

Port Director Update March 28, 2024

Ore Peninsula Redevelopment Project Update: Dolphins 2, 3, 4, 5, and 6 piling installation is complete, and caps have been set. Dolphins 1 and 7 piling are in and next efforts will focus on piling cutoff in preparation for cap placement and final coatings. Alaska Commercial Divers are installing cathodic protection/anodes. Catwalks have been set between dolphins 2, 3, 4, and 5. The cruise dock trestle work is ongoing, with piles cut off and caps being welded, with concrete panel setting as the next step. Pile driving for the cruise dock head frame is currently underway.

The Skagway Assembly approved Field Order 8 at the March 21st meeting. This directive instructs Pacific Pile and Marine to mobilize additional labor and equipment resources to address immediate project impacts and speed up remaining work scopes.

Pontoon fabrication, testing, and coating are expected to be completed by March 31st. Miscellaneous fabrication includes steel deck girders, steel railing, glulam deck stringers, and pressure treating. Transpac is set to arrive in Ketchikan on March 28 to commence prep work, with Alaska Commercial Divers scheduled to start work on April 2. The Western Marine crane barge is expected to arrive in Ketchikan with pontoons on April 8.

Rockslide Update: Work kicked off on February 28th with a meeting of representatives from the Municipality of Skagway (MOS), White Pass Railroad, the Port of Skagway, and Rock Supremacy (RS) to discuss the work plan for scaling and maintenance on the slope, and the timeline/sequencing for these efforts. Three areas will be addressed in the coming weeks: the South Chute of the Main Slide (SC), Half-South-South (HSS), and North Chute of the Main Slide (NC).

This first week was spent scaling HSS. Scaling began on Monday (3/4) and continued until Friday (3/8). Most of the materials released were less than 3 feet in diameter. The largest boulder was approximately 6 feet in diameter. Rocks broke up to generally less than approximately 2 feet in diameter before reaching the toe of the slope. Generally, rocks fell to the existing debris field at the toe of the slope, before the WPYR dock.

The second week of scaling work on the NC of the Main Slide began. Rock Supremacy identified four areas of the NC that could be scaled. Most materials released were less than 2 feet in diameter. The largest boulder was approximately 6 feet in diameter. Rocks broke up to approximately less than 2 feet in diameter before reaching the toe of the slope. In general, scaled rocks followed the existing, exposed chute that is generally on the southern side of the NC. Most rocks fell under the draped mesh and rolled down just before the ring net at the toe of the slope.

Work on the Main Slide SC will start soon. The first thing RS plans to do, before scaling, is repair the broken cable anchor on the lower draped mesh on the south side of the SC.

Seatrade: I will be traveling to Miami with Borough Manager Ryan, Deputy Manager Deach and Mayor Bass to attend Seatrade April 8-11. We are scheduling meetings with Disney, Holland America Group/Princess, Norwegian Cruise Lines, Royal Caribbean, and others to provide updates for the Ore Peninsula Redevelopment Project, seasonal operation plans and generally to touch base prior to the season.

FY25 Harbor Grant Resolutions: Each year, the Alaska Association of Harbormasters and Port Administrators (AAHPA) Board asks the membership of AAHPA to adopt resolutions supporting various legislative actions that they believe will help to improve Alaska's port and harbor infrastructure and operations statewide. The 50/50 Municipal Harbor Grant and Increasing the maximum Harbor facility grant fund award are two of these legislative actions that AAHPA is looking for support on. I will bring these two resolutions forward at our next meeting for you to consider recommending to the Assembly.

BRIC Update: On March 1, we submitted Skagway's response to FEMA's RFI #1 to the State of Alaska, who we are a sub-applicant to. To date we have not had any additional communications or requests for information. We are awaiting direction and next steps from the State and/or FEMA.

FY24 PIDP Grant: The notice of funding opportunity (NOFO) for the 2024 Port Infrastructure Development Program was posted the first week of March. We previously applied for this grant for FY22 and FY23 for an Industrial Cargo Transfer Bridge project at the Ore Dock. We expect to apply to the recent NOFO with applications due on May 10th.

Everbridge: We launched the live version of our port notification system on Wednesday, March 20th. This system is available for individuals to opt-in to be included in alerts and notifications relating to the Port of Skagway. This system will be used to send timely information regarding, but not limited to, dock changes, ship cancellations, dock assignments, parking/traffic notices, road closures, route changes, and general reminders. You can sign-up by scanning the QR code below or visiting the Port of Skagway's website at www.skagway.org/portofskagway

