



RAINFOREST ISLANDS FERRY

Summary of Business Plan: D

(Revised 7/21/14)

NORTH END FERRY AUTHORITY

July 2014

Summary of the Rainforest Islands Ferry Business Plan

Introduction:

The City of Coffman Cove has organized the North End Ferry Authority under the Alaska Municipal Port Authority Act, AS 29.35.600-730, to restore passenger/vehicle ferry service between Coffman Cove, Wrangell and Petersburg via South Mitkof. This service will provide regular year-around transportation between communities on Prince of Wales Island, Wrangell, and Petersburg.

This service, called the Rainforest Islands Ferry, will include mini-coach service for passengers and parcel express between Coffman Cove and other Prince of Wales Island communities. Mini-coach service will also connect South Mitkof with Petersburg, and provide shuttle service in Wrangell.

Ferry service is planned to begin in Spring 2015.

Routes:

Figure 1 is a route map showing the planned service area, including ferry routes between Coffman Cove, Wrangell, and South Mitkof, with mini-coach routes between Craig/Klawock, Coffman Cove and Hollis, and between Petersburg and South Mitkof. These routes interface with Inter-island Ferry Authority (IFA) service at Hollis, and Alaska Marine Highway (AMHS) and Alaska Airlines services at Wrangell and Petersburg.

The Vessel:

Deck plans and general characteristics of the MV Rainforest Islander, currently named MV Silver Eagle, are included herein as Figure 2.

This vessel is planned to be certificated by the U.S. Coast Guard under 46 CFR, Subchapter T. Its purchase was arranged by the North End Authority in June 2014, and the vessel is currently in layup in Wrangell, Alaska, awaiting overhaul and refit.

As a passenger/vehicle ferry, the Rainforest Islander will have a capacity of 28 passengers, 7 autos, and several motorcycles, kayaks, canoes and bicycles, as well as a baggage and parcel express tote and several pallets or totes of deck freight. Its service speed will be 10 knots. Figure 3 is a photo of the vessel.

Glosten Associates, Inc., Naval Architects and Marine Engineers, are preparing technical data for recertification of the vessel. This firm is a U.S. designer of vessels for new construction, and is experienced in passenger/vehicle ferry design.

Characteristics of this vessel are as follows:

Length, on deck	64.9 ft.
Breadth, extreme	21.5 ft.
Deadweight, Vehicle Deck	20 LT (approximate)
Dimensions, Vehicle Deck	64.9 ft. length 20 ft. breadth
Main Engines (2)	1160 HP
Service speed	10 knots
Passenger Capacity	28
Passenger Seating, no.	36
Passenger Seating, approx. number, and type	28 Mid-back indoor 8 Mid-back outdoor
Vehicle Capacity	
Full-size Autos, Ford Explorer 16'-5" x 6'-7", 4,600 lb. GVWR, typ.	7
Maximum GVWR, 20 ft. "Box" truck, typ.	32,000 lb.
Crew, 12 hr. day	1 Master 1-2 Deckhands
Crew Accommodations:	None

Terminals:

The vessel will dock at the following terminals:

Coffman Cove:	City Ferry Terminal, or City Launching Ramp
Wrangell:	Borough Shoemaker Bay Launching Ramp
South Mitkof:	AMHS Ferry Terminal, or Banana Point Launching Ramp

Home Port and Employment:

Coffman Cove will be the home port of the Rainforest Islands Ferry service. The ferry's offices will be housed in the existing City Ferry Terminal building. Employees and their locations will be as follows:

<u>Position</u>	<u>No. FTE</u>	<u>Location</u>
Manager	1	Coffman Cove
General Office, including Reservations, Ticketing, Bookkeeping	1	Coffman Cove
Master	1	Coffman Cove
Deckhand/Purser	<u>1 - 2</u>	Coffman Cove
Subtotal	4 - 5	
Mini-Coach Driver	.8	Craig
Mini-Coach Driver	.4	Petersburg
Mini-Coach Driver	<u>.3</u>	Wrangell
Total	6.5 - 7.5	

Timetable:

Table 1 is the year-around timetable for the proposed ferry service. This timetable offers the following:

- Convenient times for traffic to arrive and depart at all ports.
- Regular daily arrival and departure times, facilitating trip planning.
- Maximum frequency throughout the week, consistent with limited traffic and revenue potential.
- Same-day connections with Alaska Airlines service at Wrangell.
- A variety of options for same-day, two-day/one-night and three-day/two-night round trips.
- Summer travel loops to and from Prince of Wales, via Coffman Cove in one direction and Hollis in the other.
- Year-around round trips to and from Prince of Wales Island, Wrangell and Petersburg, via Coffman Cove.
- Compatibility with reasonable working hours for a single day crew on the vessel, offering a maximum number of summer working hours, with sufficient time off and minimal duration of a complete year of work.

Food and Beverage Service:

On-board food and beverage service will offer passengers and crew a limited menu of foods and beverages prepared ashore. Retail sales of selected mementos and travel sundries will also be available.

Mini-Coach Service:

Mini-coach services are planned to meet all ferry arrivals and departures at Coffman Cove, Wrangell and South Mitkof year-around; in summer the Prince of Wales Island mini-coach service will offer travel loops via selected IFA arrivals and departures at Hollis.

The proposed “mini-coaches” are Ford Transit, Model 250, regular wheel base, medium roof height, with eight passenger seats, as shown in Figure 4. Each mini-coach will also carry parcel express, with a top rack for kayaks or canoes.

The mini-coach service will offer a convenient travel alternative for walk-on passengers with baggage, bicycles, and kayaks/canoes, and will shuttle walk-on passengers to/from the ferry on berth.

The mini-coach’s ability to carry kayakers and canoeists to put ins and take outs along Prince of Wales and Mitkof Highways will be a new service facilitating paddling trips in Prince of Wales Island and Petersburg area waters, especially loops, without an accompanying vehicle and without rendezvous with shoreside transport.

Financing:

A \$3.0 million financing for acquisition of the vessel and its overhaul and refit has been obtained from USDA-Rural Development, of which approximately \$2 million is budgeted for this project.

The ferry service’s approximately \$800,000 annual budget, including operating costs and debt service, will be funded solely by earned revenues.



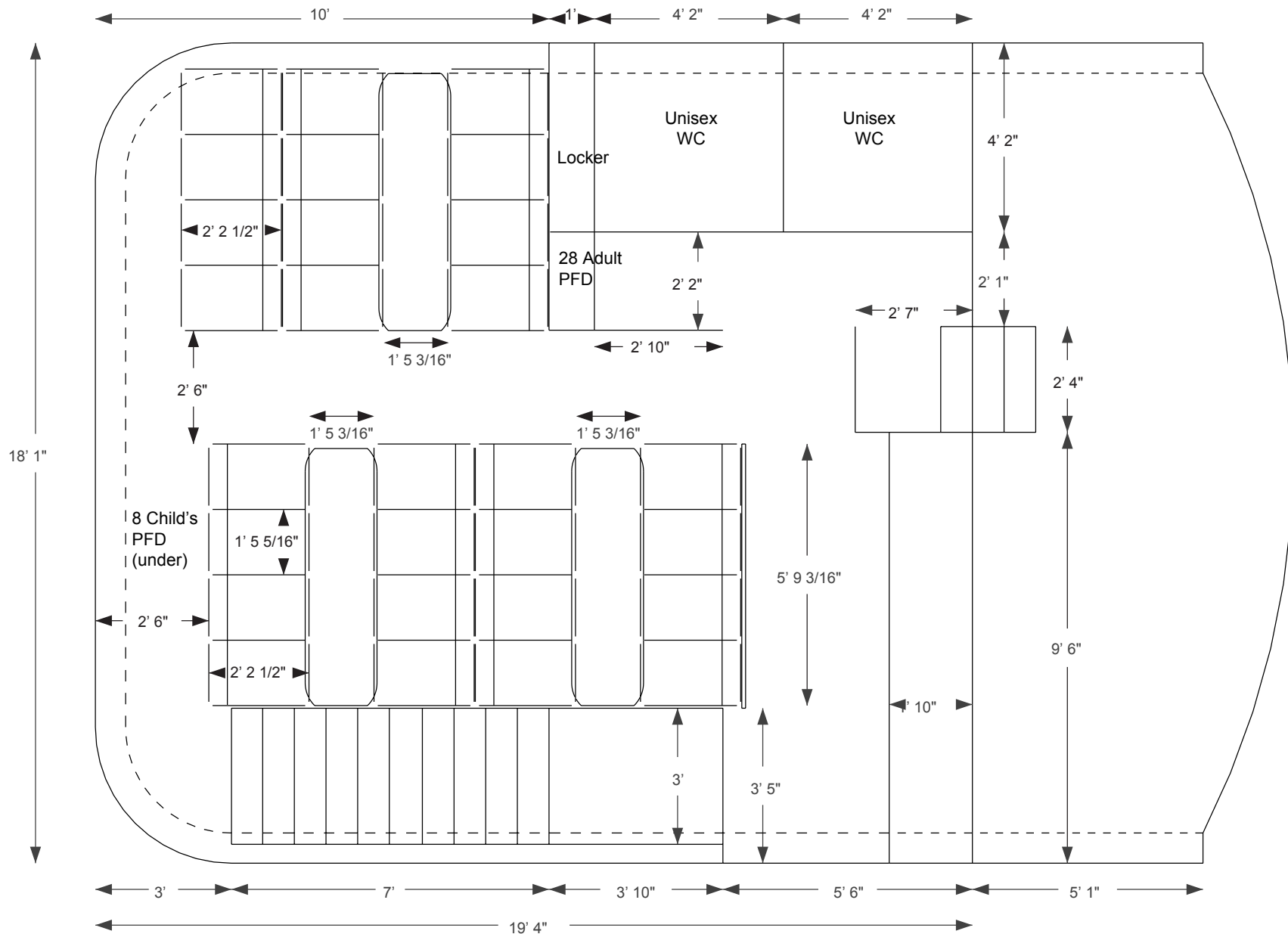


Figure 2 (a) Rainforest Islander Ferry Passenger Deck Plan

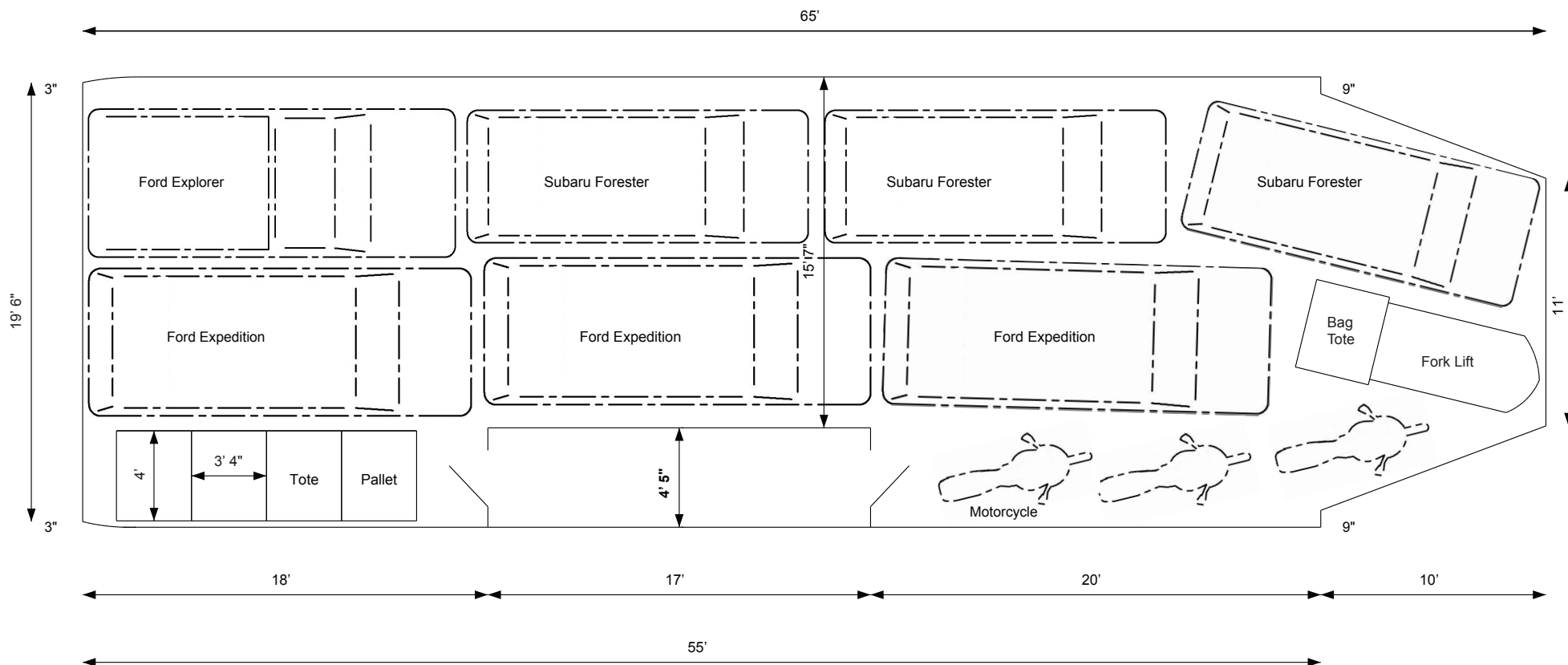


Figure 2 (b) Rainforest Islander Ferry Cargo Deck Plan



Figure 3 MV Rainforest Islander (currently MV Silver Eagle)



Figure 4 Description of Vehicles 2015 Ford Transit Van

Table 1
North End Ferry Authority
Passenger/Vehicle Service: D
MV Rainforest Islander
Timetable ^{a, b.}
Year-around

<u>Routing</u>	<u>Sun</u>	<u>Mon</u>	<u>Tue</u>	<u>Wed</u>	<u>Thu</u>	<u>Fri</u>	<u>Sat</u>	<u>Total</u>
(Hours ADT/AST)								
Northbound:								
Start/Load	8:00 A ^{b.}	–	8:00 A ^{b.}	8:00 A ^{b.}	–	8:00 A ^{b.}	–	
Lv Coffman Cv.	9:00 A	–	9:00 A	9:00 A	–	9:00 A	–	
Ar Wrangell	12:06 P	–	12:06 P	12:06 P	–	12:06 P	–	
Lv Wrangell	12:35 P	–	12:35 P	12:35 P	–	12:35 P	–	
Ar S. Mitkof	1:53 P	–	1:53 P	1:53 P	–	1:53 P	–	
Southbound:								
Lv S. Mitkof	2:25 P	–	2:25 P	2:25 P	–	2:25 P	–	
Ar Wrangell	3:43 P	–	3:43 P	3:43 P	–	3:43 P	–	
Lv Wrangell	4:15 P	–	4:15 P	4:15 P	–	4:15 P	–	
Ar Coffman Cv.	7:21 P	–	7:21 P	7:21 P	–	7:21 P	–	
Unload/Secure	8:00 P	–	8:00 P	8:00 P	–	8:00 P	–	
Day Crew, hr.	12	–	12	12	–	12	–	48

a. Four round trips/week between Coffman Cove, Wrangell, and South Mitkof. Overnights at Coffman Cove (7/wk.)
b. Vessel may bunker, water, and discharge wastewater and solid waste before departure at Coffman Cove.