

Table ES-1. Alaska Fleet, Number of Vessels by Homeport and Type

	Commercial Fishing	Recreation	Oil & Gas	Passenger & Cruise	Tugs & Freighters	Barges	Other	Total
Alaska	5,326	1,338	114	519	134	107	122	7,660
Southeast	2,237	533	9	259	66	68	49	3,221
PWS	590	237	53	54	8	2	14	958
Cook Inlet	866	466	35	153	21	12	31	1,584
Kodiak	450	27	0	23	1	0	11	512
BSAI	297	7	1	6	16	1	11	339
Bristol Bay	761	5	0	3	6	7	2	784
Northern	95	4	16	4	6	7	2	134
Interior	30	59	0	17	10	10	2	128
Non-Alaska	1,128	84	21	38	2	1	36	1,310
Washington	886	25	3	5	2	1	18	940
Oregon	147	8	4	0	0	0	4	163
California	45	17	6	0	0	0	10	78
Other	50	34	8	33	0	0	4	129
AIS Vessels	35	118	17	19	160	N/A	97	446
Total	6,489	1,540	152	576	296	108	255	9,416

Note: Vessels with AIS (Automatic Identification System) which did not show up in other vessel databases were included in the AIS category. It is assumed they are primarily owned by nonresident parties; however, they did spend at least some time in Alaska during 2013. Source: McDowell Group Alaska Fleet Vessel Database.

- This study identified just over 1,300 vessels homeported outside Alaska but active in Alaska area waters, mainly commercial fishing vessels. This includes 940 vessels based in Washington State, 163 based in Oregon, and 207 based elsewhere.
- The Alaska fleet includes 152 vessels engaged in supporting the oil and gas industry, including 114 vessels based in Alaska.
- An additional 446 vessels listed in the Marine Exchange's Automatic Identification System (AIS) but not found in other sources of Alaska fleet information are included. These vessels are assumed to be based outside Alaska.

Maritime Industrial Support Services and Infrastructure

Alaska's maritime industrial support sector includes a diverse collection of businesses and organizations. In Alaska more than 800 firms scattered across 42 different business classifications offer services and supplies to vessel owners and operators. These firms and organizations are spread throughout coastal Alaska with the largest concentration in Southeast, Cook Inlet, and Kodiak. An interactive map displaying the following data in a finer detail can be found [here](http://dced.maps.arcgis.com/apps/Compare/storytelling_compare/index.html?appid=ed6a36169cca4ecab4778a5575ee1c59).²

²http://dced.maps.arcgis.com/apps/Compare/storytelling_compare/index.html?appid=ed6a36169cca4ecab4778a5575ee1c59

this cycle over many decades, and some Alaska communities are in, or are starting, this process.

- From a national perspective, the center of shipbuilding is the Gulf Coast. Washington, Oregon and perhaps Alaska will continue to compete with other regions as growing Arctic traffic, new resource exploration, and an aging Alaska fleet present opportunities for the MIS sector.

Demand for New Construction and Major Vessel Projects

Many vessels in the fleet are nearing the end of their useful life. By 2025, the Alaska fleet will include roughly 3,100 vessels between 28' and 59' that are more than 45 years old.

Older vessels can be found across the entire spectrum of Alaska's fleet, though the majority are commercial fishing vessels. Expected vessel replacement rates for commercial fishing boats vary widely depending on the type of boat.

The Alaska fleet also includes 75 passenger vessels, tugs, and barges over 50 years old—four of these are ferries operated by the State of Alaska. Two-thirds of these older vessels have wooden hulls, while the remainder are primarily steel.

Table ES-3. Vessels 50 Years of Age or Older in the Alaska Fleet

Vessel Type	Number of Vessels	Avg. Length (ft.)
Vessels over 59' and 50 Years of Age or Older		
Commercial Fishing (Steel)	88	144
Commercial Fishing (Wood)	98	81
Recreational	13	80
Passenger	20	131
Oil & Gas	3	192
Tugs & Freighters	25	85
Barges	30	129
Other	16	124
Subtotal	293	100
Vessels 28'-59' and 50 Years of Age or Older		
Commercial Fishing (28'-35')	138	32
Commercial Fishing (36'-49')	269	42
Commercial Fishing (50'-59')	123	56
All Other Types	54	43
Subtotal	584	43

Source: McDowell Group Alaska Fleet Vessel Database.

A variety of factors are at play when vessel owners consider if and when to invest in a new or substantially renovated boat. Two important factors affecting new vessel construction are government regulation (particularly fisheries management and Coast Guard regulations) and availability of suitable financing.