

**City Manager**  
Glenn Steckman

**Port Director**  
Joy Baker

**Harbormaster**  
Lucas Stotts



**Nome Port Commission**  
Jim West, Jr., Chairman  
Charlie Lean, Vice Chairman  
Derek McLarty  
Shane Smithhisler  
Vacant  
Russell Rowe  
Gay Sheffield

102 Division St. • P.O. Box 281  
Nome, Alaska 99762  
**(907) 443-6619**  
Fax (907) 443-5473

**NOME PORT COMMISSION  
WORK SESSION & REGULAR MEETING AGENDA  
THURSDAY, NOVEMBER 18, 2021 @ 5:30/6:30 PM  
COUNCIL CHAMBERS IN CITY HALL**

WORK SESSION – 5:30PM:

DISCUSSION ON PORT EXPANSION DOCK OPTIONS AND PLANNING OF UTILITIES (BRISTOL-PND-CRW)

OVERVIEW OF INNER HARBOR CAP 107 LAYOUT OF MODIFIED DREDGING LIMITS

REGULAR MEETING – 6:30PM:

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
  - 21-09-15 Regular Meeting
- IV. CITIZEN'S COMMENTS**
- V. COMMUNICATIONS**
  - 21-9-15 – Bering Strait Festival 8.1.22 – 8.7.22
  - 21-9-23 – The Correct Tool – BA1100
  - 21-11-10 – Two Icebreakers to Rescue Ice-locked Ships in Northern Sea Route
  - 21-11-11 – 2022 AAHPA Scholarship Flyer
  - 21-11-15 – Graphite One Info
- VI. COMMISSIONER UPDATES**
- VII. HARBORMASTER REPORT**
  - 2021 Season Closeout & Winter Maintenance/Planning
- VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE**
  - 21-10-22 Port Director/Projects Status Report
    - AAHPA Harbormaster of the Year
- IX. OLD BUSINESS**
  - NONE
- X. NEW BUSINESS**
  - Action on Deep Water Basin Dock Options
  - Action on Inner Harbor Dredging Layout Changes
- XI. CITIZEN'S COMMENTS**
- XII. COMMISSIONER COMMENTS**
- XIII. NEXT REGULAR MEETING**
  - December 16, 2021 – 5:30pm
- XIV. ADJOURNMENT**

august 1 - 7, 2022

# BERING STRAIT FESTIVAL EXPEDITION

EXPERIENCE THE AGE-OLD CULTURE AND LIFESTYLE OF MARINE MAMMAL HUNTERS IN THE BERING STRAIT. EXPLORE THE BERING STRAIT ON YOUR OWN HISTORIC EXPEDITION. ONLY ON THESE **7 DAYS** OF THE YEAR.



August 1 - 7 2022

# BERING STRAIT

# FESTIVAL EXPEDITIONS

EXPERIENCE THE AGE-OLD CULTURE AND WAY OF LIFE OF THE BERING STRAIT SEA MAMMAL HUNTERS. EXPLORE THE BERING STRAIT ON YOUR OWN HISTORIC EXPEDITION. **FOR THIS 7 DAYS A YEAR**, ONLY.





CHUKOTKA

ALASKA

## WANT TO DO YOUR OWN EXPEDITION ACROSS THE BERING STRAIT ?

**FOR 7 DAYS ITS NOW POSSIBLE.** AUG. 1 - 7 2022. COME **JOIN US IN CHUKOTKA, RUSSIA** AND MAKE YOUR OWN HISTORIC CROSSING OF THE BERING STRAIT TO ALASKA, USA USING YOUR OWN VESSEL -- OR WORKING WITH OUR TEAM AT BASECAMP.

THE BASECAMP IS PART OF THE FESTIVAL WITH SKIN BOAT RACES, WHALE MEAT COOKING OVER OPEN FIRES AND THE BEAT OF WALRUS DRUMS.

YOU HEAD TO SEA FROM THE LAUNCH PAD AT BASECAMP, THEN CROSS THE STRAIT 86 KM / 43 MILES TO OUR RECEIVE PAD IN ALASKA.

ALL FESTIVAL PARTICIPANTS WILL HAVE **OPEN BORDERS!** SAILORS, EXPLORERS, SPORTSMEN & SEA MAMMAL HUNTERS WELCOME!

## DO YOU WANT TO MAKE YOUR OWN EXPEDITION THROUGH THE BERING STRAIT?

**WITHIN 7 DAYS IT IS NOW POSSIBLE.** FROM 1 TO 7 AUGUST 2022. JOIN **US IN CHUKOTKA, RUSSIA,** AND MAKE YOUR OWN HISTORIC CROSSING OF THE BERING STRAIT TO ALASKA, USA, USING YOUR OWN VESSEL - OR WORKING WITH OUR TEAM AT BASE CAMP.

THE BASE CAMP IS PART OF A FESTIVAL WITH LEATHER BOAT RACES, COOKING WHALE MEAT ON OPEN BONFIRES AND PLAYING WALRUS DRUMS.

YOU HEAD TO SEA FROM THE LAUNCH PAD AT BASE CAMP, THEN CROSS THE STRAIT 86 KM/43 MILES TO OUR RECEPTION SITE IN ALASKA.

ALL PARTICIPANTS OF THE FESTIVAL WILL HAVE OPEN **BORDERS!** SAILORS, EXPLORERS, ATHLETES AND MARINE MAMMAL HUNTERS ARE WELCOME!



## The correct tool



APEKingKong2.png  
.png File



City-of-Nome-Strategic-Development-Plan-Outer-Harbor-Development-ALT-8B-9-17-2020-2.jpg  
.jpg File



46 cu M (2).jpg

Caution! This message was sent from outside your organization.

Joy, Lucas,

I overlaid your concept from pnd with sketchup and added up the volume. If instead of using those thin, junk cell pile sheets that PND was sued for in Anchorage, my drawing shows concrete wall that can be poured and steam cured right in Nome. All that needs to be barged up is cement.

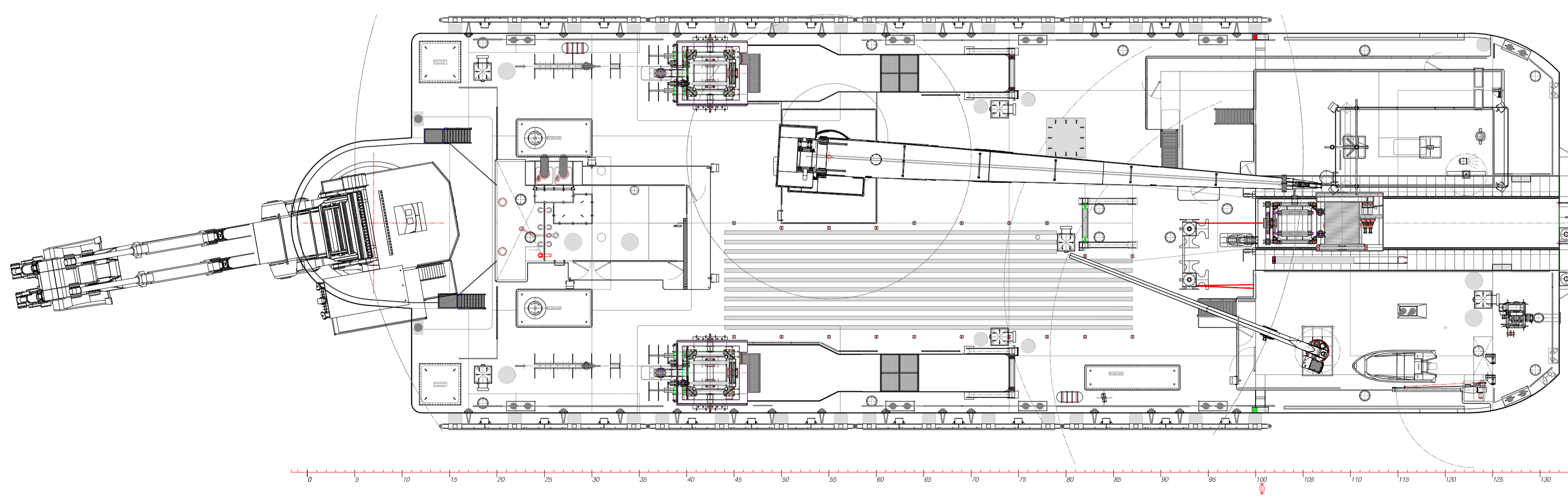
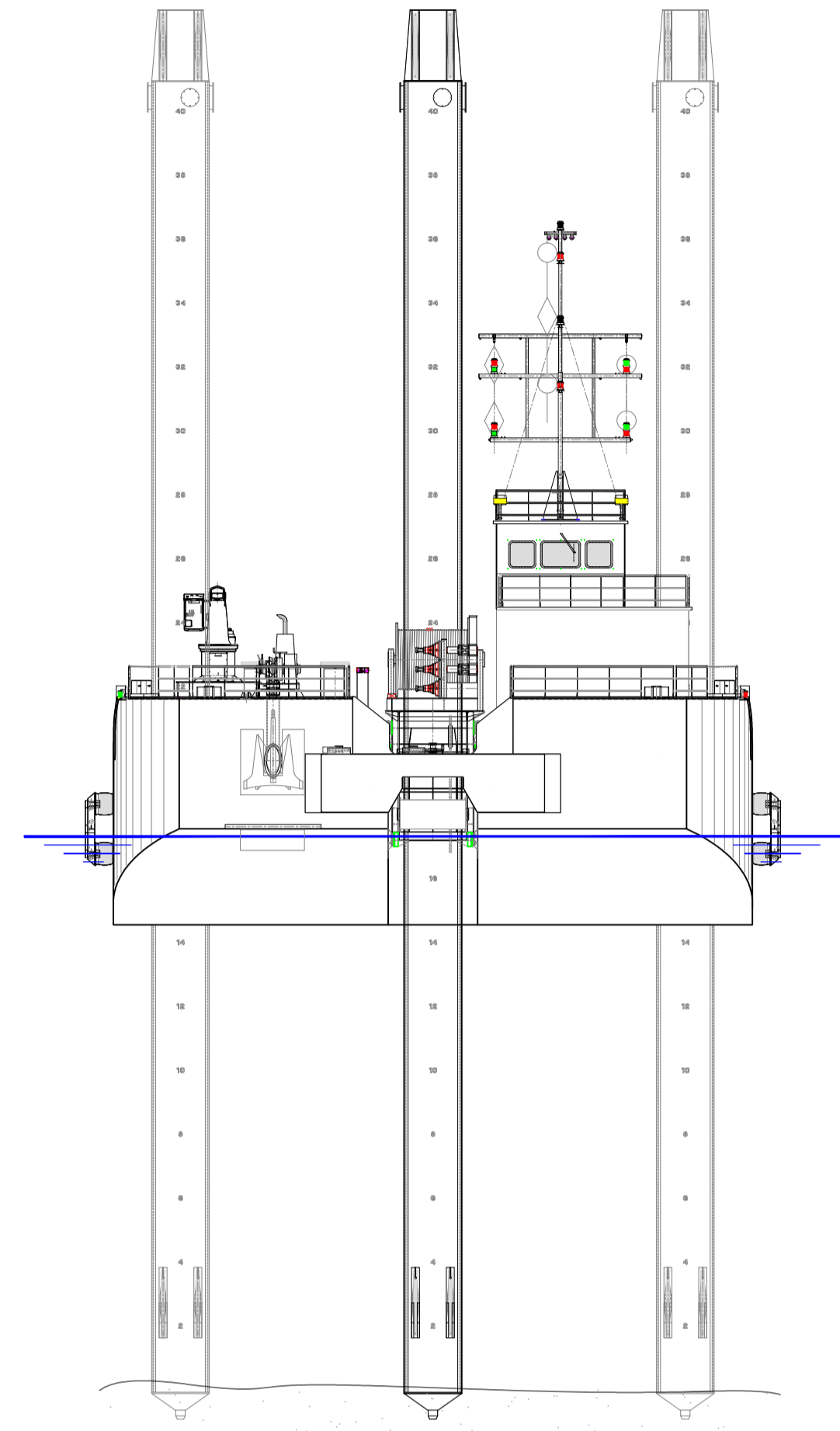
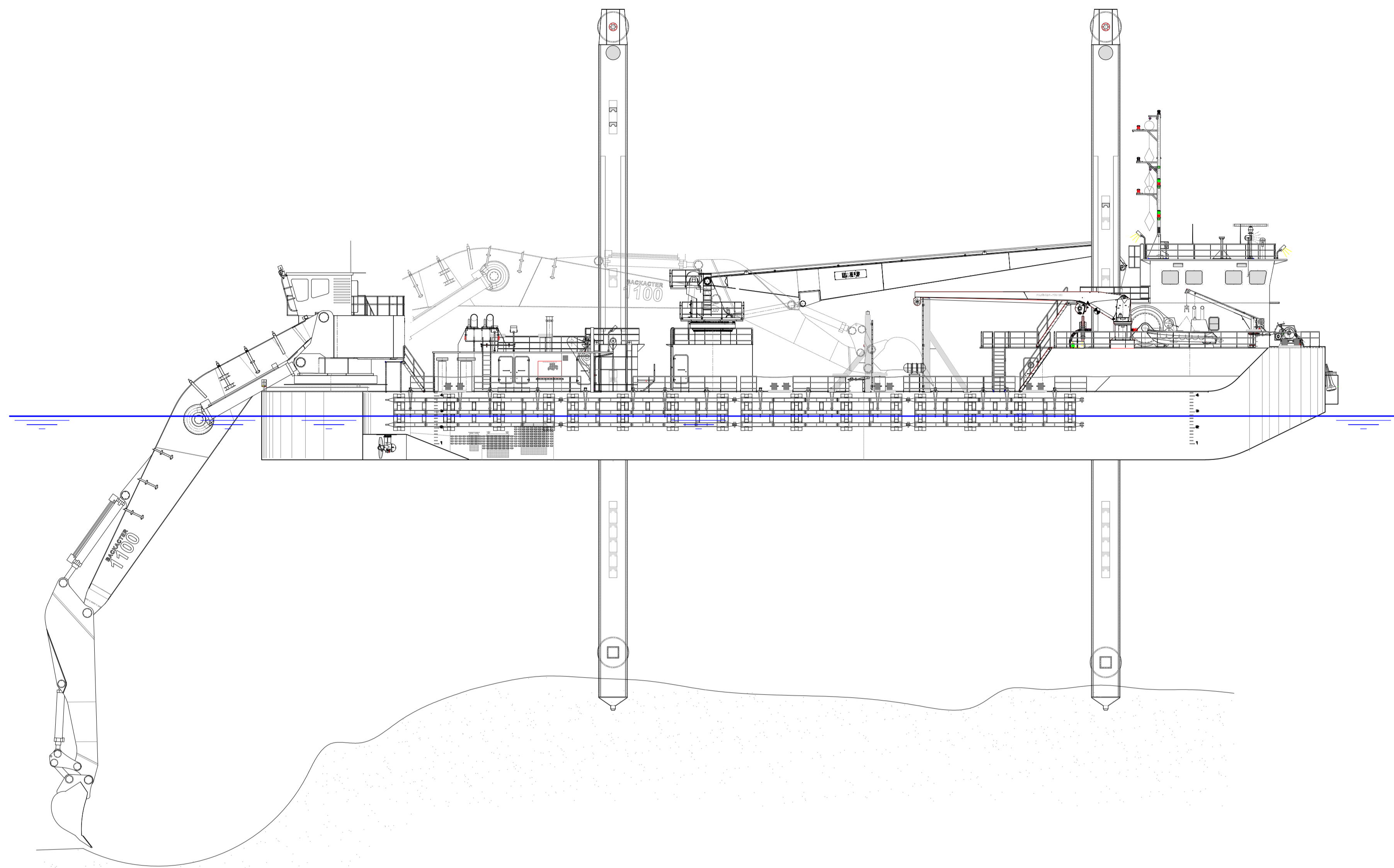
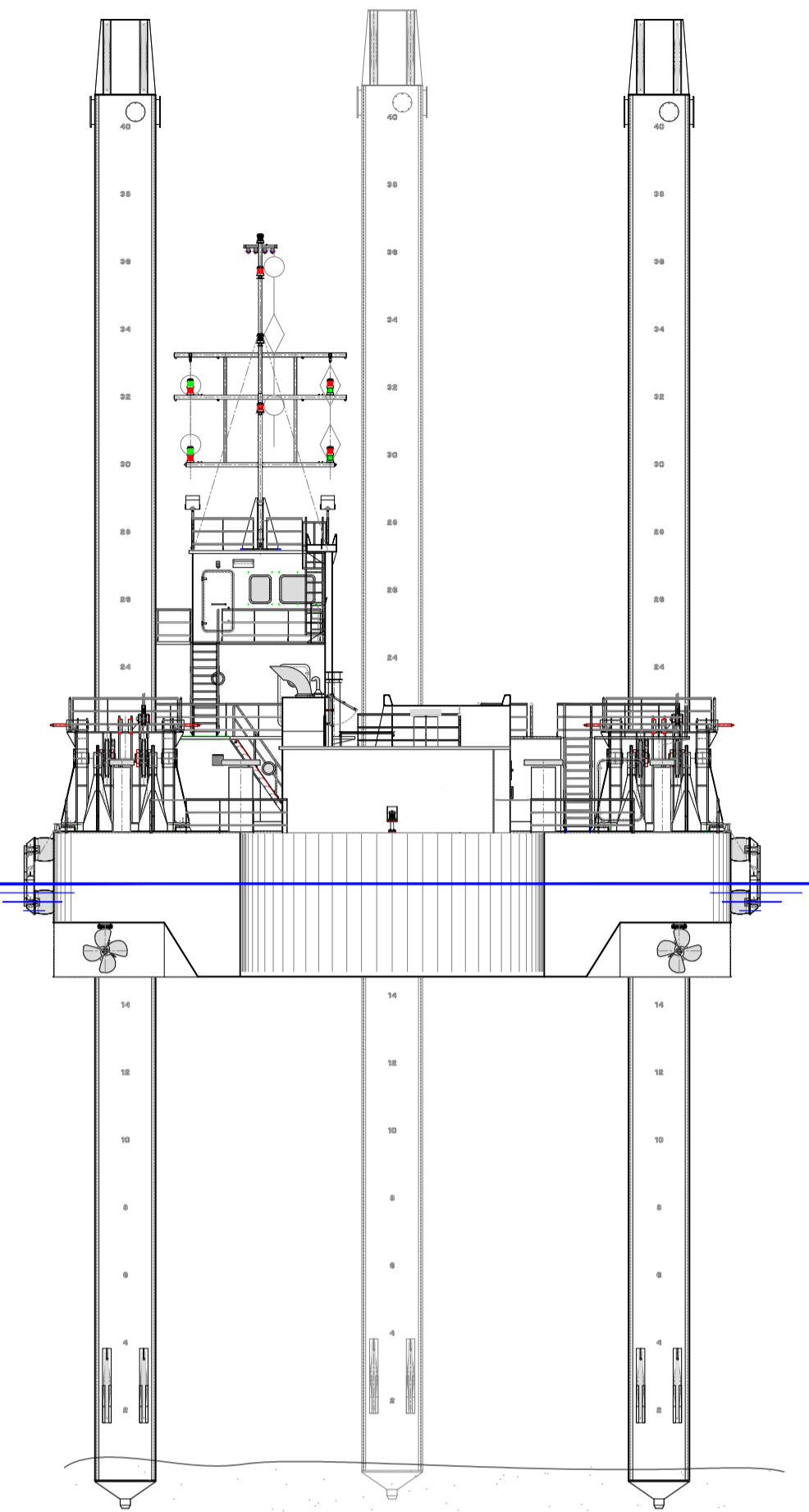
The APE Kong vibrohammer can drive big sections right down in to nome outwash cobble.

The 5000 yd splitbarge shown takes 80 to 90 minutes to fill.

The 180 ton grapple can swivel and set monstrous armor stone.

Is a \$28M dredge and two \$5M splitbarges worth \$200M in savings? 14 months construction time...if the stone can be broken fast enough at the quarry.

If it is home ported in Nome we could break ice getting out in the spring and break ice getting back up and out in the late fall.



**S1 - Type Dipperdredger:**

- Self manoeuvrable
- Classification:  $\pm$  1 3/3 (-) Dipperdredger
- Dimensions: Deep Sea Towing, Length: 66.85 m, Breadth: 20.00 m, Depth: 4.25 m, Frame spacing 500 mm
- Basic spud length: 41 m
- Spud: Square 1800mm
- Auxiliary Propulsion: 2x 500 kW Thrusters
- Spud winches: 105 ton

**Donge Backacter: "BA 1100"**

- Max. dredging depth : 26.00 m
- Mono block boom : 23.80 m
- Stick : 6.5 m / 13.5 m
- Bucket : approx. 20 m<sup>3</sup> / 13 m<sup>3</sup> SAE

Max. working depth : 30.00 m\* approx

Note: \* = Depending on excavator's equipment

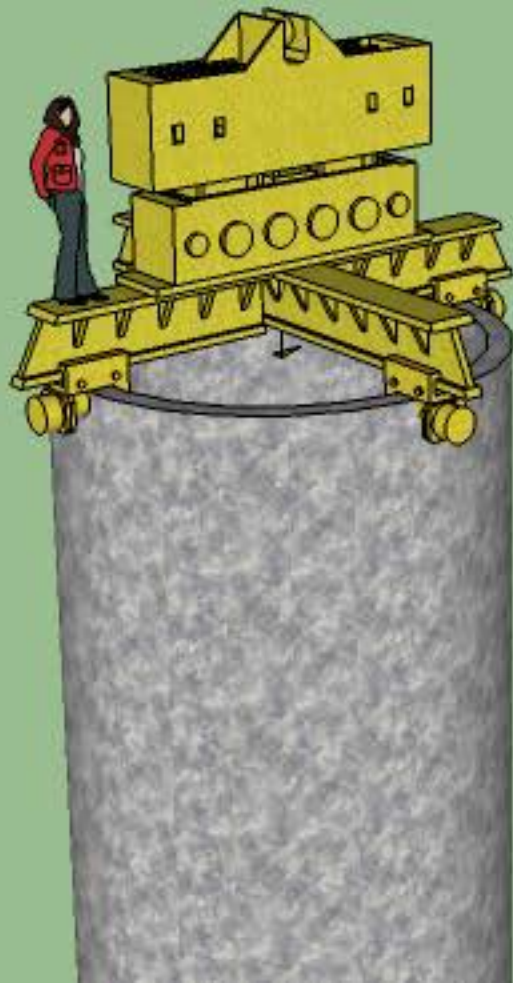
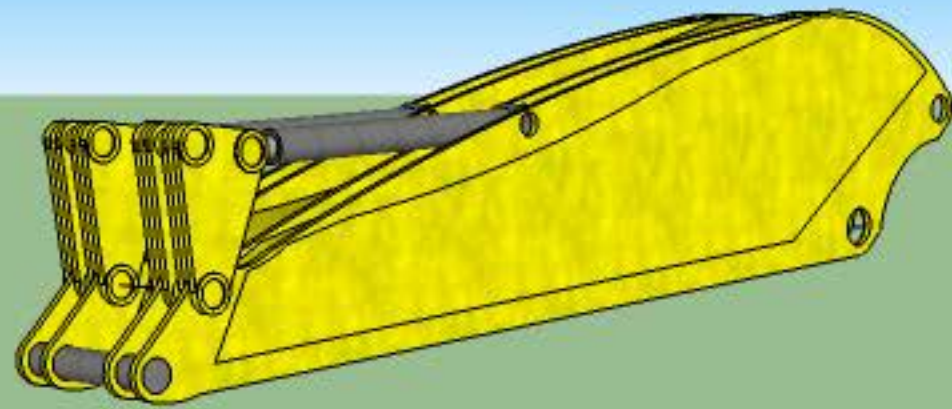
**Deck equipment:**

- Aux. deck crane mid deck: DSF600 LIFTER, 45 T at 25m, 60 T t 19m
- Aux. deck crane forecastle deck: Palfinger PSM 580, Lifting moment 58 mton, Max. reach 14m

01	-	-	-		
Rev.	Date	Drawn	Description	Remarks	
			DSF600 LIFTER		
			45 T at 25m		
			60 T t 19m		
			Palfinger PSM 580		
			Lifting moment 58 mton		
			Max. reach 14m		
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GENERAL ARRANGEMENT BA1100			1/1	1:125	A 0









Sept 2020

# Two icebreakers are on the way to rescue ice-locked ships on Northern Sea Route

*Some 20 ships are either stuck or struggling to sail, as waters in the East Siberia Sea froze earlier than in recent years.*

By **Atle Staalesen, The Independent Barents Observer** - November 10, 2021



*Two icebreakers have been commissioned to rescue ships trapped in ice along the Northern Sea Route (Rosatom file photo via The Independent Barents Observer)*

District authorities in the Russian Far East have commissioned two icebreakers to aid vessels currently caught in ice in the East Siberian Sea.

The nuclear-powered *Yamal* is due to arrive in the region by November 20, while the diesel-powered *Novorossiisk* will arrive by November 15, [according to regional authorities in Chukotka](#).

The rescue vessel *Spasatel Zaborshchikov* is also being sent

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The decision was this week taken by Yuri Trutnev, the presidential aide to the Russian Far East.

The commissioning of the powerful icebreaking vessels comes as severe sea ice conditions have taken shippers by surprise. There are now about 20 vessels that [either are stuck or struggling to make it across the icy waters](#). Among them is the *UHL Vision* that over the last days has been isolated in the waters north of the New Siberian Islands, and the bulk carriers *Golden Suek*, *Golden Pearl*, *Nordic Quinngua* and [Nordic Nuluujaak](#) that are located east of that same archipelago.

In the area is also oil tanker *Vladimir Rusanov*, as well as cargo vessels *Selenga* and Finnish ship *Kumpula*, all of which are at west-bound escort by nuclear icebreaker *Vaigach*.

Meanwhile, in the port of Pevek are six vessels that also are likely to need assistance to make in out from the area.

Over the past years, ice conditions in late October and early November have allowed extensive shipping along the vast Russian Arctic coast. This year, however, large parts of the remote Arctic waters were already covered by sea ice by late October. And the ice is quickly getting thicker and harder to navigate. Judging from ice maps provided by the Russian Arctic and Antarctic Research Institute, there is now an ice layer across most of the Laptev Sea and East Siberian Sea that is up to 30 centimeters thick. And in the strait separating the mainland from Wrangel Island holds multi-year-old ice more than a meter thick.

According to regional Governor Roman Kopin, there is now close contact with Rosatomflot, the state company that operates Russia's fleet of nuclear icebreakers.

However, the additional icebreaker assistance will not be in the region any time soon. Judging from ship tracking services, the *Yamal* was on November 9 still moored in Murmansk, while the *Novorossiisk* was located off the coast of Kamchatka.

Russia's two most modern nuclear icebreakers, the *50 Let Pobedy* and the *Arktika*, are currently moored in Murmansk and St. Petersburg respectively. The latter is undergoing technical upgrade at one of the three electro engines. The ship is the first in the LK-60 class and had its first winter in the Arctic in 2021.

The whole region of Chukotka is heavily dependent on supplies delivered by ships. According to Governor Kopin, most of the goods have already been delivered, but another 5,000

tons of foodstuff remains to be sent, he said on his [Instagram](#).

# 2022 SCHOLARSHIPS

*Alaska Association of Harbormasters & Port Administrators, Pacific Pile & Marine, PND Engineers, and Transpac Marinas, LLC*

[www.alaskaharbors.org/scholarship](http://www.alaskaharbors.org/scholarship)



**Applications Due  
March 4, 2022**

For more information:  
Executive Secretary Rachel Lord

**[www.alaskaharbors.org/  
scholarship](http://www.alaskaharbors.org/scholarship)**

907-299-9000

[info@alaskaharbors.org](mailto:info@alaskaharbors.org)



**TRANSPAC**  
M A R I N A S

## TWO \$3,400 AWARDS

Available for Alaskan students pursuing any maritime-related degree or vocational program. Sponsored by AAHPA members, PND Engineers Inc., and Pacific Pile & Marine.

## ONE \$2,500 AWARD

Sponsored by Transpac Marinas, LLC. Available for an Alaskan student pursuing any STEM-related degree program.



ENGINEERS, INC.





## About Us

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[LEARN MORE](#)

**Graphite One Inc.** [TSX-V: GPH | OTCQX: GPHOF] (the “Company” or “GPH”) is exploring, with the intent to develop its Graphite One Project (the “Project”), whereby the Company could potentially become the dominant American producer of high grade Coated Spherical Graphite (“CSG”) that is integrated with a domestic graphite resource. The Project is proposed as a vertically integrated enterprise to mine, process and manufacture high grade CSG primarily for the electric vehicle lithium-ion battery market. Graphite mineralization mined from the Company’s Graphite Creek Property (the “Property”), situated on the Seward Peninsula about 55

kilometers (37 miles) north of Nome, Alaska, would be processed into concentrate at a mineral processing plant (the “Processing Plant”) to be located adjacent to the mine. The graphite concentrate would be shipped to the Company’s proposed product manufacturing facility (the “Manufacturing Plant”) where CSG and other value-added graphite products would be manufactured. Its location is subject to further study and analysis.

**Graphite One (Alaska) Inc.**, is a wholly-owned subsidiary of the Company, holds the Property and is developing the Project in Alaska.



OVERVIEW

GRAPHITE CREEK  
PROPERTY

GRAPHITE ONE PROJECT:  
PEA

PEA OVERVIEW

GRAPHITE CREEK MINE

MINERAL PROCESSING  
PLANT

PRODUCT  
MANUFACTURING  
PLANT

CAPITAL COSTS

OPERATING COSTS

EMPLOYMENT

PROJECT ECONOMICS,  
GRAPHITE PRICING  
AND MARKETS

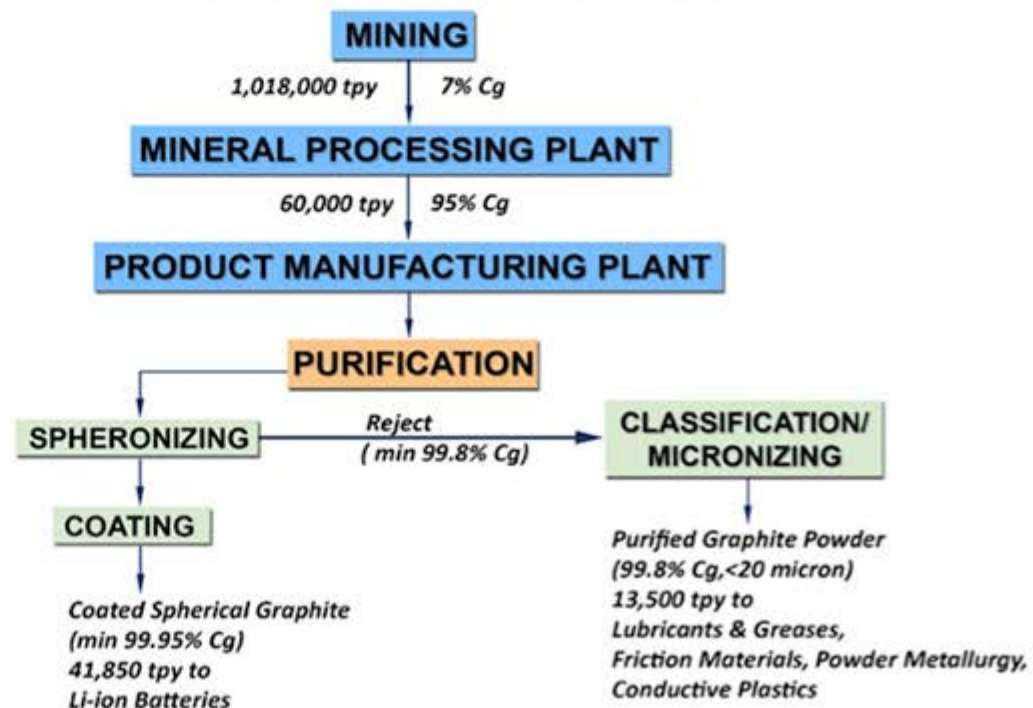
GRAPHITE TEST WORK

PHOTOS

The Company engaged TRU Group Inc (“TRU”) to complete the Project’s PEA. A PEA, by regulation, includes an economic analysis of the potential viability of the Project’s mineral resources and the use of inferred resources is allowed. The final report, originally released in February 2017 and revised in July 2017, concluded that, based on exploration drilling and test work completed to date as well as various documented assumptions:

- An estimated 44 million tonnes of graphite mineralization at 7% Cg would be available to be mined and, when processed in the Processing Plant at a recovery rate of 80% Cg, supports a project life of 40 years producing 60,000 tonnes per year of graphite concentrate at 95% Cg, once full production is reached in Year 6;
- At full production, the Manufacturing Plant is expected to convert 60,000 tonnes per year of concentrate into 41,850 tonnes per year of CSG and 13,500 tonnes per year of purified graphite powders (see Figure 4);

Figure 4: Project PEA Production Schematic







# Memo

To: Glenn Steckman – City Manager  
From: Joy L. Baker – Port Director *JLB*  
CC: Mayor Handeland & Common Council; Port Commission  
Date: October 22, 2021  
Re: Monthly PD Report/Capital Projects Update – October 2021

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## **Administrative:**

Office staff have been busy closing out invoicing for the end of season commercial activity, along with winter storage. Today, 22 Oct, was the last day for our temporary office manager, so payments will now be pushed to City Hall, while Harbormaster (HM) Stotts and his staff continue to monitor and finalize user needs in the field and close up the facility for winter. Assistant HM, Chris Schuneman, will again shift to Public Works for the snow removal season, and HM Stotts will remain on site to clean up all pending items such as; inventory, tracking, compliance, maintenance needs, planning, purchasing, training and scheduling for 2022. (He will also be assisting Public Works with snow removal when needed.)

The 2021 Alaska Association of Harbormaster's & Port Administrator's Annual Conference is being held in Anchorage from 25-29 October 2021. Nome has a primary role in the conference this year, in that we are spotlighting the Arctic Deep Draft Port Project, as well as serving as the primary sponsor to encourage membership participation in the annual conference being held in Nome in 2022. These events are well attended so I anticipate reaching a large audience to entice them to come enjoy the Nome experience.

I am happy to say that Mayor Handeland, Manager Steckman and I will be attending the conference. Also, Doug Johnson, Mark Johnson and Shane Smithhisler will be joining the opening reception or closing banquet based on their scheduled travels in Anchorage, and we have several of our consultants and project partners planning to join as well. Nome will be well represented.

## **Causeway:**

### Arctic Deep Draft Port – Nome Modifications Pre-Construction Engineering & Design (PED):

Bi-weekly meetings are occurring between the Corps and City Project Managers, with project team meetings once a month to discuss timelines, cost-share updates, and budget change. Work-in-kind efforts by the City are currently being outlined and justified for review by the Corps – which will finalize the PED budget.

### Local Service Facilities (LSF) Design Integration:

Design is underway, with virtual project team meetings occurring bi-weekly to coordinate how CAD file drawing layers will mesh between design teams to minimize conflicts down the road. Some questions are still to be answered, like the LSF docks in the deep-water basin standing individually or being connected, and capacity for utilities under the existing Causeway Bridge. Discussion will be held with the Port Commission during the week of 1 Nov 2021.

- Anyone with questions on this project can call 907-304-1905 or email [jbaker@nomealaska.org](mailto:jbaker@nomealaska.org), and

further info on the project study is located on the Port of Nome page at [www.nomealaska.org](http://www.nomealaska.org).

**Sediment at Causeway Bridge:**

*The Corps is still working through the process of obtaining an official waiver from HQ to secure permission to partner with the City to use real estate owned by SNC/BSNC adjacent to the project to stockpile sediment during excavation. Once granted the waiver, the Alaska District will offer this option to the contractor that holds the annual dredging contract. If accepted, the contractor may elect to do the work or sub-out.*

**Anode Replacement Project:**

This project is complete.

**Harbor:**

**Inner Harbor CAP 107 Study (Deepen/Widen the Inner Basin):**

District personnel have been working with their Pacific Ocean Division (POD) office to address concerns surrounding the congressional authorities that control the federal dredge footprint in the Nome Harbor. These authorities routinely cause complications when efforts are made to modify the federal footprint, which changes the local sponsor footprint - both of which are necessary here to improve navigation and maneuverability.

An additional hurdle with the South Dock is the need to increase loading capacity so the dock can be used as a commercial loading dock into the future. The costs associated with these improvements seems to coincide with the Corps' seeking to de-authorize the South (& East) Dock, making them local.

**Concrete Launch Ramp Replacement Project:**

The launch ramp project finally achieved a level of completion on 19 Oct that allowed vessels weighing less than 30 ton to schedule for haul out that evening and the following day. Vessels that exceed 30 tons were given the green light to schedule their haul out beginning on 21 Oct and beyond. As of this report date, there remained approximately 4 fishing vessels, 4 dredges, and 2 larger mining barges in the water, all of which will be scheduling to haul out soon. Project design engineer, Garth Howlett, and the City Engineer, John Blees, will both be in Nome on Monday 25 Oct to inspect the project and identify a punch list for tasks that remain to be completed before project closeout.

**Snake River Moorage & Vessel Haulout Facility:**

*City personnel continue to search for applicable grant programs that will serve as a suitable funding vehicle to develop this project. This project becomes increasingly important as the growing inner harbor fleet puts more demand on the infrastructure, essentially interfering with efficient cargo/fuel shipments, as well as limiting vessel refueling opportunities which continue to drive operating costs.*

**Port Industrial Pad:**

**West Nome Tank Farm (Property Conveyance):**

*The City continues to have little success in working with the USAF's Real Estate unit, even with a new project coordinator being assigned to the project. NJUS and the City continue to collaborate on a development plan for the site, with CRW Engineering in an effort to be further prepared for the transfer.*

**Port Rd. Improvements (ADOT Project cost-shared with City/Port):**

*City Engineer Blees has been working with ADOT to address the remaining ROW issues required for construction. ADOT expects the project solicitation period to be during winter 2021/2022, with construction in summer 2022.*

*Italics reflects no change in project information from previous report.*

Additional details available upon request.



To: Glenn Steckman – City Manager

From: Joy L. Baker – Port Director *JLB*

CC: Mayor Handeland & Common Council; Port Commission

Date: November 4, 2021

Re: Harbormaster Lucas Stotts – Harbormaster of the Year Award (2021 AAHPA Conference)

I am thrilled to bring you the news that our very own Harbormaster, Lucas Stotts, was selected as the Harbormaster of the Year 2021, by the Alaska Association of Harbormasters and Port Administrators (AAHPA) Board of Directors. The announcement was made during the 2021 Conference Banquet last Thursday, October 28, 2021, and is the most coveted award among this state-wide group of Port & Harbor personnel.

Scheduling conflicts and late vessel haulouts prevented Lucas from attending the conference in person, but he was well represented by Mayor Handeland, Manager Steckman, and myself. In honor of the Nome Harbormaster receiving the award, the President asked me to read the citation to the crowd, and as is his nature, the Mayor called Lucas' wife and opened a video just in time for Lucas to hear his name and the reading of the citation. The phone was flashed around the room for everyone to wave, and I understand Lucas received over a dozen texts from his fellow Harbormaster's with congratulations. Although very impromptu, it came off as a great surprise.

The conference offered great sessions with good networking opportunities which is typically the most beneficial when attending these conferences. Nome was allowed to present on the port expansion, drawing great interest in the project as well as the upcoming AAHPA 2022 Conference being held in Nome in the latter part of October. We are excited and so are the group members.

See attached award and citation the Mayor brought back to Nome for Lucas!

Congrats Lucas!!!!



## AAHPA Harbormaster of the Year 2021



### Lucas Stotts, Harbormaster of Nome, AK

*Lucas Stotts, Harbormaster of Nome, Alaska, is hereby honored as the 2021 Harbormaster of the Year by the Alaska Association of Harbormasters and Port Administrators. Lucas started with the Port of Nome in 2011 as the Harbormaster Assistant, just when the recreational gold mining frenzy was exploding. This intense and rapid increase in homeported users prompted chaos and conflict, but fortunately, Lucas used his training, patience, and disarming smile to quickly diffuse most situations. His actions quickly made him popular among the users, and an asset to the City. After becoming Harbormaster in 2013, Lucas was faced with a similar situation with the Port's two docks being in high demand and creating a backlog of anchored vessels, which he resolved by continuous coordination, predicting conflicts, adjusting schedules, and finding creative options until construction of a third dock in 2015 somewhat eased the pressure. Nearly all of the commercial shippers, research captains and homeported users have commented on how effective Lucas is in his position, and the number of complex issues he's helped to resolve. One will generally find Lucas putting in long hours, returning later in the evening to check an operation, monitor a difficult barge offload, or ensure the prior user is on schedule so as not to delay the next vessel. For these accomplishments and more, as well as his long-time support and active engagement with the AAHPA, it is with great pleasure that the Alaska Association of Harbormasters and Port Administrators recognizes Lucas as AAHPA's 2021 Harbormaster of the Year.*

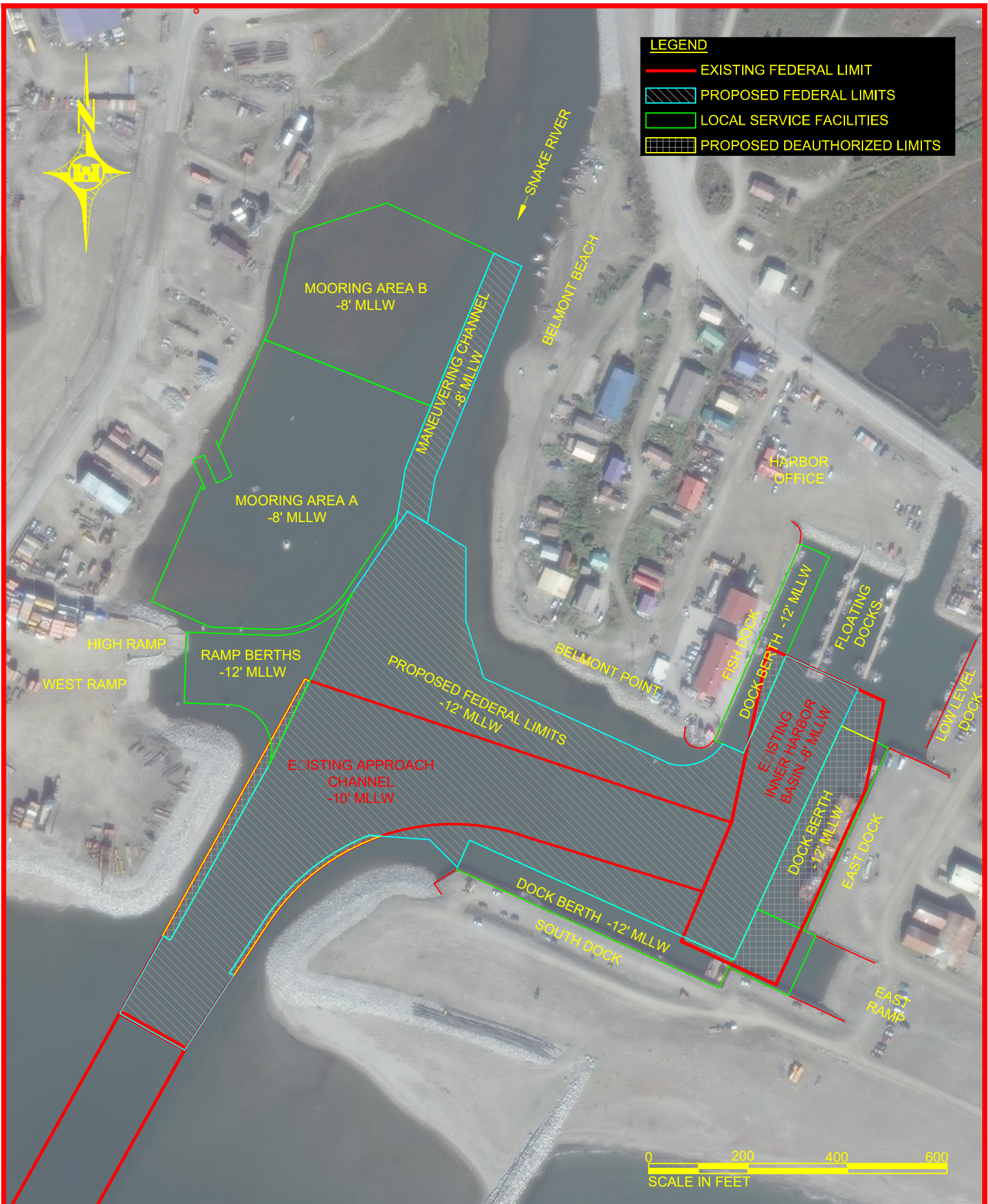
Bryan Hawkins, President

October 28, 2021



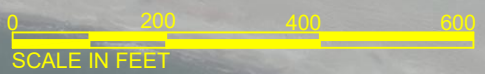






**LEGEND**

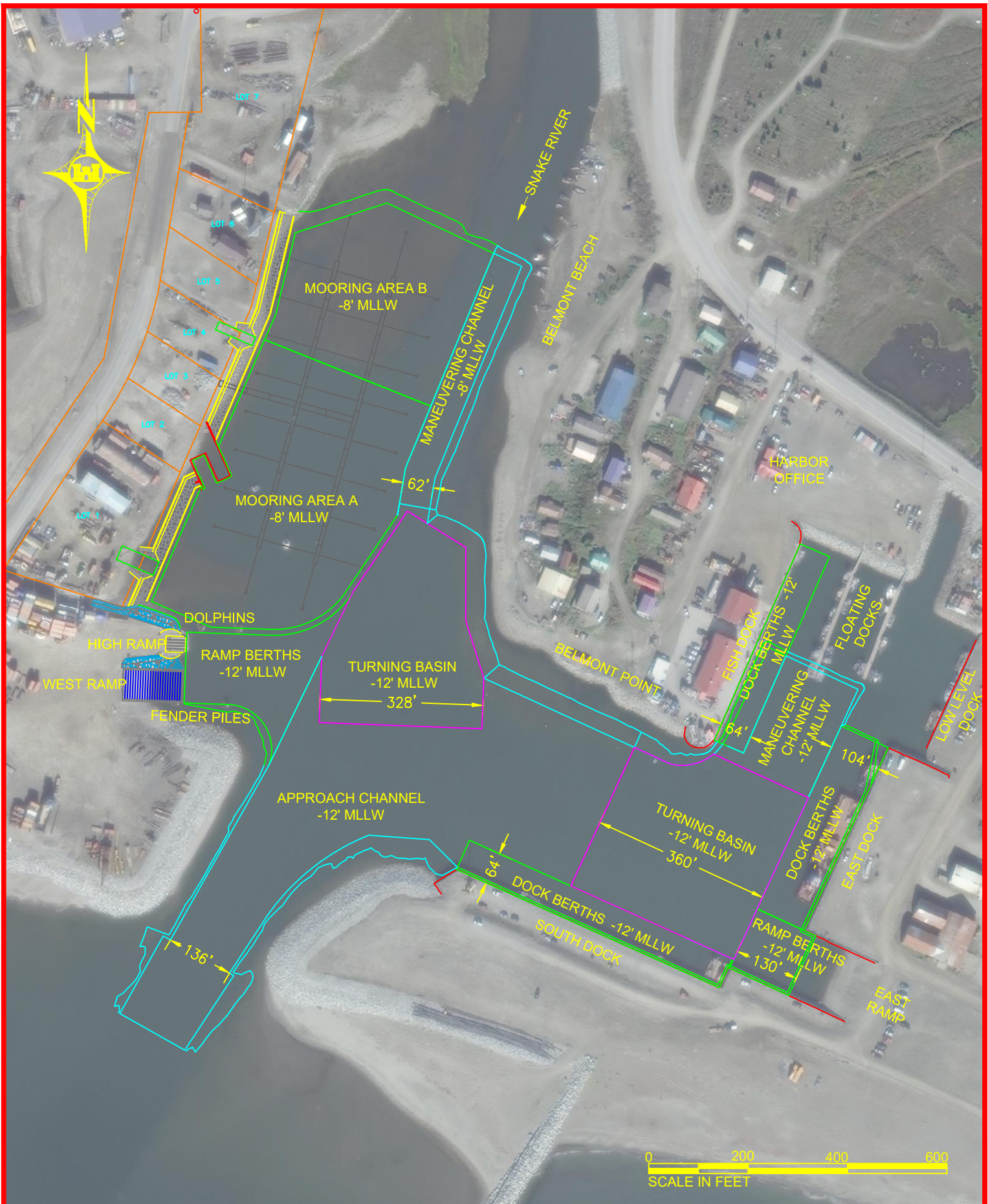
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- PROPOSED FEDERAL LIMITS
- LOCAL SERVICE FACILITIES
- PROPOSED DEAUTHORIZED LIMITS



**US ARMY CORPS  
OF ENGINEERS  
ALASKA DISTRICT**

**GNF AREA CHANGES EXISTING AND ALT 4  
NOME SECTION 107**



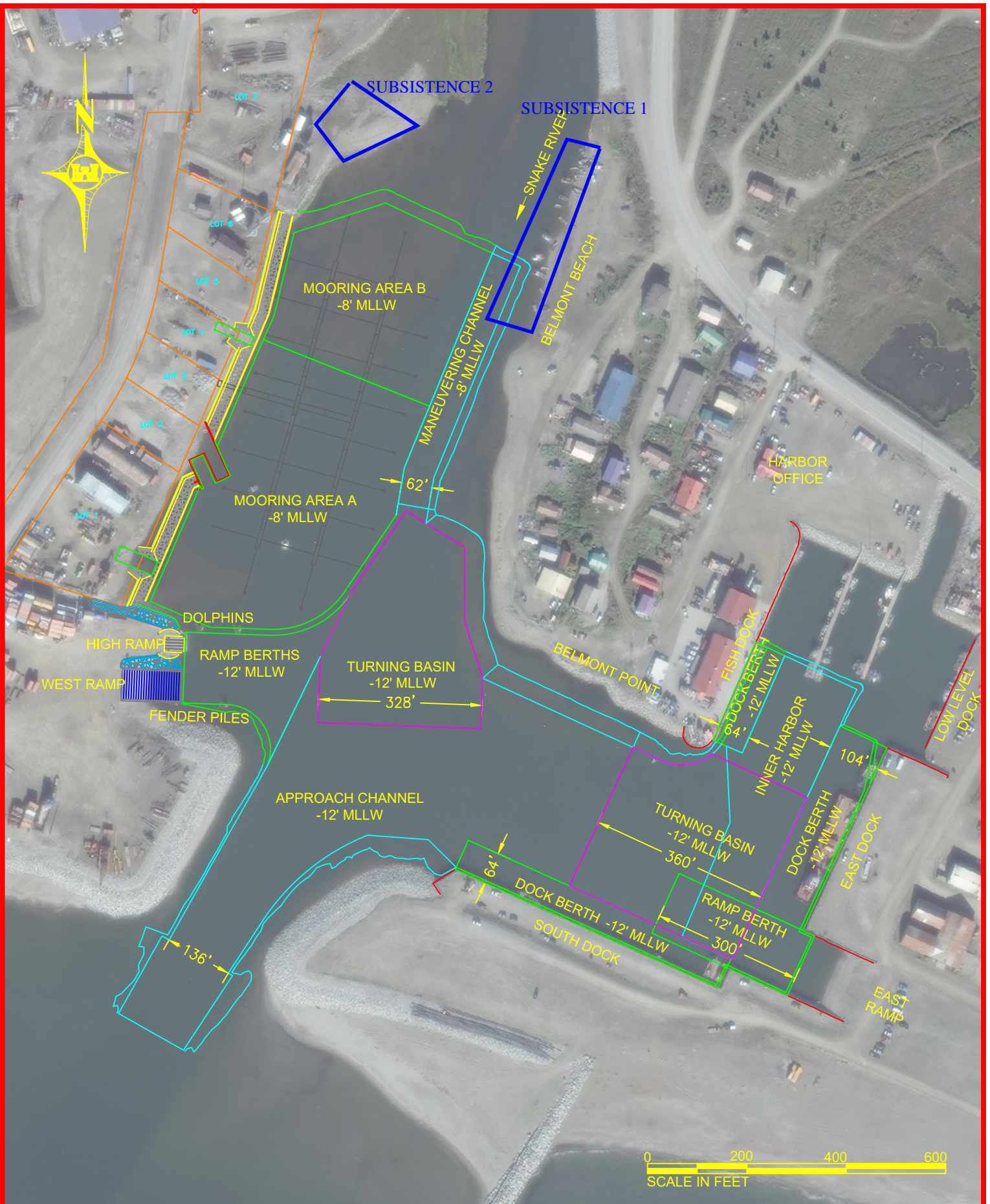


**US ARMY CORPS  
OF ENGINEERS  
ALASKA DISTRICT**

**ALTERNATIVE 4  
NOME SECTION 107**

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**US ARMY CORPS  
OF ENGINEERS  
ALASKA DISTRICT**

**ALTERNATIVE 4  
NOME SECTION 107**