

Introduced: 1/19/73
Referred: State Affairs
and Finance

1 IN THE HOUSE

BY SPECKING, M. MILLER
AND TILLION

2 HOUSE CONCURRENT RESOLUTION NO. 18

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 EIGHTH LEGISLATURE - FIRST SESSION

5 Relating to state ferry service
6 between Southcentral Alaska and the
7 continental United States, with inter-
8 mediate stops in Southeast Alaska.

9 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 WHEREAS the state ferry system is intended to be an extension of over-
11 land highways without paralleling existing routes; and

12 WHEREAS the arduous two-day drive, even in the best of weather, from
13 Anchorage to Haines, the nearest state ferry system terminal in Southeast
14 Alaska, is scarcely a land route parallel to a cross-Gulf of Alaska ferry
15 run; and

16 WHEREAS the paving of the Alaska Highway, via the Haines Cutoff, from
17 the Alaska-British Columbia boundary to the Alaska-Yukon Territory frontier
18 may well be still years in the future; and

19 WHEREAS, based on a recent survey of Alaska Highway traffic, there is
20 an evident need now, rather than at the end of the present decade, for an
21 Alaska ferry route between Southcentral Alaska and the "lower 48" with an
22 intertie to the Alaska Marine Highway in Southeast Alaska; and

23 WHEREAS such a route already has been endorsed by the Kenai Borough
24 Assembly, the Seward City Council and by Anchorage; and

25 WHEREAS such a route requires a vessel certified for ocean travel
26 which, if constructed new, would consume several years of planning, general
27 obligation bond ballot propositions, and construction at a probable cost in
28 excess of \$20,000,000; and

29 WHEREAS the M/V Wickersham, which is certified for ocean travel, will

1 be available for a cross-Gulf of Alaska run when the replacement vessel under
2 construction is placed in service; and

3 WHEREAS, because of the Jones Act, the M/V Wickersham cannot legally
4 operate between Southcentral and Southeast Alaska ports unless the present
5 waiver is extended, an extension which should be fully explored; and

6 WHEREAS the M/V Wickersham under the temporary exemption granted by the
7 U.S. Congress in 1972 probably can operate between Southcentral and Southeast
8 Alaska ports; and, in any event, despite the Jones Act the vessel can legally
9 operate when the waiver expires from Southcentral Alaska to Vancouver,
10 British Columbia, which is but 150 highway miles from Seattle; and

11 WHEREAS according to the "Report on Scheduling, Routing, Feasibility,
12 and Tariffs: Alaska Marine Highway System," May, 1972, prepared for the
13 Division of Marine Transportation, Department of Public Works by Tippetts,
14 Abbett, McCarthy & Stratton, Consulting Engineers, the Southcentral Alaska
15 port which offers the most advantageous northerly terminus for an intertie
16 ferry route for convenient access to the major population center of South-
17 central and Central Alaska is Seward;

18 BE IT RESOLVED by the Alaska Legislature that the Governor is respectfully
19 requested to direct the Division of Marine Transportation, Department of
20 Public Works, to study and report to the Second Session, Eighth Legislature,
21 on the economic feasibility of utilizing the M/V Wickersham between the
22 port of Seward, Alaska, with intermediate stops at appropriate Southeast
23 Alaska ports, and Vancouver, B.C., which is only a short distance from the
24 State of Washington; and be it

25 FURTHER RESOLVED that the Governor is respectfully requested to direct
26 the Division of Marine Transportation, Department of Public Works, to commence
27 planning of suitable docking and terminal facilities for the M/V Wickersham,
28 before the summer of 1974, at Seward, and at those intermediate ports of
29 call in Southeast Alaska lacking these compatible facilities for the

1 M/V Wickersham.

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