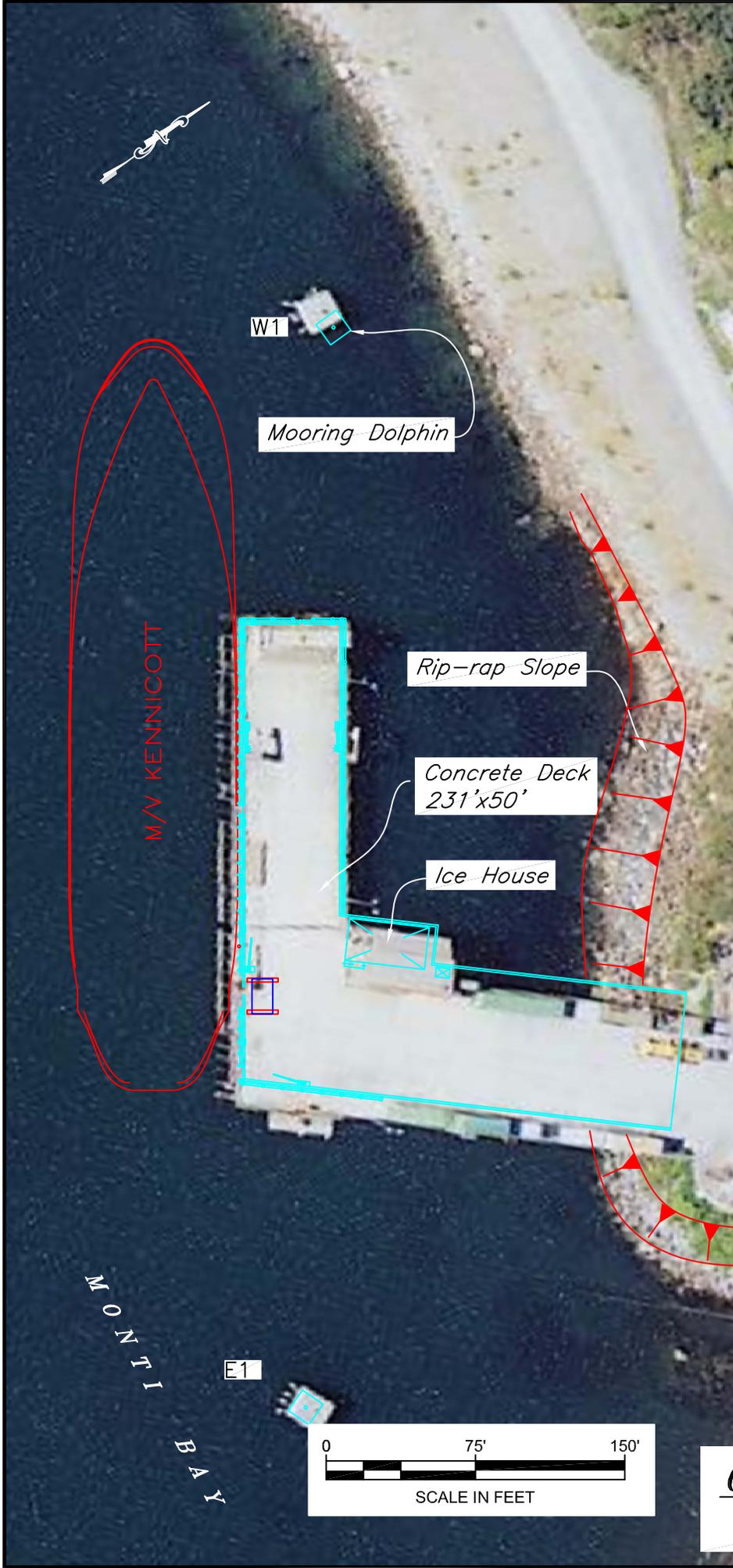


VICINITY MAP



W1

Mooring Dolphin

M/V KENNICOTT

Rip-rap Slope

Concrete Deck
231'x50'

Ice House

E2

E1



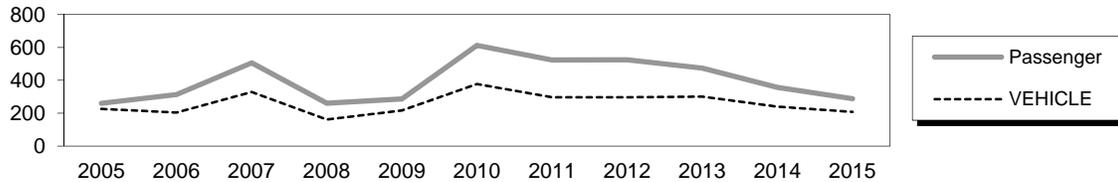
GENERAL LAYOUT YAKUTAT

Yakutat City Dock

Owner: City of Yakutat

Contact: Simon Bradley, AMHS Terminal Ops Manager (Ketchikan) – 907-228-7290

Terminal Description: The M/V KENNICOTT calls in Yakutat during its cross-gulf trips. The dock is L-shape in plan with a face 237 feet long by 50 feet wide and an approach 70 feet wide by 169 feet long. The dock is constructed of precast concrete deck panels atop cast-in-place concrete caps and steel support piles. Two mooring dolphins are located at each end of the dock and lie off-line from the dock face. The facility is a multi-purpose dock and could be in use by other vessels when the ferry arrives. AMHS is not in control of the operation or maintenance of this facility. The past 10 years of total passenger and vehicle traffic at Yakutat is shown below. The KENNICOTT began its service in 1998.



The most recent above water survey was completed on September 29, 2015. The most recent underwater inspection occurred on September 21, 2012. The most recent fracture critical inspection occurred on September 17, 2012.

| Vessels | |
|-----------|---------------------|
| Name | Berthing, Alignment |
| Kennicott | Starboard |

| Tidal Data (MLLW 0.0 feet) | |
|----------------------------|------|
| EHW | 16.3 |
| MHHW | 10.1 |
| MHW | 9.2 |
| ELW | -4.0 |

| Terminal Building |
|--------------------------------------------------|
| This facility does not have a terminal building. |

| Generator & Building |
|--------------------------------------------------|
| This facility does not have a generator on-site. |

| Utilities @ Dock | |
|------------------|-----|
| Water: | Yes |
| Electric: | Yes |

| Uplands | |
|---------------------|-----|
| Short-Term Parking: | N/A |
| Long-Term Parking: | N/A |
| Staging Area: | N/A |

| L-Shaped Dock - #2094 | |
|-----------------------|-----------------------------------------------------------------------------------|
| Type: | L-Shaped 237'x50' concrete panel dock & 169'x70' concrete panel approach |
| Year Built: | 1984 |
| Dock Support: | Steel piles & concrete pile caps |
| Pile Coating: | Epoxy paint |
| Fender: | Timber creosote piling bolted to steel wale with 'V' style energy absorbing unit. |
| Anodes: | Cables hanging from end of angle (welded to pile near low-water line) |
| Lighting: | Light poles mounted at dock corners |
| Condition: | Good |
| Load Posting Sign: | N/A |
| Original Design Load: | HS 20-44/60 Ton Mobile Crane/25 Ton Forklift/600 psf |

| Dolphins | | | | | | | |
|-----------------|----------------------|-----------------------|--------------------|---------------|--------------|--------------|--------------|
| Dolphins | Dolphin Piles | Fender Support | Fender Face | Anodes | Built | Cond. | Notes |
| E1 | 8B, 5V | Mooring Only | | No | 1984 | Fair | |
| W1 | 8B, 5V | Mooring Only | | No | 1984 | Fair | |

LEGEND

V = Vertical Steel Pipe Piling

B = Battered Steel Pipe Piling

Observations

1. The dock is used for fish processing and the transfer of freight. There is an icehouse on the inside corner of the dock, a fish processing plant at the head of the approach, and the office of Alaska Marine Lines is nearby. The KENNICOTT ties up starboard-to, with bow and stern lines to the dolphins and spring line to the dock. This mooring configuration is marginal for the M/V KENNICOTT. There are no catwalks from the dock to the dolphins; a contract agent runs the bow & stern lines to each dolphin by skiff one at a time. In the winter, when the wind blows off the dock and snow/ice builds on the dolphin caps, the situation becomes dangerous when the KENNICOTT drifts while the linehandler is motoring over to disconnect the bow/stern line.
2. The steel support piling are epoxy-coated. The shoreward piling exhibit 75% coating loss with some laminating corrosion. Section loss is not known. Seaward piling are in fair condition, with 10-15% coating loss. Cathodic protection readings indicate the piles are not adequately protected. Visual inspection of the anode hangers found that more than 50% of the anode cables have broken off at the support angles.
3. Kennicott ship personnel are required to block the ship's vehicle transfer ramp up with wood in order to clear a cleat on the southern dock face. This results in excessively steep grades between the ship and the dock and requires additional work by ship's personnel.
There are several cranes fixed to the dock that are original vintage & all are not operational. One of the cranes on the north dock is in the way of the preferred landing for the Kennicott's vehicle ramp.
4. There was a vessel collision with the west corner of the timber fender system that caused significant damage. Approximately 6 timber piles were fractured below the waterline, the timber waler is missing (disconnected, sunk) and the steel waler attached to the rubber energy absorbing donuts at the top of the fender system is hanging by the donut brackets, unsupported by timber piles. No source of the collision was determined at the time of printing this document.
There are two (2) broken timber fender piles at the east corner of the dock. These are not connected to the timber waler below.

| Inspection Summary | | |
|------------------------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Structure | Priority | Recommendations |
| <i>Category I - Safety Repairs</i> | | |
| Dock Fenders | 1 | The timber pile fenders are inadequate for the Kennicott. Program a project to replace with steel fender units to provide a higher berthing capacity. Meanwhile, repair the damaged timber piles and walers. |
| Mooring Arrangement | 2 | Install catwalks between the mooring dolphins & shore, to provide linehandler access. Consider installing a breasting dolphin in-line and west of the dock fenderline. |
| <i>Category II - Rehabilitation Work</i> | | |
| Dock support piling | 3 | Sandblast and repair the coating on steel pile surfaces above the tidal splash zone. |
| Mooring Cleats | 4 | Determine alternative location for conflicting mooring cleat and if one of the cranes along the south face of the dock could be removed for better accessibility by the Cross-Gulf ferry; replace missing grout beneath existing mooring cleats. |
| Anodes | 5 | Abandon existing angle hanger brackets in place. Weld a stud to the pile and hang a cable with anode, according to our standard drawing. |
| <i>Category III - Upgrades Needed</i> | | |
| AMHS Coordination | 6 | Freight handling & fish processing activities occur simultaneously with AMHS vessel landings. Coordinate with dock use activities with City of Yakutat to avoid operational conflicts and safety hazards. |