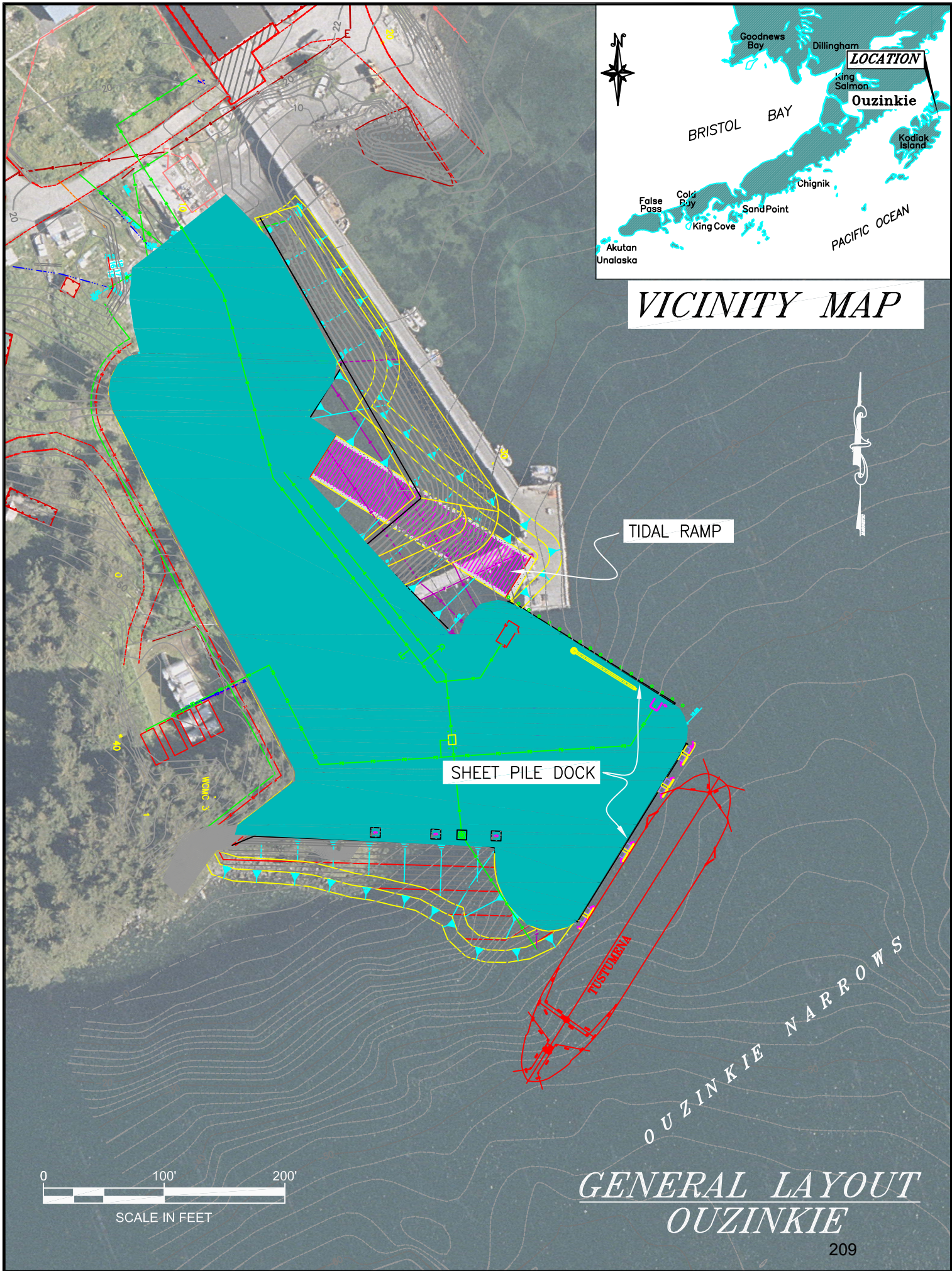




VICINITY MAP

TIDAL RAMP

SHEET PILE DOCK

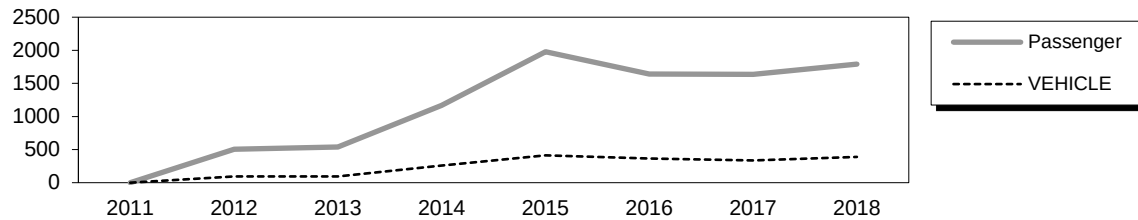
*GENERAL LAYOUT
OUZINKIE*

Ouzinkie City Dock

Owner: City of Ouzinkie

Contact: Dan Clarion, Mayor/Harbormaster – 907-680-2209

Terminal Description: The M/V Tustumena stops in Ouzinkie, on Spruce Island (15 miles northwest of Kodiak) as part of its scheduled voyage between Kodiak and Homer. This is a new port of call for AMHS as of 2012. The open-cell sheet pile wharf was built in 2012 to replace an aging timber dock. The ship breasts against four (4) fender panels on the 175-foot long southeast dock face. This is a multi-purpose facility utilized by other vessels. AMHS is not in control of operation or maintenance. The most recent annual passenger and vehicle traffic at Ouzinkie is shown below.



The most recent above water survey was completed on August 14, 2018.

Vessels	
Name	Berthing, Alignment
Tustumena	Port (opening for apron)

Tidal Data (MLLW=0.0 feet)	
Highest Observed	12.0
MHHW	-
MHW	-
Lowest Observed	-3.0

Terminal Building
This facility does not have a terminal building.

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

Utilities @ Dock	
Fuel:	No
Electric:	No
Water:	No

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

Bulkhead Dock	
Year Built:	2012
Submerged steel coating:	Uncoated steel sheets - Plans show 260# anodes welded to sheets
Fenders:	Steel pin piles with timber & UHMW plastic facing
Mooring bollards/cleats:	Cleats mounted along edge of dock
Lighting:	No lighting
Condition:	New
Load Posting Sign:	N/A
Original Design Load:	500 psf / Taylor 950 Forklift / 150 Ton Mobile Crane picking 75 Ton load

Observations

1. The City of Ouzinkie assists with shore-based line handling for AMHS.
2. There is a bollard along the dock face that is in the way of the pedestrian ramp coming off the M/V Tustumena. So pedestrians board via the vehicle ramp.
3. Structural or federal bridge program inspections are not required at this facility as it is an earth filled bulkhead structure.

Observations (cont'd.)

4. The average structure-seawater potential along the steel bulkhead was -0.90V (Ag/AgCl), indicating full CP protection. Structure-seawater potentials of the dock fender modules averaged -0.71V, while the south west side of the steel bulkhead was measured at -0.67V. Any CP readings less negative than -0.8V indicate lack of corrosion protection, and consequently freely corroding steel.
5. Depth to mudline elevations, taken with leadline readings at locations along the fender face in 2018 range from -31 to -44 below MLLW (0.0).
6. The strain relief fitting is not secured at the end of the catwalk electrical conduit. An "Authorized Personnel" sign is damaged at the end of a catwalk.
7. An electrical box is not secured at the east corner of the dock, next to the red navigational light.
8. A piece of steel appears to be embedded in the HDPE sleeve at the easternmost fender pile.
9. The handle is broken on the fiberglass door of a life ring cabinet. Several cabinets had similar damage to the doors.

Inspection Summary		
Structure	Priority	Recommendations
<i>Category I - Safety Issues</i>		
Nothing Required		
<i>Category II - Rehabilitation Work</i>		
Fender	1	Remove piece of steel embedded in fender pile at the eastern corner of the dock.
Anodes	2	Place anodes on the southwest side of the bulkhead. Place anodes on the four fenders on the southeast side of the dock.
Life Rings	3	Repair or replace the broken fiberglass doors on the life ring cabinets.
Utilities	4	Secure the electrical box at the solar powered nav light.
Catwalk	5	Install 3/8" diameter drain holes in the lowest point of the catwalk frame members. Repair "Authorized Personnel" sign on catwalk. Repair the strain relief fitting on the electrical conduit.
<i>Category III - Upgrades Needed</i>		
Nothing Required		