

## FY2014 Marine Highways - Deferred Maintenance

Project Title	Project Cost (1,000's)	Project Description	Vessel or Location	House District
Public Spaces /Purser Furnishings ADA Transition Plan	15.0	AMHS vessels must begin to comply with current and upcoming ADA requirements. These requirements should be considered during any and all refurbishment/ upgrade projects.	Aurora	1 - 40
Deck and Safety Security and signage General Alarm Signage - Renewal	2.3	The signs directing passengers to their stations when the general alarm sounds are faded and in some instances no longer readable.	Aurora	1 - 40
Mechanical and Electrical Systems Electrical Distribution EOS Electrical Transit	10.0	The Electrical transit has wires penetrating the top side of the electrical overhead panel which is located above the EOS console. There are wires that are not properly secured and the rubber blocks are not fitted properly.	Aurora	1 - 40
Public Spaces /Purser Intraship Communications Sat Phone in 1st Aid Room	10.0	Sat Phone is needed in the First Aid Room. This past fiscal year the state purchased seven satellite phones to place in the medical rooms on board several of the vessels.	Aurora	1 - 40
Public Spaces /Purser Furnishings wheel chair lift	7.5	Reverse Door on Wheel chair lift. Need C/E to ensure we get a quote from TK on next visit -- quote ~75k. Investigate other door options, i.e. bifold or verticle slide.	Aurora	1 - 40
Main Engine and Propulsion Bowthruster Deck Grating	10.0	Bow Thruster Room Deck Grating Renewal	Aurora	1 - 40
Deck and Safety Navigation Equipment antenna wiring	3.0	Test bridge antenna wiring - NorComm, Pac Radar.	Aurora	1 - 40
Public Spaces /Purser Intraship Communications Cat5 cable at purser	5.0	CAT 5e Cable at purser's Counter.	Aurora	1 - 40
<b>Aurora</b>	<b>62.8</b>			

Deck and Safety Drawings Stability Software Program	20.0	The vessel does not currently have any stability software that could act as an active damage control tool.	Chenega	1 - 40
Deck and Safety Navigation Equipment Stability-Guidelines for Passenger Weights	20.0	The U.S. Coast Guard issued voluntary guidelines for owners and operators of small passenger vessels to re-evaluate the passenger capacity for their vessels based on an updated average weight allowance of 185 pounds.	Chenega	1 - 40
<b>Chenega</b>	<b>40.0</b>			

Deck and Safety Fire Fighting System and Equipmen AMR & MMR CO2 System	25.0	No problems were reported on the bow thruster and emergency generator room CO2 systems. The AMR and MMR are treated as two separate spaces, however they are connected through one exhaust stack.	Columbia	1 - 40
Mechanical and Electrical Systems HVAC Vehicle Space	20.0	The vehicle space ventilation is loud, but there were no reported problems. Two new exhaust fans were installed to the lower vehicle deck in 2001. Some exhaust plenums in the lower vehicle deck are too high per ABS.	Columbia	1 - 40
Public Spaces /Purser Furnishings ADA Transition Plan	20.0	AMHS vessels must begin to comply with current and upcoming ADA requirements. These requirements should be considered during any and all refurbishment/ upgrade projects.	Columbia	1 - 40
Deck and Safety Drawings Stability Software Program	30.0	The vessel does not currently have any stability software that could act as an active damage control tool.	Columbia	1 - 40
Mechanical and Electrical Systems HVAC M. E. Rm. Ventilation Shutdown	20.0	[Refer to FY08 Engine Dept SMR No. 9 {work has been deferred; original was from FY06}] At present the DC Under-Voltage Trip (UVT) circuit breakers are constantly failing.	Columbia	1 - 40
Painting and Structure Windows and Doors Wheelhouse Doors	50.0	The bridge doors are sliders that can't accommodate cipher locks, during security inspections we are dinged on this each time. Not sure that the bridge doors could not be replaced with sliding doors that would accommodate cipher locks.	Columbia	1 - 40
Painting and Structure Interior Spaces Bridge overhead panels	5.0	Replace Bridge overhead panels - ANYTIME THAT WE NEED ACCESS INTO THESE PANELS IT IS WITH GREAT CONCERN THAT ASBESTOS IS AIRBORNE.	Columbia	1 - 40

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Crew Quarters Joinery Fwd Crew Qrts Flooring	430.0	While the ship was in dry dock during the 2009 overhaul the V1 tank was allowed to overflow. This let the sewage back up and flood the forward crew quarters. The carpet squares that were installed during the 2007-08 CIP project were removed.	Columbia	1 - 40
<b>Columbia</b>	<b>600.0</b>			

Deck and Safety Drawings Stability - Software Program	20.0	The vessel does not currently have any stability software that could act as an active damage control tool.	Fairweather	1 - 40
Deck and Safety Navigation Equipment Stability - USCG Guidelines for Passenger Weights	20.0	The U.S. Coast Guard issued voluntary guidelines for owners and operators of small passenger vessels to re-evaluate the passenger capacity for their vessels based on an updated average weight allowance of 185 pounds.	Fairweather	1 - 40
Mechanical and Electrical Systems Piping Salt Water - Corrosion Repairs	24.0	This section of the Specification describes modifications to the sea water cooling system, bilge system, and sea chests based on the results of the corrosion survey provided.	Fairweather	1 - 40
Main Engine and Propulsion Shafts Shaft Torsion Meters	53.0	The propulsion shaft torsion meter system has been inoperable and needs to be replaced.	Fairweather	1 - 40
Deck and Safety Deck Machinery Mooring Station - Deck Heaters	45.0	Due to the mist and spray generated from the water jets, ice can build up on the aft mooring stations in cold weather. Ice on the deck is a safety hazard for the crew working at those stations.	Fairweather	1 - 40
Mechanical and Electrical Systems Piping Fuel Oil Day Tanks	95.0	The Fairweather does not have day tanks, and instead the fuel is supplied through a ring system. In the event of a power outage, fuel pressure will be lost to the main engines. The Chenega has day tanks and the main engines will continue to run.	Fairweather	1 - 40
<b>Fairweather</b>	<b>257.0</b>			

Deck and Safety Drawings ADA Transition Plan	30.0	AMHS vessels must begin to comply with current and upcoming ADA requirements.	Kennicott	1 - 40
Deck and Safety Drawings USCG Passenger Weight Standard	3.0	The U.S. Coast Guard issued voluntary guidelines for owners and operators of small passenger vessels to re-evaluate the passenger capacity for their vessels based on an updated average weight allowance of 185 pounds.	Kennicott	1 - 40
Deck and Safety Drawings General Arrangement Corrections	5.0	The ship's general arrangement drawing was not updated after the 2004-2005 federal project, where several projects were completed that affect the drawing.	Kennicott	1 - 40
Deck and Safety Drawings Stability Software Program	10.0	The vessel does not currently have any stability software that could act as an active damage control tool.	Kennicott	1 - 40
Mechanical and Electrical Systems HVAC Vents & Damper Markings	5.0	Tom Masters of British Marine Managers Limited inspected the vessel in August of 2009 for insurance purposes and found the following hazard or risk. Hazard: Vents and dampers are not marked as to use / space served. Risk: Confusion in an Emergency.	Kennicott	1 - 40
Painting and Structure Windows and Doors Roller Curtain door	60.0	Both roller curtain doors are in serious need of maintenance. Both make strange sounds and noises when opening/closing - indicating dragging in one or several locations along the track. Housing cover for door roller assembly is rusty, and requires cleanup.	Kennicott	1 - 40
Deck and Safety Deck Machinery Vehicle Elevator Turntable Rollers	16.0	Re-orient turntable rollers. Turntable has always been very jerky when moving. We suspect that the rollers on the bottom are not aligned properly.	Kennicott	1 - 40
Mechanical and Electrical Systems Piping Deck Drains	30.0	New deck drains were installed within the 2004 project. Once complete, an additional area that needed to be addressed was found. P&S side, just at the bottom of each ladder leading to the helo deck accumulates water.	Kennicott	1 - 40
<b>Kennicott</b>	<b>159.0</b>			

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Deck and Safety Drawings Stability Software Program	10.0	The vessel does not currently have any stability software that could act as an active damage control tool.	Lituya	1 - 40
Deck and Safety Drawings USCG Guidelines for Passenger Weight Standards	20.0	The U.S. Coast Guard issued voluntary guidelines for owners and operators of small passenger vessels to re-evaluate the passenger capacity for their vessels based on an updated average weight allowance of 185 pounds.	Lituya	1 - 40
<b>Lituya</b>	<b>30.0</b>			

Deck and Safety Fire Fighting System and Equipmen CO2 System	20.0	The main machinery room (MMR) and auxiliary machinery room (AMR) are protected by a CO2 system. The CO2 system only has enough extinguishing agent to protect the MMR.	Malaspina	1 - 40
Deck and Safety Fire Fighting System and Equipmen Fire Detection System	150.0	The vessel is fitted with the original zonal fire detection system. The system is only installed in certain high fire risk areas. No comprehensive fire detection system is installed serving all compartments. The system does not meet ABS (4-7-2) and ADA.	Malaspina	1 - 40
Deck and Safety Security and signage Deck Plan Signs	10.0	Plans are posted backwards or vertically and passengers may be confused. No markings for forward and aft on the signage. Passengers are often confused as to which way the bow is.	Malaspina	1 - 40
Main Engine and Propulsion Controls Engineer's Operating Station	20.0	The EOS is a homemade enclosure that does not meet the current sound proofing regulations. The EOS arrangement, noise attenuation and propulsion controls should be revisited.	Malaspina	1 - 40
Mechanical and Electrical Systems Controls and Monitoring Systems Bilge Alarms	10.0	Many of the machinery spaces do not have bilge alarms.	Malaspina	1 - 40
Mechanical and Electrical Systems Piping Labeling of Vents	2.0	Tom Masters of British Marine Managers Limited inspected the vessel in August of 2009 for insurance purposes and found the following hazard or risk. Hazard: Main vents and overboards on main deck not marked to show use and space served.	Malaspina	1 - 40
<b>Malaspina</b>	<b>212.0</b>			

Mechanical and Electrical Systems Electrical Distribution Electrical Cables	10.0	Most of the ship's power is transmitted through original cabling. Insulation breakdown will eventually cause hot spots which have been located in the Infrared survey.	Matanuska	1 - 40
Deck and Safety Fire Fighting System and Equipmen Fire Detection & Alarm System	2.5	The fire detection system is a Cerebus system and is outdated. Servicing the system is a constant problem due to lack of parts, etc. The MXL main processor is a MMB-2.	Matanuska	1 - 40
Mechanical and Electrical Systems Piping Bilge And Ballast Valves	40.0	The piping is steel and in good condition. The bilge and ballast manifold valves are in poor condition. [3.23.2008...TSJ] This requirement is part of the Matanuska Federal Project 73039 Design Study Report as Section 5.	Matanuska	1 - 40
Painting and Structure Interior Spaces CO2 Room	21.0	The boundaries are all painted steel or lagging and are in very good condition; no rust visible; space clean. [3.23.2008...TSJ] From federal project 73039 DSR Section 3B, "The CO2 Room is not currently in compliance with SOLAS 1974 regulations.	Matanuska	1 - 40
Deck and Safety Drawings SOLAS - Passenger Elevator Doors - 97: II-2/ 41-1/	5.0	(SOLAS '97: II-2/ 41-1/2.4, SOLAS '74: II-2/22(c)) For accommodation and service spaces, lift trunks must be so fitted as to prevent the passage of smoke and flame from one between deck to another.	Matanuska	1 - 40
Deck and Safety Drawings SOLAS - Passenger Elevator Doors - 97: II-2/ 41-1/	5.0	(SOLAS '97: II-2/ 41-1/2.4, SOLAS '74: II-2/22(c)) For accommodation and service spaces, lift trunks must be provided with means of closing so as to permit the control of draught and smoke.	Matanuska	1 - 40
Deck and Safety Drawings SOLAS - Construction Drawings	30.0	(SOLAS '04: II-1/3-7) Requirement for ship construction drawings to be maintained on board and ashore.	Matanuska	1 - 40

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Deck and Safety Drawings Vessel Record Plan	30.0	The vessel record plans (paper and electronic) need to be organized, sorted scanned and logged in to a standard system.	Matanuska	1 - 40
Deck and Safety Drawings Stability Software Program	30.0	The vessel does not currently have any stability software that could act as an active damage control tool.	Matanuska	1 - 40
Main Engine and Propulsion Controls Engine Order Telegraph	100.0	Refer to FY08 Engine SMR No. 21 (dated 9.29.2006). SifTrans telegraphs currently work but are constant maintenance problem. Relay panel is full of WWII relays, no spares left. Evidence of small smoky fire in past (in relay panel).	Matanuska	1 - 40
Mechanical and Electrical Systems Controls and Monitoring Systems Bilge Alarms	10.0	Many of the machinery spaces do not have bilge alarms.	Matanuska	1 - 40
Mechanical and Electrical Systems Piping Sounding Pipe Self Closing Cocks	5.0	AUGUST 2009 NOTE: Tom Masters of British Marine Managers Limited inspected the vessel in August of 2009 for insurance purposes.	Matanuska	1 - 40
Main Engine and Propulsion Main Engines Exhaust Blankets & Insulation	60.0	Tom Masters of British Marine Managers Limited inspected the vessel in August of 2009 for insurance purposes and found the following hazard or risk. Hazard: Various sections of exhaust trunking insulation on machinery missing or not fitted correctly.	Matanuska	1 - 40
Mechanical and Electrical Systems Electrical Distribution Shore Power Backfeed	16.0	While moving from the drydock to the pier, the E-Gen was started and back-fed to the unhooked shorepower cord. A similar incident happened on the Malaspina while at Todd's Shipyard in the spring of 2007.	Matanuska	1 - 40
<b>Matanuska</b>	<b>364.5</b>			

Mechanical and Electrical Systems HVAC Controls	10.0	The vehicle space ventilation was completely redone in the 2000 SOLAS yard period to accommodate 10 air changes per minute. However, several problems exist with installation. Several dampers were added to the new duct systems and insulation was installed.	Taku	1 - 40
Deck and Safety Drawings SOLAS - 74: II-2/32(m)(i)(2)	5.0	(NVIC 3-93: Reg 41-1/2.4, SOLAS '74: II-2/32(m)(i)(2)) In addition to the two fireman's outfits required by FFE 027, for every 262 feet or part thereof, of the aggregate of the lengths of all passenger spaces and service spaces on the deck.	Taku	1 - 40
Deck and Safety Drawings SOLAS - 74: II-2/32(m)(iii)	10.0	(NVIC 3-93: Reg 41-1/2.4, SOLAS '74: II-2/32(m)(iii)) Fireman's outfits and sets of personal equipment must be stored in widely separated positions, ready for use.	Taku	1 - 40
Deck and Safety Drawings SOLAS - 74: II-2/20(a) & (b)	68.0	(NVIC 3-93: Reg 41-1/2.4, SOLAS '74: II-2/20(a) & (b)) Decks not forming steps in main vertical zones nor bounding horizontal zones must meet the minimum fire integrity prescribed in Table 4 of SOLAS '74, Regulation II-2/20.	Taku	1 - 40
Deck and Safety Security and signage Fire Alarm Label Plates	1.0	In multiple places on the ship there are label plates that state "In Case of Fire Break Glass". The label plate for the fire alarm could be mis-leading. It must refer to an older style fire alarm that was replaced, without updating the label plates.	Taku	1 - 40
Deck and Safety Drawings Naming Convention	5.0	Different documents have different tank & void names for the vessel. The Capacity Plan has one name while the General Arrangements lists another.	Taku	1 - 40
Deck and Safety Drawings General Arrangement - Corrections	5.0	Several compartments on the Cabin Deck have been reconfigured for different purposes. These are shown incorrectly on the General Arrangement drawing.	Taku	1 - 40
Deck and Safety Security and signage General & Escape Signage	15.0	The signage aboard the ship is a hodgepodge of different types and styles. Some appears to be professionally made, while other signs were created using a copier and scotch tape.	Taku	1 - 40
Deck and Safety Drawings Stability Software Program	20.0	The vessel does not currently have any stability software that could act as an active damage control tool.	Taku	1 - 40

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Deck and Safety Drawings USCG Guidelines for Passenger Weight Standards	20.0	The U.S. Coast Guard issued voluntary guidelines for owners and operators of small passenger vessels to re-evaluate the passenger capacity for their vessels based on an updated average weight allowance of 185 pounds.	Taku	1 - 40
Main Engine and Propulsion Main Engines Exhaust Blankets	20.0	Tom Masters of British Marine Managers Limited inspected the vessel in August of 2009 for insurance purposes and found the following hazard or risk. Hazard: Main Engines and SSDG's have areas of exhaust lagging missing or not fitted correctly.	Taku	1 - 40
Main Engine and Propulsion Main Engines Fuel Pipe Shields	5.0	Tom Masters of British Marine Managers Limited inspected the vessel in August of 2009 for insurance purposes and found the following hazard or risk. Hazard: There is no shielding of fuel pipes on Main Engines to stop spray of fuel onto hot surfaces.	Taku	1 - 40
Public Spaces /Purser Intraship Communications Sat Phone in 1st Aid Room	10.0	Sat Phone is needed in the First Aid Room. This past fiscal year the state purchased seven satellite phones to place in the medical rooms on board several of the vessels.	Taku	1 - 40
<b>Taku</b>	<b>194.0</b>			

Mechanical and Electrical Systems Generators Emergency Generator Motor	500.0	The emergency diesel generator set is: Engine: Caterpillar D336, 1800 rpm, 8 cylinder Generator: Marathon Electric Model 431 RLS 4007, 150 kW, 450V (Note voltage difference from ship service system.)	Tustumena	1 - 40
Mechanical and Electrical Systems Electrical Distribution Vehicle Elevator - Add to E- Circuit	100.0	There is a pending CFR requirement (06) that may require the vehicle elevator to be added to the emergency switchboard.	Tustumena	1 - 40
Crew Quarters Furnishings Purser's Stateroom (S/R 108)	12.0	When room 108 was converted to the Purser's stateroom the PA system was not changed over to the crew member's loop. Whenever a public address announcement is made with passenger info it feeds into the Purser's stateroom.	Tustumena	1 - 40
Deck and Safety Life Saving Lifeboat Davit Stairs	4.0	Stairs to load or enter the lifeboats from the Open Deck aft of Solarium are solid plate treads that are painted with non skid. These are not very aggressive and could become slippery.	Tustumena	1 - 40
Painting and Structure Tanks and Voids Fin Stabilizer Room Platform	15.0	The platform in the Fin Room does not conform to the drawing that was submitted and approved by ABS, refer to attachments. [4.23.2008...Dave Dumont, Harbor Marine Group] The fin room platform, as installed, does not include the hangers to the upper deck.	Tustumena	1 - 40
Deck and Safety Deck Machinery Trolley & Beam - Car Elevator	3.0	The trolley and beam should be inspected annually for wear. The ship has a spare hoist which was planned to be changed out during the 2009 overhaul. The beam should be inspected for wear on the upper and lower flanges as well as the securing	Tustumena	1 - 40
Main Engine and Propulsion Controls EOS Console Software	25.0	The EOS Console software is outdated. Currently it has software version 6 and the new version out now is 11. CHM2 Hill was looking at this system during the 2008-09 CIP in Portland. A copy of their report has not been received at this time.	Tustumena	1 - 40
Public Spaces /Purser Intraship Communications Sat Phone in 1st Aid Room	10.0	Sat Phone is needed in the First Aid Room. This past fiscal year the state purchased seven satellite phones to place in the medical rooms on board several of the vessels.	Tustumena	1 - 40
Painting and Structure Car Deck Main Hatch	75.0	Refurbish Main Hatch and Coamings	Tustumena	1 - 40
Mechanical and Electrical Systems Ancillary Machinery King Post	50.0	Spot repair / Refurbish Kingpost REF: 2010_16_TUS_DECK	Tustumena	1 - 40
Main Engine and Propulsion Controls Bridge Wing Controls	80.0	The Bridge wing controls are suffering from weather exposure and are not working properly.	Tustumena	1 - 40
<b>Tustumena</b>	<b>874.0</b>			

<b>FY14 Marine Hwys DM - Total</b>	<b>2,793.3</b>
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