

# Why an Improved Channel is Good for Key West

presented by

Key West Seaport Alliance

# Who is the Key West Seaport Alliance?

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We are Key Westers who understand that:

- Our seaport and cruise ships benefit our entire Key West economy and all residents.
- Cruise ships were the single most important factor in reviving our economy in the 1970's.
- Our cruise ship business is off by more than 25% in the past 10 years & likely to fall more.
- We should base decisions about our future on valid facts and research.

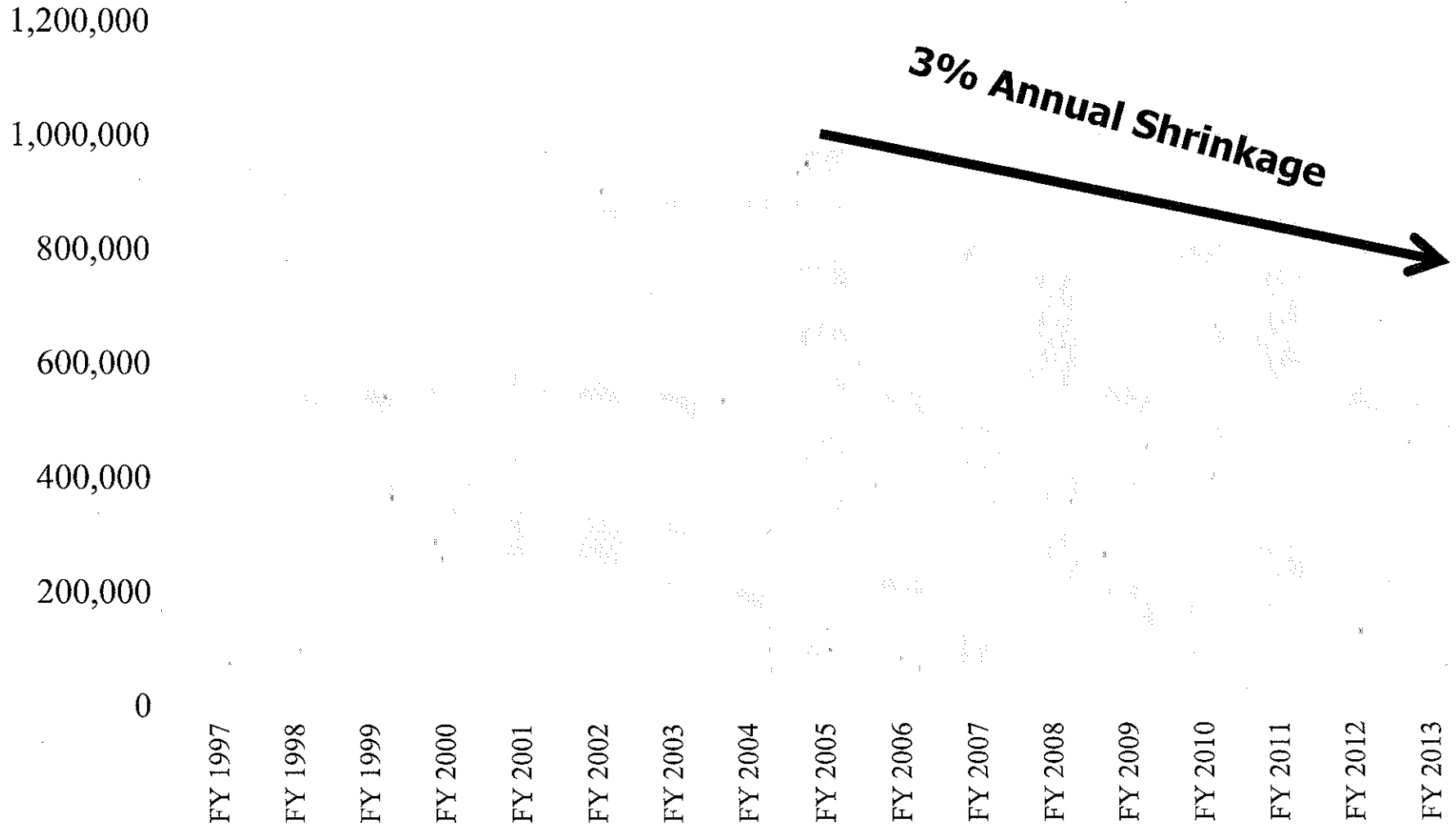
# Cruise Ship Business Facts

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- Cruise ship lines believe Key West is a desirable port, but we have many competitor ports.
- The largest cruise ships, so called “mega-ships” cannot enter Key West harbor because they draw too much water and our pier structure cannot handle their large number of passengers.
- Key West’s decline in cruise ship passengers is due to competition from other ports and that our channel has become inadequate.

# Number of Passengers Has Declined

## Passengers



Key West Seaport Alliance

FY 2012 & 2013 are estimated

# Engineering Facts

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- Cut B of the Main Ship Channel needs to be wider because of wind and current.
- Whether a ship has screws or azipods, current and wind require them to crab in the channel.
- The channel widening will allow the newer, more modern ships to transit safely.
- The widening will enhance the safety of the channel for all ships.
- Channel deepening is not being considered.

# Channel Widening Feasibility Study Proposal

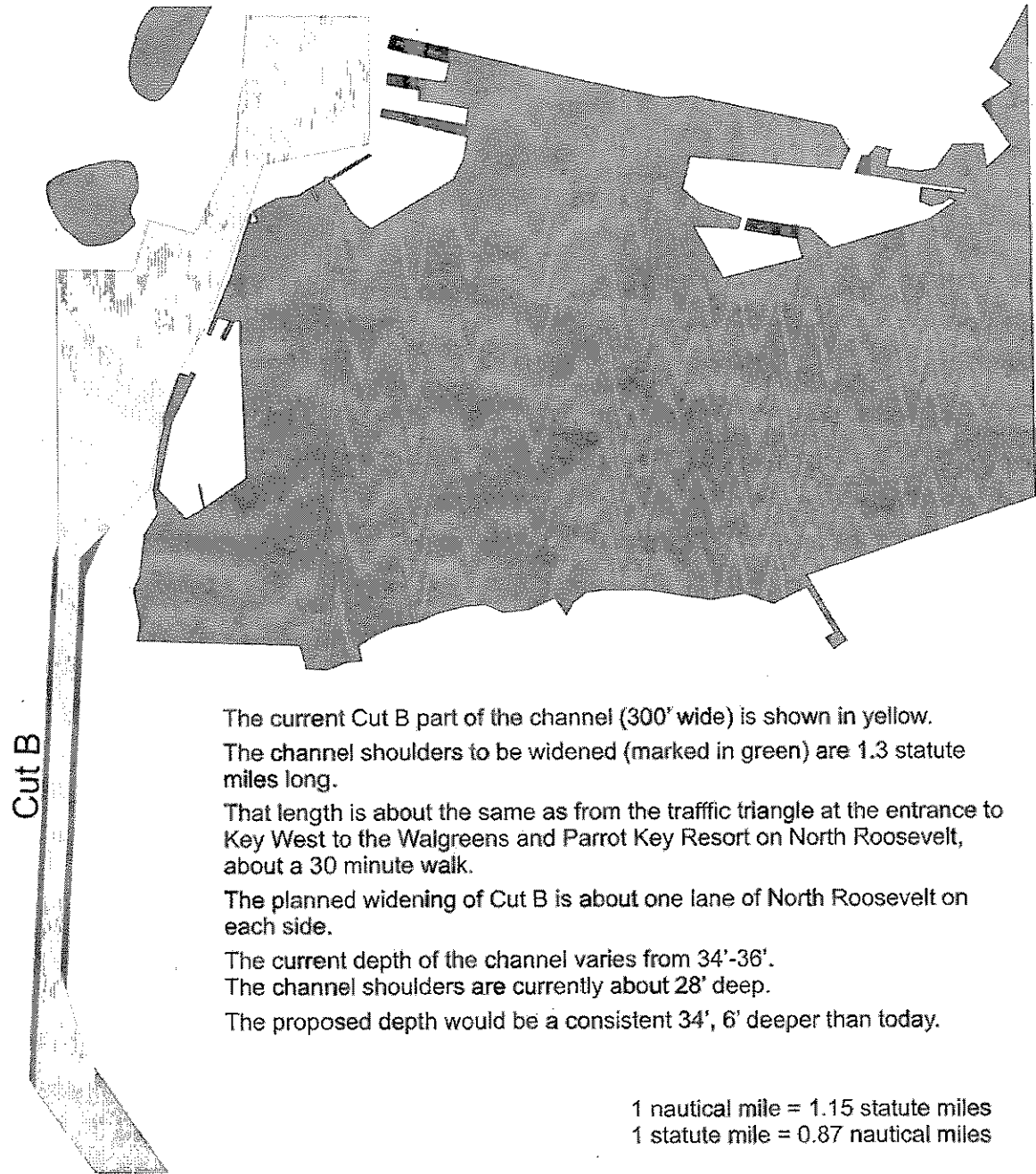
The proposal is to study the advisability of widening Cut B of the Main Ship Channel.

This widening will enhance the safety of the channel for modern cruise ships.

Currently Cut B is 300' wide.

The widening of Cut B by 150' would be accomplished in one of two ways: 75' on each side or 150' on one side.

The decision will depend on which is least problematic environmentally and from an engineering and expense standpoint.



The current Cut B part of the channel (300' wide) is shown in yellow.

The channel shoulders to be widened (marked in green) are 1.3 statute miles long.

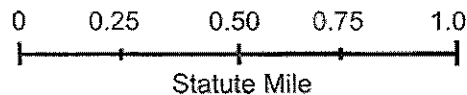
That length is about the same as from the traffic triangle at the entrance to Key West to the Walgreens and Parrot Key Resort on North Roosevelt, about a 30 minute walk.

The planned widening of Cut B is about one lane of North Roosevelt on each side.

The current depth of the channel varies from 34'-36'.

The channel shoulders are currently about 28' deep.

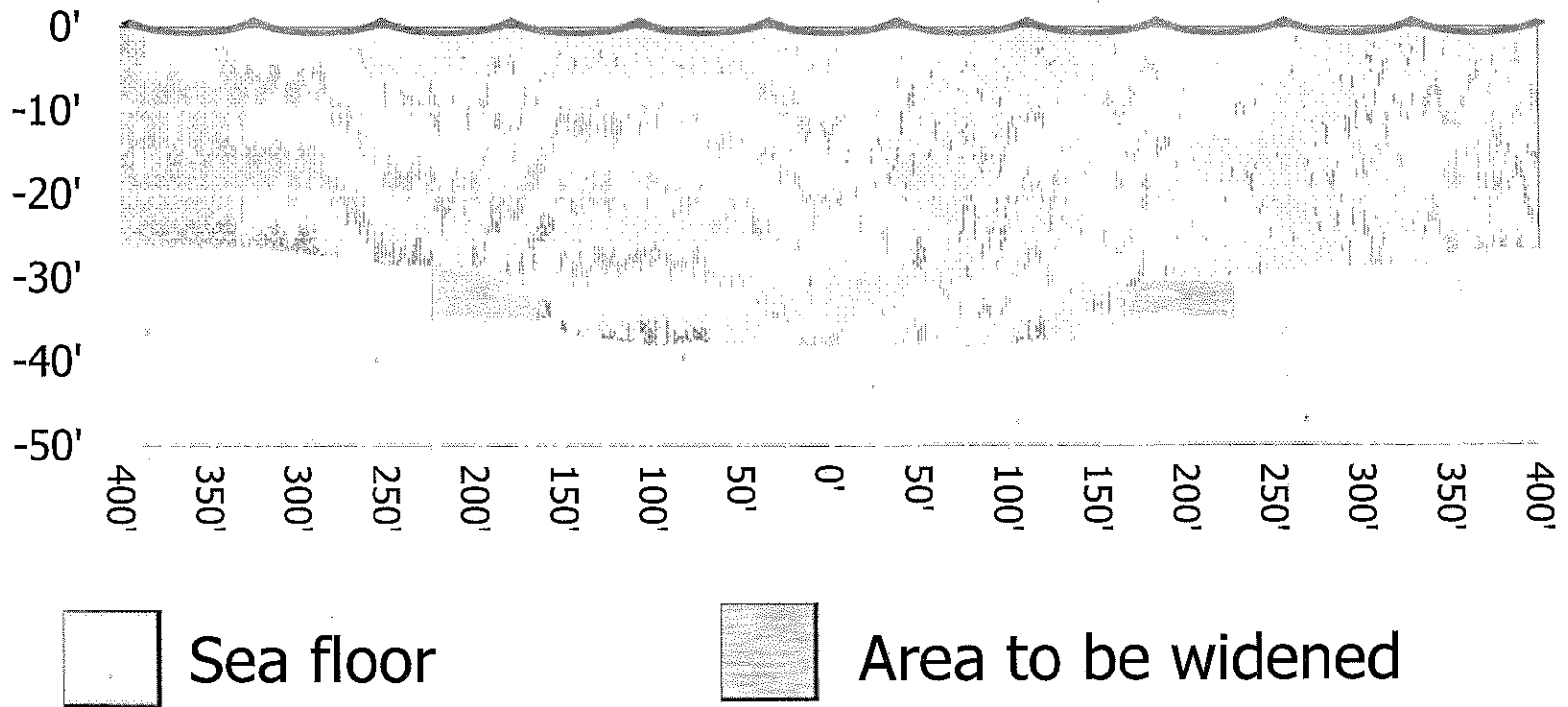
The proposed depth would be a consistent 34', 6' deeper than today.



1 nautical mile = 1.15 statute miles  
1 statute mile = 0.87 nautical miles

# Cross Section of Cut B Depth *expanded*

Cut B is currently 300' wide. The study will examine widening it by 150' to a controlling depth of 34.' The illustration below shows 75' each side.

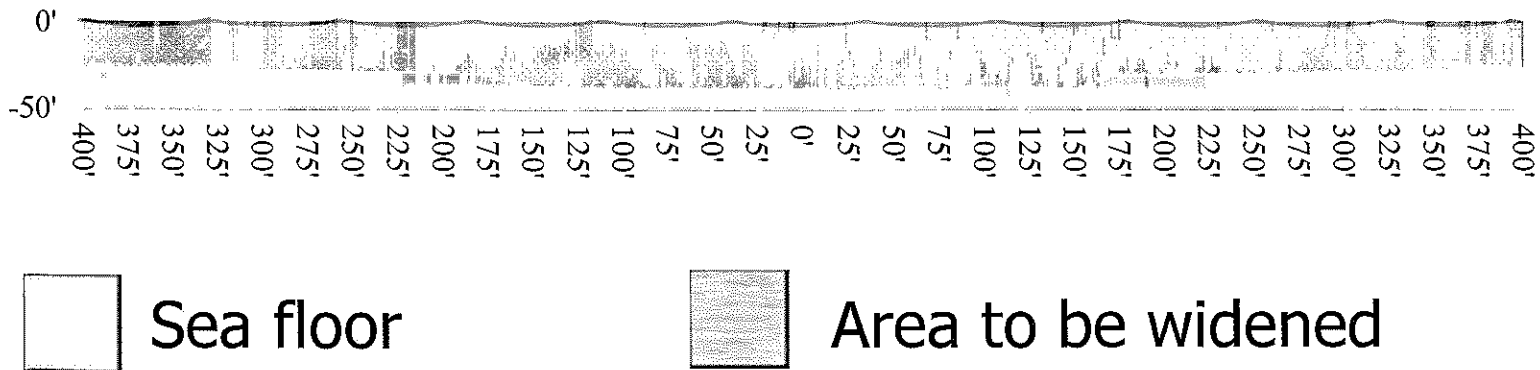


The depth scale has been enhanced to improve readability

# Cross Section of Cut B Depth *to scale*

Cut B is currently 300' wide. The study will examine widening it by 150' to a controlling depth of 34.' The illustration below shows 75' each side.

This graphic shows the X & Y axes to the same scale





# Environmental Facts

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- A deeper and wider channel will reduce turbidity caused by all vessels.
- Tarpon and similar game fish thrive in and seem to prefer the ship channels in all ports.
- 95%+ of the siltation surrounding the harbor is caused by wind & rain.
- 80% of cruise ships leave by 6:00 pm, many leave by 2:00 pm.

# History of Key West Dredging

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- 1888 Navy dredged to allow fleet access (9 yrs)
- 1906 Flagler dredged 134 acres to create Trumbo Point rail/ship connection (10 yrs)
- 1908 Removal of reefs in Main Channel authorized
- 1912 Main channel/anchorage authorized  
30' deep, 300' wide
- 1918 Removal of middle ground authorized
- 1942 Navy extended 30' channel to Trumbo Point

# History of Key West Dredging (cont.)

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- 1963 Garrison Bight channel approved around Fleming Key (8' deep, 110' wide)
- 1964 Navy created Key West Bight channel (12' deep, 150' wide)
- 1964 Navy deepened the main channel to 34'
- 2003 Navy approved maintenance dredging of the entire channel to a controlling depth of 34' with 2' advance maintenance

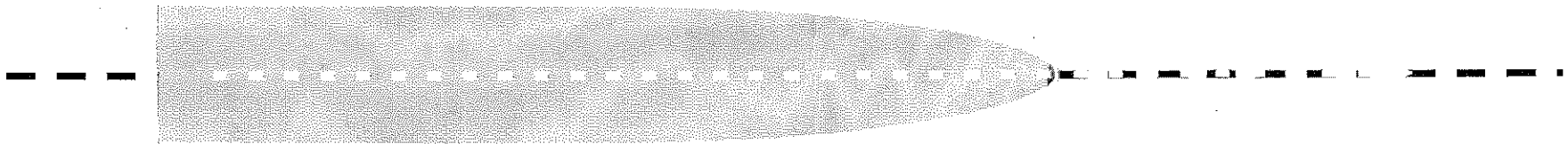
# Why Ships Need a Wider Channel

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**No Wind or Current**

Swept Path  
with a 0° Crab Angle

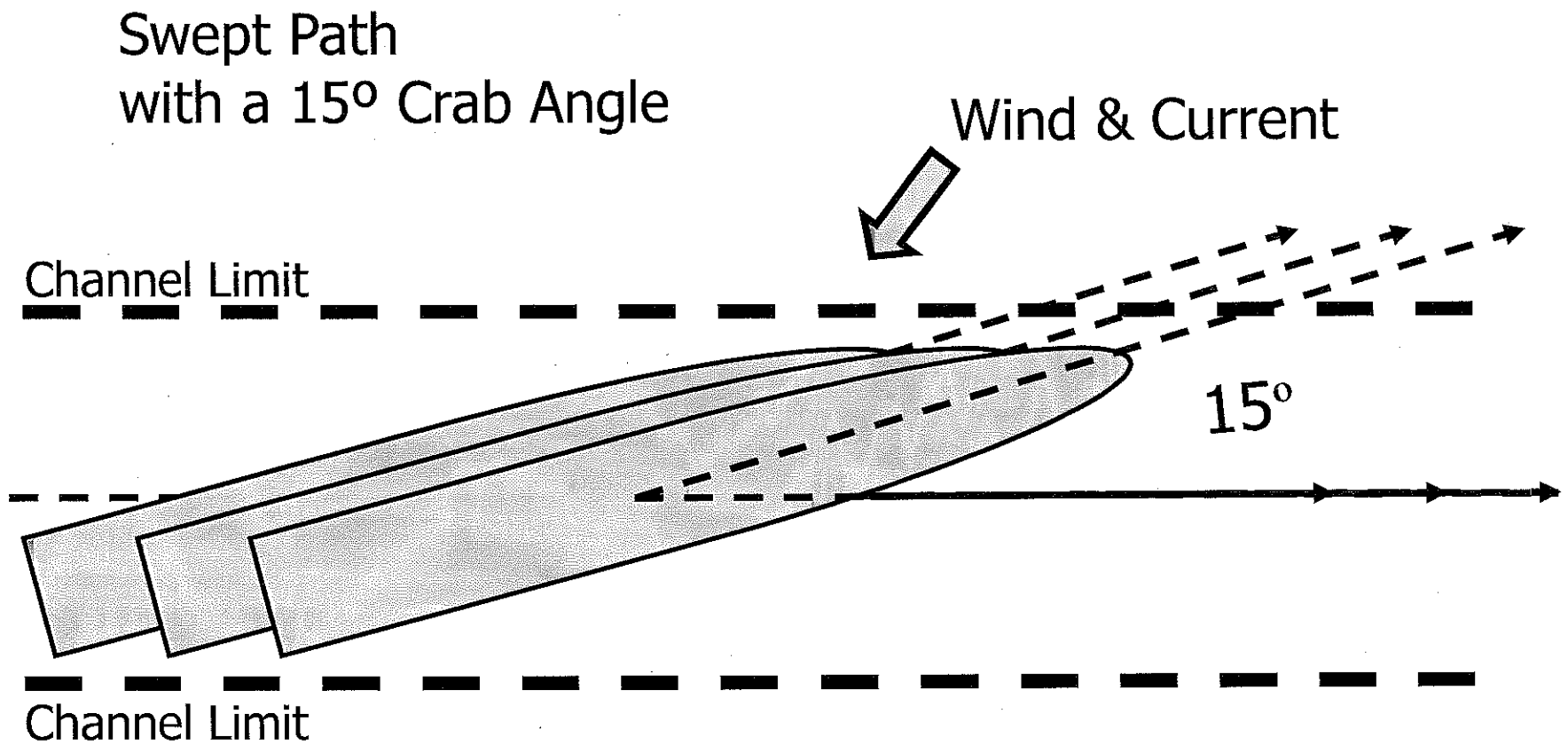
Channel Limit



Channel Limit



# Why Ships Need a Wider Channel



# Who Are Cruise Ship Visitors?

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- Cruise ship visitors are as diverse as Key West's **One Human Family**.
- They are middle America, young families, reunions, veterans, seniors, lifestyle groups, honeymooners, black, white, gay, straight, etc.
- Many return to Key West as overnight visitors.
- Being prejudiced against cruise ship passengers because they don't fit a stereotype of the preferred kind of tourist is ***not* One Human Family**.

# Facts to Clear Up Misconceptions

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- The largest cruise ships cannot visit Key West now and won't be able to after the widening.
- Our channel, one of the narrowest in Florida, is not adequate for an increasing number of ships.
- The Feasibility Study will not cost Key West taxpayers any additional taxes.
- The Feasibility Study will be largely paid for by Federal and State taxes already levied on Key West citizens and businesses.

# Facts to Clear Up Misconceptions

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- The cruise lines have told us that they do not send numerous cruise ships here because our channel is too narrow.
- The channel widening will likely improve water quality but we will not know how much until a study is done.
- Federal law does permit channel widening after appropriate review, study, and approvals.
- This channel widening is comparable to the North Roosevelt widening & improvements.



# Summary

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- The Key West ship channel needs to be slightly widened to accommodate modern, evolving ship designs.
- Modern, high quality cruise ships are critical to maintaining our community character.
- The largest cruise ships cannot visit Key West and still won't be able to after the widening.
- There is no realistic alternative to the city revenue or jobs generated by cruise ships.
- Our City Commission needs to support the channel widening feasibility study.

# Questions?

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