

Introduced: 1/18/73
Referred: State Affairs

1 IN THE SENATE

BY KERTTULA AND PALMER

2 SENATE CONCURRENT RESOLUTION NO. 9

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
8 intermediate stops in Southeast
9 Alaska.

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

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

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

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

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

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

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

1 WHEREAS the M/V Wickersham, which is certified for ocean travel, will
2 be available for a cross-Gulf of Alaska run when the replacement vessel
3 under construction is placed in service; and

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

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

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

19 BE IT RESOLVED by the Alaska Legislature that the Governor is respect-
20 fully requested to direct the Division of Marine Transportation, Department
21 of Public Works, to begin regularly scheduled ferry service in 1974
22 utilizing the M/V Wickersham between the port of Seward, Alaska, with inter-
23 mediate stops at appropriate Southeast Alaska ports, and Vancouver, B.C.,
24 which is only a short distance from the 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
27 commence immediately planning and construction of suitable docking and
28 terminal facilities for the M/V Wickersham before the summer of 1974, at
29 Seward, and at those intermediate ports of call in Southeast Alaska lacking

1 these compatible facilities for the M/V Wickersham.
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29