



Exploring Options for Ferry Service in North Lynn Canal

Presented by:

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SKAGWAY, ALASKA

- **Strategic location – Gateway to the Yukon**
- **One of the top visitor destinations in Alaska**
- **Busy port and busy streets**



SKAGWAY SUPPORTS THE ALASKA MARINE HIGHWAY



- **Enthusiastic advocates for the AMHS**
- **Consistent lobbying effort since 1998**
- **Ferry service is about survival**

FERRY SERVICE IS ESSENTIAL FOR SKAGWAY

- **Road closures have become common (international border)**
- **Ferries provide an essential link to mainland America**
- **AMHS connects Juneau to the Golden Circle's two road heads**



SKAGWAY IS EAGER TO PARTNER ON RESHAPING



- **We recognize Gov. Dunleavy's directive**
- **We support this effort given the reduction in state revenues**
- **We believe partnering with the state will help save the AMHS**

PAST, PRESENT, AND FUTURE PARTNERSHIPS



- **Past – Quit-claimed land for ferry terminal in 1961**
- **Present – Working toward transfer of Ferry Terminal property back to Skagway**
- **Future – Partnerships that acknowledge a changing market**

THE AMHS IN A POST-COVID WORLD

With cruises curtailed, Alaska's state ferry could become the top way to explore the coast

BRENDAN SAINSBURY *Lonely Planet Writer* 29 MAY 2020



Ferry sailing on to the Alaska Marine Highway near Juneau. ©Wildnerd/pix/Shutterstock

- **Independent travel is poised to skyrocket**
- **This surge will require reliable, frequent service**
- **Skagway's survival is good business for the AMHS**

<https://www.lonelyplanet.com/articles/alaska-state-ferry>

FOCUSING ON THE FUTURE

- **Past data has little relevance**
- **Reshaping the AMHS requires vision and willingness to partner**
- **Skagway wants to be a model partner**



North Lynn Canal Ferry Service Analysis

Prepared for:
Municipality of Skagway



Research-Based Consulting
Juneau
Anchorage

June 2014

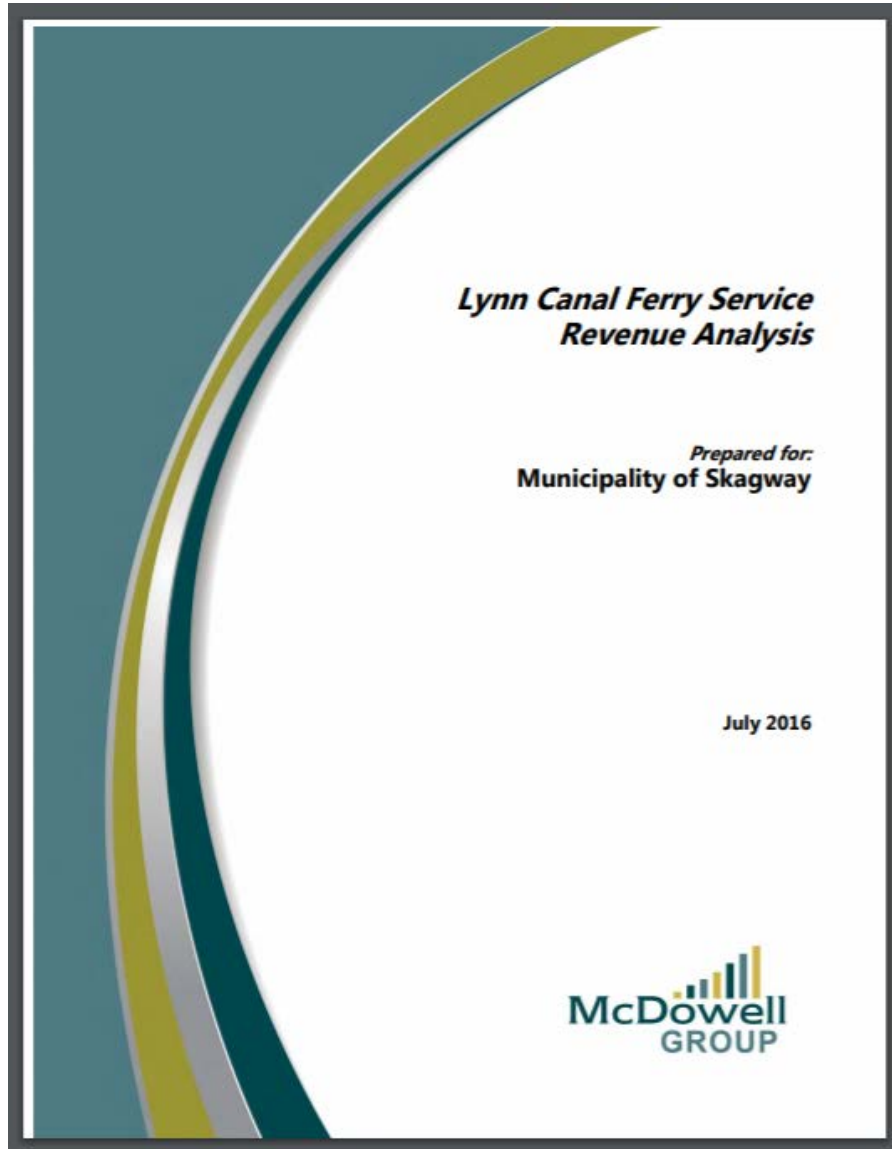
2014 McDowell Group

Analysis:

- Alaska Class Ferry capacity and operating costs
- Baseline historical Lynn Canal traffic data

Findings:

- Haines and Skagway are two of the highest-volume ports in terms of passengers, vehicles, freight, and revenue
- Alaska Class Ferry as per its design study could provide Lynn Canal service at reduced cost
- Demand in Lynn Canal has remained relatively constant over the past 20 years



2016 McDowell Group

Analysis:

- Traffic and revenue potential associated with Lynn Canal ferry service and specifically with the two new Alaska Class Ferries under construction.
- Hypothetical use of only the two new Alaska Class Ferries to meet Lynn Canal traffic demand.

Key Findings:

- The study demonstrates that two Alaska Class Day Boats on their own can support approximately 90% of the summer season traffic demand (based on 2013 ridership).
- Use of ACFs would provide significant savings compared to utilizing a mainline vessel on the same route.

Lynn Canal Ferry Service: Exploring a Locally Controlled System

PREPARED FOR:

Municipality of Skagway

October 31, 2019



2019 McDowell Group

Purpose:

While recognizing the value of a viable statewide marine highway system, Skagway is exploring alternative governance structures in the event that AMHS service in Lynn Canal becomes nonviable or responsibility for service falls to municipalities.

Findings:

- Of the governance models considered, a ferry authority is preferred for North Lynn Canal.
- A locally run authority would require state and federal support, particularly for start-up and vessel acquisition.
- The high demand and strong revenue potential of the Lynn Canal route creates a model favorable to high cost recovery.



8/12/2020

LYNN CANAL FERRY SERVICE

Vessel Comparison Report for
Dayboats on Lynn Canal Routes

Prepared for: Municipality of Skagway • Skagway, AK

Ref: 20035-001-070-0 Rev. C August 12, 2020



2020 Elliott Bay Design Group

Purpose:

Analysis of existing vessels to determine suitability for ferry service in Lynn Canal.

Inter-Island Ferry Authority (IFA) MV Prince of Wales

- Low crew costs
- Seakeeping limited by vessel size
- Speed limits routes



Fast Vehicle Ferry Fairweather

- Passenger satisfaction high
- Fuel costs high
- Maintenance costs not available for review but expected to be high related to the size and complexity of the propulsion machinery
- Able to accomplish all routes in Lynn Canal under the 12-hour rule



Alaska Class Ferry

- Limited on some routes by 12-hour rule
- Reduced crew costs compared to traditional vessel
- Designed specifically for sea states in Lynn Canal
- Roll on/Roll off capability



15-Vehicle Ferry

VESSEL DESCRIPTION

This 120' monohull vessel is intended to provide vehicle and passenger transportation between Skagway and Haines. The estimated contract design cost is \$300 - \$400 thousand, with construction cost approximately \$6-\$7 million.

PRINCIPLE DIMENSIONS

Length (O.A.):	120'-0"
Beam (Max):	40'-0"
Draft (DWL):	7'-0"
Depth:	13'-0"
Lightship:	345 LT
Hull Type:	Monohull, drive-through deck arrangement

PERFORMANCE CHARACTERISTICS

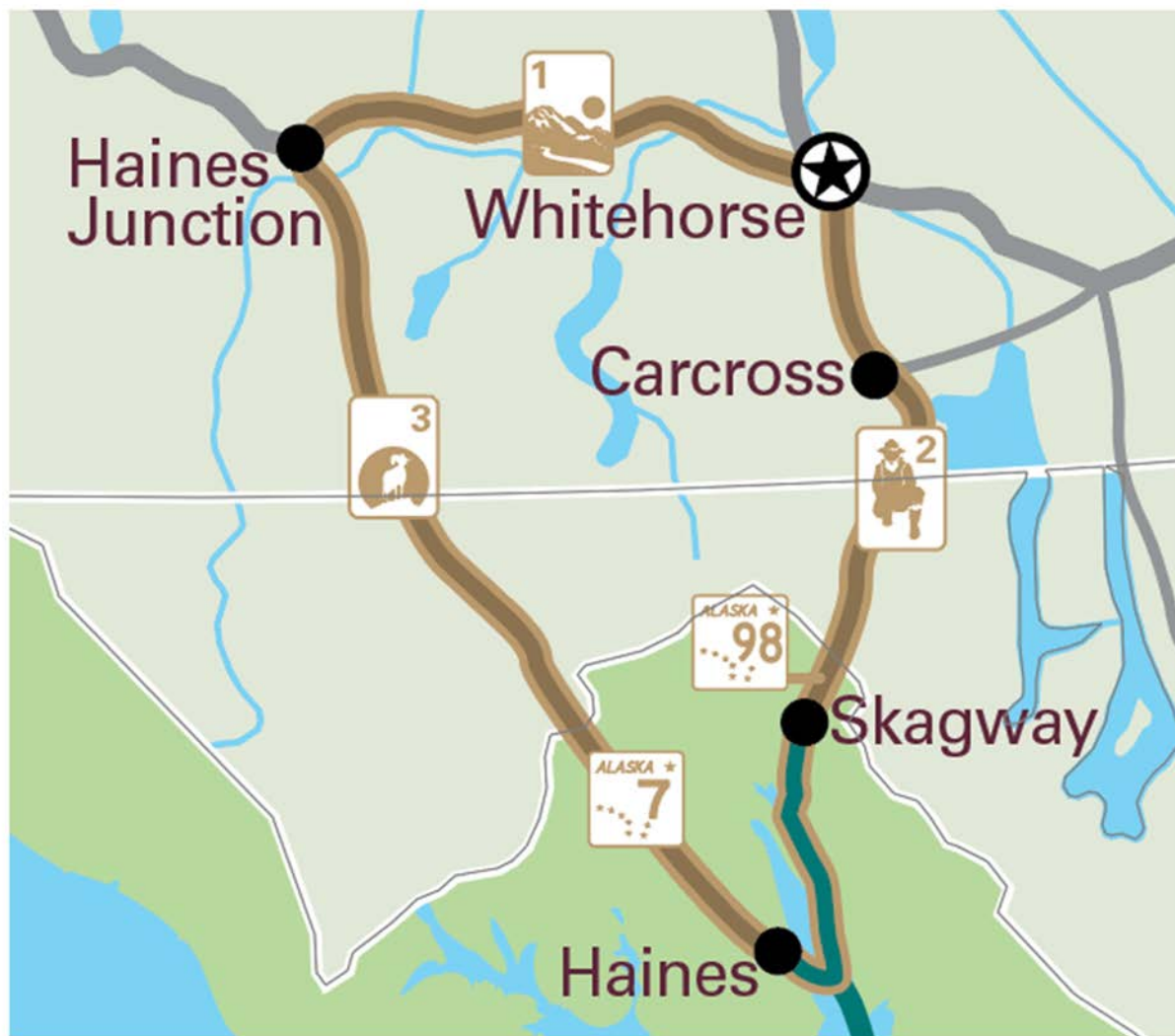
Design Speed:	10 kt
Certification:	USCG Subchapter T
Route:	Skagway to Haines
Route Length:	14.5 miles
Design Sea Conditions:	Approximately 25 kts and 6 ft seas
Passenger Capacity:	100
Vehicle Capacity:	15 (Alaska Standard Vehicle – 20ft)

PROPULSION MACHINERY

Propulsion Engines:	(2) 800 hp Caterpillar C18 ACERT Tier 3
Generator:	(2) Northern Lights 99kW
Propellers:	(2) 4-bladed, fixed pitch
Rudders:	(2) Balanced

NOTES

- The hull is to be of welded steel construction utilizing a longitudinally stiffened deck with aluminum bulwarks and superstructure
- Fuel capacity for two weeks of operation



GOLDEN CIRCLE TOUR



Positive Attributes of Haines/Skagway Shuttle

- ◆ Low construction cost
- ◆ Reduced crewing costs
- ◆ Scalable to demand
- ◆ Local boat building jobs
- ◆ Enables Alaska Class Ferries to operate as designed

