

**Alaska Department of
Transportation & Public Facilities**
Alaska Marine Highway System Vessel Status
January 27th, 2020



LeConte (1974)

Began scheduled, state-financed overhaul, October 1st, 2019, which this year includes a detailed (every five year) steel hull and machinery survey. The estimated and budgeted cost of the overhaul required to maintain the Coast Guard Certificate of Inspection (COI) is \$1.4M (million). The current estimate on steel replacement is an additional \$4M. Total costs are estimated at approximately \$5.4M to complete, with a completion date of mid-May 2020.

Future plans: Operate the LeConte in Prince William Sound during summer 2020.

Aurora (1977)

Currently docked in Ketchikan in a long-term layup. The vessel is configured in a side by side mooring arrangement with the Malaspina to maximize available dock space. Estimating overhaul and steel replacement would exceed \$5.4M, therefore the Alaska Marine Highway System (AMHS) elected to repair the LeConte rather than the Aurora. The AMHS does not have the additional state capital funds to overhaul and repair both the LeConte and Aurora.

Future plans: Vessel is currently located at Ward Cove Ketchikan in a long-term layup, with a contractor providing vessel security and oversight of the vessels condition and reporting to AMHS management weekly.

Malaspina (1963)

The Malaspina needed a minimum of \$16M of steel work, along with overhaul costs, and still has its original engines, and given the current and future fleet make up, the decision to lay up the ship indefinitely was made.

Future plans: The ship is currently in long-term layup in Ward Cove, Ketchikan. A contractor is providing security and oversight of the ship and reporting the vessel condition to AMHS management weekly.

Columbia (1974)

The Columbia went into a cost-savings layup October 3rd, 2019, at the State owned AMHS South Berth in Ketchikan. The ship is also being used as a hotel ship to house vessel crews during their winter overhauls. Housing aboard the ship saves the State funds by not paying for shoreside hotels for those crews. The vessel is currently in dry-dock at Vigor Shipyard Ketchikan while consultants check its controllable pitch propeller system and attempt to trouble shoot an engine vibration issue. The vessel has also commenced its annual COI inspections and maintenance. This vessel has \$32M worth of five year old engines with no known steel replacement needs. This vessel is the costliest to operate requiring a crew of 62.

Columbia (1974) continued...

Future plans: Management plans to operate the Columbia during summer 2020 with a crew of 49, down from a summer manning of 62 crew. This is possible if the passenger services crew numbers are reduced by closing the snack bar and providing all food service out of the dining room, as well as adjusting passenger services duties and reducing the passenger carrying capacity of the vessel.

Kennecott (1998)

Currently at Vigor shipyard undergoing its scheduled State-funded overhaul through April 15th, 2020. No known significant major problems currently.

Future plans: Continue revenue service, making cross gulf runs effective April 16th, 2020.

Matanuska (1963)

In revenue service as of December 2nd, 2019 after a re-power and major conversion bringing the ship up to current Safety of Life at Sea (SOLAS) standards. The project also included many additional upgrades along with hull and exterior painting, and steel replacement. The project took place at Vigor Shipyard Portland Oregon and took approximately two years.

Future plans: Continue revenue service.

Tustumena (1964)

In revenue service (Kodiak, Homer, Seldovia, Ouzinkie, and Port Lions) through January 12th, 2020. Scheduled for State-funded overhaul from January 15th, 2020 to May 1st, 2020. Management hopes for minimal discovery work, and an on-time re-delivery.

Future plans: Continue revenue service.

Lituya (2004)

Recently completed annual overhaul in Vigor Shipyard Ketchikan, January 10th, 2020 through January 24th, 2020. The vessel has no major maintenance concerns currently.

Future plans: Continue revenue service.

Tazlina (2019)

In revenue service (Juneau, Northern Panhandle, and North Lynn Canal) as a day vessel from November 21st, 2019, through January 21st, 2020.

Future plans: Following revenue service, the ship will proceed to Vigor shipyard Ketchikan to undergo its shipyard funded warranty work. The Tazlina will commence service in North Lynn Canal in March 2020.

Hubbard (2019)

Installation of the vessels forward starboard side vehicle door has commenced at Vigor Shipyard Ketchikan. The side door installation is planned to be completed by March 1st, 2020.

Future plans: The Hubbard is currently not planned to provide service during the summer sailing schedule.

Fairweather & Chenega (2004 & 2005)

Both vessels are in a long-term layup at Ward Cove in Ketchikan. Both vessel's security and oversight are being provided by a contractor, with reporting weekly to AMHS management. The Department is attempting to locate a Marine Broker to sell both fast vehicle ferries. The fast ferries have now been positioned in a side by side layup configuration, to utilize the maximum amount of available dock space.

Future plans: Divestment of both vessels from the AMHS fleet.