

2. Project Background

2.1. Facility Description

Point Potrero Marine Terminal (PPMT) is the former Historic Shipyard Number 3 at the Port of Richmond. The facility was originally constructed between 1941 and 1942 as one of four shipyards where Liberty and Victory ships were constructed during World War II. Immediately following the war, Shipyard No. 3 was converted to a ship repair facility and was rehabilitated in 2009 into a state-of-the-art Roll On/Roll Off (RoRo) terminal for the import of automobiles. This assessment is focused on the conditions of Berths 5-8, the graving basins, and the finger piers at PPMT. Berths 5 and 6 have seen limited use over the last forty years and are primarily used as lay berthing currently. Berths 7 and 8 are an active area, currently leased to Auto Warehousing Company for the import of vehicles from Korea and Japan and is the primary use of the PPMT today. The graving basins and finger piers are used for the berthing of vessels such as the Red Oak Victory ship and other operating commercial vessels in support of the tenants' maritime operations, including harbor towing, marine transportation, marine spill response, marine construction, vessel repairs, and vessel lay berthing. Finally, the Richmond Museum Association owns a wheeled revolver crane, referred to as the Whirley Crane, which is currently stored at the PPMT. Although the crane itself has been inoperable for several decades, it was once a critical piece in the shipbuilding efforts that took place during World War II.

2.2. Project Goals and Objectives

Both the Port of Richmond and City Council have an invested interest in the Port's potential as an economic engine for the City of Richmond (City). This condition assessment is the first step in support of long-term, strategic planning to align the Port's practices with the long-term goals of the City. The project team was first tasked with assessing the general condition of all structures at PPMT and assigning condition ratings. The project team used these condition ratings to develop a prioritized list of projects that the Port can invest in and complete over the next 5 to 10 years. This included providing input on the sequencing of necessary repairs and upgrades in terms of critical infrastructure needs and accommodation of current operational activities and variables. Additionally, the team developed preliminary cost estimates of these proposed projects that will either support ongoing operations or expand those operations to increase Port revenue long-term.

