I. ROLL CALL

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES
   - 22-10-20 Regular Meeting Minutes

IV. CITIZEN’S COMMENTS

V. COMMUNICATIONS
   - 22-09-30 AAHPA Resolution Supporting Alaska DOT 50/50 Harbor Grant Program
   - USCG 2023 Proposed Bering Strait OSR Exercise Description DRAFT
   - 22-11-14 City to USACE AK District on CAP 107 Alternative C Selection

VI. COMMISSIONER UPDATES

VII. HARBORMASTER REPORT
   - Maintenance, Repair and Planning

VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE
   - 22-11-14 Port Director/Projects Status Report
     o Update on Post-Storm Impacts Submitted to FEMA
     o Recap PON Vessel Calls/Commodity Volumes Historical Stats

IX. OLD BUSINESS
   - None

X. NEW BUSINESS
   - AAHPA Request for Supporting Alaska Matching Harbor Grant Program

XI. CITIZEN’S COMMENTS

XII. COMMISSIONER COMMENTS

XIII. NEXT REGULAR MEETING
   - December 15, 2022 – 5:30pm

XIV. ADJOURNMENT
The Regular Meeting of the Nome Port Commission was called to order at 5:30 pm by Chairman West at the City Hall Council Chambers.

ROLL CALL
Members Present: Smithhisler, Lean, West, Rowe, Sheffield, McLarty
Absent: McCann (excused)
Also Present: Joy Baker – Port Director (video call); Lucas Stotts - Harbormaster
In the audience: Nome Nugget-Diana Haecker, KNOM-Davis Hovey, Howard Farley

APPROVAL OF AGENDA
Chairman West asked for a motion to approve the agenda.

Motion to approve made by Lean, seconded by Rowe.
At the Roll Call:
Ayes: Lean; West; Rowe; Sheffield; McLarty; Smithhisler
Nays:
Abstain:

The motion CARRIED.

Discussion: none

APPROVAL OF MINUTES
September 15th, 2022
Motion made by Lean, seconded by McLarty to approve minutes;

Discussion: none

At the Roll Call:
Ayes: West; Rowe; Sheffield; McLarty; Smithhisler, Lean
Nays:
Abstain:

The motion CARRIED.

CITIZENS’ COMMENTS
• None

COMMUNICATIONS
• 22-09-30 Post-Storm Technical Site Assessment Nome Harbor/Seawall – USACE
• 22-10-05 White House National Strategy for the Arctic Region
• 22-10-08 White House Arctic Strategy puts new emphasis on national security and threats posted by Russia – Alaska Beacon
• 22-10-13 Strait Science – 6:30pm Thurs Oct 20 – USCG Always Ready/Present

Discussion:
• HM Stotts responded to a question on the Corps report; advising that two containers were pushed to the west, off the Causeway, yet only one was discovered on west beach, with the other found on the beach between the breakwaters. Marks and scratches on the container and pipeline casings under the Causeway bridge clearly indicated the path taken by the container during the storm.
• PD Baker noted that following the meeting, those members of the Commission who wished to participate in the 6:30pm Strait Science session with the USCG, we welcome to stay for that.

COMMISSIONER’S UPDATES
• None

HARBORMASTER’S REPORT
HM Stotts provided a brief update on the following:
• 1st Quarter F23 HM Report including staffing and season ending.
• Update on Closing Operations & Maintenance Planning
• Update on the last of the vessel haulouts and harbor conditions.

Discussion:
• Commissioner Lean asked if the storage on the east side of harbor is a nuisance.
  • HM Stotts stated that area has historically been used for storage, and use of that area alleviates more crowding on the Lower IP and Garco areas.
• Commissioner McLarty asked if there were plans to remove all the wood washed up from the storm.
  • HM Stotts stated the wood is currently being gathered as firewood – after a few weeks of that effort, the wood will be pushed into a pile and collected.

PORT DIRECTOR’S REPORT
PD Baker provided an overview of the following:
• 22-10-18 Port Director/Projects Status Report
  • Post-Storm Impacts to Port/Harbor Facilities – Damage Submitted to FEMA
  • AAHPA Conference Wrap Up

Discussion:
In response to report questions:
• PD Baker stated Bonanza has been completed filling their lot on the upper industrial pad; the City will continue to development laydown storage westward to the Thornbush property line.
• PD Baker stated Turnagain Marine donated $35K toward post-storm engineering services for Nome and the region. She plans to request the Mayor and Manager approve contributing these funds to the Western Alaska Recovery Program.
  • AAHPA Silent Auction funds contributed over $5K to the same fund.
• PD Baker mentioned the City must identify a 4-acre parcel to provide to the ADDP construction contractor for the duration of the project.
  ▪ Commissioner McLarty commented there is opportunity for man camps beyond the Port.
  ▪ PD Baker stated the man camp must be on City-owned or leased property per requirements.
  ▪ PD Baker asked if any members of the PC would like to serve on an in-house panel to identify options for potential man camp properties – no more than 3, per the Open Meetings Act.
  ▪ Commissioner McLarty, West and Lean stated they would like to be on the panel.

OLD BUSINESS
• None

NEW BUSINESS
• Nome Inner Harbor CAP 107 Feasibility Study Next Steps – Updated Alternatives

Discussion: There was group discussion on the differences between Alt A, B and C. The group agreed together that Alt C addressed the needs of the inner harbor, providing the widest turning basin, dredged river basin, and allows for the best in future development.

Motion made by McLarty, seconded by Smithhisler, to select Alternative C as the preferred layout option that will deepen and widen the dredge limits under the CAP 107 Project.

At the Roll Call:
  Ayes: Rowe; McLarty; Smithhisler; Lean; West; Sheffield;
  Nays:
  Abstain:

The motion CARRIED.

CITIZENS’ COMMENTS
• None

COMMISSIONER’S COMMENTS
• None

ADJOURNMENT
Motion was made by for adjournment at 6:25pm.

APPROVED and SIGNED this 17th day of November 2022.

____________________________
Jim West, Chairman

ATTEST:

____________________________
Joy Baker, Port Director
Alaska Association of Harbormasters
and
Port Administrators

RESOLUTION NO. 2022-1

A RESOLUTION OF THE ALASKA ASSOCIATION OF HARBORMASTERS AND PORT ADMINISTRATORS SUPPORTING FULL FUNDING ($8,236,815) FOR THE STATE OF ALASKA MUNICIPAL HARBOR FACILITY GRANT PROGRAM IN THE FY 2024 STATE CAPITAL BUDGET.

Whereas, the majority of the public boat harbors in Alaska were constructed by the State during the 1960s and 1970s; and

Whereas, these harbor facilities represent critical transportation links and are the transportation hubs for waterfront commerce and economic development in Alaskan coastal communities; and

Whereas, the harbor facilities in Alaska are ports of refuge for ocean going vessels, and serve as essential transportation hubs to coastal Alaskan communities for supplies, trade in goods and services and connections to the world market for our exports and imports; and

Whereas, the State of Alaska over the past nearly 30 years has transferred ownership of most of these State-owned harbors, many of which were at or near the end of their service life at the time of transfer, to local municipalities; and

Whereas, the municipalities took over this important responsibility even though they knew that these same harbor facilities were in poor condition at the time of transfer due to the state’s failure to keep up with deferred maintenance; and

Whereas, consequently, when local municipal harbormasters formulated their annual harbor facility budgets, they inherited a major financial burden that their local municipal governments could not afford; and


Whereas, in response to this financial burden, the Governor and the Alaska Legislature passed legislation in 2006, supported by the Alaska Association of Harbormasters and Port Administrators, to create the Municipal Harbor Facility Grant program (AS 29.60.800); and

Whereas, the Department of Transportation and Public Facilities utilizes a beneficial administrative process to review, score and rank applicants to the Municipal Harbor Facility Grant Program, since state funds may be limited; and

Whereas, for each harbor facility grant application, these municipalities have committed to invest 100% of the design and permitting costs and 50% of the construction cost; and

Whereas, the municipalities of the Sitka, Whittier, and Wrangell/Meyers Chuck have committed to contribute $8,236,815 in local match funding for FY2024 towards harbor projects of significant importance locally as required in the Harbor Facility Grant Program; and

Whereas, completion of these harbor facility projects is dependent on the 50% match from the State of Alaska’s Municipal Harbor Facility Grant Program; and

Whereas, during the last fifteen years the Municipal Harbor Facility Grant Program has only been fully funded twice; and

Whereas, a survey done by the Alaska Municipal League of Alaska’s ports and harbors found that from the respondents, the backlog of projects necessary to repair and replace former State-owned harbors has increased to at least $500,000,000; and

Whereas, given that Alaska is a maritime state and that our harbors are foundational to both our way of life and the economy of this great State it is in the public's best interest to maintain this critical infrastructure by using State, Local and Federal funds to recapitalize the crucial harbor moorage infrastructure statewide.

Now therefore be it resolved that the Alaska Association of Harbormasters and Port Administrators urges full funding in the amount of $8,236,815 by the Governor and the Alaska Legislature for the State of Alaska’s Municipal Harbor Facility Grant Program in the FY 2024 State Capital Budget in order to ensure enhanced safety and economic prosperity among Alaskan coastal communities.

Passed and approved by a duly constituted quorum of the Alaska Association of Harbormasters and Port Administrators on this 30th day of September, 2022.

ATTEST:

________________________
Angel Holbrook, Executive Secretary
Project Description: Proposed Bering Strait Oil Spill Response Exercise

Using a fictional crude oil spill scenario involving a vessel collision in early June on the Russian side of the Russia-U.S. Maritime Boundary, 5000 metric tons of medium crude oil moves into U.S. waters near the Diomede Islands. A ten-day trajectory model results in an oil patch that makes landfall initially on the shores of Little Diomede Island and eventually on the western shores of the Seward Peninsula. Various government and commercial land, air, & sea spill response resources are activated to respond.

The objectives of the exercise are to evaluate potential spill & response impacts, test response capabilities & tactics, and practice key command, control, & communications functions. The specific elements of the exercise include:

1. **Prepare an ecological risk assessment of the U.S. side of the Bering Strait region.** Risk is the combination of the likelihood and consequence of something happening. The International Maritime Organization (IMO) has developed a widely accepted comprehensive approach for assessing these factors. The Arctic & Western Alaska Area Committee (AWAAC) would like to collaborate with the Bering Strait tribes and others, using this spill scenario, to employ this IMO model as the first region of Alaska to do so (hopefully validating it for further use across Alaska). We propose to conduct the outreach portion of the risk assessment likely in Nome in April or May 2023 and welcome your participation.

2. **Explore waste stream management challenges & options.** A spill of this magnitude will pose a host of operational response and oil recovery challenges on water, at the shoreline, and on land. How best to handle a large volume of hazardous wastes in remote areas is well known, but not widely practiced. U.S. Coast Guard and Alaska Chadux Network will partner to collaborate with local entities to discuss approaches, challenges, and opportunities to refine our plans for dealing with liquid, semi-solid, & solid wastes, including response asset decontamination. We propose to conduct a seminar/workshop format likely in Nome in April or May 2023 and welcome your participation.

3. **Conduct a U.S. Joint Response Team (JRT) identification & notification call/brief.** This is an internal government activity which will attempt to notify the designated representatives of state & federal agencies with capabilities & authorities necessary to support the Federal On-Scene Coordinator (FOSC) leading the response to this scenario.

4. **Convene Incident-Specific Alaska Regional Response Team (ARRT) for review of simulated dispersant use under the Dispersant Use Plan for Alaska.** Response to a spill of the type portrayed in this scenario would almost certainly raise the question of potential use of aerial oil dispersing tactics. It is vital that we practice the use of this capability and the required operational request and separate review procedures laid down in the Alaska Regional Contingency Plan (RCP) in order to be prepared should that need arise. As noted in element 5.b of the operational portion of the exercise described below, we will employ a commercial aircraft to attempt to fly over the Bering Strait and spray only freshwater as a simulation. This ARRT activity, element 4, practices the internal government review process for approval/disapproval of that flight operation which includes real-time engagement with tribes and others as part of the decision-making.

5.
5. **Week of 5-9 June will include one-day of air, sea, and land based oil spill recovery capabilities on the U.S. side of the Bering Strait** (see Figure 1.):
   a. Demonstrate USCG/U.S. Navy capability to deploy and operate U.S. Navy SUPSALV NOFI/Current Buster System (CBS), stored in Anchorage:
      - Transport CBS to/from Nome airport via USCG C-130
      - Transport CBS to/from Port of Nome using local resources
      - Deploy CBS on USCG Sea-Going Buoy Tender (WLB)
      - Operate the CBS in real world conditions in the Bering Strait
   b. Demonstrate Marine Spill Response Corporation (MSRC) 737-500 jet call-up, deployment, and aerial dispersant application capability along with small spotter aircraft. **Freshwater only** to be used.
   c. Employ USCG major cutter for on-scene comms/asset coordination platform
      - Optional - Deploy Unmanned Aerial System (UAS) from USCG major cutter for spill trajectory monitoring
   d. FOSC set-up & operate Incident Management Team/Incident Command Post in Anchorage:
      i. Refine existing oil spill trajectory modeling based on real-world observations (e.g., practice using OILMAP for real-time trajectory updates)
      ii. Utilize NOAA Environmental Response Management Application (ERMA) for Common Operating Picture
      iii. Use Alaska Ocean Observing System (AOOS) Bering Strait Threat Incident Response Tool (BSTIRT) for data pulls, analysis, and reporting
      iv. Command, control, & communications of response ops with major cutter
   e. U.S. Coast Guard Pacific Strike Team (PST) to deploy and support FOSC

![Figure 1. Yellow polygon denotes proposed exercise area (approximate)](image)

The overall exercise and these elements are not firmly fixed; they can be adjusted. We are currently in the outreach and consultation phase of planning.
November 14, 2022

Mr. Leif Hammes  
Alaska District, US Army Corps of Engineers  
CEPOA-PM-C  
JBER, AK 99506-6898

RE: CAP 107 Nome Inner Harbor Study – Preferred Alternative Selection

Dear Mr. Hammes,

Per our previous discussions, and as supported by the Nome Port Commission, the City of Nome formally selects Alternative C as the preferred layout plan within the Nome Inner Harbor. This selection is based on the New Alternatives (attached) serving as an effective path forward, versus the conflicts of the required congressional action centered around the larger project.

Based on previous letters, emails and verbal exchanges with the project team regarding acceptance of deauthorization of bulkheads being required prior to TSP selection and completion of the study, the City wishes to make explicitly clear that selection of the “new” Alternative C, is intended only for the attached group of alternatives, as provided to the City by POA (AK District).

Additionally, the City has been advised by the POA that both the path forward Alt C selection and the authorization/deauthorization congressional issue can and will be pursued concurrently to achieve resolution.

Please contact me if there are any questions regarding the above, or if further discussion is needed. You may reach me at 907-304-1905 or jbaker@nomealaska.org.

Sincerely,

Joy Baker  
Port Director

CC: Bruce Sexauer – Chief, Civil Works  
Steve Howard – Chief, Project Management  
Nome Port Commission
Memo

TO: Mayor John Handeland & Nome Common Council
FROM: Jim West, Chairman – Nome Port Commission
THRU: Glenn Steckman - City Manager
DATE: 11/02/2022
RE: Recommend Selection of Alternative “C” as Preferred Layout to Modify Inner Harbor within the CAP 107 Feasibility Study cost-shared with USACE Alaska District

The following motion was passed by the Nome Port Commission at their Regular Meeting on Thursday, October 20, 2022.

1. Moved by C. McLarty, seconded by C. Smithhisler, that the following motion be approved:

   **MOTION:** Recommend selection of Alternative C as the preferred layout to modify the Inner Harbor within the CAP 107 Feasibility Study as cost-shared with the USACE Alaska District.

   **AT THE ROLL CALL:**

   Ayes: Rowe; McLarty; Smithhisler; Lean; West; Sheffield
   Nayes: 
   Abstain:

   The motion **CARRIED.**

Discussion on this motion reflected in the minutes of the October 20, 2022 Regular Meeting.
3 New Alternatives
Nome 107
Where we are

• 3-year study limit expires 6 May 2023, and study terminates.
• Need TSP on 14 Dec 2022 to accommodate post TSP edits DQC, ATR Public Review.
• Funding: after budgeting for ATR, DQC.....PDT has ~150K to complete.
• Short on time, Short on funding.
FWOP
Alt A

• Approach and turn basin for West Dock
• Snake River Channel
Alt B

- Adds area off Belmont point, no engineering justification.
- Adds cost without a clear benefit
- Would need an Other social effects/safety justification
- Easy approach is as a Betterment
Alt C

• East ramp offset removes need for a Programmatic Agreement for Archeology. More than 6 months required.
Paths forward

• Add “new” alternative(s) to previous alternatives, screen all old alts out.
  Minimizes cost and time-less alternatives less analysis
  Verifying Policy/NEPA compliance

• Analyze all new alternatives—more time and effort due to additional analysis
• Need a TSP alternative identified by ~1st of Dec.
• 408 study path.
## Damaged Locations - Estimated Repair Work

<table>
<thead>
<tr>
<th>Vendor/Description</th>
<th>Causeway Docks</th>
<th>Inner Harbor - Approach to Ramps</th>
<th>Nome Seawall</th>
<th>East Ramp</th>
<th>Garco Building</th>
<th>Cape Nome Jetty</th>
<th>Port &amp; Harbor Roads</th>
<th>West Ramp Pad Debris</th>
<th>South Wall Debris</th>
<th>South Wall Infill</th>
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</thead>
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<tr>
<td>Builders - Building Supplies</td>
<td>13.90</td>
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<tr>
<td>Estimates from Project Descriptions &amp; Details Form</td>
<td>4,395.00</td>
<td>50,000.00</td>
<td>18,710.00</td>
<td>22,810.00</td>
<td>15,000.00</td>
<td>5,051,000.00</td>
<td>1,138.30</td>
<td>3,500.00</td>
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<td>$18,710.00</td>
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<td>$3,500.00</td>
<td>$8,000.00</td>
<td>$25,000.00</td>
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</table>

### Damage Levels:
- **MINIMAL**: X X X
- **MODERATE**: X X
- **SIGNIFICANT**: X X X
## PORT OF NOME VESSEL CALLS

### COMMODITY VOLUMES

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<td>7,173,352</td>
<td>6,625,109</td>
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<td>Gravel</td>
<td>36,441</td>
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<td>48,071</td>
<td>131,909</td>
<td>43,311</td>
<td>42,401</td>
<td>82,401</td>
<td>131,312</td>
<td>377,448</td>
<td>933,683</td>
</tr>
</tbody>
</table>

| **HARBOR** |       |       |       |       |       |       |       |       |       |       |         |
| Cargo | 21,398 | 11,635 | 8,788 | 8,550 | 9,920 | 11,382 | 12,604 | 6,337 | 14,464 | 37,473 | 114,946 |
| Fuel  | 3,340,510 | 2,556,219 | 1,626,881 | 1,831,368 | 1,683,821 | 2,142,720 | 2,219,087 | 2,413,190 | 1,635,402 | 1,329,517 | 20,778,715 |
| Gravel| 400 | 1,773 | 4,583 | 2,241 | 4,049 | 13,596 | 2,627 | 7,087 | 0 | 1,117 | 37,473 |

| **TOTAL VOLUME** |       |       |       |       |       |       |       |       |       |       |         |
| Cargo - Tons | 63,326 | 48,478 | 30,633 | 31,144 | 22,918 | 29,351 | 29,127 | 30,643 | 25,950 | 36,306 | 311,557 |
| Fuel - Gallons | 16,682,950 | 10,200,367 | 10,392,336 | 10,546,893 | 8,770,411 | 11,099,867 | 8,593,357 | 10,311,323 | 8,808,754 | 7,954,626 | 95,336,257 |
| Gravel - Tons | 36,841 | 26,450 | 21,287 | 50,313 | 135,958 | 55,908 | 45,029 | 89,494 | 131,312 | 378,565 | 592,592 |

### PORT OF NOME VOLUME

#### COMMODITY VOLUME

- **FUEL - GALLONS**

#### PORT OF NOME

- **CARGO - TONS**
- **GRAVEL - TONS**
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<th>Deep Draft</th>
<th>Weather</th>
<th>Other</th>
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![Port of Nome Anchored Reason Graph](image-url)

- **Deep Draft**
- **Weather**
- **Other**
- **Total**

Quintillion Fiber Project

Other: Crew changes, Awaiting Space/Orders,

11/15/2022
### PORT OF NOME
#### UNIQUE VESSEL CALLS

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### UNIQUE VESSELS BY TYPE

![Unique Vessels by Type](image.png)