



MEMORANDUM

Upcoming June 28th Cruise Ship landing

Item Type: Informational Memorandum
Prepared For: Homer City Council & Mayor Castner
Date: June 17 2024
From: Bryan Hawkins, Port Director
Through: Melissa Jacobsen, Acting City Manager

Background on Facilities & Infrastructure Specifications

In the event that a cruise ship is within the size requirements to utilize the Deep Water dock or Pioneer dock then it's a fairly simple standard landing. I've attached a spec sheet of our docks that outline those specifications. When a cruise ship is either too small to match up to the dock approach (like in the case of the smaller adventure cruise ships carrying 200-500 passengers), or too big to fit on the dock (over 800 linear feet, an example would be the *Westerdam* at 936ft scheduled to arrive on June 28th). Then we have to get creative and consider:

- physical facilities and engineering stresses
- scheduling availability for the facilities
- the physical travel time involved to move people and boats proposing to disembark
- safety considerations to all boaters/property in the harbor
- our facility security plan requirements.

Our primary goal is, and has always been, to provide safe port and harbor facilities for our commercial and recreational users, to manage and maintain the facilities cost effectively, and to administer tariffs and procedures fairly and equitably for all. In the end, whether a proposal from a cruise ship for a landing fits this primary goal or not is the reasoning to why we say yes or no.

The port tariff details the costs and fees associated with a vessel utilizing our dock facilities. This rate structure includes cruise ships that are able to dock at our standard facilities. If the vessel size and configuration can't meet up with our dock for offloading, there is a possibility of lightering their passengers into the Homer harbor (utilizing their smaller vessels to ferry passengers in from the larger mothership which would be anchored off shore outside of the harbor). There is an associated fee structure for this as well.

The June 28th Landing of the *Westerdam* Specifically

As mentioned above, the *Westerdam* is in the vessel class that is too large, both in length overall and replacement tonnage, to utilize our Deep Water Dock. It has a capacity of 1,964 passengers & 810 crew, 10 decks, is 936 ft. in length, and has a displacement tonnage of 82,348.

To accommodate the landing they will be lightering their passengers in and disembarking at one of two security check point locations set up for them. These disembarkment points are set up at System 5, Ramp 8, and F Float, Ramp 3 respectively (see attached map). The secure locations will be maintained in accordance to the Port's facility security plan and federal regulation requirements. Security screening will be conducted by a local security agency, hired by the Cruise Ship agency at their cost, who is familiar with the Homer Port's facility security plan and requirements and capable of maintaining the regulated areas in accordance to our plan. Buses will be located near Ramps 3 and 8 to transport passengers to town as needed.

The vessel is scheduled to arrive at 8am and depart at 5pm. Between 1,000 to 1,500 passengers are expected to disembark.

RECOMMENDATION:

Informational, no action needed.

Attached : Specs sheet for Deep Water Dock
 Map of Lightering disembarking locations

Deep Water Dock: Built in 1990, Secure Facility for regulated and un-regulated vessels, gated with heated guard station and restrooms. Latitude/ Longitude: 59 36' 25 North, 151 25' 40 West

Dock Area:

Secure Facility, gated with heated guard station and restrooms.

Berthing limits: ships to 800' LOA, 65,000 displacement tons

Outer face: 345'; inside berth face: 240'

Approach trestle 532 ft. by 24'

Breasting dolphins: 2 at south end placed at 150' and 300', 1 at north end placed at 150'

Mooring buoys: 1 at each end, beyond dolphins

Total berthing space on outer (east) face: 774' using dolphins; 820' with dolphins/buoys

Control Depth at outer face: -40' MLLW

Height of deck: +28' MLLW

Azimuth of pier: NW 340°

Fender spacing: 20 ft. on center - vertical and 6' camel fenders

Bollard/cleat spacing: 60 ft.

Deck surface: 18,160 sq. ft. Concrete

One 5 ton pedestal base crane on the inside berth

Amenities: Potable Water (fed by a 2" line with a variety of fittings, flow rate for the 1 ½ " fitting is 6,000 gph) , Garbage Disposal, and Laydown/Secured cargo storage (available upon request), Sewage Disposal, and Stevedoring Services are not provided by the harbor but are available by contractor (please contact the harbor for a vendor list)

Dock, Vehicle and Equipment Loads and Restrictions:

Uniform Live Load:

Approach Trestle – 250 pounds per square foot

Dock – 500 pounds per square foot

Manitowoc 3900T Truck Crane- allowable crane pick : 3 counterweights-20 tons, 2 counterweights- 30 tons, 1 counterweight- 50 tons. Dock- is designed for up to a 30 ton forklift, Trestle- is designed for up to a 15 ton forklift. (Equipment provided by stevedoring services, contact contractor specifically for more info)

