

Interview Notes: Bryan Hawkins talks with Charles M. Mobley about Homer Dock history, October 11, 2017

Born November 24, 1957, Corvallis, Oregon, to Joyce and Cliff Hawkins. Childhood in Shedd, Oregon, pop. 350, grass seed farming. Family cabinet shop. Grandfather migrated to Oregon during the Depression, from Missouri.

Alaska first trip 1977, working for Tyonek Timber. Returned 1978 to work for Mike DeVaney processing plant in Homer. Three boats: Miss Charlotte, Midnight Sun 32' wood boat, Violet, fourth American Eagle. Commercial fishing for 22 years before working for City.

Started working for City in 2000 entry level Harbor Officer I, 2004 Deputy Harbormaster, 2008 Harbormaster. Harbormaster has 18 full time employees, nine seasonals.

Timber Dock – “rickety” even in the late 1970s. Details...

We did see barges with containers coming in, and that went on until they got better facilities in Seward and Anchorage. Tote, Sealand. Barge with container arrived about once per month. From lumber to groceries to anything. Tustemena using that dock too. Seldovia, Kodiak, Port Lions. Tustemena still home-ports in Homer, using the Pioneer Dock.

USCG arrived with cutter Sedge, early 1970s. They were on the side berth of the Timber Dock. Then USCG Hickory. Vessels came to visit: USCG Ironwood, buoytender.

Navy vessels, occasional (annual) PR visit. Pioneer Dock built to specifications to handle military if necessary.

USCG District 17, biggest in the world, HQ in Anchorage, and are in charge of dock security since September 11, 2001. Security incident with trespassing photographer.

Proposed new USCG anchoring system. Outfall lines.

Timber dock. Pipeline went out on pier and moved it four years ago 2013-14. Since then, dock has no function at all. Intention is to remove it before it falls down.

Rainbow Warrior, Greenpeace vessel, got supplies and left.

Saga of the Alaska Marine Ferry Chilkat. Abandoned derelict vessels. – big problem in Alaska. Alaska Association of Harbormasters and Port Administrators. Meeting for 38 years, focus on the state’s abandoned derelict vessels. Chilkat left in Seldovia, multiple attempts to enter Homer harbor, in Lake Union now.

Alaska Association of Harbormasters and Port Administrators. Senate Bill 92, regarding derelict vessels. “Hot Potato” management program. “When I got here we had 16 derelict vessels...”