

# ALASKA MARITIME AGENCIES

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PLEASE REPLY TO: Anchorage

## RESUME

William H. Barrington

April 1, 1919:

Born at San de Fuca, Washington.

1924:

Accompanied parents to Wrangell, Alaska where my father opened the Barrington Transportation Company on the Stikine River.

We lived in Wrangell each year from April until October from 1925 until 1943, spending the winter months in Washington.

I attended public schools in Wrangell and Oak Harbor, Washington, graduating in May 1936.

I attended the University of Washington and Griffin-Murphy Business College in Seattle during the winters and was employed by the Diamond K. Packing Company, Sinclair's Store, Barrington Transportation Company and Wrangell Lumber Mill until my marriage on January 23, 1944.

February 1, 1944:

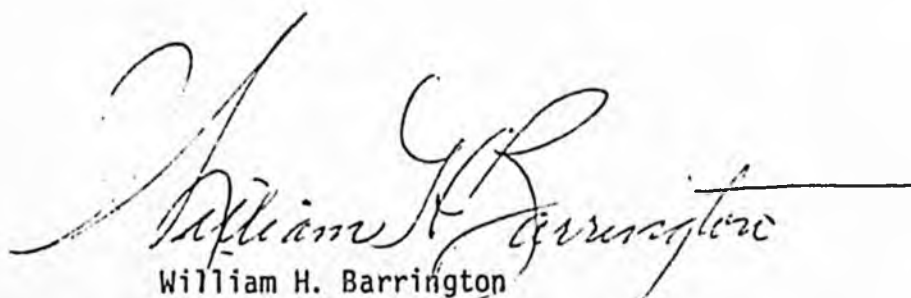
Appointed to U.S. Customs Service in Skagway, Alaska and served during the summer of 1945 as deputy collector in charge of the port of Eagle.

October 1945:

Was transferred to the Customs headquarters in Juneau serving as marine, vessel admeasurement, and vessel documentation officer, appraiser and assistant collector of Customs until retiring in February 1964.

March 1964:

Moved to Anchorage, Alaska and was engaged in private enterprise. I was employed by Alaska Maritime Agencies as vessel agent in 1967 and presently am the Western Alaska Manager with offices in ERA Aviation Center Anchorage, Kenai and Dutch Harbor.

  
William H. Barrington



JAMES F. PETERSEN

ATTORNEY & COUNSELLOR AT LAW  
319 SEWARD STREET  
JUNEAU, ALASKA 99801

DAVID V. GEORGE, ASSOCIATE

(907) 586-3530

October 17, 1979

The Honorable Jay S. Hammond  
Governor, State of Alaska  
Office of the Governor  
State Capitol Building  
Juneau, AK 99811

RE: Marine Pilots Board

Dear Governor Hammond:

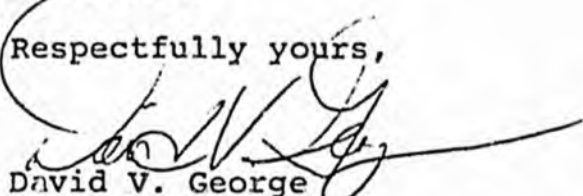
In response to the phone call I received from Elaine Garrett of the Division of Occupational Licensing October 16, 1979, I would like to submit a brief statement of my professional background.

I am a member of the California, Nevada and Alaska Bars, being in good standing in all three. I graduated from law school in 1974, during which time I was a hearing officer for the state welfare department. In 1975 I went to work in the field of private civil practice for the firm of Julian C. Smith, Ltd. in Carson City, Nevada. Upon arriving in Alaska in June of 1977, I became employed by the Limited Entry Commission in a variety of functions, such as House Counsel, Legislative Liaison, Assistant to the Correlation of Programs with the North Pacific Fisheries Management Council, and Special Legal Advisor. In August of 1978, I left state employment to work as an associate in the law offices of James F. Petersen, located here in Juneau at 319 Seward Street. Again, this was by way of private civil practice and is the position I now hold.

I am interested, and would if chosen, serve on the Marine Pilots Board.

If there is any further information which you would require, or any questions which you may have, please feel free to contact me. I await your decision.

Respectfully yours,

  
David V. George  
Associate Counsel

DVG/law

RR5, BOX 5575-A  
JUN 99803 Finley & Brinkman  
12/15/49 N 586-3811\*  
Portland  
10/22/77

## ESTABLISHMENT OF IN-STATE MARITIME ACADEMY

### POSITION STATEMENT OF ALASKA BOARD OF MARINE PILOTS

As a result of last year's Sunset Committee hearings regarding the Alaska Marine Pilots Board, and comments received from other agencies, both public and private, great concern has been raised regarding the accessibility of the maritime industry, as well as marine pilotage positions, to Alaskan residents. After substantial discussion, and several meetings, the subcommittee of the Alaska Marine Pilots Board dealing with this issue has prepared this position statement for comment and discussion by the Marine Pilots Board.

The criticism directed to the Marine Pilots Board which complains of the lack of Alaska Marine Pilots is more or less a chicken and the egg argument. A pilot must be licensed by the United States Coast Guard, as well as the State of Alaska, and is the culmination of many years of experience in the maritime industry as an officer. The question is not "per se" then, whether there are more Alaskans available who may step into the responsibilities of a Marine Pilot; but whether there is a conduit for young persons desiring to enter the maritime industry which will result in their ultimate qualifications for pilotage duty or officer status.

The only present in-state training ground for a young man who desires to become an officer and subsequently a pilot, is the Alaska Ferry System. A person may become a pilot only after serving through the ranks as a maritime officer. This is accomplished in one of two ways: (1) Sufficient education has been obtained so that the individual may enter directly into the ranks of the officers or (2) an individual works his way up as a deck hand, able bodied seaman, etc. acquiring such experience as is necessary to qualify for the lowest officer level, that being Third Mate. As previously stated the only in-state training available is obtained on the Alaska Ferrys. There are no intrastate shippers which can provide on the job experience necessary for the Third Mate's test. However, a substantial problem exists with the Alaska Ferry System due to fact that it is a state agency and employees are subject to a rather rigid seniority system. Young men hired as deck hands or in other seamen positions, who acquire the appropriate experience to move up in the ranks, soon are confronted with the obstacle of seniority. Due to the fact that many elder seamen have

acquired large amounts of seniority, a wall of more or less "tenured" employees who have no further ambitions in the maritime industry blocks the bridge between seamen class and officer ratings. This obstacle is inherent in the seniority system and cannot be overcome without a major revamping of the ferry worker's seniority system, which the Board feels is unrealistic. Consequently, the Board would endorse an in-state maritime academy whereby young men desiring entry into maritime industry could obtain sufficient education to qualify for officer examination without the necessity of "on the job training" and thus avoid the internal barricades present in the Alaska Ferry system.

Too many of the jobs in the maritime industry are going to people who live outside of the State of Alaska and who have no specific ties with the needs or realities of the State. In recent years, strict residency laws regarding local hire have been struck down by the State and Federal courts. The only alternative for young Alaskans seeking entry into the industry is to leave the State to obtain the necessary training elsewhere, primarily through larger port cities of the lower 48 which all too often results in the permanent disassociation of these people from Alaska. Though there are maritime academies elsewhere in the United States, they are relatively limited in number, and each year non-resident students are refused training because there is no room in these institutions. It should be noted that the only maritime academy on the west coast is the California State Maritime Academy located in Vallejo, California. This is a three year institution which, though not associated with the University of California, is State funded and gives priority to California residents.

With the recent influx of oil wealth to the State, there has been a tendency noted by both the press and the legislature itself, to spend money freely, and sometimes on projects which will not provide more than a one-shot return. It is the position of the Alaska Marine Pilots Board, that the greatest resource of this state is its residents, and that an expenditure of monies which would promote greater academic achievements and vocational skills, and hence greater employability, is a return which will be continually realized over the years to come.

Out-of-State maritime academies are not necessarily sensitive to the particular problems presented to the Alaska maritime industry. Further, the availability of these programs are extremely limited to Alaska residents, and in the rare event that an Alaskan is admitted into such institutions, quite often the residency of the person is lost in favor of the Southern States or area where he receives his education. Entrance requirements are skewed against our native and rural Alaska students, with their intimately unique social and cultural backgrounds not found in the lower 48. Indeed, the Board has discovered that many students

who would take advantage of an in-state training academy, are not prepared to leave their state and families to travel the great distance necessary to receive outside maritime training in those few events when it is necessary. Considering the importance of shipping to the State of Alaska as a tool of commerce and industry, and the availability of jobs to the adequately qualified, an in-state maritime academy would seem to be the logical remedy for the problems above-described.

Any maritime academy should, of course, be located in a port community which is relatively ice-free and protected. It should be accessible by reasonable modes of transportation and should be established where maritime transportation traffic now exists. The port city should provide exposure to the maritime industry and the academy should be of sufficient size and quality to merit recognition by both industry and appropriate governmental departments. Whether or not the facilities should be directly attached to the community college or senior college campuses of the university of Alaska, is an area which needs to be considered in light of the particular specialization of the training to be provided.

The Board does not propose at this time that a maritime academy be established but rather that a study be approved by the legislature to determine the economic feasibility of such a program, its size, quality, location, and need. The Marine Pilots Board expects the endorsement of the Sealaska Corporation, the Alaska Federation of Natives, the Longshoreman's Union, Admiral Jack Hayes of the United States Coast Guard, the Cook Inlet Native Corporation, the Master Mates and Pilots Union, the Alaska Ferry System, the NANA Corporation, the Resource Development Counsel, Industry Agents, the Inland Boatman's Union, State Chamber of Commerce, the Alaska Loggers Association, and the United Fisherman's Association in support of this plan. Certainly there are other groups and organizations who have not yet been contacted who would also endorse Alaska training for Alaskan residents for an Alaskan Industry.

The Alaska Marines Pilots Board respectfully requests that the Legislators of the State of Alaska consider with an eye toward the future the proposals contained herein and look forward to the action of our Representatives and Senators.

Respectfully submitted:

Charles R. Webber, Chairman \_\_\_\_\_

Captain Donald Oldow, Member \_\_\_\_\_

Captain Jack Maroni, Member

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Charles Stover, Member

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Marvin Taylor, Member

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Ken Peabyhouse, Member

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David V. George, Member

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NOTE REGARDING THE FOLLOWING FRAME ON MICROFILM:

COMPLETE DOCUMENT IS AVAILABLE IN ORIGINAL FILES  
IN ALASKA STATE ARCHIVES. TITLE PAGE ONLY HAS  
BEEN FILMED.

Note

A PERFORMANCE REVIEW  
OF THE  
BOARD OF MARINE PILOTS

June 15, 1979

Commissioner of the Department  
of Commerce and Economic  
Development

Charles Webber

Deputy Commissioner of the  
Department of Commerce and  
Economic Development

Bertram Wagon

Members of the  
Board of Marine Pilots

Chairperson  
Member  
Member  
Member  
Member  
Member  
Member

Charles Webber  
Captain Donald Oldow  
Captain Jack Maroni  
Charles Stover  
Marvin Taylor  
David Culbertson  
Kenneth Peavyhouse