

**Patrol Vessel Enforcer Replacement****FY2025 Request: \$9,500,000****Reference No: AMD 65149****AP/AL:** Appropriation**Category:** Public Protection**Location:** Southeast Alaska**Impact House District:** Southeast Region (HD 1 - 4)**Project Type:** Life / Health / Safety**Recipient:** NA**House District:** Southeast Region (HD 1 - 4)**Contact:** Pam Halloran**Estimated Project Dates:** 07/01/2024 - 06/30/2029 **Contact Phone:** (907)456-5501**Brief Summary and Statement of Need:**

The Department of Public Safety (DPS) requests \$9.5 million in capital funding to replace the patrol vessel Enforcer, the only large-class patrol vessel for Southeast Alaska.

<b>Funding:</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>	<b>FY2028</b>	<b>FY2029</b>	<b>FY2030</b>	<b>Total</b>
1004 Gen Fund	\$9,500,000						\$9,500,000
<b>Total:</b>	<b>\$9,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,500,000</b>

<input type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> Ongoing
0% = Minimum State Match % Required		<input checked="" type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

**Operating & Maintenance Costs:**

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
<b>Totals:</b>	<b>0</b>	<b>0</b>

**Prior Funding History / Additional Information:**

Many small communities within the region are only accessible by boat. With very rugged, mountainous terrain that includes over 1,000 islands and more than 18,000 miles of coastline, a large class patrol vessel will serve Alaskans who reside in the region.

**Project Description/Justification:**

Without a replacement for the patrol vessel (P/V) Enforcer in Southeast Alaska:

- There would be limited fish and game enforcement of fisheries in the region for 7,400 commercial fishing permit holders in the Southeast Alaska region with a fishery valued at \$467 million annually.
- There would be no mechanism to pull and inspect for compliance large crab pots and other types of gear. The P/V Enforcer was able to pull King Crab pots from 2,000 feet deep and Tanner Crab pots from 600-800 feet deep. These crab fisheries are some of the only remaining King and Tanner Crab fisheries still open in the state.
- There would be no large class enforcement vessel to ensure fair and equitable access to fish and game resources in Southeast Alaska.
- Approximately 8,500 miles of coastline would not be patrolled by a large class vessel.
- Approximately 6,000 miles of coastline would not be patrolled by skiff launched from a large class vessel.
- An annual average of 1,600 contacts with hunters and fisherman (including boardings and

compliance checks) would not occur.

- Important partnerships with the Department of Homeland Security, the Coast Guard, Customs and Border Patrol, National Oceanic Atmospheric Association, Drug Enforcement Agency, and the National Park Service would be greatly hindered, impacting law enforcement, search and rescue, anti-terrorism force protection, fisheries, drug interdiction, and transboundary river interdiction.
- DPS would lack a large class vessel to be called upon to transport and house search dogs and their handlers when searching for victims in natural disasters (such as the 2020 Haines and 2023 Wrangell landslide) and to respond to remote medical calls.

#### History of the P/V Enforcer:

The existing patrol vessel Enforcer was taken out of service in December 2022 due to its initial design and construction flaws and mold infestation. This vessel is assigned year-round to patrol the waters of Southeast Alaska and outside waters to 200 miles. The original vessel in this class was the P/V Enforcer, a World War II era 65-foot Army T-boat. This vessel was only moderately capable, and upgrades were necessary to meet the increasing law enforcement needs of the communities throughout this region. In 2002 the department issued a design build solicitation for a new 84-foot, large-class patrol vessel and ultimately awarded the contract to a low bidder in south Texas. Unfortunately, the shipyard utilized deficient design and construction methods to deliver an unsatisfactory vessel. To make matters worse, the vessel was physically dropped twice; once during initial launching and again during loading for shipping that was nearly catastrophic and resulted in major damage. The State pursued legal action; however, the bond company went bankrupt, and the shipyard defaulted on the judgement. The shipyard ultimately went out of business.

Immediately upon delivery, the vessel was taken to a different shipyard to repair the drop damage. The repair resulted in a long list of additional vessel deficiencies. While at this shipyard, multiple items were repaired on the vessel; however, many remained untouched. Following the repairs, a stability test of the vessel's seaworthy characteristics resulted in the discovery of major stability issues. Over the next four years DPS spent considerable resources to remedy the vessel deficiencies. During that time, steel sponsons were added to both sides of the vessel to increase the stability of the boat. With this fix, the vessel passed stability tests and was put into service. As the vessel aged over the last 20-years, additional problems continued to surface. As the State obtained funding to fix these issues, shipyards were scheduled, and items were repaired or fixed. In 2022, major issues were again brought to light with the discovery that the entire vessel was infested with mold. These findings were confirmed by a professional marine survey and laboratory mold report. In January 2023, with the pending mold issue and a list of multiple other deficient items, the department decided that instead of spending additional funds to repair a sub-standard vessel, it would de-commission this vessel and seek funding to construct a new one.

Additional justification is available for this request provided in several documents:

- Coastwise Engineering Design Study report (August 2023)
- Enforcer replacement Executive summary.
- Marine Condition and Valuation Survey Report. (January 2023)
- Nortec Laboratory Mold assessment and report. (December 2022)