

Vessels

Alaska Class Ferry

In 2006 the Department of Transportation and Public Facilities (the Department) issued a Request for Proposal to construct a new day boat ferry that would allow more “hub and spoke” routes similar to the fast vehicle ferries. Over the next six years the vessel became known as the Alaska Class Ferry and the scope changed from a day boat to a conventional mainline vessel without passenger staterooms. Faced with an estimate that had grown from \$30 million in 2006 to over \$150 million in 2012, the Department revisited how the cost could be brought back to the legislative appropriated amount of \$120 million, why the scope changed, and whether the change was appropriate. The Department determined the best course of action was to return the vessel back to a day boat operation and construct two vessels for the amount appropriated. Planned delivery of the first vessel is in the spring of 2018 and the second in the fall of 2018. The construction timeframe was extended to reduce shipyard labor costs.

In May of 2012, Alaska Ship and Drydock was selected to assist in the design under the Construction Manager/General Contractor (CM/GC) concept. The design of the Day Boat Alaska Class Ferries (ACF) was completed by Elliott Bay Design Group (EBDG) and a RFP went to Vigor Alaska Shipyard on August 1, 2014. Once the proposal was received negotiation meetings were held and the Guaranteed Maximum Price (GMP) was established. The contract was signed on October 16th, 2014 for \$101,513,651.

In order to make both ships compliant with the EPA Tier III requirements the engines had to be purchased and the construction of the keels for both ships commenced by the end of the calendar year of 2014. The State assigned EBDG to develop the construction templates and assembly drawings for the keel sections. Once Vigor had a contract to build the ships, they were able to order steel promptly and start the assembly of the keel sections. A keel laying ceremony for both vessels was held on December 13, 2014 in the Ketchikan Shipyard.

The main engines for the ships have been purchased by AMHS and have been delivered to Ketchikan Warehouse. The 3,000 horsepower EMD diesel engines are Tier III rated and do not require Urea which is an additive that is injected into the exhaust system to reduce NOX in the Tier IV class of engine. The Tier III engines were at least 25% cheaper to purchase than the Tier IV engines and will cost less to operate and maintain.

Vigor Alaska has their detail designers working on the development of the construction templates and assembly drawings for the remainder of the ship. Steel for the next modules was recently ordered and assembly of the next modules will begin in February.

New Tustumena Design

The Reconnaissance Report was delivered in May 2014. Public informational meetings were held this past spring 2014 at Homer, Kodiak and Dutch Harbor. The surrounding communities which the new Tustumena will serve called in to listen to the presentation. The final design study review document was completed October 31, 2014 and the final design process began in January 2015. The expected design completion date is currently set for December 2015. We have \$10 million for design and approximately \$40 million remains in the vessel replacement fund. We have conducted the environmental process so as to use state or federal funding. The public comment period ended January 16, 2015. The construction project is included in the 2016-2019 STIP, but needs to be adjusted forward as it competes with other projects for federal funding.

M/V Columbia Federal Capital Improvement Project – Winter 2015/2016

The Columbia will undergo a Federal Capital Improvement Project and overhaul during the winter of 2015/2016. This Capital Improvement Project will consist of refurbishment and upgrade of the bridge deck crew living quarters and stack repairs. Upgrades to ADA accommodations, refurbishment of select machinery, replacement of furniture, fittings, outfitting, light fixtures, electrical switches, windows, interior and exterior doors will also be completed. Work will also be done on electrical, HVAC, mechanical equipment, public address system, fire protection systems, signage, cabling, exterior/interior paint, flooring, stability assessment, and drawings. The project will also include a state funded overhaul and drydock. This CIP has been awarded to Puglia Shipyard in Bellingham, Washington and will commence October 2015.

M/V Matanuska Repower Winter 2016/2017

The Matanuska will receive new engines and a new steering system replacement during the winter of 2016/2017. This project will replace the main engines, reduction gears, control systems, shafting, propellers, rudders, associated auxiliary equipment, exhaust and waste heat boilers, bow thruster, steering gear, electrical generation switch boards, house and stack repairs, painting, security upgrades, miscellaneous system upgrades, rescue boat and davit upgrades, structural repairs, exterior and interior paint, and a state overhaul. Design engineering is currently underway.

Electrical Generation Upgrade

The project began by investigating the physical condition of the Columbia, Malaspina, and Matanuska's power generation and distribution systems from the switchboard and generators to the motor controllers. Information from the fleet condition survey reports and on board inspections are being utilized to identify any abnormal physical or operating conditions or practices that would require alterations or modifications. Following this review, new switchboards will be manufactured and installed aboard the three ships, as the vessels go into their annual overhaul, or undergo capital projects. The goal is to install new power generating equipment, correct any abnormalities, and assure solid electrical systems and regulatory compliance.

Fast Ferry Systems Upgrades 2015/2016

This project will design and install modifications and upgrades to existing ship's systems to address problems that have been identified during vessel operations. The interior carpeting, flooring, chair cushions, hull paint, exterior paint, interior upgrades and general equipment maintenance and upgrades will be upgraded or replaced. Aluminum hull repair work will also take place to repair aluminum pitting discovered on both vessels. Both vessels will also have a new fast rescue boat davit installed. This CIP has been awarded to Foss Shipyard in Seattle, Washington. The Chenega project will begin September 15, 2015 and the Fairweather project will begin October 1, 2015.

Point of Sale System

The Point of Sale computerized cash register system has been installed on all vessels and is operating well.

New Reservation System

We have signed a contract to purchase a new Reservation and Manifest System. Carus PBS Ab. Ltd, a Finland based company with extensive ferry reservation system experience was awarded the contract on August 22, 2014. The plan is for the system to be operational during January 2016, and run parallel with RMS III with full public implementation to take place during April 2016.

SOLAS Waiver

An effort to receive a SOLAS Waiver to allow the Columbia and Malaspina to call at Prince Rupert, B.C. was undertaken via USCG Sector Juneau and the USCG Office of Commercial Vessel Compliance in Washington D.C. This waiver request was recently denied by the USCG in Washington D.C. AMHS will now attempt another request using a Gap Analysis approach working closely with USCG Sector Juneau in an effort to obtain a waiver just for the M/V Malaspina.

Winter 2015/2016 Schedule

The 2015/2016 AMHS Winter Schedule was posted on August 26th and is available for booking. The process was delayed this year due to budgetary uncertainty.

Economic Impact Study

AMHS has started the process of updating a 1995 report on the Economic Impact of the AMHS. The study will be updated with current data to assess the economic impact that the AMHS has state wide.

LeConte Rescue

On September 3, 2015 while the M/V LeConte was enroute from Gustavus to Juneau, off Rocky Island, a visual sighting of individuals in distress was reported by the Able Seaman on watch. Six individuals were clinging to an overturned vessel. The LeConte Captain and First Officer maneuvered the LeConte into position and lowered their lifeboat to retrieve the six individuals. Once on board the LeConte those rescued were given hot showers, dry clothes, food, and blankets. None of those rescued were hypothermic as they had been able to get out of the water and up on the overturned hull for approximately an hour prior to their rescue. The LeConte notified the USCG,

continued on and returned the rescued persons back to Juneau, where the vessel had originally departed from on a fishing trip. The overturned vessel was towed to port by other Good Samaritan vessels.

Terminals

Haines Ferry Terminal Improvements

This project will remove the existing deteriorated cellular sheet pile bulkhead structures and replace them with a riprap slope and a pile supported mooring dolphin and fender system and associated access structures. The work includes offshore dredging to provide sufficient water depths along the face of the berth for safe vessel use. Additional upland areas will also be developed to offset land area losses as a result of the removed sheet pile dock structures and to allow reconfiguration and expansion of the uplands for the provision of two separate vehicle staging areas. Upland work further includes the provision of retaining wall structures, relocation of the generator and storage building structures and utility work. The project will not close the ferry terminal, however in order to complete the work, starboard side berthing will be unavailable the entire summer of 2015. While starboard side berthing is unavailable, the FVF vessels will be unable to berth in Haines. The expected completion of the phase one project is June 2016.

Haines End Berth

This project will consist of design and construction of two bow/stern loading docks for berthing existing AMHS vessels as well as the Alaska Class Ferries. Shore side and uplands improvements will also take place. This project is expected to be completed in August 2017.

Homer Ferry Terminal Improvements

This project will refurbish the existing fender structures along the face of the dock to minimize abrasion and damage that is occurring from ferry vessel contact and place five new fender structures along the face of the dock to decrease the spacing between fenders. The current fender structures are too far apart to accommodate the vessels. The plan is to replace and/or modify an existing mooring dolphin to allow safer turning movements by the ships. The project will also make minor improvements to existing mooring bollards that are mounted to the dock surface in order to better accommodate attachment of vessel mooring lines. The project is expected to be complete December 2015.

Auke Bay Ferry Terminal Improvements

This project will replace the existing pile supported mooring dolphin structures that have deteriorated from age and vessel impact. This project will also place new cathodic protection anodes on all remaining offshore mooring structures to insure the integrity of the existing vessel mooring structures from ongoing structural deterioration due to corrosion. Other improvements include modification, refurbishment, and restoration of access catwalks and associated electrical utilities as may be necessary. This project is expected to be completed in December 2015.

Kake Ferry Terminal Improvements - Transfer Bridge

This project will replace the existing transfer bridge and associated bridge support float and related infrastructure. The project will also refurbish an existing rock slope that abuts the terminal uplands and bridge abutment and install new cathodic protection anodes on all offshore pile supported mooring structures. This project is expected to be complete in December 2015.

Kake Ferry Terminal Passenger Facility

This project is currently planned to construct a new heated passenger terminal building with restrooms, improve upland parking and staging areas along with placement of new sanitary sewer and water lines running from the city's municipal lines along with an electrical connection. Completion is expected to be August 2016.

Kodiak Ferry Terminal Improvements

The Kodiak Ferry Terminal Improvement project will consist of the reconstruction of the existing Pier I multi-use dock facility and is currently suspended due to Stellar Sea Lion interference with the planned construction work and current permit restrictions. The Dept of Transportation and FHWA have been working closely with NOAA's National Marine Fisheries Service (NMFS), the US Fish & Wildlife Service, and the Alaska Dept of Fish & Game to

ensure this project can continue on as planned. In water work is expected to resume late October 2015 with a project completion date in June 2016.

Angoon Ferry Terminal Passenger Facility

This project will construct a new heated passenger terminal building and restroom structure and also expand the upland vehicle and pedestrian staging and access areas. Completion is expected to be October 2016.

Prince Rupert Ferry Terminal Replacement

This project will remove and replace the existing deteriorated ferry terminal marine structures at the existing site. Items include the transfer bridge, abutment, float/lift system, mooring structures and access catwalk. The project was advertised in November 2014 but withdrawn due to issues regarding the Buy America Act. It remains in limbo. The current facility remains in service in the interim.

Skagway Ferry Terminal Modifications

After the April 24, 2014 sinking of the float, the float was successfully raised and service restored. DOT&PF then conducted a complete survey of the float and it was determined that renovation would be favorable over replacement. The Municipality of Skagway has a 5/12 ownership of the float and was billed for their portion of the salvage and the repairs needed after the sinking. Skagway will also fund a 5/12 share of the upcoming renovation project. The project will move forward with making improvements and restoration to the existing float structure so that the float is suitable for pedestrian, vehicle and vessel use. This project will conduct a detailed inspection and analyze the existing float structure and associated mooring, utility and other components. It will then proceed with the restoration of the anchor chains, anchors, and hawser penetrations. Also to be restored are the fuel, water, electrical lines, side berth fender systems, vehicle ramp and lift system, and float deck restoration along with other concrete repairs. The work will also seal off all penetrations below the main deck level, improve the bridge bearing system by replacing rollers which will help mitigate steep bridge and transition plate grades, and conduct transfer bridge corrosion proofing and repainting. Construction should be complete in December 2016.

Ketchikan Terminal

This project consists of the replacement of some of the of existing vessel berthing and mooring structures, placement of a new turning dolphin between berths 1 and 3, refurbishment of fendering and platform components at the berth #3 float, construction of a new pedestrian covered walkway structure over the existing sidewalk from the terminal building to the berth #3 approach, and the placement of cathodic protection anodes on existing pile supported structures at berths #1 and #3. This project is expected to be completed in two phases with the dolphin upgrade, covered catwalk and utilities work being completed in December 2016 and the Berth 3 side fender upgrades and utility work on the Berth 1 transfer bridge being completed in July 2017.

Ward Cove Layup and Working Berth Facility for AMHS and NOAA

The final geo technical and soils characterization reports have been filed. Environmental permitting is underway and the state is currently working with the EPA regarding the permitting for the removal of Bolles Ledge. Various wasted wood and steel structures in the cove will also be removed via a coastal clean-up grant. It is assumed there will be enough funds remaining to design the facility after the Bolles Ledge is removed, although additional funding totaling approximately \$19 million will be needed before the facility can be constructed. NOAA participation in the project is still tentative.

AMHS Gustavus Terminal Improvements

In December 2013, a storm damaged the mooring and transfer bridge facility. The design and environmental document work is underway to make improvements to the facility to make it more storm resistant and the project should be complete in May 2017.

Tenakee Springs Dock Replacement

Project scoping is underway. Final alternative analysis is being prepared for review by AMHS. Two final alternatives for evaluation are a fixed dock and floating barge option. Once a preferred alternative is selected, environmental scoping and preliminary design can commence. Construction completion date is expected to be December 2017.