



EAGLECREST PLANNING MEETING AGENDA

April 24, 2025 at 5:30 PM

Zoom Only

Join Zoom Meeting:

<https://juneau.zoom.us/j/88259484580?pwd=Z0dyTUdKdHh4ZEYOSTU0N1M0VnovZz09> or dial 1-253-215-8782
and enter Meeting ID: 882 5948 4580

Passcode: 372236

- A. ROLL CALL
- B. APPROVAL OF AGENDA
- C. AGENDA TOPICS
 - 1. Black Bear Maintenance Plan
- D. COMMITTEE COMMENTS & QUESTIONS
- E. ADJOURNMENT

Black Bear Information

Black Bear Options

1. Repair Current Infrastructure

- \$7500 Bearings
- \$83,000 Low Speed Coupling
- \$150 -\$200,000 New Shaft
- \$70,000 Shipping
- \$75,000 Labor/Equipment
- Rebuild current gear box at Cone Drive – Unknown Costs (The components will have to be custom made as the gear box is outdated and no longer supported)

Estimate \$535,500

2. Used Bottom Terminal Upgrade (Turn Key)

- \$285,000 + Shipping (Est. \$75,000)
- \$300,000 Labor/Equipment/Materials (15-ton crane, concrete/dirt work, 3rd party engineering, rigging)
- \$300,000 Deconstruction/Removal of old terminal
- \$100,000 New Haul Rope

Estimate \$1,060,000

3. No Repair

- Remove Haul Rope
- \$10,000 - \$15,000 Rigging/Equipment
- \$5,000 5 Days Labor

Estimate \$20,000



SUPERIOR TRAMWAY CO.

P.O. BOX 18066 • SPOKANE, WASHINGTON 99228-0066

PHONE: (509) 483-6181

EMAIL: INFO@SUPERIORTRAMWAY.COM

Steve Zmugg
Eaglecrest Ski Area
3000 Fish Creek Rd
Juneau, AK 99801

April 04, 2025

Having the drive machinery and enclosure above the haul rope instead of below it has many benefits from both safety and practical aspects. Listed below is a general outline of these advantages.

- With the drive machinery above the haul rope, the height of the machinery enclosure is not restricted by the need for clearance with the chairs passing above it. This eliminates the confined space of the existing machinery enclosure and greatly facilitates performing maintenance on the drive machinery.
- With the drive enclosure above the drive sheave, a one piece roof with no penetrations can be used thus eliminating the issues with water intrusion into the machinery space from above.
- With the chairs passing under the enclosure, the requirement for snow removal from the enclosure's roof is greatly reduced and a railing along the edge can be installed for fall protection when access to the roof is required.
- The drive sheave is supported by the internal bearings of the Caterpillar planetary final drive which is bolted directly to the bottom of the machinery deck. The internal bearings eliminate the constant greasing and cleanup of the external bearings used by the current drive terminal. Environmental contamination by the constantly purging bearing grease is eliminated.
- With the bullwheel covered by the drive deck, the buildup of snow and ice on it is reduced.
- Since the chairs are located below the machinery enclosure, the clearance below the chairs is greatly increased. This eliminates the current hazard of a downhill passenger failing to unload and being injured by the limited clearance between the bottom of the chair and the top of the existing drive machinery enclosure.

Regards,

Frank Judge, PE
Superior Tramway Co.

From Tom Scully, Loss Control Consultant, Safehold Special Risk

“I also attached the two previous annual lift inspection reports which also had reoccurring items on there, including the recommendation to build a tension system platform. Building a new terminal with hydraulic tension is better but this item has been on the reports, nearly every year and I’m still not convinced its working or adjusted properly because nobody goes up there. The same is true for monthly brake testing, monthly EPU runs, monthly maintenance, gearbox inspections etc.-the preventative maintenance gets neglected due to the terminal space, lighting and the working conditions. The condition of the inside of the terminal may be one of the worst I have seen for cleanliness, headspace, airflow and working conditions. The terminal also presents a hazard to passengers who might be an accidental downloader. Currently there is no bottom stop gate on the downhill side which needs to be installed again which was pushed back on previously by management and lift mechanic. That terminal could hurt someone’s legs if an accidental downloader was missed by the bottom operator and they made it to the terminal there is no room for their legs to go around the bullwheel. That item is a life safety concern for us.”

Since the Black Bear lift cannot operate until extensive drive terminal repairs of the gearbox, bull wheel, brakes, tension system, and other items are fixed we hope you consider upgrading and modernizing the entire drive/tension terminal. This terminal has extensive damage from corrosion & water intrusion & lacks working headspace and ventilation for safe working conditions. Technicians must complete daily, weekly, monthly & annual maintenance Classified: RESTRICTED which has been deferred for some time due to the working conditions inside the terminal. Additionally, the tension system safeties and adjustment has been in question since access is not available to this important component. Safety checks of the tension system monitoring switches must be checked on a daily basis (4.3.2.4.2) which may have been ignored due to inaccessibility; a new terminal would help bring the lift into compliance. We feel that improvements to the current lift system should be prioritized and budgeted for prior to installation of additional lifts. Upgrading the Black Bear will not only provide safer uphill transportation but also improve guest satisfaction.

Safehold Special Risks, Inc.

Lift Survey Report



Resort:	Eaglecrest Ski Area	Survey Date:	November 15, 2022
Location:	Juneau, Alaska	Report Date:	November 21, 2022
Accompanied by: NAME/Title:	Todd Brugger-Lift Maintenance Supervisor; Greg Hudson-Director of Mountain Operations; Dave Scanlan-General Manager		
Email:	Todd.Brugger@skieaglecrest.com ; Greg.Hudson@skieaglecrest.com ; Dave.Scanlan@skieaglecrest.com		
Cell Phone:	Greg 907 723-5650, work 907 790-2000; Dave 907 360-7366		

Have all former non-compliance items listed in the **previous survey** dated **November 3, 2021** been complied with in full?

If No, please indicate status: ***No - Hooter & Ptarmigan Exhaust Guarding and Ptarmigan APU Emergency Shutdown wiring due date extended to November 1, 2023. Fire Extinguishers - complete before opening please!**

A visual field survey of the above area was performed by: **Tom Scully** using the ANSI B77.1 2017 as a guide.

ALL ITEMS BELOW REQUIRE CORRECTION PRIOR TO PUBLIC OPERATION UNLESS NOTED

RESPOND IN WRITING OF THE STATUS OF THESE NON-COMPLIANCE ITEMS BY: December 22, 2022

Item No	ANSI B77 / Other Reference	Description	Yes	No	Date Completed	Initials
All Lifts/General						
	Safehold	Complete the "Items To be Completed" list which is attached as page 3 of this report.				
*1.	F.6.1; F.6.2; F.6.2.2	Mount & sign properly sized fire extinguishers in all lift shacks (10 lb. ABC Dry Chemical) and drive terminals (20 lbs. ABC Dry Chemical)				
*2.	4.3.3.1; SB-1991-126	Implement maintenance service schedule for all caterpillar planetary gearboxes, low speed couplings & Formsprag type backstops, following manufacturers recommendations for service and/or replacement.				
Porcupine – (Hall Fixed Grip Double Chairlift)						
<i>No specific deficiencies noted</i>						
Hooter – (Riblet Fixed Grip Double Chairlift)						
*3.	F.5.2.3; F.5.3.3	Install APU Exhaust guards; confirm exhaust thimble is insulated (Prior to Nov. 1, 2023)				
Ptarmigan – (Riblet Fixed Grip Double Chair)						
4.	4.3.3.1	Inspect/replace #1 breakover HST #17 (Liner)				
*5.	F.5.2.3; F.5.3.3	Install APU Exhaust guards; confirm exhaust thimble is insulated (Prior to Nov. 1, 2023)				
*6.	4.1.2.1.2; 4.3.3.1	Wire Evacuation Power Unit(s) to meet requirements of 4.2.3.1 (Cat 0 E. Shutdown)				
Black Bear – (Riblet Fixed Grip Double Chair)						
7.	4.3.3.1	Inspect/Change #1&2 B.O. HST# 24 (Liners)				

[illegible]

MANDATORY ITEMS TO BE COMPLETED PRIOR TO OPENING

During the annual inspection, all of the following items may or may not be in place for the inspector to observe. It is understood that you remove many of these items when the lift is not being operated for public operation. **It is the responsibility of the owner to have all required items in place prior to operating each lift for public use. Please use this list as a checklist to assure that pre-season items have been completed.**

- X.1.1.5.1 **Vertical clearances:** Install appropriate barriers where there is inadequate clearance under the lift line.
- X.1.1.9 **Loading and unloading areas:** Properly prepare the snow surface at loading and unloading areas. Mark the "wait here", "load here" and "unload here" points.
- X.1.2.6 **Brakes and rollback devices:** Torque test all brakes according to the approved torque test procedures. Brake testing shall be done monthly and documented during the operating season.
- X.1.2.10.2 **Counterweights:** Install appropriate fencing around counterweights to prevent unauthorized persons from coming in contact with or passing under the counterweight.
- X.2.3.2 **Provisions for automatic stop devices:** Where appropriate, properly install all removable stop gate wands and equipment.
- F.6.1;2,3 **Fire Extinguishers:** Provide properly tagged and certified fire extinguishers that are correctly hung in all operator stations, attendant stations, and machine rooms, sized and appropriate type for the location.
- X.1.5 **Provisions for operating personnel:** Supply operating instructions and emergency procedures in all operator and attendant stations. Make sure permanently installed communications are in place and operating properly.
- X.2.12.4 **Emergency lighting:** For those lifts that operate at night, verify that the emergency lighting is properly installed and functional to permit unloading of the lift, emergency evacuation and operation of the evacuation drive.
- X.3.1.2 **Signs:** Post all required as detailed in ANSI B-77.1-2017 Annex D.
- X.3.2.4.1 **Control of passengers:** Install appropriate fencing and gates at the loading area for the marshaling of passengers.
- X.3.2.5.7 **Evacuation:** Review your evacuation plan and update as necessary. Conduct and document training in Operation Log including estimated time to completely evacuate a fully loaded lift.
- X.3.3.1 **Maintenance:** Complete and document all ropeway maintenance defined in the maintenance schedule.
- 7.1.2.7.1 **Conveyor lift barrier:** Provisions shall be made to keep the public away from the returning belt and moving components other than the up-going belt. This may be accomplished by providing a barrier around the perimeter of the conveyor or other means including snow grading.
- 7.1.1.4.2 **Conveyor Lift slope grading:** The slope grading from the outer edge of the decking to 5 feet shall not exceed 2 horizontal to 1 vertical. A fence or other structure may be used in lieu of slope grading.

Safehold Special Risks, Inc. Lift Survey Report

Resort: **Eaglecrest Ski Area**
Survey Date: **November 15, 2022**

Section C, Item 1.

The following additions and/or changes to the uphill transportation equipment have been made since the last survey:

N/A

This periodic survey consisted of a visual and audible examination of structures and equipment in terminals or stations and such review of the towers, trackage, clearances, and conditions of clearings as was possible by riding or walking full length of each tramway.

No examination was made of such detail parts of the equipment as bolts, bearings, welds, axles, shafts, castings, rope grips, hangers, anchorages, etc., since such components must be examined periodically during the operations and maintenance program by the owner to ensure the safety of the public. While some aspects of your lifts, such as foundations and grounding may not be inspected in detail, evaluations contained in this report are based upon the general appearance of each transportation device and statements of operation and/or supervisory personnel. Also, no attempt was made to check the physical requirements of the various components from a design standpoint, as responsibility for the design belongs to the owner.

This is a report of the audio/visual field survey of your tramway/tow utilizing the ANSI B77.1-2017

While this report was made to provide information to insurance underwriters, you may provide copies to other organizations or agencies with which you are involved. If so provided, also provide such entities with copies of your responses to any items of non-conformance.

This survey is not intended to provide engineering information, advice or consultation to the ski area, beyond that required by the General Inspection provisions of the standard, as they have been interpreted by the ANSI B77 Committee.

Notes or Comments regarding items not completed:

Hooter & Ptarmigan Exhaust Guarding and Ptarmigan APU Emergency Shutdown wiring due date extended to November 1, 2023.

Fire Extinguishers (10lbs mounted with sign in all lift shacks), (20 lbs mounted and signed in all drive terminals – Please complete before opening

Please send notification of compliance by Mail or E-Mail to:

Inspector & address: Tom Scully
Po Box 245 Parkdale, OR 97041
Safehold: tom.scully@safehold.com
lc.response@safehold.com

Signature:



Report Emailed to:

Client Name: Todd.Brugger@skieaglecrest.com
Greg.Hudson@skieaglecrest.com
Dave.Scanlan@skieaglecrest.com
Tom Scully: tom.scully@safehold.com
Safehold: lc.response@safehold.com

Safehold Special Risks, Inc.

Lift Survey Report



Resort:	Eaglecrest	Survey Date:	November 14, 2023
Location:	Juneau (Douglas Island), Alaska	Report Date:	November 16, 2023
Accompanied by: NAME/Title:	Greg Hudon-Director of Mountain Operations; Joel Hughes-Lift Maintenance Technician; Steve Smugg-Lift Maintenance Manager; Justin Spurrier-Ski Patrol Manager		
Email:	Greg Hudson: Greg.Hudson@skieaglecrest.com Dave Scanlan: Dave.Scanlan@skieaglecrest.com		
Cell Phone:	Greg 907 723-5650 Dave 907 360-7366		

A visual field survey of the above area was performed by: Tom Scully using the ANSI B77.1 2022 as a guide.

ALL ITEMS BELOW REQUIRE CORRECTION PRIOR TO PUBLIC OPERATION UNLESS NOTED

RESPOND IN WRITING OF THE STATUS OF THESE NON-COMPLIANCE ITEMS BY: December 17, 2023

Item No	ANSI B77 / Other Reference	Description	Yes	No	Date Completed	Initials
All Lifts/General						
	Safehold	Complete the "Items To be Completed" list which is attached as page 3 of this report.				
1.	F.6.2.2	Confirm all lifts have ABC Dry Chemical Fire Extinguishers appropriately sized (20 lbs. Drive Terminals, 10lbs. lift shacks) which have been inspected and certified with current tags				
2.	Annex D, Table D-1(e)	Post loading seat height on all ramp height signs & confirm ramps match posted height during the season				
Hooter - (Riblet Fixed Grip Double Chairlift)						
3.	4.1.3.1	Install tower numbers on all towers				
4.	4.2.3.3	Repair/replace counterweight limit switch wiring and confirm proper position to monitor travel & function				
5.	4.1.1.4	Trim trees and branches near LST#1 to provide 5' clearing envelope				
6.	4.3.3.1	Inspect drive bull wheel flange bolts & confirm torque				
Ptarmigan - (Riblet Fixed Grip Double Chairlift)						
7.	4.1.1.5.2.2	Replace tower tip deflector on Tower 8 & 18				
8.	4.3.2.4.3	Confirm proper APU/EPU procedures, train, post in drive terminal.				
9.	4.1.1.4; Safehold	Inspect & treat possible hazard trees near HST# 5 (multiple dead tops and forked top)				
10.	4.3.4.4	Complete dynamic load test with emphasis on confirming carriage and counterweight freedom of movement, position of counterweight for the season and position and function of all tension monitoring switches				
11.	4.3.3.1	Recommend planning on drive bull wheel liner replacement, haul rope shortening, counterweight raising (if not required now) (for summer 2024)				
Black Bear - (Riblet Fixed Grip Double Chairlift)						
12.	4.2.3.2	Re-install bottom station LS stop gate to prevent downloaded passengers from going past unload ramp				
13.	4.3.4.5	Test all brakes for proper holding torque, rate of				

Safehold Special Risks, Inc. Lift Survey Report

Resort: **Eaglecrest**
Survey Date: **11/14/2023**

Section C, Item 1.

Item No	ANSI B77 / Other Reference	Description	Yes	No	Date Completed	Initials
		deceleration (stopping distance and time) and line dynamics. Adjust as needed and document work				
14.	4.3.3.1	Inspect alignment LST# 10, adjust and change sheave liners as needed #1 Dep. & B.O. appear worn				
15.	4.2.3.3	Confirm tension travel limit switches are positioned properly to monitor overtravel. Test functions				
16.	4.3.3.1; Safehold Rec.	Recommend considering building access platform and ladders for tension system adjustment and maintenance as well as improving ventilation in drive terminal during APU/EPU use and running				
Porcupine – (Hall Fixed Grip Double Chairlift)						
17.	4.3.2.4.3; 4.3.3.1	Make repairs to Wisconsin (EPU engine and test all functions while running lift in EPU mode (E. shutdown)				
18.	4.2.3.3	Repair carriage limit switch, confirm proper position and function				
19.	4.3.3.1	Test all brakes and confirm proper torque holding and deceleration rates (stopping distance and time)				

MANDATORY ITEMS TO BE COMPLETED PRIOR TO OPENING

During the annual inspection, all of the following items may or may not be in place for the inspector to observe. It is understood that you remove many of these items when the lift is not being operated for public operation. **It is the responsibility of the owner to have all required items in place prior to operating each lift for public use. Please use this list as a checklist to assure that pre-season items have been completed.**

- X.1.1.5.1 **Vertical clearances:** Install appropriate barriers where there is inadequate clearance under the lift line.
- X.1.1.9 **Loading and unloading areas:** Properly prepare the snow surface at loading and unloading areas. Mark the "wait here", "load here" and "unload here" points.
- X.1.2.6 **Brakes and rollback devices:** Torque test all brakes according to the approved torque test procedures. Brake testing shall be done monthly and documented during the operating season.
- X.1.2.10.2 **Counterweights:** Install appropriate fencing around counterweights to prevent unauthorized persons from coming in contact with or passing under the counterweight.
- X.2.3.2 **Provisions for automatic stop devices:** Where appropriate, properly install all removable stop gate wands and equipment.
- F.6.1;2,3 **Fire Extinguishers:** Provide properly tagged and certified fire extinguishers that are correctly hung in all operator stations, attendant stations, and machine rooms, sized and appropriate type for the location.
- X.1.5 **Provisions for operating personnel:** Supply operating instructions and emergency procedures in all operator and attendant stations. Make sure permanently installed communications are in place and operating properly.
- X.2.12.4 **Emergency lighting:** For those lifts that operate at night, verify that the emergency lighting is properly installed and functional to permit unloading of the lift, emergency evacuation and operation of the evacuation drive.
- X.3.1.2 **Signs:** Post all required as detailed in ANSI B-77.1-2022 Annex D.
- X.3.2.4.1 **Control of passengers:** Install appropriate fencing and gates at the loading area for the marshaling of passengers.
- X.3.2.5.7 **Evacuation:** Review your evacuation plan and update as necessary. Conduct and document training in Operation Log including estimated time to completely evacuate a fully loaded lift.
- X.3.3.1 **Maintenance:** Complete and document all ropeway maintenance defined in the maintenance schedule.
- 7.1.2.7.1 **Conveyor lift barrier:** Provisions shall be made to keep the public away from the returning belt and moving components other than the up-going belt. This may be accomplished by providing a barrier around the perimeter of the conveyor or other means including snow grading.
- 7.1.1.4.2 **Conveyor Lift slope grading:** The slope grading from the outer edge of the decking to 5 feet shall not exceed 2 horizontal to 1 vertical. A fence or other structure may be used in lieu of slope grading.

Safehold Special Risks, Inc. Lift Survey Report

Resort: **Eaglecrest**
Survey Date: **11/14/2023**

Section C, Item 1.

The following additions and/or changes to the uphill transportation equipment have been made since the last survey:

N/A

This periodic survey consisted of a visual and audible examination of structures and equipment in terminals or stations and such review of the towers, trackage, clearances, and conditions of clearings as was possible by riding or walking full length of each tramway.

No examination was made of such detail parts of the equipment as bolts, bearings, welds, axles, shafts, castings, rope grips, hangers, anchorages, etc., since such components must be examined periodically during the operations and maintenance program by the owner to ensure the safety of the public. While some aspects of your lifts, such as foundations and grounding may not be inspected in detail, evaluations contained in this report are based upon the general appearance of each transportation device and statements of operation and/or supervisory personnel. Also, no attempt was made to check the physical requirements of the various components from a design standpoint, as responsibility for the design belongs to the owner.

This is a report of the audio/visual field survey of your tramway/tow utilizing the ANSI B77.1-2022

While this report was made to provide information to insurance underwriters, you may provide copies to other organizations or agencies with which you are involved. If so provided, also provide such entities with copies of your responses to any items of non-conformance.

This survey is not intended to provide engineering information, advice or consultation to the ski area, beyond that required by the General Inspection provisions of the standard, as they have been interpreted by the ANSI B77 Committee.

Notes or Comments:

N/A

Please send notification of compliance by Mail or E-Mail to:

Inspector & address: Tom Scully
PO Box 245
Mt Hood Parkdale, OR 97041

Safehold: tom.scully@safehold.com
lc.response@safehold.com



Signature: _____

Report Emailed to:

Client Name: Dave.Scanlan@skieaglecrest.com
Greg.Hudson@skieaglecrest.com
Tom Scully: tom.scully@safehold.com
Safehold: lc.response@safehold.com

Safehold Special Risks, Inc.

Lift Survey Report



Resort:	Eaglecrest	Survey Date:	November 19, 2024
Location:	Juneau/ Douglas Island, Alaska	Report Date:	November 22, 2024
Accompanied by: NAME/Title:	Steve Zmugg-Lift Maintenance Manager; Justin Spurrier-Director of Ski Patrol/Risk; Ty Grussendorf-Eaglecrest staff member		
Email:	Steve Zmugg Steve.Zmugg@skieaglecrest.com Justin Spurrier Justin.Spurrier@skieaglecrest.com		
Cell Phone:	970 262-6352		

Have all former non-compliance items listed in the **previous survey** dated **November 14, 2023** been complied with in full?

If No, please indicate status: ***Items: # 2 (ramp height signs), #3 (tower numbers), #8 (EPU E. shutdown, cat 0 stop-2018), #10 Guarding (Hooter and Ptamagin-2018), #5&7 (wood fire treatment 2019)**

A visual field survey of the above area was performed by: **Tom Scully** using the ANSI B77.1 2022 as a guide.

ALL ITEMS BELOW REQUIRE CORRECTION PRIOR TO PUBLIC OPERATION UNLESS NOTED

RESPOND IN WRITING OF THE STATUS OF THESE NON-COMPLIANCE ITEMS BY: December 22, 2024

Item No	ANSI B77 / Other Reference	Description	Yes	No	Date Completed	Initials
All Lifts/General						
	Safehold	Complete the "Items To be Completed" list which is attached as page 3 of this report.				
1.	Annex D, Table D-1 (E); 4.1.3.1	Confirm each lift has accurate "Loading Seat Height" signs with accurate posted height, confirmed each day on the operational log. Repaint tower numbers				
2.	4.1.4.5.5 4.3.3.2.1; 4.3.4.3; 4.3.2.4.4	Work carriers need upgrading or engineering assistance to come into compliance. Work with manufacturers or qualified engineers to develop work carrier plan, work carrier load limits, communication plan, work carrier training, grip slip tests, NDT etc. (By November 2025)				
Hooter (1978 Riblet Fixed Grip Double Chairlift)						
3.	4.1.2.10; 4.3.3.1	Repair carriage limit switch bracket and actuators and test to confirm function and strength needed to work				
4.	4.3.3.1	Align/adjust LST Drive Guide Sheave--(running outside)				
*5.	F.1.4	Treat motor room wooden materials to provide fire rating which exceeds time needed to evacuate lift via the Evacuation Power Unit (By November 2025)				
6.	4.3.3.1; Safehold	Inspect all tower anchor bolts with UT for condition monitoring; replace as needed (By November 2025)				
Ptarmigan (1976 Riblet Fixed Grip Double Chairlift)						
*7.	F.1.4	Treat motor room wooden materials to provide fire rating which exceeds time needed to evacuate lift via the Evacuation Power Unit (By November 2025)				
*8.	4.2.3.1	Repair Emergency Shutdown circuit to work properly in Evacuation mode and for low oil level or low oil pressure				
9.	4.3.3.1;	Inspect all tower anchor bolts with UT for condition				

Safehold Special Risks, Inc. Lift Survey Report

Resort: **Eaglecrest**
Survey Date: **November 19, 2024**

Section C, Item 1.

Item No	ANSI B77 / Other Reference	Description	Yes	No	Date Completed	Initials
	Safehold	monitoring; replace as needed (By November 2025)				
*10.	F.5.2.3; 4.1.2.7	Guard all exhaust within 8' of floor (By November 2025)				
11.	4.3.3.1	Inspect LST# 12 (running outside); change sheave liners and align assembly to improve alignment				
Porcupine (1970's Hall Fixed Grip Double Chairlift)						
12.	4.2.3.6; 4.3.3.1	Repair or replace bull wheel rollback detection switch; check function by rolling lift backwards, document work				
13.	4.1.1.4; 4.3.3.1	Trim bushes behind drive to provide 5' clearing envelope				
14.	4.1.2.6.3; 4.2.3.6	Replace return bull wheel rollback actuator wheel(s), lubricate all articulation points, clean bull wheel flange; add inspection & clean/lube to monthly maintenance				
15.	4.1.1.9.2	Add inclined guard to unload ramp to prevent entanglement with ramp or platform edges				
16.	4.2.1.3; 4.3.3.1	Repair drive breaker (60 days-By January 22, 2025)				
Black Bear (Riblet Fixed Grip Double)						
<i>This lift was not inspected and <u>WILL NOT OPERATE</u> this season until repairs can be made to gearbox, bullwheel bearings, drive shaft and other components or replacement of the drive terminal occurs.</i>						

MANDATORY ITEMS TO BE COMPLETED PRIOR TO OPENING

During the annual inspection, all of the following items may or may not be in place for the inspector to observe. It is understood that you remove many of these items when the lift is not being operated for public operation. It is the responsibility of the owner to have all required items in place prior to operating each lift for public use. Please use this list as a checklist to assure that pre-season items have been completed.

- X.1.1.5.1 Vertical clearances: Install appropriate barriers where there is inadequate clearance under the lift line.
- X.1.1.9 Loading and unloading areas: Properly prepare the snow surface at loading and unloading areas. Mark the "wait here", "load here" and "unload here" points.
- X.1.2.6 Brakes and rollback devices: Torque test all brakes according to the approved torque test procedures. Brake testing shall be done monthly and documented during the operating season.
- X.1.2.10.2 Counterweights: Install appropriate fencing around counterweights to prevent unauthorized persons from coming in contact with or passing under the counterweight.
- X.2.3.2 Provisions for automatic stop devices: Where appropriate, properly install all removable stop gate wands and equipment.
- F.6.1;2,3 Fire Extinguishers: Provide properly tagged and certified fire extinguishers that are correctly hung in all operator stations, attendant stations, and machine rooms, sized and appropriate type for the location.
- X.1.5 Provisions for operating personnel: Supply operating instructions and emergency procedures in all operator and attendant stations. Make sure permanently installed communications are in place and operating properly.
- X.2.12.4 Emergency lighting: For those lifts that operate at night, verify that the emergency lighting is properly installed and functional to permit unloading of the lift, emergency evacuation and operation of the evacuation drive.
- X.3.1.2 Signs: Post all required as detailed in ANSI B-77.1-2022 Annex D.
- X.3.2.4.1 Control of passengers: Install appropriate fencing and gates at the loading area for the marshaling of passengers.
- X.3.2.5.7 Evacuation: Review your evacuation plan and update as necessary. Conduct and document training in Operation Log including estimated time to completely evacuate a fully loaded lift.
- X.3.3.1 Maintenance: Complete and document all ropeway maintenance defined in the maintenance schedule.
- 7.1.2.7.1 Conveyor lift barrier: Provisions shall be made to keep the public away from the returning belt and moving components other than the up-going belt. This may be accomplished by providing a barrier around the perimeter of the conveyor or other means including snow grading.
- 7.1.1.4.2 Conveyor Lift slope grading: The slope grading from the outer edge of the decking to 5 feet shall not exceed 2 horizontal to 1 vertical. A fence or other structure may be used in lieu of slope grading.

Safehold Special Risks, Inc. Lift Survey Report

Section C, Item 1.

Resort: **Eaglecrest**

Survey Date: **November 19, 2024**

The following additions and/or changes to the uphill transportation equipment have been made since the last survey:

Black Bear will not operate this season!

This periodic survey consisted of a visual and audible examination of structures and equipment in terminals or stations and such review of the towers, trackage, clearances, and conditions of clearings as was possible by riding or walking full length of each tramway.

No examination was made of such detail parts of the equipment as bolts, bearings, welds, axles, shafts, castings, rope grips, hangers, anchorages, etc., since such components must be examined periodically during the operations and maintenance program by the owner to ensure the safety of the public. While some aspects of your lifts, such as foundations and grounding may not be inspected in detail, evaluations contained in this report are based upon the general appearance of each transportation device and statements of operation and/or supervisory personnel. Also, no attempt was made to check the physical requirements of the various components from a design standpoint, as responsibility for the design belongs to the owner.

This is a report of the audio/visual field survey of your tramway/tow utilizing the ANSI B77.1-2022

While this report was made to provide information to insurance underwriters, you may provide copies to other organizations or agencies with which you are involved. If so provided, also provide such entities with copies of your responses to any items of non-conformance.

This survey is not intended to provide engineering information, advice or consultation to the ski area, beyond that required by the General Inspection provisions of the standard, as they have been interpreted by the ANSI B77 Committee.

Notes or Comments regarding items not completed:

Past due work is marked with *

Many of the other past due work was completed this summer which helped the resort "catch up" on some other past due items: clips, wire rope shortening, tension systems, tower work etc. This effort is recognized as an improvement and is greatly appreciated. Keep up the forward progress and keep moving in the same direction. More lift maintenance staff would help with this!

Please send notification of compliance by Mail or E-Mail to:

Inspector & address: Tom Scully
Po Box 245 Parkdale, OR 97041

Safehold: tom.scully@safehold.com
lc.response@safehold.com

Signature:



Report Emailed to:

Client Name: Steve Zmugg Steve.Zmugg@skieaglecrest.com
Justin Spurrier Justin.Spurrier@skieaglecrest.com

Tom Scully: tom.scully@safehold.com
Safehold: lc.response@safehold.com