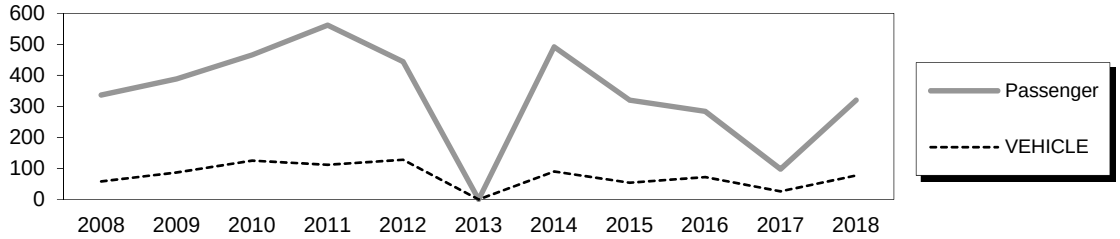
Chignik Dock

Owner: Trident Seafoods

Terminal Manager: Robert Carpenter, Trident Seafoods 907-749-2277

Terminal Description: The M/V TUSTUMENA docks at the newly built City Dock in Chignik during its May through September Aleutian Chain trips. The City Dock is an open-cell sheet pile bulkhead structure with steel pin-pile fender units and a mooring dolphin. The dock was built in 2017 and is connected to a 5-acre approach lot. The dock face is 220-ft long with four (4) fender units along its seaward face. The past 10 years of total passenger and vehicle traffic at Chignik is shown below. Chignik had no ferry service in summer 2013 while the M/V Tustumena was in the shipyard for repairs.



The most recent above water inspection occurred on September 20, 2018.

Vessels	
Name	Berthing, Alignment
Tustumena	Starboard

Tidal Data (MLLW=0.0 feet)	
Highest Observed	12
MHHW	7.3
MHW	6.6
Lowest Observed	-3.5

Terminal Building
This facility does not have a terminal building.

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

Utilities @ Dock
There are no utilities at the City Dock.

Uplands	
Short-Term Parking:	N/A
Long-Term Parking:	N/A
Staging Area:	N/A
Paint Striping:	No
Driving Surface:	Gravel

Chignik City Dock	
Type:	Open-cell sheet pile bulkhead, 220' seaward dock face
Year Built:	2017
Dock Support:	N/A
Pile Coating:	Galvanized
Fenders:	Four (4) pin-pile fender units
Lighting:	None
Condition:	New
Load Posting:	N/A

Dolphins						
Dolphin	Dolphin Piles	Fender Face	Anodes	Built	Cond.	Notes
N1	2B, 1V	None, mooring only	N/A	2017	New	

Observations

1. The facility is new and there are few deficiencies.
2. With the vessel transfer bridge centered on the concrete landing, the Tustumena's sponson, just forward of the elevator opening, bears against the corner of fender module 2 (Frame 34 and 35). The sponson contacts a small area of the fender face and the UHMW facing is being gouged by the sponson.

   Wear may be avoided by shifting the ferry farther to the right to increase the sponson's contact with the fender facing. If wear of the UHMW facing is excessive over time, consider replacing this UHMW panel with a composite material with greater abrasion resistance.
3. Cathodic Protection readings taken on the most recent inspection ('18) ranged from -0.88 to -0.94V. Any value more negative than -0.8V indicates adequate protection of the submerged steel.
4. Soundings taken from the top of the bull rail or fender panel on the most recent inspection ('18) ranged from 61 to 63 feet.
5. Load Rating and Posting – The bulkhead and retained fill is posted for a dock load limit of 1000 PSF.
6. At the time of the '18 inspection a pedestal mounted hoist was under construction. A transformer was being installed to provide electrical power to the hoist. Future planned improvements include area lighting and possibly navigation lighting, pending funding.

Inspection Summary		
Structure	Priority	Recommendations
Category I - Safety Repairs		
Nothing required		
Category II - Rehabilitation Work		
Nothing required		
Category III - Upgrades Needed		
Nothing required		