



North Carolina

Department of Transportation

Ferry Division

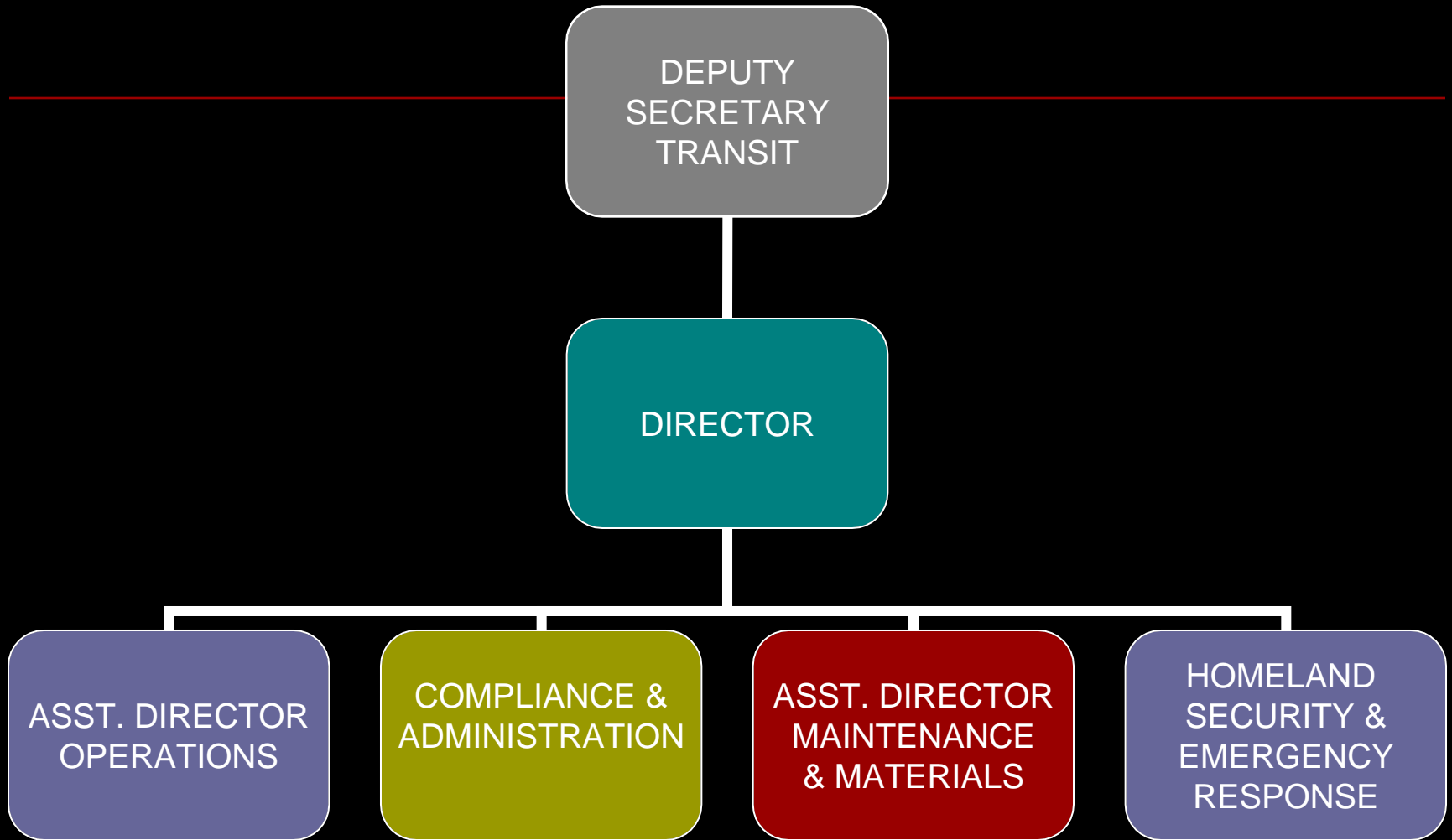
An extension of North Carolina's Highways

Ferry Division: Primary Functions

- Administration & Compliance
- Terminal Operations
- Maintenance & Materials

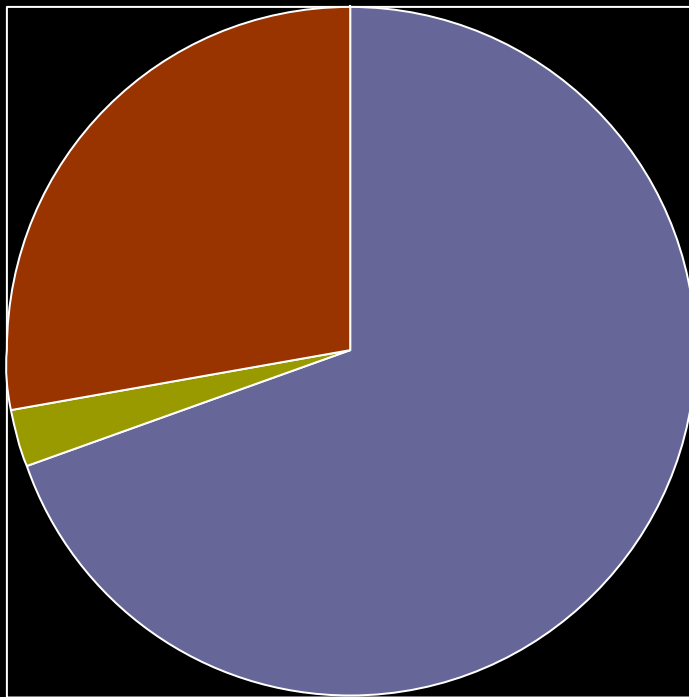


Organization



Division Allocated Resources

Total Budget: \$ 34,189,589

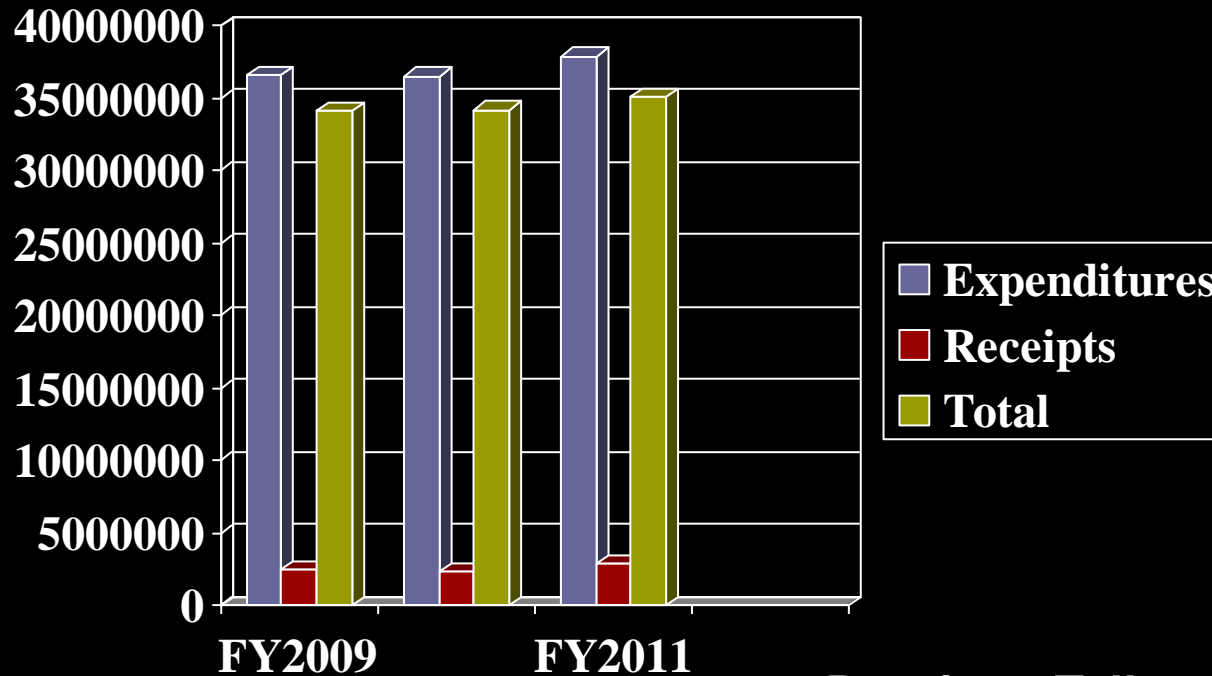


■ **Operations: 23,714,073**

■ **Compliance & Administration: 977,736**

■ **Maintenance: 9,497,780**

Three Year Comparison



Receipts: Tolls

Memorabilia Sales

Grant Reimbursements

OPERATIONS

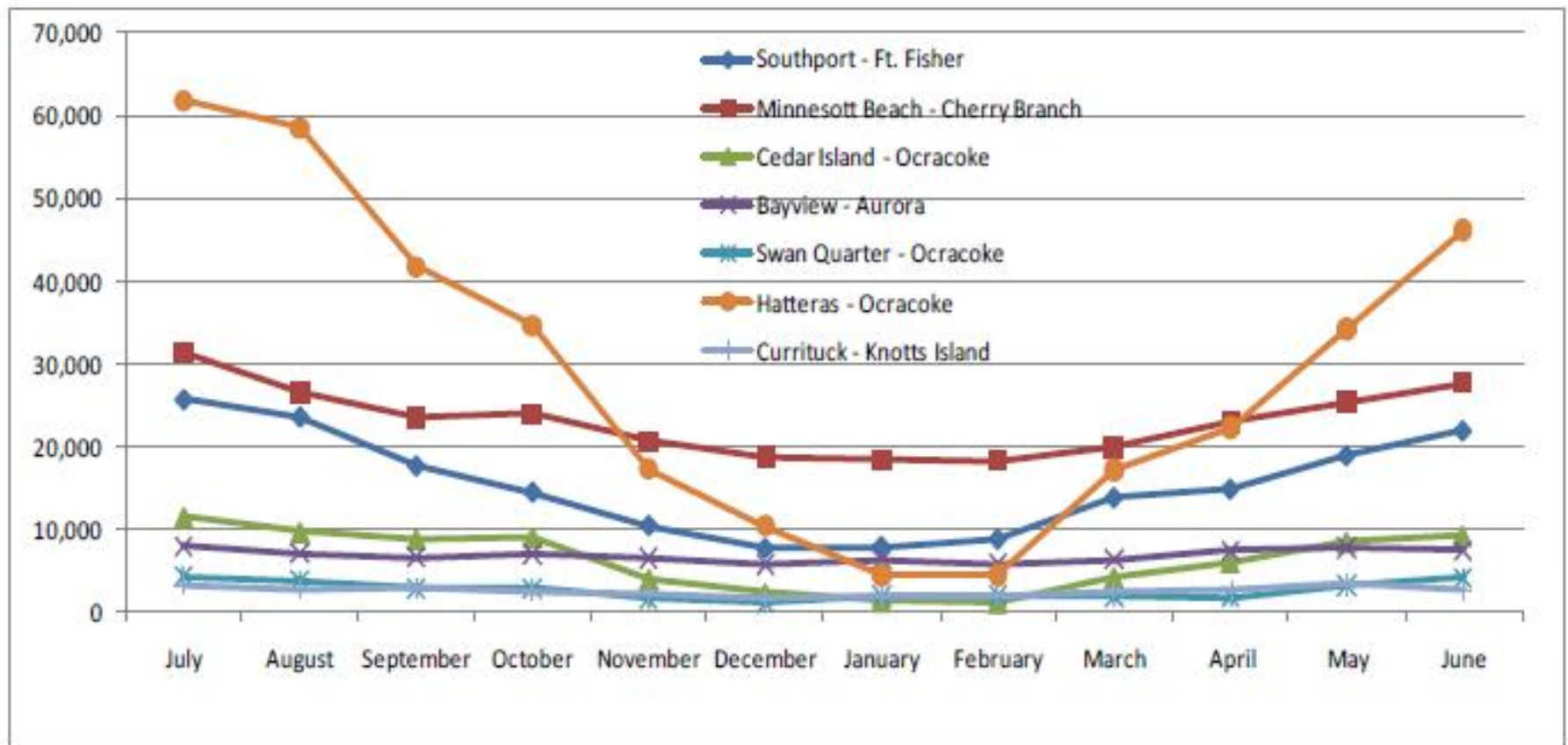
ASST. DIRECTOR
OPERATIONS

SUPERINTENDENT
DISTRICT 1

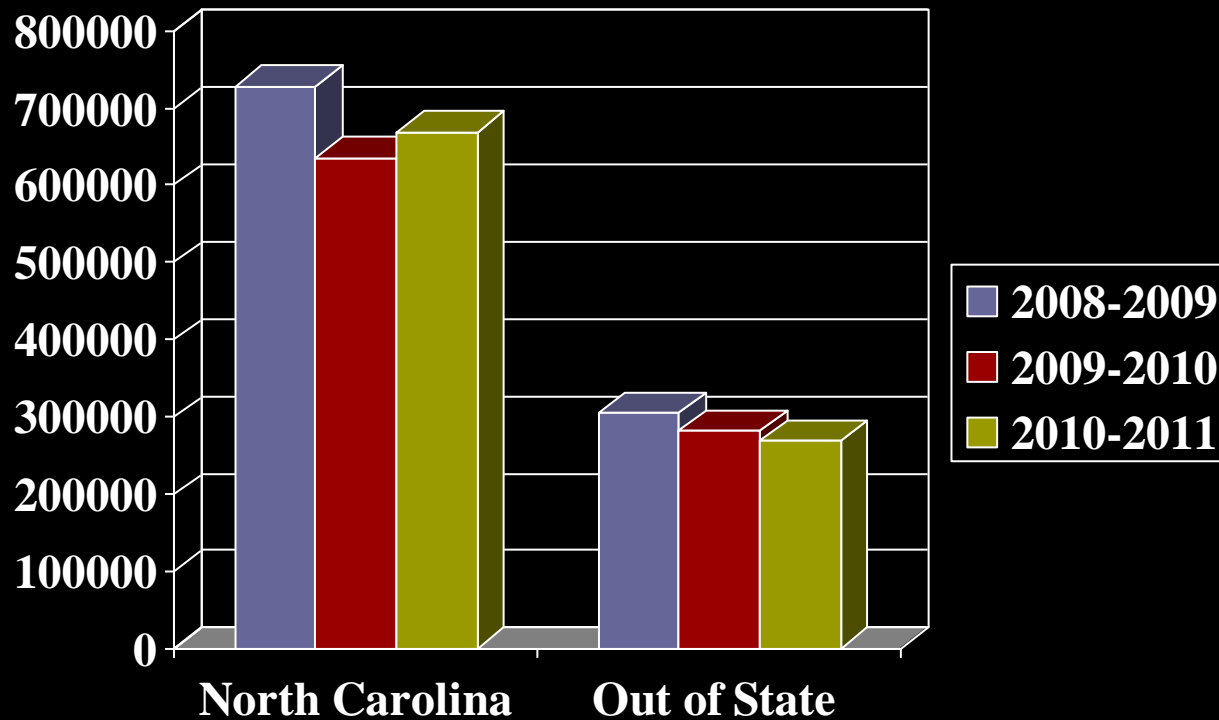
SUPERINTENDENT
DISTRICT 2



Monthly Vehicle Count by Route

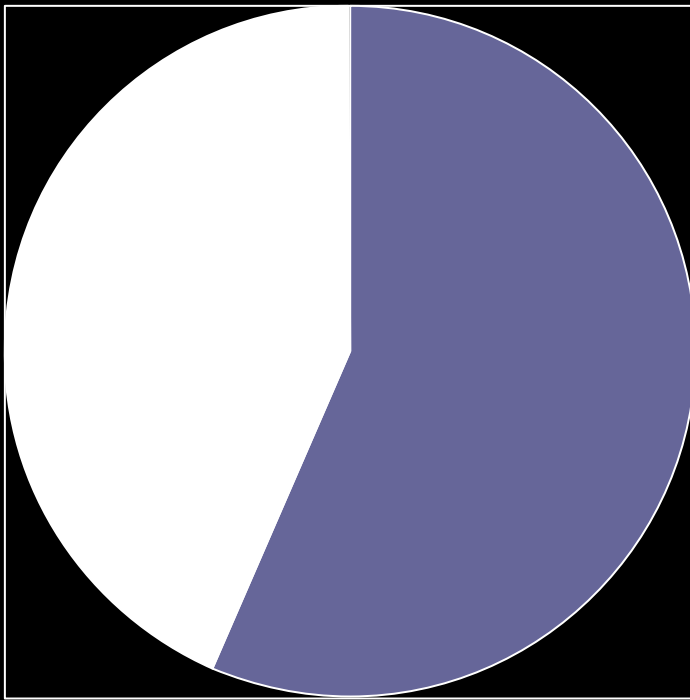


Three Year Traffic Comparison



Operations Allocated Resources

Total Budget: \$ 23,714,073



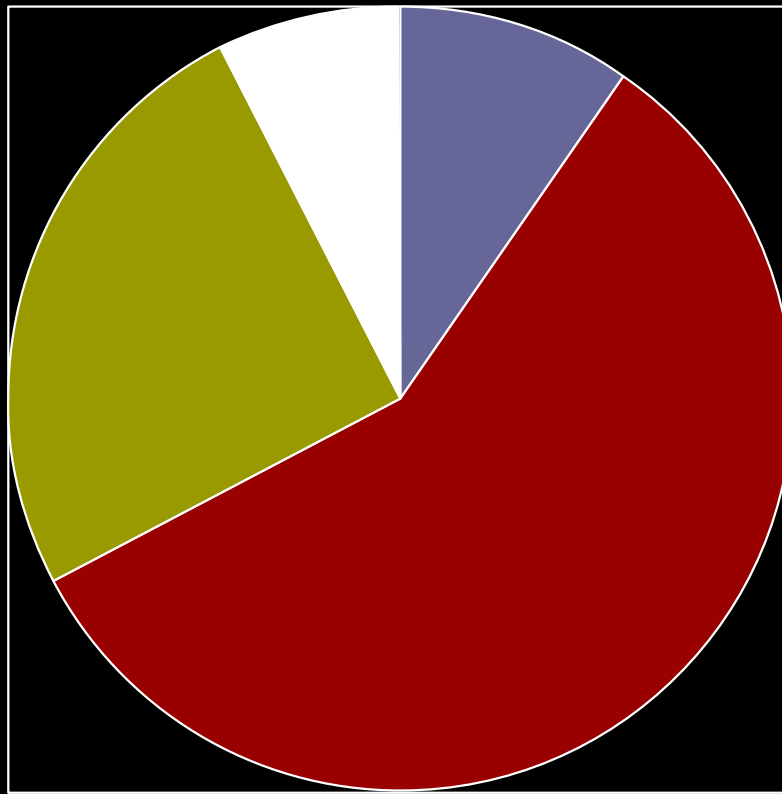
■ District 1: 13,379,159

■ District 2: 10,334,914

OPERATIONS District 1

Allocated Resources: \$ 13,379,159

FY 2012



■ Currituck: 1,308,229

■ Hatteras Inlet: 7,666,996

■ Ocracoke: 3,399,781

■ Swan Quarter: 1,004,153

District 1 Organization: Operations

District 1 Superintendent

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graph TD; Superintendent[District 1 Superintendent] --- Currituck[Currituck Operation Manager]; Superintendent --- Hatteras[Hatteras Inlet Operation Managers]; Superintendent --- Ocracoke[Ocracoke Operation Managers]; Superintendent --- Swan[Swan Quarter Operation Manager];
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Currituck Operation Manager

Hatteras Inlet Operation Managers

Ocracoke Operation Managers

Swan Quarter Operation Manager

District 1 Operations: Currituck

- Personnel Complement 15
 - Vessel Crewmembers 12
 - Shore Support 3
- Crosses Currituck Sound
 - Crossing Time 45 Minutes
- Vessel Complement 1
- Scheduling adjustment projected savings
 - \$ 95,730 yearly (Labor and Fuel)



River Class: Governor James B. Hunt Ferry

- **Vehicle Capacity:** 20
- **Passenger Capacity:** 149
- **Weight & Dimensions:** 462 Gross Tons, 125' Length, 40' Breadth, 5' Draft
- **University Affiliation:** UNC Greensboro

District 1 Operations: Hatteras

- Personnel Complement 99
 - Vessel Crewmembers 87
 - Shore Support 12
- Crosses Hatteras Inlet
 - Crossing Time 40 Minutes
- Vessel Complement 10
- Scheduling adjustment projected savings
 - \$ 68,000 yearly (Labor and Fuel)

Other Hatteras Class
Ferries at Hatteras Inlet
include:

- MV Frisco
- MV Cape Point
- MV Thomas Baum
- MV Roanoke
- MV Ocracoke
- MV Chicamacomico



Hatteras Class: Kinnakeet Ferry

- **Vehicle Capacity:** 30
- **Passenger Capacity:** 149
- **Weight & Dimensions:** 280 Gross Tons, 150' Length, 42' Breadth, 4' Draft
- **University Affiliation:** Elizabeth City State University



Other River Class Ferries
at Hatteras Inlet include:

- MV Croatoan
- MV Stan White

River Class: Hatteras Ferry

- **Vehicle Capacity:** 40
- **Passenger Capacity:** 300
- **Weight & Dimensions:** 407 Gross Tons, 180' Length, 44' Breadth, 6' Draft
- **University Affiliation:** Shaw University

District 1 Operations: Ocracoke

- Personnel Complement 27
 - Vessel Crewmembers 21
 - Shore Support 6
- Crosses Pamlico Sound
 - Crossing Time 2 Hours and 15 Minutes to Cedar Island
 - Crossing Time 2 Hours and 30 Minutes to Swan Quarter
- Vessel Complement 2
- Scheduling adjustment projected savings
 - \$ 146,235 yearly (Labor and Fuel)



Sound Class: Pamlico Ferry

- **Vehicle Capacity:** 50
- **Passenger Capacity:** 300
- **Weight & Dimensions:** 774 Gross Tons, 220' Length, 50' Breadth, 6' Draft
- **University Affiliation:** NC School of the Arts

Other Sound Class Ferry
based at Ocracoke:

- MV Silver Lake
 - Sister Ship to Pamlico
- Both vessels built in 1965

District 1 Operations: Swan Quarter

- Personnel Complement 14
 - Vessel Crewmembers 8
 - Shore Support 6
- Crosses Pamlico Sound
 - Crossing Time 2 Hours and 30 Minutes
- Vessel Complement 1
- Scheduling adjustment projected savings
 - \$ 43,192 yearly (Labor and Fuel)



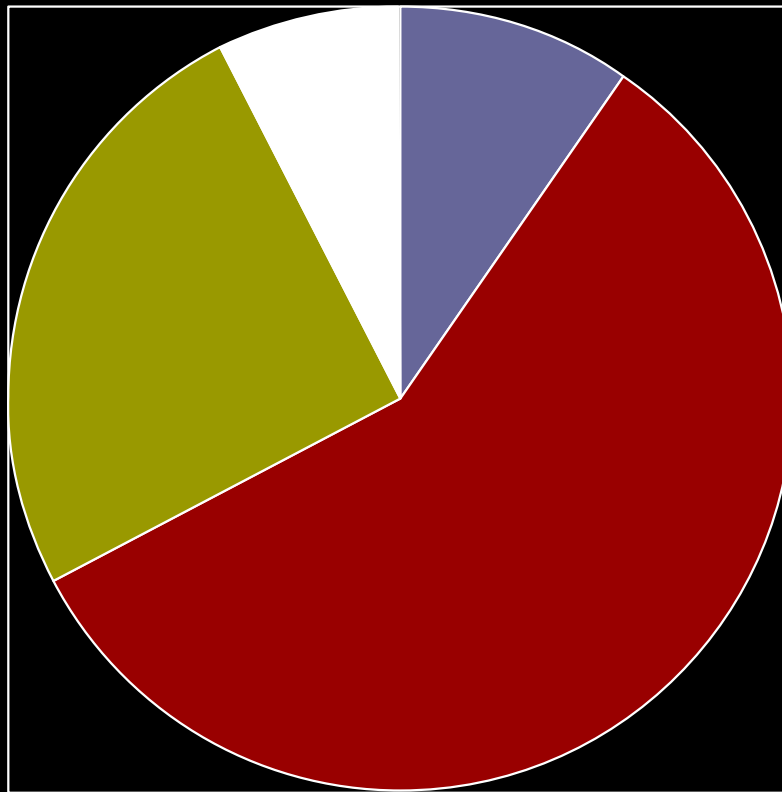
Sound Class: *Swan Quarter Ferry*

- **Vehicle Capacity:** 45-50
- **Passenger Capacity:** 300
- **Weight & Dimensions:** 774 Gross Tons, 220' Length, 50' Breadth, 6' Draft
- **University Affiliation:** *Elon University*

OPERATIONS District 2

Allocated Resources: \$ 10,334,914

FY 2012



■ Cedar Island: 2,645,681

■ Cherry Branch: 2,982,296

■ Pamlico River: 2,062,827

■ Southport: 2,644,110

District 2 Organization: Operations

District 2 Superintendent

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graph TD; A[District 2 Superintendent] --- B[Cedar Island Operation Manager]; A --- C[Pamlico River Operation Managers]; A --- D[Cherry Branch Operation Manager]; A --- E[Southport Operation Manager];
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Cedar Island Operation Manager

Pamlico River Operation Managers

Cherry Branch Operation Manager

Southport Operation Manager

District 2 Operations: Cedar Island

- Personnel Complement 43
 - Vessel Crewmembers 36
 - Shore Support 7
- Crosses Pamlico Sound
 - Crossing Time 2 Hours and 15 Minutes
- Vessel Complement 2
- Scheduling adjustment projected savings
 - \$ 113,799 (Labor and Fuel)



Other Sound Class Ferry
based at Cedar Island:

- MV Carteret

Sound Class: Cedar Island Ferry

- **Vehicle Capacity:** 50
- **Passenger Capacity:** 300
- **Weight & Dimensions:** 648 Gross Tons, 220' Length, 50' Breadth, 6'6" Draft
- **University Affiliation:** East Carolina University

District 2 Operations: Pamlico River

- Personnel Complement 31
 - Vessel Crewmembers 24
 - Shore Support 7
- Crosses Pamlico River
 - Crossing Time 30 Minutes
- Vessel Complement 1
- Scheduling adjustment projected savings
 - \$ 69,946 (Labor and Fuel)



River Class: Governor Daniel Russell Ferry

- **Vehicle Capacity:** 42
- **Passenger Capacity:** 300
- **Weight & Dimensions:** 418 Gross Tons, 180' Length, 44' Breadth, 6' Draft
- **University Affiliation:** Gardner Webb

District 2 Operations: Cherry Branch

- Personnel Complement 53
 - Vessel Crewmembers 49
 - Shore Support 4
- Crosses Neuse River
 - Crossing Time 20 Minutes
- Vessel Complement 2
- Scheduling adjustment projected savings
 - \$ 87,933 (Labor and Fuel)



Other River Class Ferry
based at Cherry Branch:

- MV Floyd Lupton

River Class: Neuse Ferry

- **Vehicle Capacity:** 40
- **Passenger Capacity:** 300
- **Weight & Dimensions:** 374 Gross Tons, 180' Length, 44' Breadth, 6' Draft
- **University Affiliation:** Wake Forest University

District 2 Operations: Southport

- Personnel Complement 40
 - Vessel Crewmembers 25
 - Shore Support 15
- Crosses Cape Fear River
 - Crossing Time 35 Minutes
- Vessel Complement 2
- Scheduling adjustment projected savings
 - \$ 77,961 (Labor and Fuel)



Other River Class Ferry
based at Southport:

- MV Southport

River Class: Fort Fisher Ferry

- **Vehicle Capacity:** 40
- **Passenger Capacity:** 300
- **Weight & Dimensions:** 374 Gross Tons, 180' Length, 44' Breadth, 6' Draft
- **University Affiliation:** UNC Wilmington

Operations

- Recently implemented cost saving measures
 - RPM Reductions: Fuel Savings
 - Increased Hull Cleaning
 - USCG Waiver for 12.5 work hours (Hatteras)
 - Shortened summer schedule
- Projected Savings:
 - Yearly 3,640,836
 - FY12 3,210,691

Fleet Statistics: Hatteras Class

7 Vessels

Vessel Name	Year Built	Age
MV Kinnakeet	1989	22
MV Frisco	1990	21
MV Chicamacomico	1990	21
MV Cape Point	1990	21
MV Ocracoke	1990	21
MV Roanoke	1993	18
MV Thomas Baum	1995	16
Average age of Hatteras Class Vessels		<u>20</u>

Fleet Statistics: River Class 9 Vessels

Vessel Name | **Year Built** | **Age**

MV Daniel Russell	1993	18
MV Southport	1996	15
MV Neuse	1998	13
MV Stanford White	2003	8
MV Croatoan	2003	8
MV Floyd Lupton	2000	11
MV Fort Fisher	2000	11
MV Hatteras	2006	5
MV James B. Hunt Jr	1984	27
Average age of River Class Vessels		<u>13</u>

Fleet Statistics: Sound Class 5 Vessels

Vessel Name	Year Built	Age
MV Silver Lake	1965	46
MV Pamlico	1965	46
MV Cedar Island	1994	17
MV Carteret	1989	22
MV Swan Quarter	2011	0
Average age of Sound Class Vessels		<u>26</u>

Vessel Condition

- Average age of ferry fleet: 18 years
- New Sound Class MV Sea Level is under construction
 - Anticipated delivery date: May 2012
- Dredge project bid package
 - 80% complete
 - Updated electronics: major improvement
 - Replacing 46 years old Dredge Carolina

U. S. Coast Guard Manning Requirements



VESSEL CLASS
SOUND

ROUTES OPERATED

Cedar Island-Ocracoke
Ocracoke-Swan Quarter

CREW COMPLEMENT

1 Master
1 Chief Engineer/DDE
1 Oiler
2 Able Seaman (AB) *
2 Ordinary Seaman (OS) **
*One AB designated as Senior
AB

**When carrying less than
150 passengers, one OS may
be removed



VESSEL CLASS
HATTERAS

ROUTES OPERATED

Hatteras Inlet

CREW COMPLEMENT

1 Master
1 Chief Engineer/DDE
1 Designated Oiler
2 Able Seaman (AB) *
1 Ordinary Seaman (OS)
*One AB designated as Senior
AB

*Note: USCG increased
manning requirements
3/9/09*



VESSEL CLASS
RIVER

ROUTES OPERATED

Southport-Fort Fisher
Cherry Branch-Minnesott
Hatteras Inlet

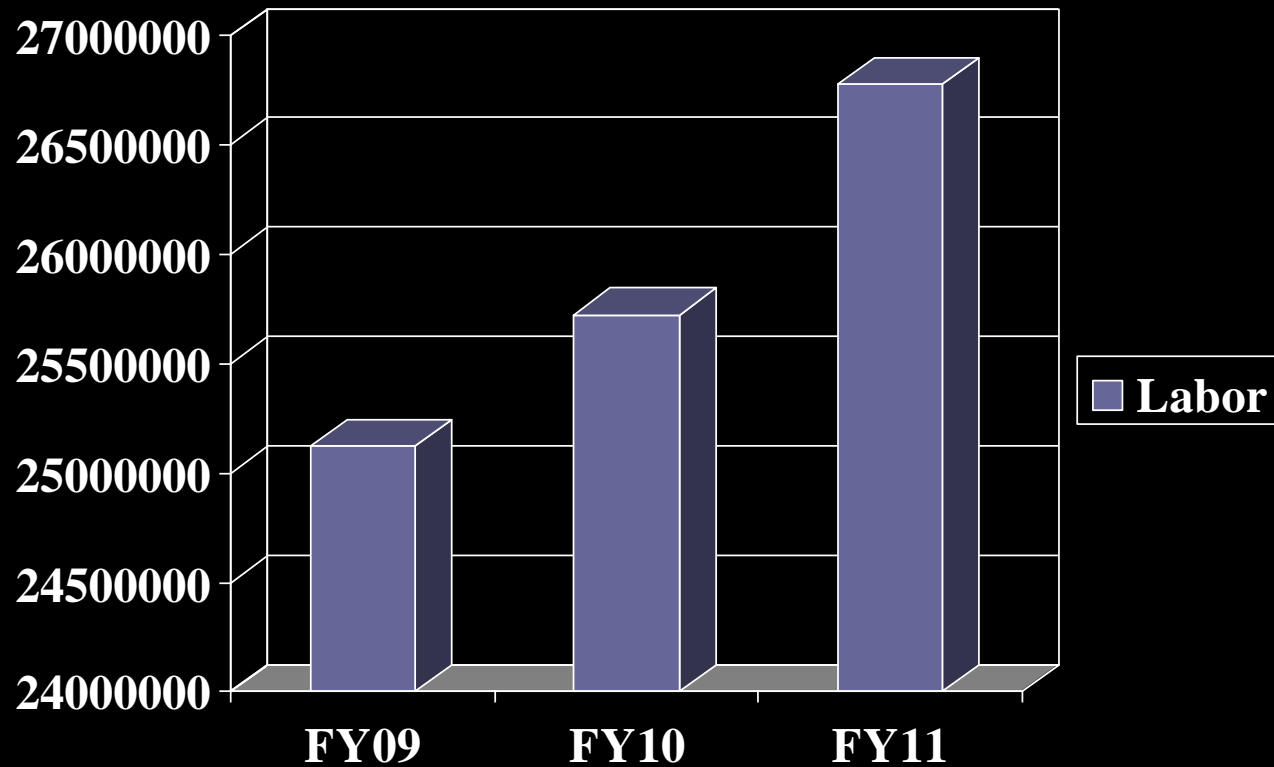
CREW COMPLEMENT

1 Master
1 Chief Engineer/DDE
1 Oiler
2 Able Seaman (AB) *
2 Ordinary Seaman (OS) **
*One AB designated as Senior
AB

**When carrying less than
150 passengers, one OS may
be removed

Manning Requirements

- USCG increased manning requirements 03/09/09



Fiscal Comparison

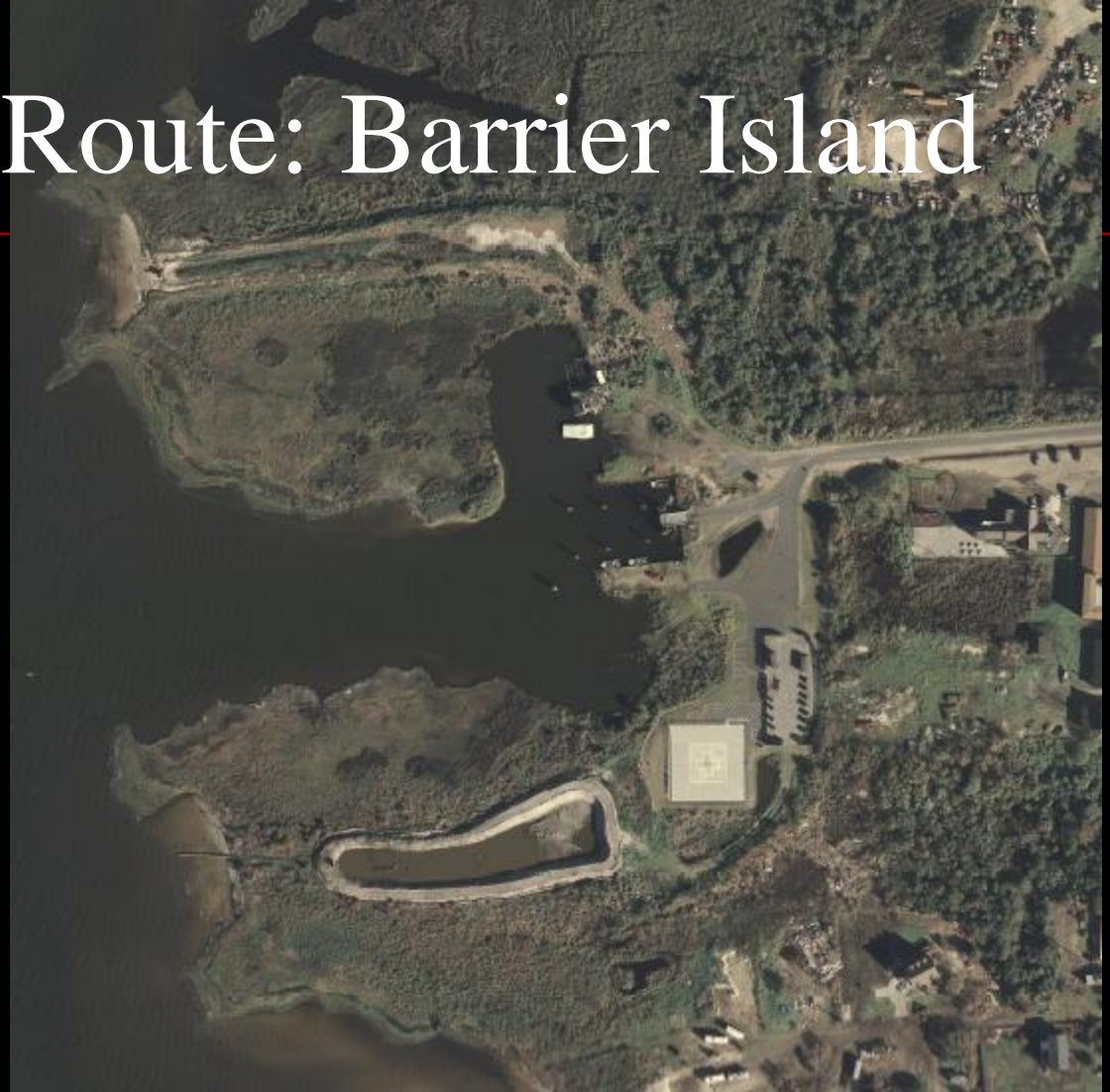
Fiscal Years 2010 and 2011 through December

Spending through December	Amount
FY2010	17,454,098.40
FY2011	16,560,820.52
Anticipated Reimbursement*	2,425,132.38
Savings FY2011 over FY 2010	(893,277.88)

*Anticipated Reimbursement will be based on the FEMA and Federal Highway Assistance in regards to IRENE costs. The review to determine actual costs to be reimbursed will be conducted January 18 – January 21

Emergency Route: Barrier Island

- Rodanthe



Emergency Route: Mainland

- Stumpy Point



IRENE: Response Timeline

- 8/23/11-8/26/11 Preparations Stage
- 8/28/11-9/14/11 Post Operations Stage
- 9/15/11-10/10/11 Emergency Operations Stage
- 10/11/11-10/13/11 Demobilization Stage
- 10/15/11-12/31/11 Repair Period
 - All Stages Combined: \$ 2,474,21801
 - FEMA Addresses: Costs, including indirect, at 75% for expenses beyond emergency route
 - FHWY (Federal Highways): 100% within 180 days of emergency for directly related costs at detour route

Impact of Hurricane Irene Dredging

- Shoaling at three locations
 - Hatteras – Ocracoke Inlet
 - Southport tie-up slips
 - Rodanthe channel
 - The shoaling in the Rodanthe channel is severe and would likely impede usage were another emergency to take place prior to dredging

COMPLIANCE & ADMINISTRATION

DIRECTOR

HUMAN RESOURCES
[Payroll, Personnel, Policy]

BUSINESS
[Accounting, Processing]

TRANSPORTATION & MARITIME
[Safety, Security, Environmental, Quality Assurance]

TECHNOLOGY

Compliance to Federal Requirements

- **Applicability: All Departments**
 - USCG monitors & enforces Code of Federal Regulations
 - Routine Vessel and Facility Inspections
 - Meet every 4 months with USCG Inspectors
 - US Army Corps of Engineers
 - Dredging requirements at federal channels
 - Big Foot Slough
 - Hatteras Channel

MAINTENANCE & MATERIALS

ASST. DIRECTOR
Maintenance & Materials

SHIPYARD
[Repair, Engineer, Scheduling, Materials]

MARINE FIELD MAINTENANCE

FACILITY MAINTENANCE

DREDGING OPERATIONS

Credit Drydock

- Typical Project
 - 70-80 Days (8000 hours)
 - Transport | Lift | Repairs | Launch | Test | Inspection
 - Delays
 - Inspection and test considerations
 - Inclement weather
 - Paint Building Reduced this Issue

Federally Mandated Requirements Vessels

- Vessel Dry dock periods
 - Twice per five years
 - No period to exceed three years
- Any upgrade or change requires USCG approval
- Quarterly, Semi-annual and Annual Inspections
 - Inspections prior to shipyard departure
 - Surprise
- Dredge operations tugs need to be USCG inspected to meet US Army Corps of Engineers requirements to dredge

Dredging Operations

- Federal Jurisdiction
 - Hatteras Inlet: Hatteras Ferry Terminal to Inlet
 - Ocracoke – ‘Big Foot Slough’
 - Cherry Branch – Minnesott
 - Emergency route –Marker #10 to adjoining ferry channel and channel at Rodanthe

Dredging Operations

■ State Jurisdiction

- Currituck – Knotts Island channels
- Swan Quarter channel
- Hatteras Inlet: Hatteras Inlet to South Dock Terminal
- Cedar Island Channel
- Pamlico River – Bayview and Aurora
- Cherry Branch – Minnesott
- Southport – Fort Fisher
- Emergency route – Stumpy Point channel to Marker #10

Dredging Operations

- Typical Project
 - Four Months
 - Mobilization | Setting up | Dredging | Demobilization
 - Both Harbors
 - Channels | Tie-up slips | Turning Basin
 - Delays
 - Spoil site needs reworking (2-3 months)
 - Inclement weather

Dredging Equipment

- Crane barge Skyco
- Dredge Carolina
- Tugs
 - Albemarle
 - Scott-Tender
 - Buxton Jr-Tender
- Fuel Barge