' regardless of number of times used	\$45.00 per day regardless of number of times used
	\$12.50/day skiffs under 25' regardless of number of times used	Require a sticker (\$70)
Wharfage Charges	Per adopted DLG Tariff	.35 per 100 lbs NOS – Not Otherwise Specified Refer Port of Dillingham Terminal Tariff
Harbor Services		
Other Services	\$50.00 / man hour of service	No Change

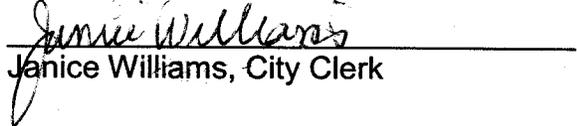
PASSED and ADOPTED by a duly constituted quorum of the Dillingham City Council on April 11, 2013.

SEAL:



  
Alice Ruby, Mayor

ATTEST:

  
Janice Williams, City Clerk

**Subject:** A resolution of the Dillingham City Council approving an increase in the harbor fees and amending the fee structure

Agenda of: April 11, 2013

Council Action:
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Manager: Recommend approval.

City Manager: Carol Shade, acting  
Rose Loera

Route To:	Department / Individual	Initials	Remarks
X	Port / Jean Barrett	<i>JB</i>	
X	City Clerk / Janice Williams	<i>JW</i>	

**Fiscal Note:** Yes \_\_\_\_\_ No X Funds Available: Yes \_\_\_\_\_ No \_\_\_\_\_

**Other Attachment(s):** None

**Summary Statement.**

This resolution was vetted through the Finance and Budget Committee and the Port of Dillingham Advisory Committee and is being recommended for adoption.

The harbor fees that were amended in Resolution No. 2004-12, were inadvertently omitted when the Port of Dillingham Terminal Tariff No.400 was revised and adopted in 2007. Following adoption of Resolution 2013-16 the harbor fees will be added to the Terminal Tariff.

At the December 21, 2012 Port of Dillingham Advisory Committee Meeting, Jean Barrett reviewed the following harbor fees:

Moorage fees – suggested no change.

- Skiff fees – suggested removing the in and out fees for skiffs applied mostly to guiding outfits, and charge a sticker fee for all skiffs.

Discussion:

- spoke in favor of encouraging people to buy a seasonal ticket so staff was not having to track down skiffs and boats that would otherwise pay a daily fee.

Bulkhead fees – noted in 2012 year he had started charging the larger boats, scows and tenders, gross tonnage per 24 hour period same as the dock. This had effectively eliminated vessels from camping out at the bulkhead.

- Docking fee of \$25/day and \$50/day for Skiffs under 25' – noted he had never applied the \$50/day fee, but \$25/ a day had been applied for transient moorage. Commented if the crew of a 32 footer with a sticker needed work done at the bulkhead, they were not charged the \$25/day docking fee as long as they did their business and moved on.

### Launch/Haul Out fee

- \$70 per launch and \$70 per haul out for vessels 25' and over, applied the rate to those that wintered in Dillingham, then launched in the season and went to other rivers to fish, returned, and for time spent in the harbor pay a \$25 daily rate.
- \$100 In/Out fee – for vessels that didn't have a sticker, and launch and haul same tide. If boat had a sticker, there was no charge.
- Vessels under 25' \$25 Launch and Haul Out fee – suggest deleting it and require a sticker for all skiffs.

Transient Moorage – in 2001 rate was \$37.50/day, in 2004 it dropped to \$25/day for vessels over 25' regardless of number of times used. Suggested it be a requirement that all boats have a harbor sticker to eliminate staff time keeping track of these boats. Past year staff kept track of over 120 boats on the daily rate. Staff had provided a sticker after \$260 reached “regardless of the number of times used”. Suggested going back to the \$37.50/day to encourage purchasing a sticker. (Final proposal increased to \$45 per day).

### Discussion:

- suggested increasing the daily rate to make it worth it to purchase a sticker; and
- commented when the harbor was filled with boats, staff was being pulled away from more important services in order to track boats on a daily rate.

Transient Moorage - Vessels under 25' \$12.50/day regardless of times used – had been administering this at \$25 a day. Suggested all skiffs and boats be required to purchase a sticker (\$70 for the season) and do away with the in and out rate. Noted for a skiff that entered the harbor to do some quick grocery shopping on the same tide, there have been no charges.

Wharfage (freight) fees – administered NOS (Not Otherwise Specified) charges at \$.35/per 100 pounds that covered all goods coming over the bulkhead. Individuals with a harbor sticker are free to use the bulkhead to change nets, remove rollers, with help of staff if available, considered a service for purchasing a sticker. Those paying the daily rate were charged per pound.

Harbor services – “other services” \$50/per man hour plus equipment use, suggested retaining the language, but eliminate the list of individual goods at different rates. Hadn't been charging for helping to submerge skiffs swamped due to negligence, but will going forward. Didn't feel they should add to someone's misery by issuing a bill when they've helped submerge a skiff due to a storm.