

Ginger Blaisdell

From: Rep. Shelley Hughes
Sent: Tuesday, February 10, 2015 11:59 AM
To: Ginger Blaisdell
Subject: FW: Day Boat Ferry Design Flaw

FYI...

From: Rob Goldberg [<mailto:artstudioalaska@yahoo.com>]
Sent: Monday, February 09, 2015 11:35 PM
To: Sen. Dennis Egan; Rep. Sam Kito; Rep. Cathy Munoz; Rep. Jonathan Kreiss-Tomkins; Sen. Mike Dunleavy; Sen. Click Bishop; Sen. Peter Micciche; Sen. Bert Stedman; Rep. Neal Foster; Rep. Shelley Hughes; Rep. Charisse Millett; Rep. Matt Claman; Rep. Daniel Ortiz; Rep. Louise Stutes; Rep. Benjamin Nageak
Subject: Day Boat Ferry Design Flaw

To State Senate and House Transportation Committee Members:

There is a design flaw in the two new "Alaska Class Day Boat" ferries that are currently under construction in Ketchikan. This flaw is going to cost the state many millions of dollars if it isn't corrected, but fortunately I think there is an easy solution.

These ferries have been designed to operate on a 12 hour work day, the maximum crew work day allowed under Coast Guard regulations, and manned by a skeleton crew. There are no crew quarters. This is a serious design flaw. The lack of crew quarters means that these ships will be extremely limited in the runs they can make. The Parnell administration's plans were to have one of these ships doing a daily loop between Juneau and Haines, and the other ship looping between Haines and Skagway. This plan will waste a huge amount of money. There is very little traffic between Haines and Skagway, especially in the winter. Can the State of Alaska afford to build and operate a ferry that will carry almost no cars and passengers nine months of the year?

The other wasteful aspect of these ferries is that the bow-loading design, which was put in to reduce the time in port, will cause further expense and loss of revenue. The Haines and Skagway ferry docks will have to be completely rebuilt, costing the state millions of dollars. AML containers will not be able to travel on these ferries, which will cost the Marine Highway revenue. The bow doors are also less seaworthy, which means that these ships may not be able to travel in the rough seas that are common in the Lynn Canal in winter.

My suggestion is to design in crew quarters and run these new ferries the same way, with the same crew schedules, as the current ferries. The daily loop between Juneau, Haines and Skagway and back takes 14 hours. Yes, this will require adding a few more crew members, but one ship serving the three communities is a lot more efficient than two ferries doing the same thing, piecemeal. Having crew quarters would also allow these ships to be used on other runs in Southeast, such as the village runs that the LeConte does now.

Get rid of the bow-loading doors and go with the conventional side doors. There will be no need for expensive new ferry docks. AML vans can continue to be moved, adding revenue to the system. Skagway passengers won't be inconvenienced by having to change ships in Haines.

Please talk to AMHS Captain John Falvey about this. I hope it is not too late to make these design corrections. My interest is in trying to save the state money and making the ferry system more efficient. I have

been following these transportation issues for decades. I am a long time resident of Haines and Chairman of the Haines Borough Planning Commission.

Thank you for your attention to this matter.

Sincerely,

Rob Goldberg

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