

### Day Boat ACF – Design Study

- Introductions
  - Elliott Bay Design Group LLC (EBDG)
    - Matt Williamson, PM
    - Will Nickum, PE
  - Alaska Marine Highway System (AMHS)
    - Doug Miller, PM
    - Capt. John Falvey, General Manager

### Day Boat ACF – Design Study

- Starting Point
  - Draft Design Concept Report – Day Boat ACF
- Day Boat Concept
  - 12-hour operation
  - No passenger or crew accommodations
  - Round trips between two terminals

### Day Boat ACF – Design Study

- Vessel Mission Requirements
  - Payload – 53 vehicles and 300 passengers
  - Speed – 15.5 knot schedule speed
    - 16 knot service speed @ 85% MCR
  - Single ended, with drive thru loading/unloading (Bow and Stern Doors) -
  - Rapid load/unload of passengers/vehicles
  - Highly Maneuverable

### Day Boat ACF – Design Study

- System Mission Requirements
  - Safe, robust & reliable
  - Interface with existing terminals except Haines
  - 99% sailing frequency – match or exceed existing
  - Ship motions better than LECONTE Class, approaching TAKU

### Day Boat ACF – Design Study

- Proposed Routes
  - 1<sup>st</sup> Priority – Northern Lynn Canal
  - 2<sup>nd</sup> Priority – Short Existing AMHS Routes
  - 3<sup>rd</sup> Priority – Juneau Access Routes, if required
- Operational Constraints
  - Terminal configuration
  - Vehicle loading
  - Walk on passenger loading
  - Overnight mooring

**Day Boat ACF – Design Study**

- Major Design Decisions
  - Bow Loading Options
    - Side opening parallel stowing doors (Recommended)

**Day Boat ACF – Design Study**

- Major Design Decisions
  - Bow Loading Options
    - Bow Visor (Knight's Hood) (Not Recommended)

**Day Boat ACF – Design Study**

- Major Design Decisions
  - Bow Loading Options
  - Side Door Video

**Day Boat ACF – Design Study**

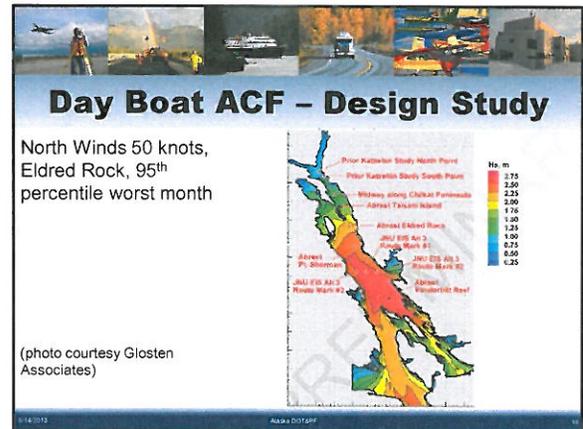
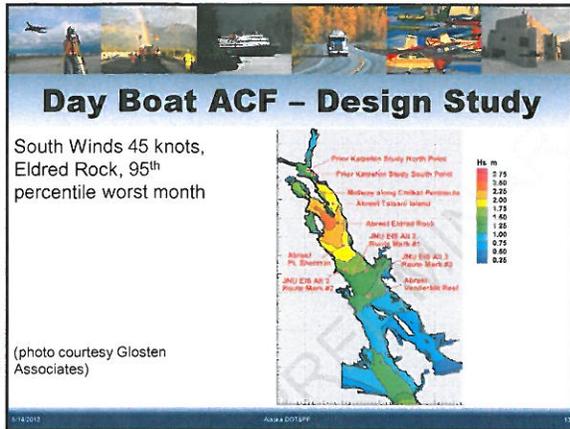
- Major Design Decisions
  - Vessel Proportions
    - Terminal & route constraints
      - Freeboard & Draft
    - Vehicle Capacity
      - Length & Beam on Deck
    - Speed and power requirements
      - Length & Beam at Waterline
      - Optimize hull efficiency with numerical analysis & model testing

**Day Boat ACF – Design Study**

- Major Design Decisions
  - Sea keeping considerations
    - Length greater than 235 Ft LECONTE, less than 295 Ft
    - Current Concept Design is 280 Ft LOA
    - Eliminate forward guard sponsons
    - Optimize bow shape – reduce spray
    - Shelter important equipment from ice accumulation

**Day Boat ACF – Design Study**

- Major Design Decisions
  - Seakeeping analysis
    - Climate Study & Seakeeping Study under way (Glosten)
    - Determine historical wind speeds, directions & wave heights
    - Use series of hulls – LECONTE to TAKU size
    - Calculate motion indices using wave data
    - Establish comfort level
    - Use numerical analysis on proposed vessel
    - Model test proposed hull to validate analysis results and look at spray behavior



- ### Day Boat ACF – Design Study
- Major Design Decisions
    - Closed Aft Deck vs Open
      - Pros:
        - Increased weather protection, potential lower maintenance
      - Cons
        - Slightly increased cost – materials, ventilation
    - Either Option
      - Bow Door
      - Deck scuppers
      - Cold in winter
      - Environmental Issues (VGP)

- ### Day Boat ACF – Design Study
- Major Design Decisions
    - Car Deck Configuration
      - Machinery/Access Casings
      - Life Saving Equipment
      - ADA Access
      - Emergency Egress
    - Maneuvering Requirements
      - Testing and input from fleet Captains

- ### Day Boat ACF – Design Study
- Major Design Decisions
    - Passenger Space Configuration
      - Family & Children
      - Quiet Workspace
      - Observation Lounge
      - Theater/Second Lounge
      - Minimum Food Court/Vending Machines
      - Solarium

- ### Day Boat ACF – Design Study
- DSR Wrap Up
    - Draft Report for Public Review – June 13<sup>th</sup>
      - Decision Papers
      - Cost Estimate
      - Concept Design Drawings
        - Deck Plans & Profiles
        - Midship Section
        - Hull Form



### Day Boat ACF – Design Study

- What's Next
  - Public Process
  - Preliminary Design
  - Model Test
  - Functional Design (PS & E)
  - Negotiate Guaranteed Maximum Price
  - Award Shipyard Contract
  - Delivery of Vessels – target date mid 2016

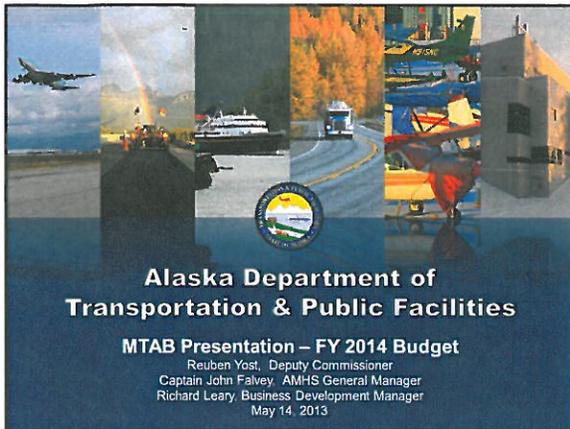
© 2013 ACF



### Day Boat ACF – Design Study

- Questions?

© 2013 ACF



**Alaska Department of Transportation & Public Facilities**

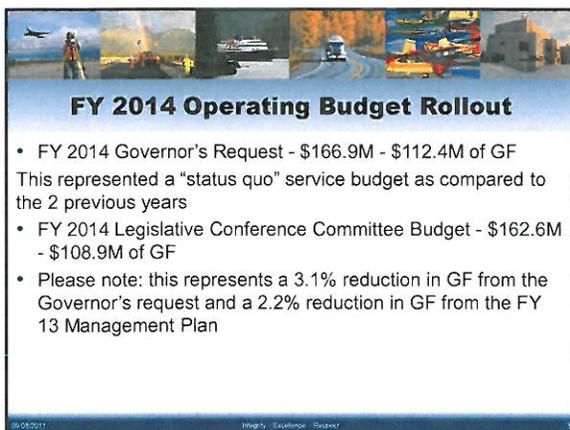
**MTAB Presentation – FY 2014 Budget**

Reuben Yost, Deputy Commissioner  
 Captain John Falvey, AMHS General Manager  
 Richard Leary, Business Development Manager  
 May 14, 2013



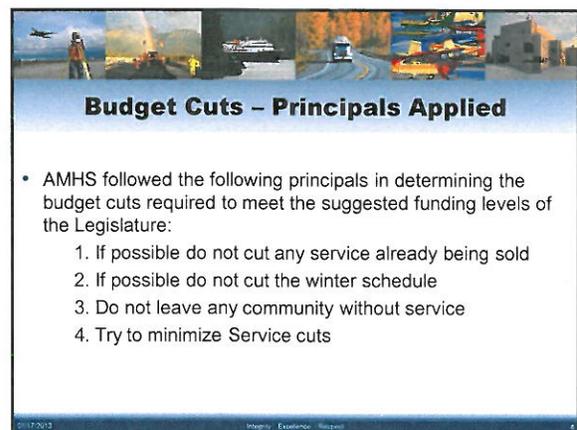
**Agenda**

- FY 2014 Legislative Operating Budget Rollout
- Budget Adjustments Principals Applied
- Budget Adjustments
  - Service Cuts
  - Revenue Enhancements
  - Administrative Cost Reductions
  - Summary of Adjustments
- Fiscal Year 2015 Look Forward



**FY 2014 Operating Budget Rollout**

- FY 2014 Governor's Request - \$166.9M - \$112.4M of GF  
 This represented a "status quo" service budget as compared to the 2 previous years
- FY 2014 Legislative Conference Committee Budget - \$162.6M - \$108.9M of GF
- Please note: this represents a 3.1% reduction in GF from the Governor's request and a 2.2% reduction in GF from the FY 13 Management Plan



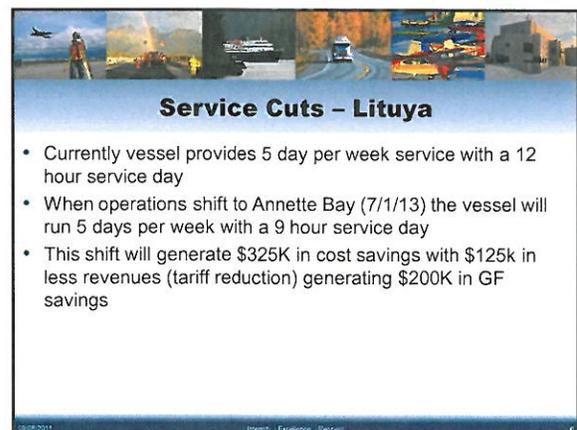
**Budget Cuts – Principals Applied**

- AMHS followed the following principals in determining the budget cuts required to meet the suggested funding levels of the Legislature:
  1. If possible do not cut any service already being sold
  2. If possible do not cut the winter schedule
  3. Do not leave any community without service
  4. Try to minimize Service cuts



**Budget Adjustments - Service Cuts**

- Lituya Operations between Metlakatla and Ketchikan
- Fairweather operations from February 2014-mid May 2014
- Taku Operations in June of 2014
- Outsource Service



**Service Cuts – Lituya**

- Currently vessel provides 5 day per week service with a 12 hour service day
- When operations shift to Annette Bay (7/1/13) the vessel will run 5 days per week with a 9 hour service day
- This shift will generate \$325K in cost savings with \$125k in less revenues (tariff reduction) generating \$200K in GF savings



### Service Cuts-Fairweather

- Fairweather originally scheduled to service NL Canal and Sitka 4 days per week commencing 2/27/14 and then shifting to 4 day per week Sitka service on 5/1/14. This service will be cut through mid-May
- Lessons learned from the FVF engine negotiations indicated the FVF vessels were being run too hard during the winter season
- The Fairweather is being repowered during this period
- This reduction will generate \$1.0M in cost savings with \$175K in less revenues generating \$825K in GF savings

09/08/2011 Integrity Excellence Respect 7



### Service Cuts-Taku

- Taku originally scheduled to begin Rupert-Juneau service on June 1- coming out of annual overhaul. This service will be cut
- This is the second Rupert boat (Mat) providing service to Rupert, Ketchikan, Wrangell, Petersburg, Kake, Juneau and Sitka
- In FY 2013 June traffic for Taku was 3,000 passengers and 1000 vehicles
- This reduction will generate \$1.2M in cost savings with \$.2M in less revenues generating \$1.0M in GF savings

01/17/2013 Integrity Excellence Respect 8



### Service Cuts – Outsourced Service

- AMHS had a minimal line item to procure outsourced service when vessel overhauls/capital projects created gaps in certain ports
- This fund is also used when casualties happen interrupting schedule – (Kennicott door damage)
- AMHS will not actively pursue outsourcing service outside of the supplemental process
- This reduction will generate GF savings of \$200K

04/09/2011 Integrity Excellence Respect 9



### Budget Adjustments Revenue Enhancements

- Base Tariff Adjustments
- Travel Agent Commissions
- Discount Programs – 30% Winter Roundtrip Discount
- Discount Program – Summer “Driver Goes Free”

02/08/2011 Integrity Excellence Respect 10



### Revenue Enhancements - Tariffs

- AMHS is actively looking at system – wide tariff reorganization based upon equity and fairness in various route mileage categories
- Tariffs can be changed by the DOT Commissioner
- Last general tariff increase was October 2007
- AMHS will seek a consultant to provide oversight and guidance in the proposed tariff restructure
- AMHS anticipates a MTAB rollout prior to any tariff structure adjustments – Potentially early 2014

04/08/2011 Integrity Excellence Respect 11



### Revenue Enhancements – Travel Agents

- AMHS will continue commissions on qualified commissionable travel at a 10% rate
- AMHS will now define “non-commissionable travel” to include
  1. Military travel
  2. Alaska resident travel on in-state point-point travel
- This adjustment will increase revenues in FY 2014 by \$96K and in FY 2015 by \$448K. These adjustments to become effective May 2014
- Currently Travel Agents book \$9.2M annually in sales of which \$3.1M is military travel and \$1.3M is Alaska resident traveling point to point in Alaska

03/08/2011 Integrity Excellence Respect 12



### Revenue Enhancements 30% Winter Roundtrip Discount

- AMHS does not intend to renew the 30% Discount with the Fall, Winter, Spring 2013/14 Schedule release-Expected FY 14 GF Savings \$650K
- This program allowed for a 30% discount on passage and car-deck for "mirror-image" round-trip tariffs from 11/1-3/31
- This program was rolled-out in 2006 and was intended to stimulate demand with no negative revenue impacts
- A "before/after" analysis by port indicates that the vast majority of the ridership increase is in the Metlakatla-Ketchikan route
- Major routes impacted: Juneau-Haines, Cordova-Whittier, Metlakatla-Ketchikan, Ketchikan - Bellingham

09/08/2011 Integrity Excellence Respect 13



### Revenue Enhancements "Driver Goes Free" - Summer

- AMHS does not intend to renew this promotion effective with the Summer 2014 Schedule release-Expected FY 14 GF Savings \$427K
- This program allowed for free passenger travel on round-trip passage involving a vehicle during the period of 5/1-9/30
- This program was rolled-out in 2007 and was intended to stimulate demand with no negative revenue impacts
- A "before/after" analysis by port indicates that the vast majority of the ridership increase is in the Metlakatla-Ketchikan route
- Major routes impacted: Cordova-Whittier, Juneau-Haines, Kodiak-Homer

09/08/2011 Integrity Excellence Respect 14



### Budget Adjustments Administrative Cost Reductions

- The targeted General Fund Savings from Administrative and Shore-side Cuts for FY 14 are \$.125M-Areas being cut are as follows:
  1. Elimination of Printed Schedule-Postage savings
  2. Reducing warehouse needs in Bellingham
  3. Reducing non-essential Shore-side overtime
  4. Vigorous centralized printing
  5. More efficient company cell-phone policies

09/08/2011 Integrity Excellence Respect 15



### Budget Adjustments Summary of Budget Adjustments

- Service Reductions – General Fund Savings of \$2.2M on cost savings of \$2.7M
- Revenue Enhancements – General Fund Savings of \$1.2M
- Administrative Cost Reductions – General Fund Savings of \$.1M

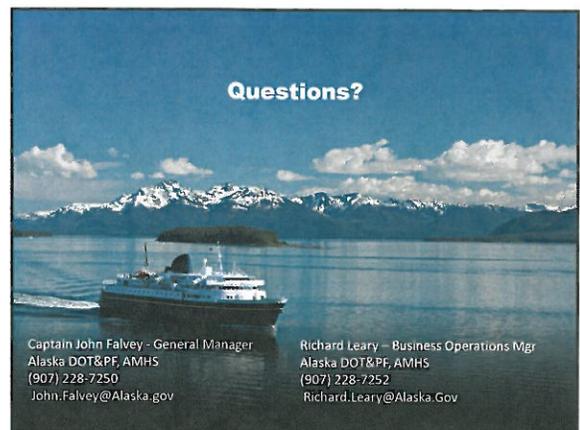
09/08/2011 Integrity Excellence Respect 16



### Fiscal Year 2015 Look Forward

- AMHS will conduct after action reviews determining the effects and results of budget adjustments
- If AMHS is faced with additional budget pressure next fiscal year results will be more difficult to achieve outside of service cuts
- Potential areas of cost effectiveness: Passenger amenities, tariff considerations, vessel retirement

09/08/2011 Integrity Excellence Respect 17



### Questions?

Captain John Falvey - General Manager  
Alaska DOT&PF, AMHS  
(907) 228-7250  
John.Falvey@Alaska.gov

Richard Leary - Business Operations Mgr  
Alaska DOT&PF, AMHS  
(907) 228-7252  
Richard.Leary@Alaska.Gov

**MARINE TRANSPORTION ADVISORY BOARD**

Annual Operating Budget Summary

Data current through May 6, 2013

	Travel	Services	Supplies	Total	COMMENTS
<b>FY 2013 Budget</b>	\$ 28,000	\$ 5,700	\$ 2,000	\$ 35,700	
<b>FY 2013 Actual Expenditures</b>					
July 2012	\$ -	\$ -	\$ -	\$ -	
August	-	-	-	-	
September	-	-	-	-	
October	-	-	-	-	
November	-	-	-	-	
December	7,069	1,001	-	8,070	
January 2013	-	-	-	-	
February	-	-	-	-	
March	992	1,302	-	2,294	
April	5,449	697	495	6,641	
May	-	-	-	-	
June	-	-	-	-	
<b>Total All FY 2013</b>	<b>\$ 13,510</b>	<b>\$ 3,000</b>	<b>\$ 495</b>	<b>\$ 17,005</b>	
<b>Current Availability</b>	<b>\$ 14,490</b>	<b>\$ 2,700</b>	<b>\$ 1,505</b>	<b>\$ 18,695</b>	
<b>Previous Year Actuals</b>					
FY 2012	\$ 25,484	\$ 4,298	\$ 371	\$ 30,153	
FY 2011	23,406	2,852	493	26,751	

# MEMORANDUM

## State of Alaska

Department of Transportation & Public Facilities  
Alaska Marine Highway System

TO: MTAB Members

DATE: 14 May 2013

TELEPHONE NO: 907-228-7250

FAX NUMBER: 907-228-6875

FROM: Captain John F. Falvey, Jr.  
General Manager

SUBJECT: AMHS UPDATE-MTAB

### VESSEL UPDATE:

#### MATANUSKA

Inspected Matanuska's shaft and struts during last October-November 2012 State overhaul, UT testing was conducted on Matanuska's struts and they are still within structural tolerances. Matanuska's engines are showing signs of age as jacket water leaks are being discovered due to corrosion. Next overhaul is Jan-Feb 2014. Matanuska is currently providing service on the Prince Rupert run.

#### MALASPINA

Vessel has completed its federal CIP overhaul on time at Vigor Shipyard Portland and arrived in Ketchikan on 4/29 to commence the 50<sup>th</sup> celebration. There was major structural work around side car doors and in the vicinity of state rooms. Part of the project involved fabricating and replacing the side car doors. The vessel was issued the following 835's:

1. Re-submit Periodic Safety Test Procedures.
2. Relocate Engine Room CO2 controls outside protected space.
3. Remove temp doubler starboard side outside men's head on the boat deck and make permanent repairs
4. Repair/replace decks to Men's and Women's Head on the Boat Deck.
5. Submit electric one-line distribution drawing to MSC.
6. Replace the main switchboard breaker for the associated steering motor.
7. Reconfigure switched/soft starts for both steering motors.
8. Make permanent repairs to the PA, channel A.
9. Install emergency lighting in 8 spaces.
10. Received 835 in Bellingham by Sector Seattle to repair sounding tube to #4 voids.

#### TUSTUMENA

Vessel entered its federal CIP overhaul at Seward Shipyard on 11/1/2012. Shipyard progress is slow with extensive discovery work and there continues to be a 20% gap between the delivery date and the estimated completion date. A shipyard extension was granted to May 31, 2013 and all Tustumena sailings were canceled until expected return

to service on July 7, 2013.

#### KENNICOTT

Vessel was dispatched to provide Aleutian Chain service from 4/20/13 to 4/25/13 while Tustumena continues to be delayed in CIP; passenger and vehicle counts out the chain and back were extremely light. The vessel departs again on 5/29/13 for a second Chain trip to provide coverage.

#### TAKU

Taku entered Overhaul on April 1, 2013 and is due for shaft inspections. We were tasked with acting as a hotel ship for the Chief Shakes dedication in Wrangell which took the vessel out of the shipyard from May 2<sup>nd</sup> to May 5<sup>th</sup>. This may or may not delay our return to service date on June 9, 2013 (service to Prince Rupert) if issues are discovered with the shafts or other items.

#### COLUMBIA

Vessel came off line into layup on 12/5/12; her overhaul was conducted in January and February, and she returned to the Bellingham run on 3/31/13. There was a small generator issue after she came out of the yard but it was addressed under warranty and caused no major delays.

#### FAIRWEATHER

- Vessel commenced service on 3/14/13
- Will go into engine replacement shipyard (still to be determined) on 10/1/13 to 5/15/14

#### CHENEGA

- Cross Gulf Transit completed – vessel arrived in Cordova on 4/28/13 and commenced revenue service on 5/1/13.
- Will go into engine replacement shipyard on approximately 10/1/14

#### PROJECTS AND OTHER MATTERS OF INTEREST:

##### WINTER 2013/2014 CIPs

- Federal CIP Overhaul Kennicott
- Federal CIP Overhaul LeConte
- Columbia Re-Engine Project – new engines to be installed during Winter 2013-2014

##### POINT-OF-SALE CASH REGISTER SYSTEM ABOARD VESSELS

- Point of Sales (POS) cash register system continues to perform well
- The inventory management portion of the POS system (CHEFTEC) was declared out of compliance by the POS steering committee due to lack of support from the subcontractor. The primary vendor, Forum Systems Group, has an alternate inventory management system which meets the performance needs for the same price. We are planning to implement the new inventory management system this fall.

##### NEW RESERVATION AND MANIFEST SYSTEM

- July 2013 we will solicit a second RFP

*"Keep Alaska Moving through service and infrastructure."*

#### LSA RAFTS

- All vessels now have state-of-the-art passenger/crew slide escape systems.

#### ANNETTE BAY

- Estimated completion date of 2/7/13 has been pushed back due to contractor issues. A majority of the contract is now complete and we expect to start using the new facility the first week in July 2013. The community will be given a minimum of 30 days' notice before we commence service at the new Annette Bay terminal.

#### NEW ENVIRONMENTAL PROGRAM SPECIALIST

- Due to increasing environmental regulations this new position is necessary so as to continue operating within state and federal environmental compliance. A new employee has been hired and will commence working for AMHS on June 3, 2013.

#### DECK OFFICER EVALUATIONS

- Deck officer evaluation forms have been revised and expanded to help facilitate employee development. Evaluations are now required as part of the deck officers promotion package. Improvements like this over the last 4 years have created a more flexible and well-rounded work force.

#### SCHEDULING UPDATE

THE FOLLOWING CHANGES WERE MADE AS A RESULT OF THE PUBLIC TELECONFERENCE HELD ON 4/9/13.

1. Gustavus requested that they don't ride through Hoonah. Conversely, Hoonah doesn't want to ride through Gustavus. So we suggested a 50-50 route reversal so they each get direct service every other week.
2. A suggestion was made that the Bellingham vessel not go up Lynn Canal but transit to Sitka instead. We will not be able to accommodate this.
3. Ouzinkie requested more service. They previously had every other Monday service. They now have Tustumena service to Ouzinkie every Monday.

**AMHS Terminal Capital Projects  
MTAB  
14-May-13**

<b>Proj #</b>	<b>Project Name and Description</b>	<b>Staff</b>	<b>Update</b>	<b>Environ. Doc</b>	<b>Final PS&amp;E</b>	<b>Constr. Mobilize Date*</b>	<b>Constr. Complete Date*</b>
69392	AMHS FFY11-FFFY12 Shore Conditions Survey - Conduct and document shoreside facilities condition surveys. Prepare annual survey updates.	Kirk Miller	Ongoing project. FY12 report almost completed. FY13 inspections scheduled for summer, 2013 (SE locations)	NA	May-13		NA
69440	Angoon Ferry Terminal Passenger Facility - This project will construct a new passenger terminal building and restroom structures and will expand the upland vehicle and pedestrian staging and access areas at the Angoon Ferry Terminal facility.	Kirk Miller	Final design nearly completed. ROW acquisition and construction funding planned for FFY2014.	Done	Dec-14	Apr-14	Dec-14
68433	Haines Ferry Terminal Improvements - Replace sheet piles with a rip-rap slope and install new mooring dolphins and fender system. Dredge existing berth and expand staging area, including relocation of generator and storage building and utility work as needed.	Kirk Miller	ROW & final design almost complete. Construction funding planned for FFY2013.	Done	Aug-13	Mar-14	Oct-14
67463	Auke Bay Ferry Terminal Improvements - This project will remedy structural and operational deficiencies at the AMHS Auke Bay Ferry Terminal facility in Juneau. The work will include reconstruction of mooring dolphin structures and associated catwalks and electric utilities, placement of new cathodic protection anodes and refurbishment of upland and terminal building structures.	Kirk Miller	Design funding now available, FFY2013	Oct-13	Mar-14	Aug-14	Nov-14
69446	Kake Ferry Terminal Passenger Facility - This project provides for the construction of a new passenger terminal building with restrooms and improves upland parking and staging areas at the Kake Ferry Terminal facility. The work also includes placement of new sewer and water utilities to service the new terminal building.	Kirk Miller	Final Design nearly completed. Construction funding planned for FFY2014 or possibly FFY13.	Done	Jun-13	Apr-14	Dec-14
TBD	Kake Ferry Terminal Improvements - Replace transfer bridge and float system.	Kirk Miller	Design funding now available, FFY2013	Dec-13	Jun-14	Mar-15	Jun-15

67466	Ketchikan Ferry Terminal Improvements - This project will remedy structural and operational deficiencies at the Ketchikan Ferry Terminal facility. This project will replace and refurbish existing vessel mooring and berthing structures, provide a new mooring dolphin structure and construct upland access and terminal building improvements.	Kirk Miller	Design funding now available FFY2013.	Feb-14	Aug-14	Mar-15	Nov-15
68531	Prince Rupert Ferry Terminal Replacement - Replace existing deteriorated ferry terminal marine structures with new marine structures at the existing site. Items to include new transfer bridge, abutment, float/lift system, and mooring structures with access catwalks. Future work may include refurbishment of terminal building, parking and staging areas.	Kirk Miller	Consultant under contract for design. Preliminary design & geotech completed. Final design and environment permitting starting. Construction funding available in FFY2015.	Aug-13	Aug-14	Apr-15	Dec-15
69200	Annette Bay Ferry Terminal - Construct new AMHS ferry terminal to support Ketchikan - Metlakatla service.	Maureen Hansen	Construction nearly completed. Finishing final items of work. Facility is functional.	Done	NA	Apr-11	Jun-13
69422	Petersburg Ferry Terminal Improvements	Kirk Miller	Field construction ongoing but on temporary suspension due to reqd seasonal closure of pile driving.			Feb-13	Sep-13
69624	Skagway Ferry Terminal Modifications - Replace or refurbish AMHS float dock.	Kirk Miller	Consultant contract in place. Preliminary studies completed. Preliminary design task under negotiation.	Feb-13	Jul-14	May-15	Nov-15
69432	Wrangell Ferry Terminal Improvements	Kirk Miller	Under active construction. Material components under fabrication. Field construction to start soon.	Done	Done	Jun-13	Sep-13
68938	Kodiak Ferry Terminal (AK091) - Reconstruct Pier 1 dock facility.	David Lowell	Design consultant under contract. Design and environmental document work underway. Construction funding available FFY13. MOA at AG's Office.	Jun-13	Aug-13	Apr-14	Jun-15
70006	Ward Cove AMHS & NOAA Moorage Facility	2	State Funded. Geotech, Environmental and preliminary dredging. Funding received from KGB (TORA)				
TBA	Homer Ferry Terminal Improvements - Dolphin replacement	TBA	Waiting STIP Amend #6 to obligate				

**AMHS Vessel Capital Projects (excluding Annual Overhauls)**

**MTAB**

**14-May-13**

<b>Project #</b>	<b>Federal Project Name</b>	<b>Phase (2 = Design, 4 = Construction)</b>	<b>Staff</b>	<b>Update Narration</b>
73171	AMHS Fleetwide Electrical Generation Upgrade - TUS, MAL, TAK, COL, MAT	2	Atwood	Tustumena, Malaspina, Taku and Columbia ship checks completed. Matanuska ship check pending. Beacon Professional Service is work on draft Design Study Reports for vessels that ship checks have been completed.
73120	M/V Columbia Repower & Ship System Improvements	4	Carroll	Contract Awarded to Vigor Marine, LLC on January 8, 2013. Vigor Marine and their Engineering Consultant are working on detailed design. Vessel scheduled to depart for shipyard on the 1st of September.
73205	AMHS FFY13/14 Fleet Condition Survey	8	Carroll	Working with John Nelson on SMR's, FCS and project development for State Overhauls. Trent is maintaining the SMR data base and working with John on revisions.
69055	AMHS HQ Facility	2	Flores	Project is pending the results of State Funded Project (PJ 73111) – AMHS Ward Cove Feasibility Study, which is in discussions/process. Scope will consider a future Headquarters Office Building and Layup/Terminal. Estimated completion of study is summer 2012. Return funds to FTA due to project scope change. Confer with SER.
73098	AMHS Reservations and Manifest System	4	Leary	Phase 4 activated - pending PDA submittal to increase project funding for July Budget Approval (LA)
73093	FVF Propulsion System Replacement	4	Jorgens	State settlement with NTP change scope of project, from State purchasing and installing new engines to MTU providing and installation replacement engines. New scope is to monitor NTU development of installation specification and the actual installation of new engines.
73117	M/V Aurora Security Systems Upgrade	Complete	Linder	Upgrades included as part of Project 73165.
73086	M/V Malaspina Refurbishment	4	Loertscher	Contract awarded to Vigor Marine, LLC. Contract completed on the 5th of April and arrived in Ketchikan from shipyard on the 29th of April. Vessel in 1 year warranty period.
73108	AMHS Fleetwide Lifesaving Equipment Upgrades	2	Loertscher	Design Study Report has been completed. Consultant work on PS&E for following vessels: Fairweather, Chenega, Columbia, and Kennicott.
73165	M/V Aurora Habitability & Ship Systems Refurbishment	Complete	Miller	Warranty Period ended on the 16th of March. Project closeout has started.
73068	M/V Tustumena Refurbishment	4	Phillips	Contract awarded to Seward Ship's Drydock, Inc. Vessel arrived in Seward on 05NOV12. Contract extended on the 31st of January the new contract completion is the 31st of May. Contractor remains behind schedule and without additional manpower and aggressive project management will not be completed until sometime in July. See Weekly Progress Reports for contract progress.
73216	AMHS Ferry Terminal Security Upgrades	4	Linder	Phase 4 approved by FHWA
73211	M/V Kennicott Refurbishment and Upgrades	2	Matteson	Consultant has delivered 75% PS&E and the goal is for 100% PS&E to be completed NLT 31st of May

73215	M/V Tustumena MSD Upgrade	4	Phillips	MSD Upgrade is being completed under Federal Project 73068 at Seward Ships Drydock, Seward, AK. See Project 73068 Weekly Progress Reports for contract progress.
73200	AMHS Fleetwide Marine Evacuation Slide Construction	4	Phillips, Carroll	Installation and commissioning of new MES completed on both Malaspina and Columbia. Installation on Tustumena is being completed as part of Federal Project 73068. See Project 73068 Weekly Progress Reports for contract progress.
73214	M/V LeConte Refurbishment and Upgrade	2	Phillips, Miller	Consultant working on PS&E. 100% PS&E is scheduled to be delivery NTL 31MAY13
73116	Asset Management System	2	Hagan	Draft PIS completed...PMP to be determined
TBA	AMHS FFY14/15 Fleet Condition Survey	8	Atwood	Phase 8 PDA Pending
TBA	FVF System Upgrades	2	Atwood	Phase 2 PDA Pending
TBA	Marine Highway Intelligent Transportation Systems	4	Linder	TBA

**State Funded**

	Alaska Class Ferry	2	Miller	
	Tustumena	2	Atwood	

# ALASKA MARINE HIGHWAY

— 50<sup>TH</sup> ANNIVERSARY —

*Throughout 2013 AMHS will promote the 50th Anniversary through a year-long, integrated campaign that includes marketing, media, collateral materials and community involvement.*

Strategic purpose of the celebration

- Position AMHS to take advantage of additional media opportunities
- Provide support to existing marketing efforts
- Celebrate the system's history and longevity
- Reinforce and validate the AMHS brand
- Educate current and potential customer about the AMHS
- Help launch the AMHS into the future

## **Overview of Southeast Events – May 1st-5<sup>th</sup>, M/V Malaspina's Golden Voyage**

The 'Golden Voyage' was an outstanding success. With the complexities of this event there were very few issues. The crew of the MAL did a fantastic job accommodating the thousands of passengers that accessed the vessel over a five day period. The galley put forth a heroic effort to ensure the café line continued to move at a steady pace with a variety of specialty items. While the gift shop had to continually re-stock 50<sup>th</sup> Anniversary items and brought aboard additional inventory in Juneau, managing to stay ahead of demand.

Although the weather was inclement in Ketchikan at the start of the voyage we had over 500 people come to the vessel to participate in tours of the bridge, kids' activities, (the stinky fish toss...a huge success), to dine and buy souvenirs in the gift shop.

Both the Revillagigedo Island Cruise and the Tracy Arm Fjord Cruise were booked to capacity and the comments received both during and following the events were very positive and supportive of the AMHS. During the special cruises we provided activities for our guests such as a tattoo station for kids, a trivia contest, screening of the new KTOO documentary, and entertainment. During the Revillagigedo Island Cruise the Point Band from Ketchikan played; and the New Archangel Dancers and Naa Kahidi Dancers from Sitka performed during the Tracy Arm Fjord Cruise.

AMHS experienced a historic moment upon arrival in Wrangell where the Taku was docked as a hotel ship, the Matanuska was departing the ferry terminal and the Malaspina was

arriving. The original three vessels of the Alaska Marine Highway in Wrangell at once was a happy accident but one that lent another historic moment to the anniversary celebration.

The re-dedication of the Chief Shakes Tribal House in Wrangell took most passengers away from the vessel for the few hours we were in port. The parade and activities surrounding this event were the focus of our time in Wrangell and while we had no expectation of being included in the activities, Apryl Hutchinson and the Wrangell Cooperative Association made AMHS feel part of the celebration and gave us the first opportunity to see the inside of the newly refurbished Chief Shakes Tribal House.

Petersburg showed their support of the ferry system by greeting the MAL with over 600 members of the community who came aboard. The real treat for AMHS was the firework display provided at our departure as well as the light show; if you weren't there you'll have to wait for the documentary.

The Malaspina's arrival in Juneau marked the return of an AMHS vessel to downtown after 30 years. During the open house, we hosted over 250 residents for tours of the ship, while the Juneau Convention & Visitors Bureau helped greet folks at their new Visitor Center. The Malaspina then joined in the Blessing of the Fleet, which marked the first time in state history that any AMHS vessel participated in such an event.

Haines and Skagway, as always, were equally as supportive with dancers, live birds of prey, performers, and many characters ending with a special ride on the White Pass Yukon Railroad and an art contest for the kids.

At each community we visited Captain Falvey presented a plaque to thank them for their support of the system over the past 50 years. We also gave a Golden Ticket to a member of each community by means of various contests based on the community's interests.

Both the marketing department and management are pleased with the outcome of the Golden Voyage and feel that we accomplished our purpose with the first Anniversary event. Each of the communities involved with the Golden Voyage provided publicity both pre and post voyage as well as reaching the San Francisco Chronicle and Anchorage Daily News to date. The voyage will soon be featured in the Alaska Business Journal and LA Times travel section with distribution to Chronicle publications across the country.

Several guests that I had the opportunity to speak with shared stories of their adventures, careers and memories of ferries throughout the years, lots of smiles and a few tears.

## **Upcoming Events**

- South central Events – August 16<sup>th</sup> & 17<sup>th</sup>, MV Aurora
  - Details and a full itinerary are now online at [www.ferryalaska.com/50years](http://www.ferryalaska.com/50years)

**August 16<sup>th</sup>, Community event in Whittier** - Spend the afternoon in Whittier, Gateway to Western Prince William Sound, only 60 miles southeast of Anchorage. Take a tour of the MV Aurora and enjoy seafood BBQ at the ferry terminal. Be sure to bring the kids on this afternoon outing for fun activities and take a walk through the Halibut in the Harbor display, a fundraiser for the local school. Also visit the Prince William Sound Museum to see a large exhibit paying tribute to the service of the U.S. Coast Guard in Alaska.

**August 17<sup>th</sup>, Community event in Valdez** - Enjoy the day in Valdez where crashing glaciers and towering mountains rise from the sea. Starting at 10:00am, the MV Aurora will be at the ferry terminal for tours of the ship and fun activities for kids. From 11:00am until 1:00pm, the City of Valdez will host a fish fry for all to enjoy. Then, at noon the Richardson Highway Rendezvous Music Festival, a fundraiser for KCHU Radio and the Animal Shelter, will start with live music and kids games at the Valdez Kelsey Dock. Enjoy a diverse line-up of local and statewide Alaska bands and bring the whole family for games, food, arts and crafts.

- Southwest Events – September 2<sup>nd</sup> & 3<sup>rd</sup>, MV Tustumena
  - **Tentative pending the Tusty schedule.**
  - Kodiak, Homer & Seldovia
  
- Bellingham Event – September 14<sup>th</sup>
  - Initial planning is already underway with the Port of Bellingham and the Whatcom County Tourism Council
  - Open house aboard the M/V Kennicott and in the terminal
  - Will invite Seattle CVB members and local vendors
  - Invitation will go out to SE Alaska communities to participate in a SE Alaska trade show

We will continue to promote the Anniversary events and follow up with photos and stories through SeaNews, Facebook and on [FerryAlaska.com/50years](http://FerryAlaska.com/50years).



**ALASKA MARINE HIGHWAY (AMHS)**  
**Working Draft for MTAB and Legal Review**  
**Draft Policy and Procedure – Terminal Overnight Parking**

**Purpose:**

To establish policy and procedure for the administration of public parking for AMHS customers at AMHS terminals.

**Policy:**

It is the AMHS's general policy that there is no overnight public parking at AMHS Terminals. AMHS will consider issuing waivers for individual communities to allow customer vehicle parking, as long as the vehicles are unoccupied, on a case by case basis. AMHS will consider the following in granting waivers:

1. Terminal liability issues
2. Disruption of AMHS Terminal operations
3. Terminal safety and security concerns
4. Readily available public parking in close proximity to AMHS Terminal
5. Public transportation available in requesting community
6. Impact on AMHS ridership if denied

Factors affecting decisions:

1. Terminal Liability Issues: AMHS can be liable for damage to vehicles parked on AMHS property. Standing liability potentials to the State such as damage to State property, fuel spills and other forms of damage are issues to be considered.
2. Disruption of AMHS Terminal Operations: Each Terminal layout is unique and mid to long term parking can hamper staging and vessel loading which impact schedules. Winter weather conditions can cause unique problems in heavy snow locations.
3. Terminal safety and security concerns: Unattended terminals can create safety concerns to customers and their property. From a security perspective AMHS manned terminals are regulated and operate under an approved facility security plan. As long as non AMHS employees can be denied access to "secured areas" during unattended terminal hours parking can be evaluated.
4. If there is readily available parking available to the public in close proximity to the Terminal AMHS will factor this in to waiver considerations.
5. If there is readily available public transportation to and from the terminal AMHS will factor this in to waiver considerations.
6. If the denial of a waiver causes significant revenue reductions AMHS will consider a waiver.

**Definitions:**

- AMHS Terminals: The 32 terminals owned and/or operated by AMHS through-out the system. This includes both attended and unattended facilities.
- AMHS Customers – Those passengers (Vehicles & shippers) currently traveling on AMHS vessels

**Responsibilities:**

- Business Development Manager (BDM) will field waiver requests and get all relevant facts for consideration from requesting public entity. The BDM will work with AMHS Terminal Operations and Marketing to evaluate relevant factors and prepare a statement of facts for the General Manager's consideration. The BDM will relay the AMHS decision to the point of contact for the public entity
- General Manager Renders decision based upon analysis (statement of facts) developed by the BDM.

**Procedure:**

The interested public entity will notify the AMHS via email to the "BDM" who can be reached at: [Richard.Leary@Alaska.Gov](mailto:Richard.Leary@Alaska.Gov)

This email message will identify the following:

1. Public entity requesting waiver
2. Public entity contact
3. Requested parking location
4. Pertinent information supporting waiver request-policy impact on traveling public

The "BDM" will coordinate with Terminal operations and Marketing to determine the feasibility of the request based upon Policy factors being considered. The "BDM" will develop a statement of facts and communicate pertinent facts to the General Manager (GM) of AMHS and the GM will render a decision. This decision will be communicated to the identified public entity contact as quickly as possible.

**ALASKA MARINE HIGHWAY (AMHS)**  
**Vessels providing Hotel Services**  
**Draft Policy and Procedure**

**Purpose:**

To establish policy and procedure for the Public to request the AMHS to provide "Hotel Ship Services," via an AMHS vessel, for community events.

**Policy:**

It is the AMHS's policy that public requests for AMHS to provide hotel services via AMHS Vessel's be evaluated on a case by case basis and renders their decision on the following factors:

1. Timing of request: Request should be made prior to release of AMHS schedule-If not AMHS will deny request if requested time is not in a transition period (Vessel transitioning from one status to another-Revenue service-Yard-Lay-up)
2. Disruption of vessel schedule
3. Disruption of scheduled yard periods including risk of delay to scheduled operations
4. Will provided services compete with local private business
5. Financial impact of providing services

Factors affecting decisions:

1. Scheduled disruption of services-AMHS will not cancel scheduled services so as to provide Hotel Ship Services
2. Scheduled Yard periods-AMHS will not cancel or delay scheduled yard periods to provide Hotel Ship Services
3. Local competition-AMHS will evaluate whether requested services will adversely impact local private business and hotel ship service decisions will favor not competing with local business
4. Financial impacts- AMHS will not provide hotel Ship Services when the net cost of providing requested services exceeds the cost of maintaining existing vessel's schedule.

**Definitions:**

- Hotel Ship Services-The following AMHS vessel have public staterooms and would be considered for use under this policy: Columbia, Matanuska, Malaspina, Kennicott, Taku, Tustumena. Services under consideration are Staterooms, Meal Service, Bar.
- Scheduled Services-Actual posted schedules and anticipated services to be provided
- Public- Organized public groups such as Chamber of Commerce, Visitor's Bureau, Municipalities, State Organizations

**Responsibilities:**

- Business Development Manager (BDM) will field offers and get all relevant facts for consideration from requesting public entity. The BDM will work with AMHS Operations, Engineering and Finance to evaluate relevant factors and prepare a statement of facts for the

General Manager's consideration. The BDM will relay the AMHS decision to the point of contact for the public entity

- General Manager will render decision based upon analysis (statement of facts) developed by the BDM.

**Procedure:**

The interested public entity will notify the AMHS via email to the "BDM" who can be reached at: [Richard.Leary@Alaska.Gov](mailto:Richard.Leary@Alaska.Gov)

This email message will identify the following:

1. Public entity requesting services
2. Public entity contact
3. Dates services are being requested
4. Forecasted attendance using AMHS facilities
5. Docking location of where services are to be provided
6. Requested services to be provided (Hotel, Meals, Bars,)

The "BDM" will coordinate with Operations and Engineering to determine the feasibility of the request based upon Policy factors being considered. In addition the "BDM" will work with AMHS Finance to develop "Pro-Forma" costs of providing requested services and comparing those to the "as if" costs incurred by the system if the services were not provided.

The "BDM" will provide a statement of facts to the General Manager (GM) of AMHS and the GM will render a decision. This decision will be communicated to the identified public entity contact as quickly as possible.



**PO Box 636 • Skagway, Alaska 99840-0636**

May 10, 2013

Captain John Falvey, Jr.  
General Manager, Alaska Marine Highway  
7559 N. Tongass Highway  
Ketchikan, AK 99901

Dear Capt. Falvey:

As hosts of the Buckwheat Ski Classic, we are appreciative of the special ferries AMHS has put on the line for our event over the years. Our 27<sup>th</sup> annual race just completed over a month ago on March 23, and it keeps getting better and better each year, with a great contingent of skiers from Juneau and Haines, in addition to the Skagway locals and many, many Yukon skiers.

Over the past three years we have broken participation records. This year we almost hit 400 skiers, with 393 paid registrations. Next to the Tour of Anchorage, the Buckwheat is the most popular ski race in the state. In our view, the only thing holding it back is the lack of hotel rooms in Skagway at the end of March. And that's where we think AMHS can help by placing a ferry here as a floating hotel during the weekend of the event.

Currently Skagway has about 85 rooms available when our race is run on the fourth Saturday in March. They fill up fast, and there are no rooms left a month before the race. Many Whitehorse skiers have the option of simply turning around after the race and banquet and heading home, and many would like to stay. Even more adversely affected are several Juneau and Haines skiers who can't find a room and will simply not register and come up to Skagway, even when the ferry schedule is convenient for them.

This situation has been in effect since the Golden North, Wind Valley and other independent hotels closed in the early 2000s, but it has become more evident as the race gains in popularity. We have always thought that a ferry hotel would be a good option, but held off asking until numbers got to where they are now. And we felt we might need more supportive evidence of the need.

So, at this year's race banquet, we put out a survey and the last question was: "If we were able to get a ferry to lay over here during the race, would you stay on it if NO other options were available?" We received an 80 percent return of the surveys, and of those, 84 parties responded YES, 14 said NO (most of these lived in Whitehorse), 2 were unsure of the question, and 23 were left blank (though one person from Whitehorse said they would stay 2 nights).

If our figures are correct, then the above response indicates that the Buckwheat Ski Classic would be able to fill the 68 sleeping berths on the Taku.

We understand that the Marine Highway Transportation Advisory Board is meeting next week and will be considering helping the system establish criteria for using ferries as hotels. We understand that there are some concerns from other communities about taking vessels off line and reducing service in order to accommodate one community's special wishes. We understand this concern, as the region needs reliable

ferry service to all ports. However, we feel that if the Taku were available to take the place of the LeConte and special Fairweather run, sailing north on the Friday from Juneau, and then staying in port until the usual Sunday Lynn Canal departure of the LeConte, we would have a workable solution for all. The Fairweather and the LeConte would be free to service other communities, and maybe even make another northbound Lynn Canal run on Saturday. With the winter schedule meetings happening soon, we ask you to look at this seriously.

Many years ago, race founder Buckwheat Donahue was able to convince the ferry system to run special ferries for certain events, and, at his suggestion, a policy was set at the time to allow each community a special ferry a year. We are asking you to consider a similar Skagway request this time around, which could help you establish the criteria for other communities. It's simple: if the need is established and proven, then the AMHS will allow a ferry to be used as a hotel once a year in a community when no other hotel options are available.

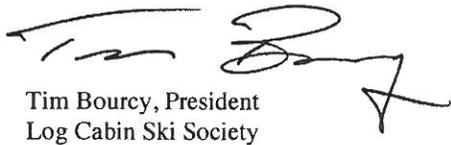
After Buckwheat's "retirement" from running the race for 25 years, the Log Cabin Ski Society was formed as a non-profit organization in October 2011 with this mission: "to preserve and maintain the Log Cabin, B.C. cross country ski trails for the enjoyment of skiers in our region, and to organize the annual Buckwheat Ski Classic for competitors of all ages and abilities, so that everyone will have a howlin' good time."

We have a history of showing everyone a good time and cooperating with government agencies, including the Municipality of Skagway, Skagway School District, National Park Service, Parks Canada, and BC Forestry which helped us establish the Log Cabin Ski Trails Recreation Area where the race is held. All pre- and post- race events are in Skagway. You can check it all out at [www.buckwheatskiclassic.com](http://www.buckwheatskiclassic.com).

We also have a great relationship with the business community, and annually bring in sponsorships of close to \$10,000. We would be happy to have AMHS as a logo level sponsor for this effort, and would certainly work with your marketing department and our own Skagway CVB to promote the ferry hotel option for the race.

We would be happy to discuss this issue further with you. You may call me or our secretary, Jeff Brady, who first approached you about the matter when you were here for the Golden Anniversary last weekend. Congratulations on 50 years, and thank you for considering our request.

Sincerely,

  
Tim Bourcy, President  
Log Cabin Ski Society

US Tax ID: 45-3651414

Cc: Robert Venables, MTAB chair  
Mike Korsmo, MTAB member from Skagway

## **M/V Tustumena**

Built: 1964

Built by Christy Corporation Sturgeon Bay, Wisconsin

Cost: \$2,840,000

Length: 240 Feet (Originally designed to 305 feet but shortened due to financial constraints.)

Beam: 59 Feet

Loaded Draft: 14 feet – 4.5 inches

Service Speed (Knots): 13.8

Service HP: 5,100

**Note:** The shorten design proved to be inadequate in both stability and capacity

1969 – Vessel Lengthened to 296 Feet (56 feet increase in length.)

Crew Capacity: 37

Passenger Capacity: 174

Staterooms – 4 Berth: 8

Staterooms – 2 Berth: 17

ADA Staterooms – 2 Berths: 1

Vehicle Capacity: 720 feet

Vehicle Quantity: 36

Van Quantity: 12

### **Listing of Federal Funded Projects: 1991 to Present**

Project 75101 – M/V Tustumena Refurbishment Phase B. \$12,054,194.00. Completed by Northwest Marine Iron Works, Portland Oregon. Date Completed: 08AUG91. Contract was completed 85 days late and Liquidated Damages of \$850,000.00 were assessed. Supreme Court of Alaska Case S-7314. Also a “Bu America” steel issue.

Project 75180 – M/V Tustumena Refurbish Fin Stabilizer System: \$415,818. Completed by Todd Pacific Shipyards, Seattle, Washington. Date Completed: 10APR93

Project 75333 - M/V Tustumena Repower Auxiliary Systems: \$3,756,054.00. Completed by Seward Ship’s Drydock, Seward, Alaska. Date Completed 27APR94.

Project 75413 – M/V Tustumena Main Engine Replacement. \$7,424,245.00. Completed by Seward Ship’s Drydock, Seward Alaska. Date Complete: 01MAY96 Contract was extend 29 days, but Contractor was still 10 days late and Liquidated Damage of \$259,240.00 assessed.

Project 75551 – M/V Tustumena Structural Fireproofing. \$737,173.00. Completed by Alaska Ship & Drydock, Ketchikan, Alaska. Date Completed: 14APR97

Project 73756 – M/V Tustumena Refurbishment: \$7,178,252.59. Completed by Cascade General Inc. Portland Oregon. Date Completed: 20APR03.

Description of Work: Scope of work included replacement of fin stabilizer system; safety upgrades to vehicle elevator; install LAN system; integrated internal communications / entertainment system installation; miscellaneous interior blasting and painting.

Project 73804 – M/V Tustumena Engineering Upgrades / Overhaul: \$4,084,962.89. Completed by Fairhaven Shipyard, Bellingham, Washington. Date Completed: 25MAR06.

Description of Work: Upgrades included; Navigation & Communication Systems; Main & Wing Hatch Winches; Capstan Overhauls & Windlass & Capstan Controls; Accommodation Ladders; Potable Water Tank Installation & Supply Pumps; Shaft Alley Fire Hydrant Installation; TLI System Installation; Auxiliary Generators Controls Relocation; Vehicle Space & Below Decks Ventilation System; Accommodation Space Ventilation System; Bridge Wing Doors Replacement; Observation Lounge & Theater Refurbishment; Carpeting Replacement; Refrigeration Drawers Replacement; and Service Boat Upgrades.

Project 73062 – M/V Tustumena Refurbishment. \$7,289,117.00. Completed by Vigor Marine LLC, Portland, Oregon. Date Completed: 05MAY10.

Description of Work: Bridge Upgrades, Accommodation Ladder Crane Installation; Replace Weather Doors; Upgrade Machinery, Electrical & Mechanical Systems Upgrades, Plumbing and Sprinkler Upgrades; Deluge Sprinkler System Installation; Vehicle Elevator Upgrades; Upgrade Security Systems; Upgrade Black and Grey Water Systems; Upgrade LS Equipment; Install Speed Log; Perform Navigation, Control System.

Project 73068 M/V Tustumena Refurbishment: Present Contract Amount: \$7,462,340.98. Working is being completed by Seward Ship's Drydock, Seward, Alaska. The contract is currently in a 56 day contract extension.

Description of Work: Main Deck, Crew Laundry, Engine Room, Fin Stabilizer Room, Shaft Alley and Kingpost Steel Renewal; Refurbishment of the Vehicle Elevator Hatch; Tank Coatings; Ship Network Upgrades; Rub Rail Repairs; Port Light Renewals; Propulsion Control Upgrades; Alarm and Monitoring Upgrades; Clean Power Upgrades; Emergency Switchboard Upgrades; Passenger Elevator Upgrades; MSD Upgrades; OWS Replacement; First Aid Room, Purser Station and Dining Room ADA Improvements; Anchor Windlass Refurbishment; Forward Roller Chock Replacement; Dishwasher Replacement; Fire Pump Upgrades; Fuel Tank Vent Mods; Various Interior Tank Coating Renewal; Exterior Paint Coating; Underwater Body Coating; and Marine Evacuation Slide Installation.

### **Structural Repair History:**

The M/V Tustumena was repaired, in the winter of 1977 – 78, for damage resulting from the stress exerted on the ship during storms. A large portion of the car deck was deformed by heavy deck load and car deck load reaction during heavy weather. Structural frame sections were cracked as a result of the deformed deck plating and because the original web frame design was inadequate for heavy weather operation. Additional crack was found in longitudinal frame in the 2nd void on both the port and starboard sides. Repairs were completed and approved by ABS and Coast Guard.

After the January / February 2012 State Overhaul at Seward Ship's Drydock the Coast Guard issued five (5) CG-835's related to deteriorated steel: 1) Provide detailed gauging report of Kingpost and associated structural members for Vehicle Elevator. Evaluated identified wasted sections at base of Kingpost on Bulkhead Deck. 2) Crop and renew to good metal section of Frame 9 port side at bulkhead deck. 3) Provide detailed gauging report of tank top in Fin Room. De-scale prior to readings. 4) Provide detailed gauging report of Engine Room tank top in area of concern below switchboard and fire pumps. De-scale prior to readings. 5) Provide repair proposal to address areas of excessive wastage greater than 25% on Car Deck in way of Car Deck Doors and turntable make repairs in accordance with approved plan.

Once vessel arrived at Seward Ship's Drydock on November 2012 extensive gauging of steel were conducted in addition to visual inspections by both ABS and Coast Guard. In addition steel replacement

required by Project 73068 Technical Specification the following additional steel repairs was identified: 1) Starboard Ballast Tank Crack Repair. 2) Replacement of Wasted Steel Deck under Anchor Windlass Foundation. 3) Replacement of Wasted Hull Plate and Keel – No. 4 Double Bottom Ballast Tank. 4) Steel Repair in Forepeak Tank identified during ABS and Coast Guard Inspection. 5) Additional Steel Repairs Frames 90, 91 & 92 on Car Deck. 6) Replacement of Additional Wasted Steel Car Deck Turntable. 7) Additional Steel Repairs Forward Car Deck. 8) Port Side Shell Plate Clad Welding. 9) Crop out and Insert Wasted Tank Top under Starboard Salt Water Pump.

Fleet Condition Survey: The current Fleet Condition Survey identifies over 5 million of upgrades and maintenance items that need to still be completed on M/V Tustumena. These items range from replacement of Emergency Generator and Switchboard to the Renovation of Public Space.

**Plan Management of M/V Tustumena Replacement:**

The replacement for the M/V Tustumena will follow the normal Vessel Project procedures for a **Traditional Design – Bid – Construct – Contract** (Same as used for construction of M/V Lituya). The Lituya is a much smaller and less complicated vessel, but the construction of vessel was completed on time and within budget. The Plans and Specifications for M/V Lituya were taken to the Construction Level and we left the Lofting and Detailed Design of Electrical Wire Runs, Piping and Ventilation Ducting up to Builder (Specifications provided Electrical Schematics and Diagrams for Piping and Ventilation).

Project Schedule with Construction Contract Award of September 1, 2015.

Yard availability start	09/01/15	
Material lead-time needed	0	
Construction Contract Award	09/01/15	
Revised PDA Phase 4	08/16/15	
Bid Evaluation	08/02/15	
Bid Opening	07/28/15	
Bid Preparation period	60	
Print and advertise Const Contract	5	
ATA/ATP needed	05/24/15	
Process PDA Phase 4	05/10/15	
Phase 4 Money needs to available	04/26/15	
DBE Goal set	05/10/15	
100 PS&E needed	04/26/15	
DSR & Spec Development	560	20 Months / 80 Wks.
Award Consultant PSA	10/13/13	
Consultant Selection	10/03/13	
Consultant Evaluations	09/26/13	
RFP for PSA advertising period	08/27/13	
Scope of work for RFP	08/20/13	
Develop scope of work for RFP	08/13/13	
PDA w/atp Phase 2	08/13/13	
Phase 2 Money needs to available	07/30/13	

Once we receive Phase 2 – Design Funding will proceed with issuing a RFP to select an Engineering Consultant and issue a Professional Service Agreement (PSA) to complete a Design Study Report and PS&E. The time required to complete the Design Study Report and PS&E is approximately 20 Months.

We will appoint a Steering Committee (same makeup as the Alaska Class Shuttle Ferry) to work with the Engineering Consultant under the direction of AMHS Project Manager. In addition a separate RFP will be issued to select a Naval Architect to advise the Project Manager and Steering Committee.

Preliminary discussion with Master of M/V Tustumena about size the replacement vessel that the vessel needs to be approximately 325 Feet (maximum length due to harbor restrictions on run out the chain) and that vessel beam be 10 feet wider (69 Foot Beam) this is required for securing of vehicle deck loads. It is surprising that the Master's proposed dimensions are very close to the Tustumena original design dimensions before being shortened due to financial constraints.

As part of the Design Study report we will need to visit all of Southwest Alaska (Aleutian Chain) ports to determine what best ways to load and off load vehicles and passengers (terminal changes or vehicle elevator).

Task 1 – Design Study Report. The following is major components of Design Study Report (DSR):

1. Establish Vessel Function Requirements (Create rough design performance specifications and alternates to resolve conflicts.
  - a. Organize 1<sup>st</sup> public meeting, establish listing of interested parties and places.
  - b. Hold 1<sup>st</sup> public meeting, listen to wishes, concerns & publish minutes.
2. Feasibility / Concept Studies:
  - a. Design Concept Strategies (Limited to Three)
  - b. Vessel Search.
  - c. Parametric >wt, V<sub>k</sub>/HP, Size, Space Allocations (for each concept)
  - d. GA / Profile and Details for concept candidate
  - e. Manning Study
  - f. Capital and Operating Cost Estimate.
3. Concept Consensus / Decision:
  - a. Draft Concept Analysis / Comparison / Decision Sections Design Study Report.
  - b. Hold 2<sup>nd</sup> public meeting to present Draft Study Report and Decision.
  - c. Publish Decision / Consensus Reports (Original Constraints, Gives, How Problem Solved, Design Performance Standards, General Arrangements / Profile, Consensus Decision)

Task 2 – Preliminary Design. The following are major components of Preliminary Design.

1. Complete following deliverables
  - a. Regulatory Research.
  - b. General Arrangement and Profiles
  - c. Lines Plan
  - d. Intact and Damaged Stability
  - e. Scantling Calculations
  - f. Structural Plans / Elevations
  - g. Structural Sections
  - h. Superstructure

- i. Speed and Power Calculations.
  - j. Major Equipment List.
  - k. Mechanical System Sketches
  - l. Vibration
  - m. Electrical Load Analysis
  - n. Weight Estimate
  - o. Cost Estimate
2. 50% Design Meeting with Interested Parties (Steering Committee, etc.)
3. 75% Draft Deliverables (Peer Review)
4. Model Test of Hull
5. 95% Design Meeting with Interested Parties (Steering Committee, etc.). Freeze Vessel Arrangement, Shape, Propulsion, and Major Equipment. General discussion procurement issues / general specification requirements.
6. Publish 100% Preliminary Design.

Task 3 – Plans Specifications and Estimates.

1. 50% Submittal for review
2. 75% Submittal for review
3. 95% Submittal for review.
4. Publish 100% PS&E