

Development Plan - Narrative

ADL: to be assignedArea Name: Sulzer LTF - Hetta Inlet

Type of Commercial Use: **[The application is for a lease that recently expired.]**

Continued use of a sort yard and LTF is planned. The immediate off-shore tidelands will be used to dump, raft, and store round log bundles. Bundles will be secured by cables into log-rafts and temporarily stored until they can be towed to a log storage area, and ultimately to a ship loading facility.

Legal Description:

TRACT A Sections 10&15; T.76S., R.84E., CRM [Survey Plat has metes & bounds descriptions]
Latitude 55d 17' 12" North Longitude 132d 37' 48" West

Terrain & Ground Cover: N/A - Tidelands only. Tidal contours taken from NOAA Chart #17430

Access: Access by road, boat or float plane. General public access allowed but discouraged. In the future, crew will travel by road from Hydaburg and other island communities.

Buildings & Structures: Buildings: None on the tidelands.

Structures: Existing 24'x36' service float, ~150'x 10' walkway, & those described below:

Permanent: The 40'x160' log-transfer ramp and adjoining barge bulkhead that are existing on the tidelands (3546 c.y.). The service float/walkway is a temporary feature.

(planned) **Temporary:** (3) log-standing booms in varied lengths w/(11) buoys, (17) anchors, and (3) shore-ties.

The in-water gear (buoys, anchors, booms) are temporary and only in place when operations are underway.

Power Source: N/A on the tidelands portion of the operation. The scaler's shed planned on Sealaska's uplands will have generator set-supplied power. The dock will have no power.

Waste Type, Source, Disposal: The bark dislodging from log bundles is regulated under the DEC APDES Program. Annual Dive surveys will be conducted of the sea floor, as required by permit.

Hazardous Substances: N/A for the tidelands (lease) portion of the operation. The dock will not be used for storage of any items. It is strictly for water access (boat and floatplane).

Water Supply: N/A

Parking & Storage: All necessary parking of land vehicles for this operation will be on uplands. Seaplanes will moor to the dock on the west side. A boom boat will moor daily to the north.

People Using Site: An independent contractor's staff will travel to the upland sort yard daily by road. Additional Sealaska staff will travel there periodically.

Staff: The contractor will have front-end loader, boom boat, & other operators using the immediate sort yard (~5). Sealaska will have 2-3 additional people on a regular basis.

Clients: Periodically, 4 or more clients will arrive (float plane) to inspect log rafts.

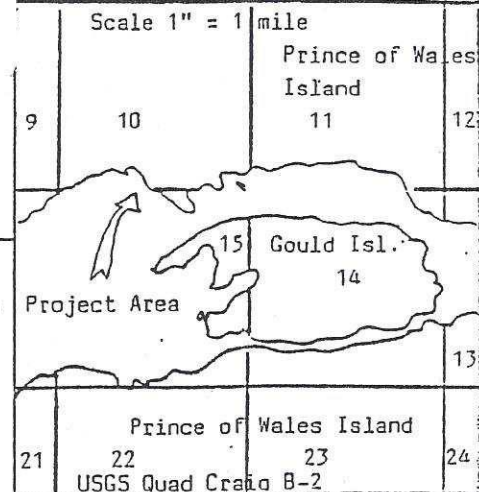
Operations & Maintenance: The applicant will use an independent contractor to perform the daily and seasonal operations at this site. However, at least two STC staff will be on site daily when operations are underway. Typical harvest operations occur generally between mid-February through mid-December. This site is currently dormant of activity, but resumed operations are planned to occur near the end of the lease period. The DNR will be informed when temporary in-water features are re-installed in preparation for operations.

Closure & Reclamation Plan: **CLOSURE:** During periods of non-use and idle operations, all of the in-water seasonal gear is to be removed and stored on the uplands owned by Sealaska. This includes everything placed in the waters depicted on the attached diagrams, with the exception of the LTF ramp & seaplane float, which are the existing structures on shallow tidelands. As of this date, commercial activities have not commenced. No other in-water gear is in place.

Reclamation Plan: It is the current intent of the applicant to renew this lease every 20 years. In the event that lease renewal is not sought at the termination of the lease term, and in addition to the removal of features described above, the LTF ramp and all other fill on state tidelands will be removed and the tideland terrain returned to its original pre-lease condition inasmuch as the terrain conditions will allow. Removal of these features will most likely require the use of heavy equipment directly on tidelands currently covered by ballast fill.

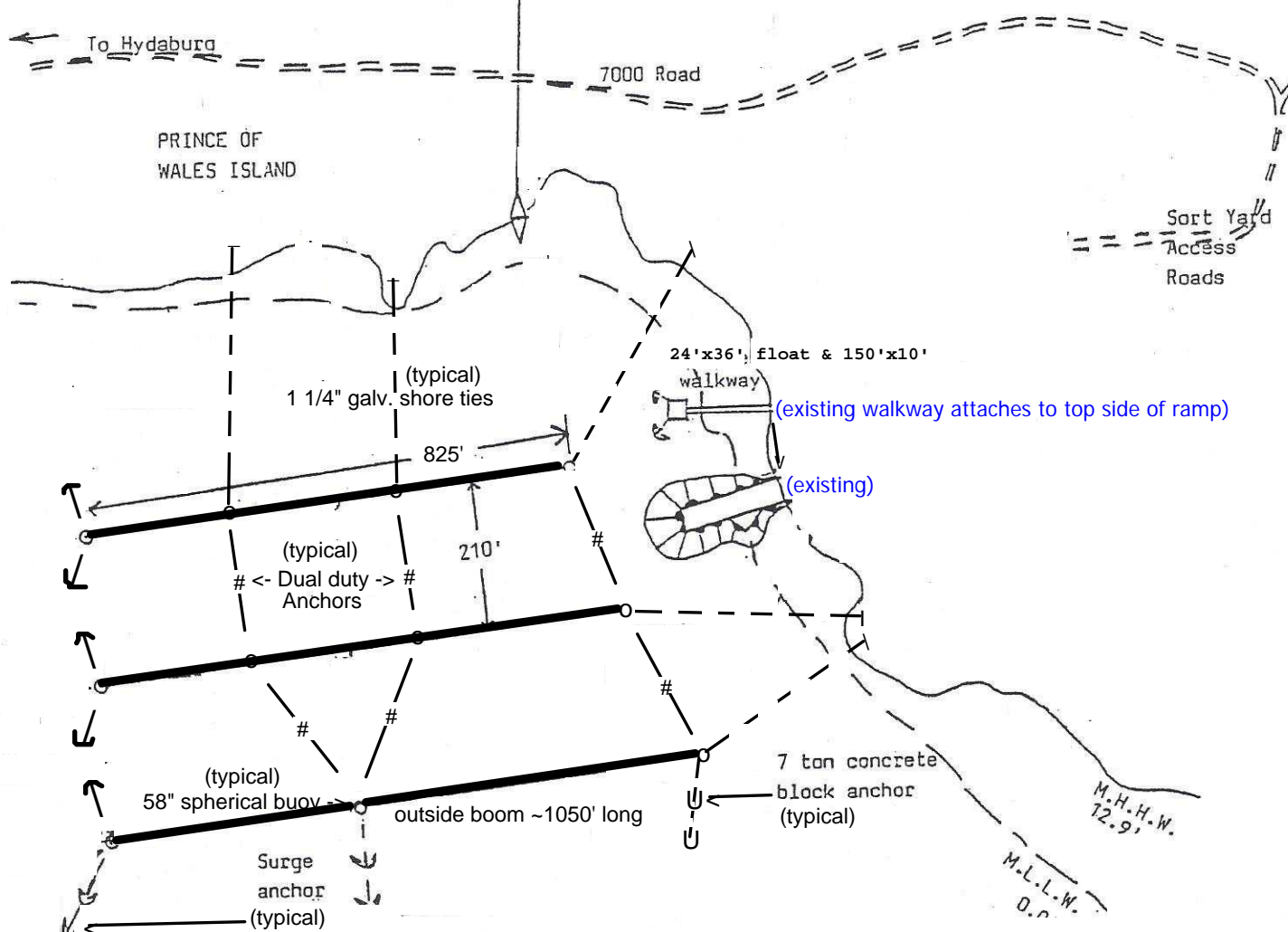


M.H.H.W.....12.9'
 M.H.W.....12.0'
 M.L.L.W..... 0.0' (datum)
 Ex.L.W.....-4.0'
 Tidal information taken
 from NOAA Chart 17431



Sealaska
 USS 691

Adjacent property owners:
 Sealaska Corporation



(Note: All other in-water features depicted are FUTURE planned.)

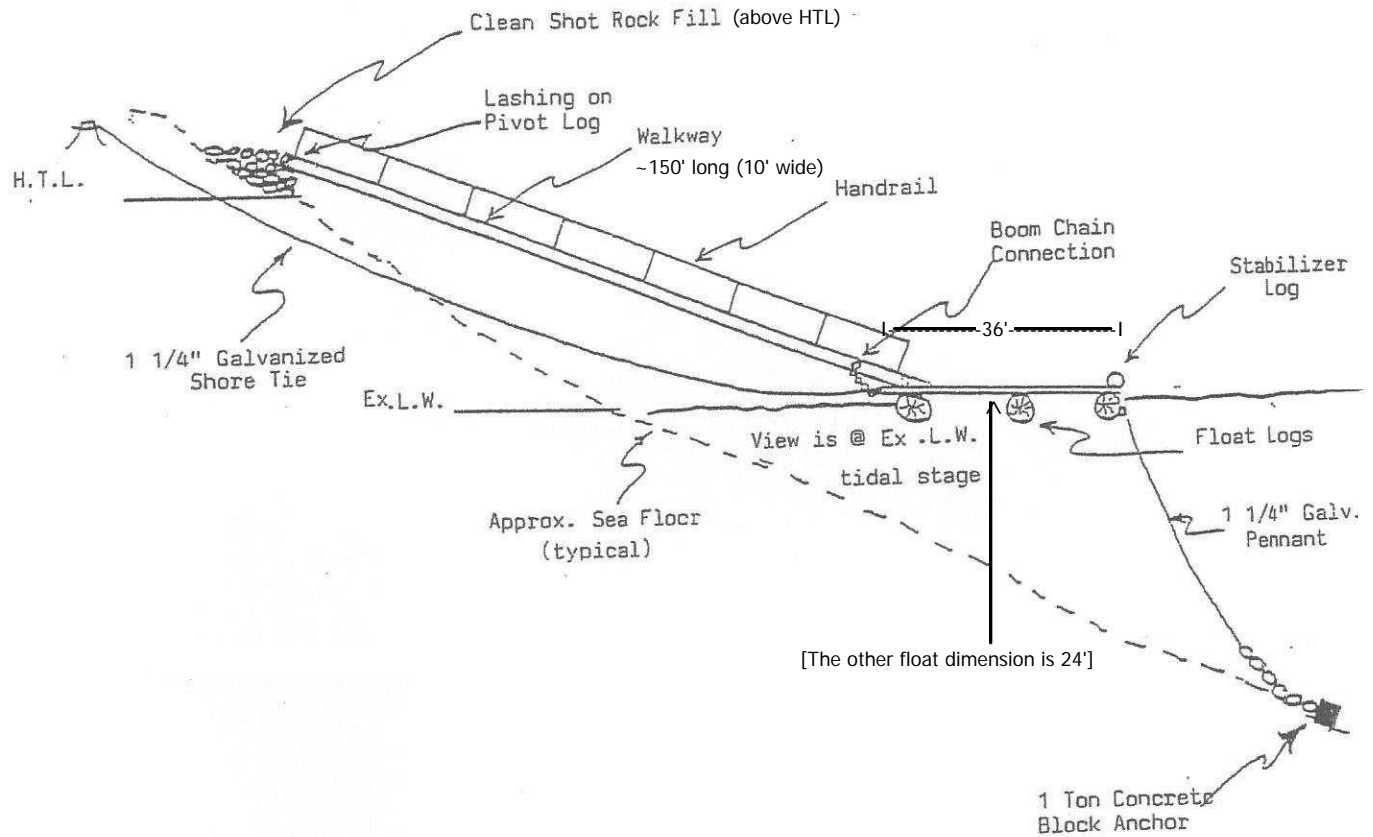
Development Plan Sketch
 Sulzer LTF & Rafting Area

October 21, 2016

Sheet 1 of 4

Sulzer - 2016 Lease Application

Seaplane Float Schematic-Profile View



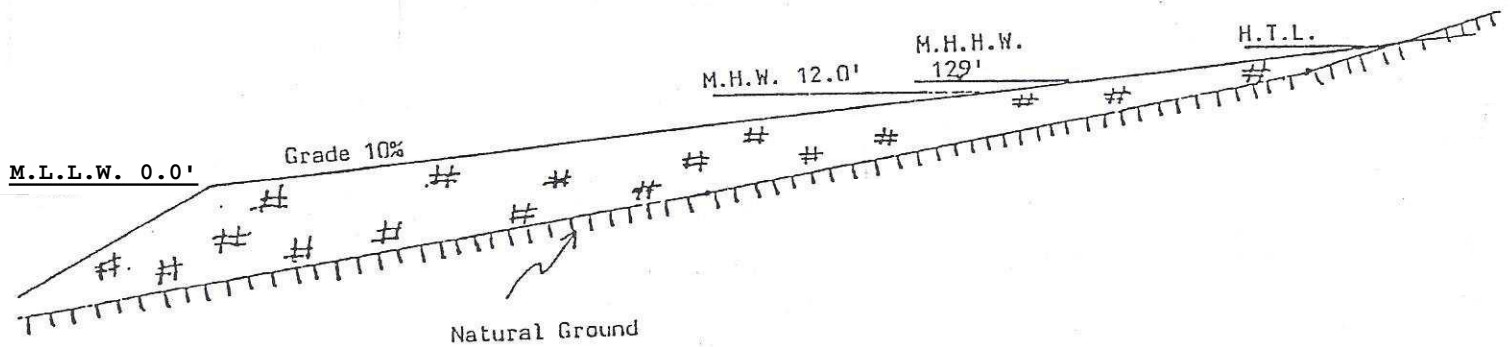
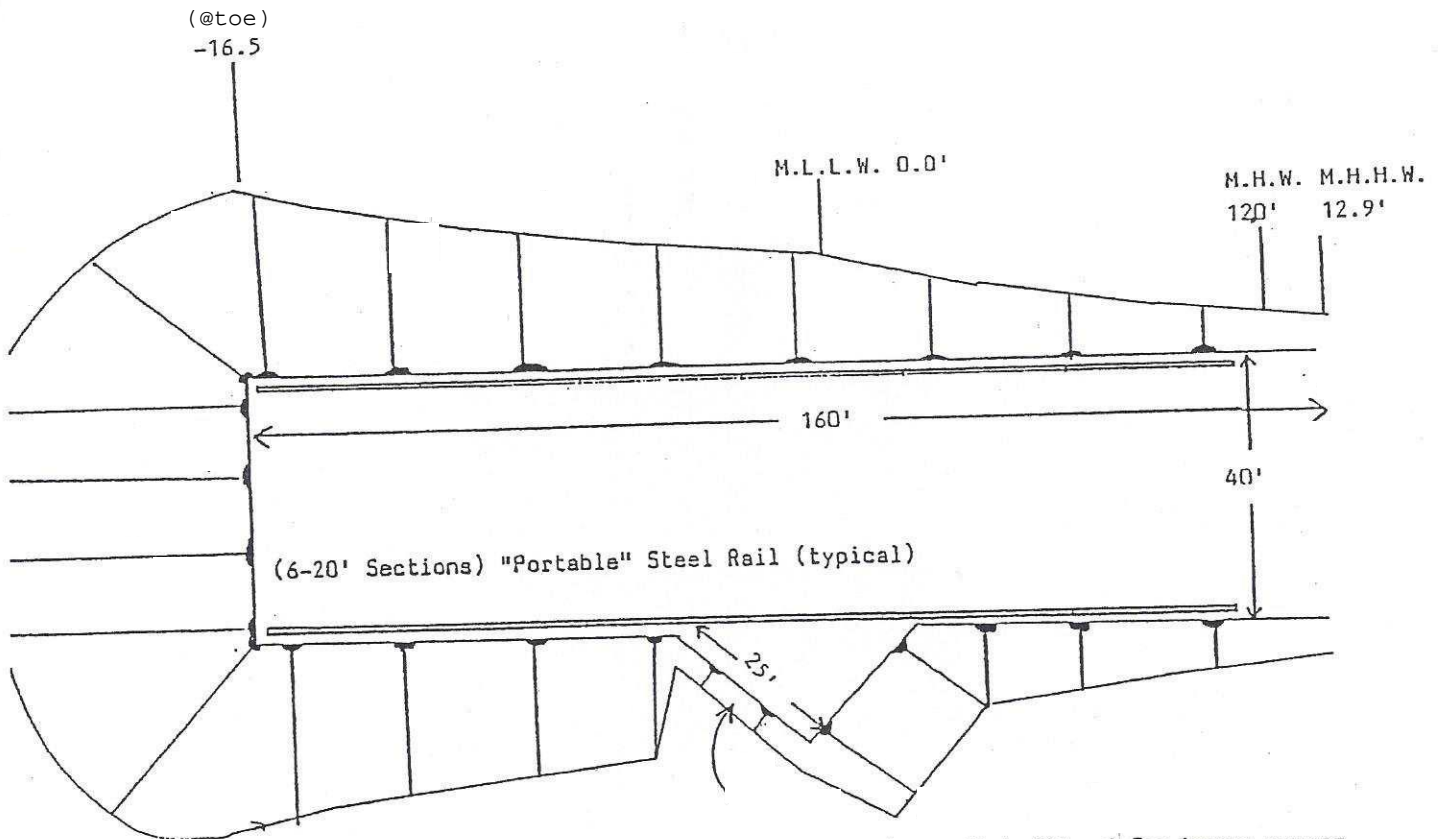
40 0 20 40

~SCALE (FT.)

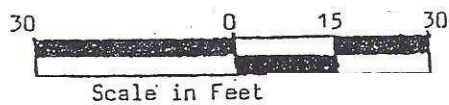
Sulzer Facility, Hetta Inlet, POW Island, Alaska

Application by Sealaska Timber Company, LLC

October 21, 2016

LTF RAMP - PROFILE VIEWLTF RAMP - PLAN VIEW

Machine stacked boulders or log crib bulkhead for barge access.



Scale in Feet

DEVELOPMENT PLAN DIAGRAM	
10-21-16	Sec.10 T.76S., R.84E., CRM
SHEET_3_OF_4_	Sealaska Timber Company, LLC

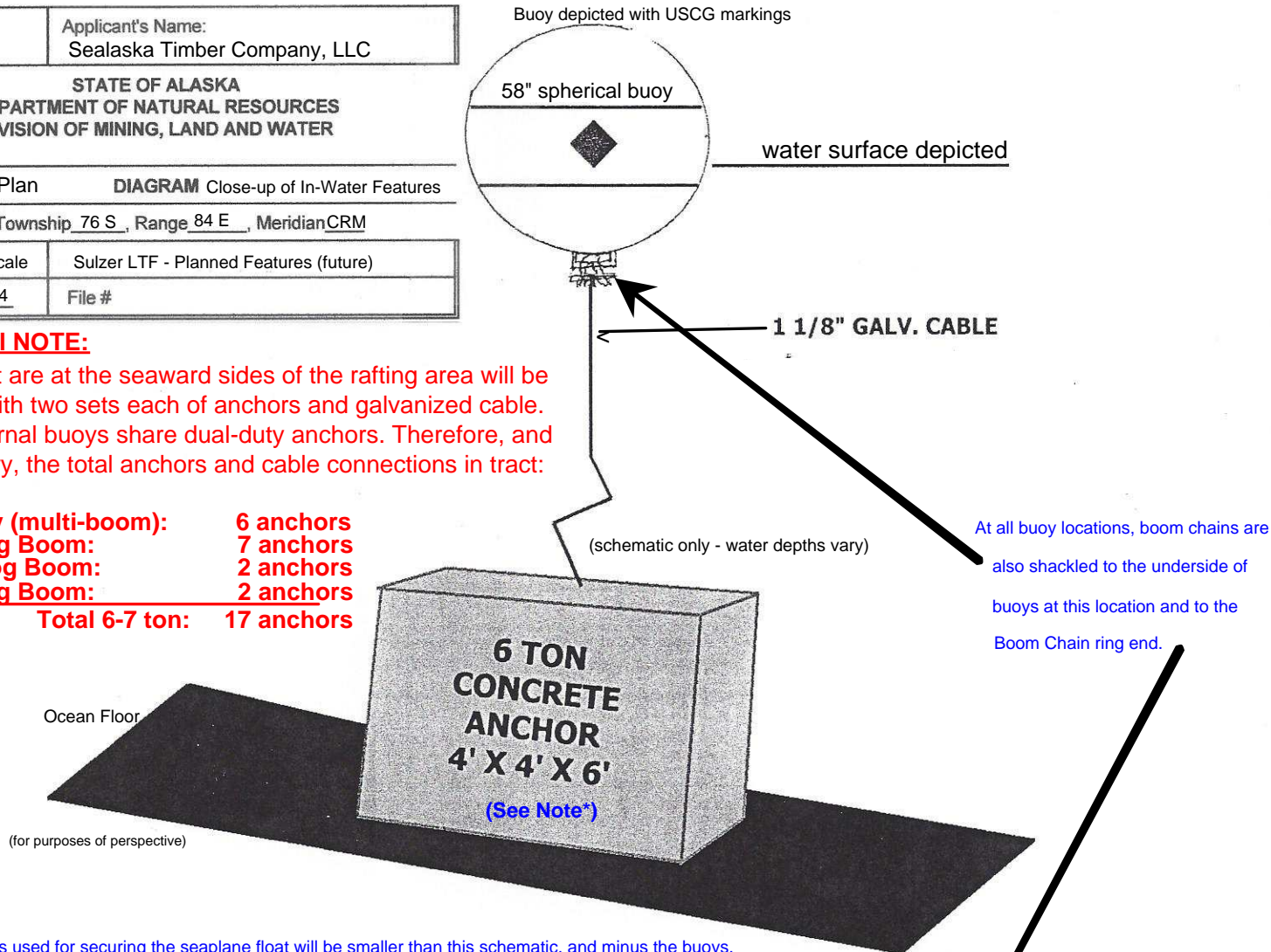
TYPICAL LOG BUOY AND ANCHOR

Date Prepared: 10-21-16	Applicant's Name: Sealaska Timber Company, LLC
STATE OF ALASKA DEPARTMENT OF NATURAL RESOURCES DIVISION OF MINING, LAND AND WATER	
Development Plan DIAGRAM Close-up of In-Water Features	
Sec.(s) <u>10&15</u> Township <u>76 S</u> , Range <u>84 E</u> , Meridian <u>CRM</u>	
Scale: not to scale	Sulzer LTF - Planned Features (future)
SHEET <u>4</u> OF <u>4</u>	File #

Additional NOTE:

Buoys that are at the seaward sides of the rafting area will be secured with two sets each of anchors and galvanized cable. Some internal buoys share dual-duty anchors. Therefore, and in summary, the total anchors and cable connections in tract:

Dual-Duty (multi-boom):	6 anchors
South Log Boom:	7 anchors
Center Log Boom:	2 anchors
South Log Boom:	2 anchors
Total 6-7 ton:	17 anchors

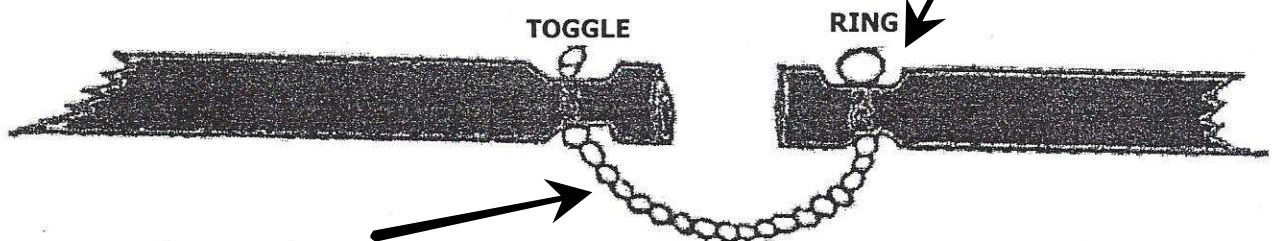


[*The anchors used for securing the seaplane float will be smaller than this schematic, and minus the buoys.

Anchors for boom & buoy configurations range from 6 to 7 tons, depending on density of concrete and quantity of rebar used to construct.

The anchors for the seaplane float are roughly one ton in weight and dimensions 2'x2'x4'.]

TYPICAL SECTION OF LOG BOOM



**Boom Chains (connecting one log boom to another, and connecting booms to buoys)

Schematic Details for "TRACT A"