

SJR

27



Official Business

Alaska State Legislature

House of Representatives

House Transportation Committee

P.O. Box V
Juneau, Alaska
99811

Phone:
(907) 465-4859

March 30, 1988

*****:*****

COMMITTEE CALENDAR:

SJR 27: Urging the United States Army Corps of Engineers to dredge the shoal developing in St. Paul Harbor, Kodiak.

SJR 68: Relating to radioluminescent runway lights.

HB 544: "An Act relating to civil liability for voluntary aircraft inspection programs."

FOR THIS MEETING, YOU HAVE BEEN GIVEN:

a folder on SJR 27 that includes:

- item #1: SJR 27
- #2: a statement from Senator Zharoff
- #3: fiscal note - DOT/PF
- #4: position paper - DOT/PF
- #5: map of the shoal
- #6: status of the shoal
- #7: correspondences to and from the Governor
- #8: correspondences to and from the Alaska's congressional delegation
- #9: information on the original soundings

a folder on SJR 68 that includes:

- item #1: SJR 68
- #2: fiscal note - DOT/PF
- #3: a statement from Sen. John Binkley
- #4: letter of support - DOT/PF Commissioner
- #5: resolutions and a letter of support

a folder on HB 544 that includes:

- item #1: HB 544
- #2: fiscal note - Dept. of Public Safety
- #3: position paper - Dept. of Public Safety
- #4: background information
- #5: statutes



SENATOR FRED F. ZHAROFF
ALASKA STATE LEGISLATURE

P.O. BOX 405, KODIAK, ALASKA 99615 (907) 486-5259

DURING SESSION:

P.O. BOX V, JUNEAU, ALASKA 99811 • (907) 465-3473 • 465-3474

DISTRICT N

ALASKA PENINSULA • ALEUTIAN CHAIN • BRISTOL BAY • KODIAK ISLAND • LAKE CLARK/LAKE ILIAMNA • PRIBILOF ISLANDS • SHUMAGIN ISLANDS

18 March, 1988

MEMORANDUM:

TO: Representative Betty Cato, Chair
House Transportation Committee

FROM: Senator Fred Zharoff *FZ/M.T.*

I appreciate your scheduling SJR 27 for review by the House Transportation Committee, and attached you will find back up material relating to this measure.

As indicated in the text of the resolution, a shoal is developing at St Paul Harbor which presents a navigational hazard to the shipping industry serving Kodiak. In an effort to avert potential economic disruption to the region, I have introduced this resolution requesting both the Governor and our Congressional Delegation to urge the US Army Corps of Engineers to initiate a dredging operation as soon as possible.

Michael Thill, of my staff, will be available to discuss this measure with either yourself or your staff.

Again, I thank you for your consideration of this measure.

STATE OF ALASKA 1988 LEGISLATIVE SESSION
FISCAL NOTE

REQUEST 3/30/88

Bill Version: SJR 27
Publish Date: None

Revision Date: _____
Title: Kodiak Harbor Shoaling

Agency Affected: DOT&PF
BRU: _____

Sponsor: Zharoff
Requestor: Cato

Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	0
CAPITAL	-0-	-0-	-0-	-0-	-0-	0
REVENUE	-0-	-0-	-0-	-0-	-0-	0

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	0

POSITIONS:

FULL-TIME	-0-	-0-	-0-	-0-	-0-	
PART-TIME	-0-	-0-	-0-	-0-	-0-	
TEMPORARY	-0-	-0-	-0-	-0-	-0-	

ANALYSIS: Assumes no cost to the State if the City of Kodiak acts as Local Sponsor.

Prepared by: William R. Snell (signed) Phone: 266-1440
Division: Regional Director, Central Region Date: 3/30/88

Approved by Commissioner: *M. K. S. H.* Date: 3/30/88
Agency: Department of Transportation and Public Facilities

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)
Senate Secretary

FISCAL NOTE ANALYSIS SJR 27

Current information verifies that the shoal in St. Paul Harbor is growing. However, information gathered by NOAA is not adequate to determine what solution will be best for eliminating the shoal as a hazard to navigation. The Corps of Engineers is prepared to proceed with a Reconnaissance Study under the continuing authority of their Section 107 Program to gather more information about the shoal. The Department of Transportation and Public Facilities (DOT&PF) agrees that there is a need to further study the shoal.

1. Background

During the summer of 1986, a request was submitted to the Department of Commerce's National Oceanic and Atmospheric Administration (NOAA), requesting they study a subsurface formation in Kodiak's St. Paul Harbor.

2. Current Status

NOAA has completed their field work by gathering data on the shoal's formation. NOAA has forwarded copies of their preliminary analysis, as well as copies of their advance final review comments, to the U.S. Army Corps of Engineers as well as SeaLand, Inc., and the shipping company's consultant's Peratovich, Nottingham and Drage. There has been a change in the shoal's formation since 1982 when data was previously gathered.

The shoal is presently outside of the Corps existing project limits for dredging in St. Paul Harbor. However, the Corps of Engineers is prepared to initiate a study project under their Section 107 Continuing Authority Program. The study project has three phases: Reconnaissance; Feasibility; and Construction.

3. Costs

Under the Section 107 Program, the Corps will assume all costs for the first phase of the project (Reconnaissance). It is estimated the Reconnaissance Study will cost the Corps approximately \$50,000. If the Corps determines that the shoal is a hazard to navigation, they will proceed to conduct a Feasibility Study. The preparation of the Feasibility Study will require a 50/50 cost share with a local sponsor. It is our assumption that the City of Kodiak will act as local sponsor. The cost of the Feasibility Study is estimated to total \$150,000. Finally, if it is determined to be in the best interest of navigational safety to proceed with a construction (dredging) project, the local sponsor will be required to share in up to 20 percent of the construction costs. The Corps does not have any cost estimate available for the construction (dredging) phase of the project.

4. Maintenance Costs

The periodic maintenance costs for maintaining the approach channel will be borne by the Corps.



Dept. of Transportation & Public Facilities

POSITION PAPER

BILL NO: SJR 27

TITLE: Dredging of shoal in St. Paul
Harbor, Kodiak

APPROVED: Mark S. Hickey ^{MBA}
Commissioner

DATE: 3/23/87

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3. Costs

Under the Section 107 Program, the Corps will assume all costs for the first phase of the project (Reconnaissance). It is estimated the Reconnaissance Study will cost the Corps approximately \$50,000. If the Corps determines that the shoal is a hazard to navigation, they will proceed to conduct a Feasibility Study. The preparation of the Feasibility Study will require a 50/50 cost share with a local sponsor. It is our assumption that the City of Kodiak will act as local sponsor. The cost of the Feasibility Study is estimated to total \$150,000. Finally, if it is determined to be in the best interest of navigational safety to proceed with a construction (dredging) project, the local sponsor will be required to share in up to 20 percent of the construction costs. The Corps does not have any cost estimate available for the construction (dredging) phase of the project.

For further information call Susan Fleischhauer at 465-3900

4. Maintenance Costs

The periodic maintenance costs for maintaining the approach channel will be borne by the Corps.

AUL HARBORS

Sheet is Developing
 900 yds off Face
 of Kodiak Dock,
 and restricting the Turning
 Circle Area
 The NE of the
 Collar Buoy

TIDALS

Mean Low Water	Mean High Water	Extreme Low Water	Extreme High Water
4.4	0.0	-1.0	+1.0

see Chart No. 1

High Water

the National Ocean Corps of Engineers, Engineering Agency.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 800-424-8002 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Navigation

Light List for concerning aids

Broken lines are at the edges

have been collected on the use of aids to marine navigation U.S. Coast and Geodetic Survey Mapping Center

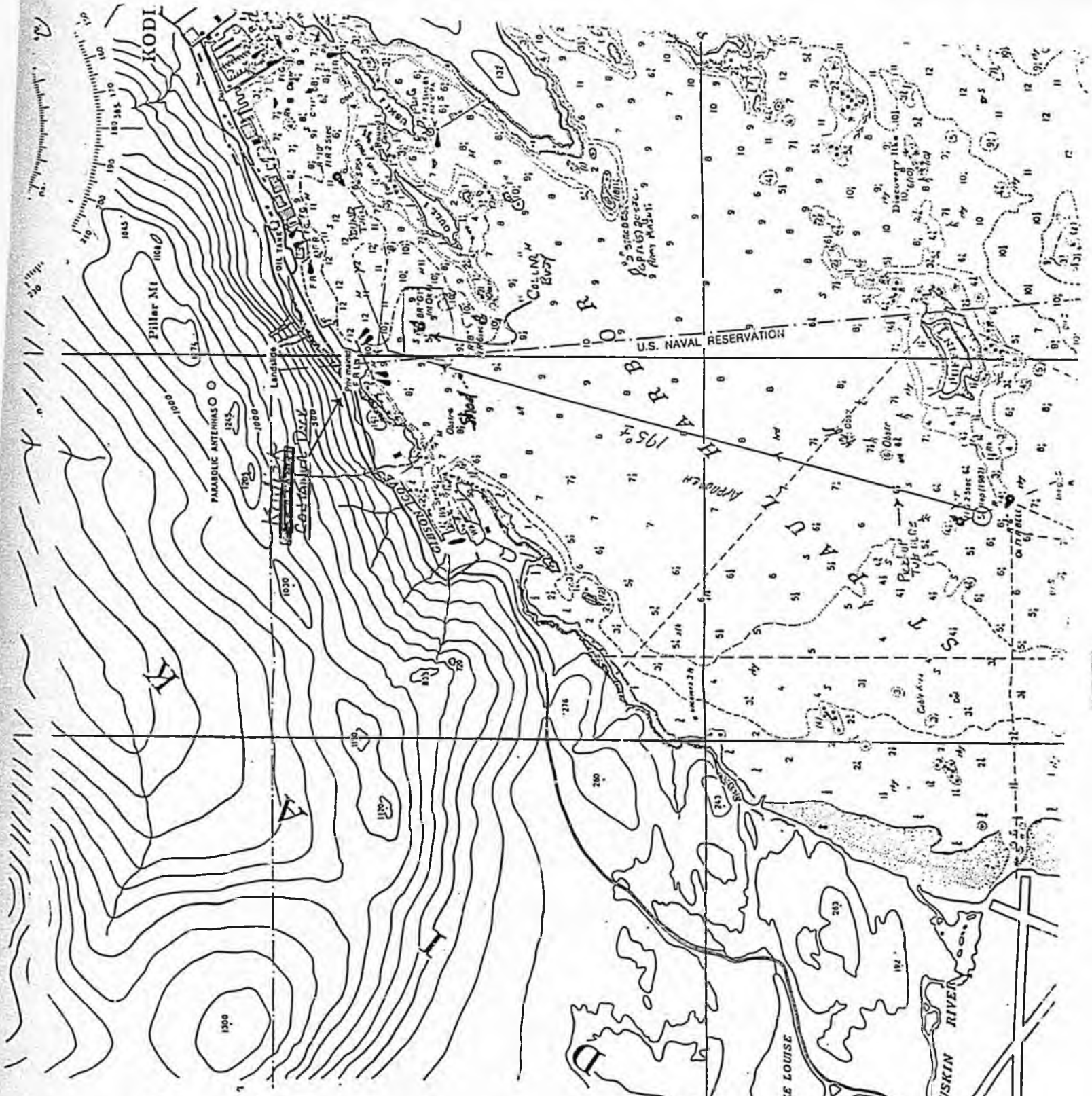
subject to error in this remote location

CAUTION

Significant changes in depths and shoreline have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Charted hydrography in the vicinity of Kodiak Harbor is from post earthquake surveys. Tidal observations since the earthquake indicate bottom subsidence of -5.6 feet at Womens Bay. Mariners are urged to use extreme caution when navigating in other areas of this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



R22-11

13



ALASKA SEAFOOD MARKETING BOARD

*Follow the progress
of the... in the... area*

November 3, 1986

Honorable Fred T. Zharoff
Box 405
Kodiak, AK 99615

Dear Senator Zharoff:

In 1986 we were fortunate enough to obtain soundings of the problem shoal in St. Paul Harbor, as well as soundings in front of Pier 3 and the area off the spit, thanks to your help in getting the ball rolling. We have more work ahead: now we can compare them with the 1983 soundings taken by NOAA, but never published.

This shoal does not seem to go away, and could continue to grow. It is now a hazard to navigation for all vessels entering St. Paul Harbor, because of the narrow range of approach to Pier 3. As you are aware, a vessel must go around the shoal and make a semicircle in approaching Pier 3 in a very small area.

With new ships coming into the Alaska trade, the steamship industry will be further hampered by the confined approach to Pier 3 via St. Paul Harbor. As Kodiak increases its position in the world seafood industry, the larger vessels could be restricted in the use of this vital port. As we all know, the Port of Kodiak will become the "hub" collecting and distributing fish, Alaska's most vital resource, from all of the outports to the domestic and export markets.

Since the U.S. Army Corps of Engineers is responsible for keeping existing waterways open for interstate and foreign commerce, it is essential that we immediately make the following request, through the proper channels.

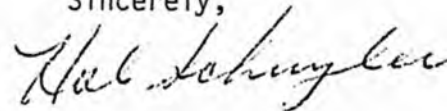
1. You, as the area's State Senator, should immediately request funds from the Congressional Supplemental Appropriations before February 1987 to determine the content of the shoal, by core drilling, as well as total size and an estimate of removal costs. We would then hope to obtain the funds to remove this hazard to navigation in the immediate future.

2. If you write to the Governor, and he in turn writes the two Alaska Senators and one Congressman in Washington, we do stand a chance of getting action in February 1987.

I know you are are aware of the "tricky" navigational problems in St. Paul Harbor, particularly with larger vessels, the tides, and the various changing cross winds experienced in getting a vessel to the dock in such close waters. It is also possible that a grounded vessel could jeopardize the commerce of the Port of Kodiak during a busy shipping season, preventing further use by large seagoing vessels.

Thank you in advance for your assistance on this very important issue. I will be discussing this further with you by telephone as well as in person.

Sincerely,

A handwritten signature in cursive script, appearing to read "Hal Schuyler".

HLS/lc



SENATOR FRED F. ZHAROFF

ALASKA STATE LEGISLATURE

P. O. BOX 405, KODIAK, ALASKA 99615 (907) 486-5259

DURING SESSION:

P. O. BOX V, JUNEAU, ALASKA 99811 • (907) 465-3473 • 465-3474 • 465-3844 (Labor and Commerce Committee)

DISTRICT N

ALASKA PENINSULA • ALEUTIAN CHAIN • BRISTOL BAY • KODIAK ISLAND • LAKE CLARK/LAKE ILIAMNA • PRIBILOF ISLANDS • SHUMAGIN ISLANDS

May 6, 1986

Honorable Bill Sheffield
Governor of Alaska
Box A
Juneau, Alaska 99811

Dear Governor Sheffield:

I respectfully request your assistance in contacting Alaska's congressional delegation and in working with the federal government regarding a matter of great importance to Kodiak Island and western Alaska.

A large shoal apparently is forming 900 yards off the face of the Kodiak dock in St. Paul Harbor. This shoal could jeopardize navigation by restricting the turning circle area. Because of various rapidly changing cross-winds and tidal actions, the Port of Kodiak already is a very difficult port to maneuver in and out of. This shoal makes it much worse.

The shoal appears to be 25 feet under the surface at low tide. Container ships now coming into Kodiak draw between 25 feet and 40 feet. Sea-Land Service, Inc., has plans to replace its current fleet with larger ships that all draw 40 feet. If a ship were to strike the shoal, the southwest entrance to Kodiak harbor could be blocked. The shoal is not shown on existing nautical charts.

The formation of this shoal is a very serious matter for Kodiak. The community and the region, like most of Alaska, is heavily dependent on sea transportation for goods and services. If large ships run into underwater barriers while entering and departing the Port of Kodiak, the effect on the local economy could be devastating. Kodiak is the supply center for the region. It is the shipment center for millions of dollars worth of seafood. If goods cannot be shipped in, and our seafood cannot be shipped out, Kodiak's system of commerce would be destroyed.

At this time, the main problem with the shoal is that we do not have much information about it -- size, how fast it is growing, exact location, etc. Enclosed are copies of the letters I wrote to Alaska's congressional delegation requesting them to explore the possibility of obtaining a supplemental appropriation for Army Corps of Engineers to have the National Oceanic and Atmospheric Administration conduct a survey of the shoal during the course of the agency's planned summer

May 6, 1986

survey work. The cost of the additional survey should be less than \$100,000.

I would be most grateful, Governor, if you could also write to our congressional delegation requesting them to seek funding for the survey. Please contact me if you require additional information.

Thank you for your attention to this important matter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Fred F. Zharoff".

Fred F. Zharoff
Alaska State Senate

Enclosure

cc: Commissioner William Knapp
John Pugh, Kodiak city mayor
Sam Gesko, Kodiak city manager
H.L. Schuyler, Sea-Land

BILL SHEFFIELD
GOVERNOR



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

June 17, 1986

The Honorable Fred F. Zharoff
P.O. Box 405
Kodiak, AK 99615

Dear Fred,

Staff from the Department of Transportation and Public Facilities has reviewed the information available on the Kodiak Harbor shoal and has talked to Kodiak residents to obtain more current information. As a result of that review, Commissioner Knapp has written to the National Oceanic and Atmospheric Administration (NOAA) requesting assistance on the project to document the shoal and any changes that may be occurring.

To follow up on your specific request that I ask the Alaska Congressional Delegation to seek funding for the project, my staff in the Washington, D.C., office spoke with Senator Stevens' office. It is our understanding that a request was made to the Corps of Engineers that information on the Kodiak shoal be updated and examined and your specific request to help the community develop a plan to prevent the shoal from becoming a barrier to the use of the harbor be considered. The Corps should be replying to that request with whatever current information is available and with some comments about pursuing the mapping of the shoal to determine if it is changing.

When we receive responses from NOAA and the Corps of Engineers, we will relay that information to you. In addition, our staff will continue to work with the Congressional Delegation to ensure continued attention to this problem. In the interim, if I can be of any further assistance in this matter, please let me know.

Sincerely,

A handwritten signature in cursive script that reads "Bill".

Bill Sheffield
Governor

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities

TO: The Honorable Bill Sheffield
Governor

DATE: June 9, 1986


FILE NO:

TELEPHONE NO:

465-3900

SUBJECT:

Kodiak/Harbor
Shoaling

FROM: 
R. O. Knapp
Commissioner

The Department of Transportation and Public Facilities has reviewed a copy of Senator Fred Zharoff's May 6, 1986, letter to you regarding a shoaling problem in Kodiak Harbor. We support the Senator's efforts to gather information regarding the underwater formation's origin and development.

The Department will be notifying the U.S. Department of Commerce's National Oceanic and Atmospheric Administration (NOAA) of the community's interest in studying the subsurface formation. NOAA has an active research program within its Bathymetric Mapping Group and is always interested in identifying conditions affecting current nautical charts. It is possible their upcoming program may allow them to include a reconnaissance of the harbor area this summer.

cc: William R. Snell, Deputy Commissioner, Central Region



SENATOR FRED F. ZHAROFF
ALASKA STATE LEGISLATURE

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13 March, 1987

The Honorable Steve Cowper
Governor
State of Alaska

Dear Governor Cowper:

This correspondence is a follow up to my letter of November 21st, 1986 concerning the development of a shoal in the St Paul Harbor at Kodiak. As you know, the emergence of this shoal presents an impediment to navigation, with potential for economic disruption to the region. Additionally, harbor navigability is both vital to, and consistent with the policy position taken by the state with respect to development of international export trade.

I respectfully request your assistance in urging support from our Congressional Delegation to request the US Army Corps of Engineers to dredge the shoal at St Paul Harbor. Thank you for your consideration of this matter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Fred F. Zharoff".

Senator Fred Zharoff

cc: H.L. Schuyler
Sea-Land Service, Inc.

STEVE COWPER
GOVERNOR



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

April 17, 1987

The Honorable Ted Stevens
United States Senate
522 Hart Building
Washington, DC 20510

Dear Senator Stevens:

During the last few months there have been a number of contacts between our offices regarding the development of a hazard to navigation in Kodiak's St. Paul Harbor and the need for the gathering of data on the subsurface formation. We want to thank you for your previous support of our requests to study the shoal.

Since our previous contact, the National Oceanic and Atmospheric Administration (NOAA) has completed a series of soundings on the shoal. It is our understanding that the information has been forwarded to the U.S. Army Corps of Engineers. Preliminary analysis indicates the shoal has changed in formation since sounding studies were conducted in 1983. Since the change in the formation's shape can now be substantiated, we believe it is important to continue to determine the impacts of the shoal on navigation.

We are requesting your support in encouraging the U.S. Army Corps of Engineers to select the project for further study under their Section 107, Continuing Authority Program. Under the Section 107 program, the Corps will be able to conduct a reconnaissance study to determine the shoal's particular characteristics and identify some possible solutions to mitigating its impact on navigation. It is only by proceeding with the reconnaissance study that we eventually may be able to determine the best solution for removing the shoal.

Your support of this request will be appreciated.

Sincerely,

S/S Steve Cowper

Steve Cowper
Governor

cc: Senator Fred Zharoff
Alaska State Legislature

STEVE COWPER
GOVERNOR



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

April 17, 1987

The Honorable Frank Murkowski
United States Senate
709 Hart Building
Washington, DC 20510

Dear Senator Murkowski:

During the last few months there have been a number of contacts between our offices regarding the development of a hazard to navigation in Kodiak's St. Paul Harbor and the need for the gathering of data on the subsurface formation. We want to thank you for your previous support of our requests to study the shoal.

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Your support of this request will be appreciated.

Sincerely,

S/S Steve Cowper
Steve Cowper
Governor

cc: Senator Fred Zharoff
Alaska State Legislature

STEVE COWPER
GOVERNOR



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

April 17, 1987

The Honorable Don Young
House of Representatives
2331 Rayburn House Office Bldg.
Washington, DC 20515

Dear Congressman Young:

During the last few months there have been a number of contacts between our offices regarding the development of a hazard to navigation in Kodiak's St. Paul Harbor and the need for the gathering of data on the subsurface formation. We want to thank you for your previous support of our requests to study the shoal.

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Your support of this request will be appreciated.

Sincerely,

S/S Steve Cowper

Steve Cowper
Governor

cc: Senator Fred Zharoff
Alaska State Legislature

SENATOR FRED F. ZHAROFF

ALASKA STATE LEGISLATURE

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May 6, 1986

Honorable Ted Stevens
United States Senate
522 Hart Building
Washington, D.C. 20510

Dear Senator *Ted* Stevens:

I respectfully request your assistance in solving a problem that poses a potential threat to the economy and commerce of Kodiak Island and, possibly, western Alaska.

It has been brought to my attention that a large shoal apparently is forming 900 yards off the face of the City of Kodiak dock in St. Paul Harbor. The shoal could pose a major threat to navigation by seriously restricting the turning radius in the channel. From unscientific and unofficial surveys, its depth appears to be 25 feet at low tide. With the container ships now coming into Kodiak drawing between 29 feet and 40 feet, you can see how serious the situation has become. If a ship were to strike the shoal, the southwest entrance to Kodiak harbor could be blocked. Combined with the already existing problems of rapidly changing cross-winds and tidal action, this shoal poses a serious threat to the ocean traffic in and out of the Port of Kodiak.

In addition, Sea-Land Service, Inc., is planning to upgrade its fleet to vessels of a larger size, drawing 40 feet. Vessels of this size will truly need the flexibility for proper maneuvering to use Kodiak as one of their ports of call.

Kodiak and the surrounding communities are heavily dependent on sea transportation for the importation of supplies and for the export of millions of dollars worth of seafood products, the mainstay of the region's economy. This navigational hazard could cause a major disruption in the flow of ocean traffic resulting in devastation to the local economy.

We have very little information regarding this shoal. The shoal is not shown on any of the existing, and outdated, nautical charts, which at best are approximately 10 years old. The shoal's size, exact location, and rate at which it is growing are unknown. As a first step to solving this problem, we need to find out exactly how serious the shoal is and how rapidly it is growing.

I respectfully request you to explore the possibility of obtaining supplemental funding for the Army Corps of Engineers with the intent of

having one of the the National Oceanic and Atmospheric Administration's survey vessels, during this year's planned summer field work, stop into St. Paul Harbor and survey the shoal. The unofficial estimated cost of this survey is less than \$100,000. Please advise whether this appropriation is a possibility. I feel, as do others, the situation is serious and warrants immediate action.

Thank you for any assistance or advice you can offer.

Sincerely,

A handwritten signature in cursive script, appearing to read "Fred F. Zharoff".

Fred F. Zharoff
Alaska State Senate

Enclosure

cc: Governor Bill Sheffield
Col. Gregory, Corps of Engineers
John Pugh, Kodiak city mayor
Sam Gesko, Kodiak city manager
H.L. Schuyler, Sea-Land

MARK O. HATFIELD, OREGON, CHAIRMAN

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United States Senate

COMMITTEE ON APPROPRIATIONS
WASHINGTON, DC 20510

J. KEITH KENNEDY, STAFF DIRECTOR
FRANCIS J. SULLIVAN, MINORITY STAFF DIRECTOR

May 21, 1986

The Honorable Fred F. Zharoff
Alaska State Senate
P.O. Box 405
Kodiak, Alaska 99615

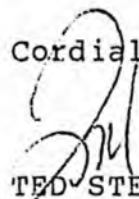
Dear Fred:

Thanks for your letter informing me of a potential problem that is developing in the Kodiak harbor. I have contacted the Corps of Engineers and the National Oceanic and Atmospheric Administration to find out what resources may be available to handle this situation.

I'll be back in touch upon receiving these responses. I appreciate being made aware of this matter, Fred. I'll do what I can.

With best wishes,

Cordially,


TED STEVENS



SENATOR FRED F. ZHAROFF
ALASKA STATE LEGISLATURE

P.O. BOX 405, KODIAK, ALASKA 99585 (907) 465-1289
DURING SESSION:

P.O. BOX V. JUNEAU, ALASKA 99801 (907) 465-3473 • 465-3474 • 465-3644 (H. OF R. AND COMMERCE CLERK) (M601)

DISTRICT N

ALASKA PENINSULA • ALEUTIAN CHAIN • BRISTOL BAY • KODIAK ISLAND • LAKE CLARK/LAKE ILIAMNA • PRIBILOF ISLANDS • SHUMASH ISLANDS

November 21, 1986

The Honorable Ted Stevens
United States Senate
522 Hart Building
Washington, D.C. 20510

Dear Senator Stevens:

As you are aware, Kodiak is facing a potential problem due to the formation of a shoal in St. Paul Harbor. This shoal presents a problem to ships attempting to dock at Pier 3 in Kodiak. Sea-Land Services, Inc., the major container ship line that services Kodiak, is planning to deploy larger ships in the Alaska market. This further the need to investigate this problem shoal.

Through your help, NOAA made some soundings of this shoal during this past summer. These soundings can now be compared to the soundings of 1983 in order to determine if, in fact, the shoal is growing in size.

Because of the hazard this shoal creates to ships navigating into St. Paul Harbor, I respectfully request you to attempt to obtain funds through the Congressional Supplemental Appropriations to determine the content and size of the shoal by core drilling and accurate cost estimates for removal of the shoal. I request funds through this vehicle in order for work to begin this spring or summer.

I am most appreciative of your past support on this important matter and I thank you in advance for your efforts.

Sincerely,

Fred F. Zharoff
Alaska State Senate

cc: Governor-Elect Steve Cowper

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United States Senate

COMMITTEE ON APPROPRIATIONS

WASHINGTON, DC 20510

J. KEITH KENNEDY, STAFF DIRECTOR
FRANCIS J. SULLIVAN, MINORITY STAFF DIRECTOR

December 16, 1986

Senator Fred F. Zharoff
P.O. Box 405
Kodiak, Alaska 99615

Dear Senator Zharoff:

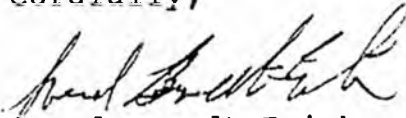
Senator Stevens is away from his Washington office during this Congressional recess. However, I shall bring your request for work on the shoal to his attention upon his return. We have contacted the Corps of Engineers to determine the time frame necessary to conduct such work.

Due to the changes in the budget process resulting from Gramm-Rudman-Hollings, only very limited funds are available through supplemental appropriations. To obtain funds in a supplemental appropriations bill it is now necessary to take those funds out of some other program. Because funds were spread thinly this year there is likely to be strong resistance to removal of funds from any programs during this budget cycle.

I hope you find this is responsive to your request.

With best wishes,

Cordially,



Svend Brandt-Erichsen
Legislative Assistant to
TED STEVENS

MARK O. HATFIELD, OREGON, CHAIRMAN

TED STEVENS, ALASKA	JOHN C. STENNIS, MISSISSIPPI
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J. KEITH KENNEDY, STAFF DIRECTOR
FRANCIS J. SULLIVAN, MINORITY STAFF DIRECTOR

United States Senate

COMMITTEE ON APPROPRIATIONS

WASHINGTON, DC 20510

January 13, 1987

Senator Fred F. Zharoff
Alaska State Legislature
P.O. Box V
Juneau, Alaska 99811


Dear Fred:

Enclosed is the response I received from the Corps of Engineers concerning the shoal in St. Paul harbor at Kodiak.

Colonel Gregory indicates that it will take them some time to complete a comparison of the 1983 and 1986 data. I will pass on the results of the Corps' investigation as soon as it is completed.

With best wishes,

Cordially,


TED STEVENS

Enclosure



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
P.O. BOX 898
ANCHORAGE, ALASKA 99506-0898

Plan Formulation Section

December 31, 1986

Honorable Ted Stevens
United States Senate
Washington, D.C. 20510

Dear Senator Stevens;

I received your December 16, 1986 letter regarding State Senator Zharoff's inquiry about the formation of a shoal in St. Paul harbor at Kodiak, Alaska.

A comparison of the soundings done by NOAA last summer with previous soundings in 1983 can be accomplished at minimal cost and is within our funding capability. The comparison can be done in a few days, but it will take some time to collect the required data. We will provide a detailed response to you within 60 days.

A copy of this letter is being sent to your Anchorage office.

If you have any questions please feel free to contact Mr. Carl Borash of my Plan Formulation Section at (907) 753-2632.

Sincerely,

A handwritten signature in black ink, reading "Wilbur T. Gregory, Jr.", is positioned above the typed name.

Wilbur T. Gregory, Jr.
Colonel, Corps of Engineers
District Engineer

JOHN C. STENNIS, MISSISSIPPI, CHAIRMAN

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DON NICKLES, OKLAHOMA

United States Senate

COMMITTEE ON APPROPRIATIONS
WASHINGTON, DC 20510-6025

April 9, 1987

FRANCIS J. SULLIVAN, STAFF DIRECTOR
J. KEITH KENNEDY, MINORITY STAFF DIRECTOR

The Honorable Fred F. Zharoff
Alaska State Senate
P.O. Box V
State Capitol
Juneau, Alaska 99811


Dear Fred:

I have received a response from Colonel Gregory concerning the Corps of Engineers' study of the shoal in St. Paul Harbor at Kodiak. Enclosed is a copy of his letter for you to review.

The Corps will conduct a more detailed study if a local or State government sponsor will share in the study costs.

With best wishes,

Cordially,


TED STEVENS

Enclosure



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
P.O. BOX 898
ANCHORAGE, ALASKA 99506-0898

REPLY TO
ATTENTION OF:

Plan Formulation Section

Honorable Ted Stevens
United States Senate
Washington, D.C. 20510

Dear Senator Stevens:

This will follow up my December 31, 1986 letter to you regarding the formation of a shoal in St. Paul Harbor at Kodiak, Alaska. We have reviewed soundings done by the National Oceanic and Atmospheric Administration (NOAA) in 1986. The shallowest point on the shoal has an elevation of -30 feet MLLW.

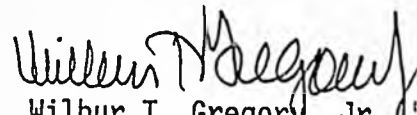
The Corps was authorized to study the deep-draft navigation needs of Southcentral Alaska through resolutions adopted by the Committee on Public Works of the U.S. Senate on April 27, 1970, and by the Committee on Public Works of the U.S. House of Representatives on December 2, 1970. Under this authorization the Corps produced a preliminary interim Deep-Draft Navigation Report for Kodiak in June of 1982 which recommended that further investigations concentrate on breakwater and channel improvements as additional data became available. The study was discontinued in 1984 due to the decline in shipping volumes at Kodiak resulting from the collapse of the king crab resource. The study will resume when the cargo volume increases. Navigation problems from the shoal in question could then be investigated as part of that study.

The Corps could also evaluate this problem through a Section 107 navigation study under our continuing authorities if a local or State government sponsor requests our assistance. A Reconnaissance Report could be prepared at Federal expense. If Federal participation in a project appears to be economically feasible, the non-Federal sponsor would be asked to share the cost of a feasibility study in accordance with the Water Resources Development Act of 1986.

A copy of this letter is being sent to your Anchorage office.

If I can be of further assistance, please do not hesitate to contact me directly. If further details are desired by your staff, contact can be made with Mr. Carl Borash of my Plan Formulation Section at (907) 753-2632.

Sincerely,

A handwritten signature in cursive script that reads "Wilbur T. Gregory, Jr.".

Wilbur T. Gregory, Jr.
Colonel, Corps of Engineers
District Engineer

JOHN C. STENNIS, MISSISSIPPI, CHAIRMAN

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DON NICKLES, OKLAHOMA

United States Senate

COMMITTEE ON APPROPRIATIONS
WASHINGTON, DC 20510-6025

FRANCIS J. SULLIVAN, STAFF DIRECTOR
J. KEITH KENNEDY, MINORITY STAFF DIRECTOR

May 19, 1987

The Honorable Fred F. Zharoff
Alaska State Senate
P.O. Box V
State Capitol
Juneau, Alaska 99811

Dear Fred:


I want to share with you the latest letter I have received from Colonel Gregory concerning the shoal in Kodiak's harbor.

The Corps of Engineers is apparently willing to go forward with a reconnaissance study of the shoal's movement. However, a local sponsor -- or the State -- must request the Corps' assistance before they can go forward. This is due to the requirement that a non-federal sponsor share in the costs of a feasibility study if the reconnaissance study indicates one is warranted.

I hope this information proves useful.

With best wishes,

Cordially,


TED STEVENS

Enclosure



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
P.O. BOX 898
ANCHORAGE, ALASKA 99506-0898

REPLY TO
ATTENTION OF:

Plan Formulation Section

April 29, 1987

Honorable Ted Stevens
United States Senate
Washington, D.C. 20510

Dear Senator Stevens:

This will respond to your letter of April 9, 1987 concerning the formation of a shoal in St. Paul Harbor at Kodiak. This will also supplement my letter to you of March 27, 1987.

The soundings done by the National Oceanic and Atmospheric Administration (NOAA) in 1986 were compared with those done by NOAA in 1982. It appears that the shoal has grown slightly in that time period. To determine the shoal's long-term potential for growth or decline, it would be necessary to conduct a detailed investigation into the physical processes acting on the shoal.

The Corps of Engineers is not authorized to initiate such an investigation on its own motion. However, the Corps could evaluate this problem through a Section 107 navigation study under our continuing authorities if a local or State government sponsor requests our assistance. A Reconnaissance Report could be prepared at Federal expense. If Federal participation in a project appears to be economically feasible, the non-Federal sponsor would be asked to share the cost of a feasibility study in accordance with the Water Resources Development Act of 1986.

A copy of this letter is being sent to your Anchorage office.

If I can be of further assistance, please do not hesitate to contact me directly. If further details are desired by your staff, contact can be made with Carl Borash of my Plan Formulation Section at (907) 753-2632.

Sincerely,

Wilbur T. Gregory, Jr.
Colonel, Corps of Engineers
District Engineer

SENATOR FRED F. ZHAROFF

ALASKA STATE LEGISLATURE

P. O. BOX 405, KODIAK, ALASKA 99615 (907) 486-5259

DURING SESSION:

P. O. BOX V, JUNEAU, ALASKA 99811 • (907) 465-3473 • 465-3474 • 465-3844 (Labor and Commerce Committee)

DISTRICT N

ALASKA PENINSULA • ALEUTIAN CHAIN • BRISTOL BAY • KODIAK ISLAND • LAKE CLARK/LAKE ILIAMNA • PRIBILOF ISLANDS • SHUMAGIN ISLANDS

May 6, 1986

Honorable Frank H. Murkowski
United States Senate
709 Hart Building
Washington, D.C. 20510

Dear Senator Murkowski:

I respectfully request your assistance in solving a problem that poses a potential threat to the economy and commerce of Kodiak Island and, possibly, western Alaska.

It has been brought to my attention that a large shoal apparently is forming 900 yards off the face of the City of Kodiak dock in St. Paul Harbor. The shoal could pose a major threat to navigation by seriously restricting the turning radius in the channel. From unscientific and unofficial surveys, its depth appears to be 25 feet at low tide. With the container ships now coming into Kodiak drawing between 29 feet and 40 feet, you can see how serious the situation has become. If a ship were to strike the shoal, the southwest entrance to Kodiak harbor could be blocked. Combined with the already existing problems of rapidly changing cross-winds and tidal action, this shoal poses a serious threat to the ocean traffic in and out of the Port of Kodiak.

In addition, Sea-Land Service, Inc., is planning to upgrade its fleet to vessels of a larger size, drawing 40 feet. Vessels of this size will truly need the flexibility for proper maneuvering to use Kodiak as one of their ports of call.

Kodiak and the surrounding communities are heavily dependent on sea transportation for the importation of supplies and for the export of millions of dollars worth of seafood products, the mainstay of the region's economy. This navigational hazard could cause a major disruption in the flow of ocean traffic resulting in devastation to the local economy.

We have very little information regarding this shoal. The shoal is not shown on any of the existing, and outdated, nautical charts, which at best are approximately 10 years old. The shoal's size, exact location, and rate at which it is growing are unknown. As a first step to solving this problem, we need to find out exactly how serious the shoal is and how rapidly it is growing.

I respectfully request you to explore the possibility of obtaining supplemental funding for the Army Corps of Engineers with the intent of

having one of the the National Oceanic and Atmospheric Administration's survey vessels, during this year's planned summer field work, stop into St. Paul Harbor and survey the shoal. The unofficial estimated cost of this survey is less than \$100,000. Please advise whether this appropriation is a possibility. I feel, as do others, the situation is serious and warrants immediate action.

Thank you for any assistance or advice you can offer.

Sincerely,

A handwritten signature in cursive script, appearing to read "Fred F. Zharoff".

Fred F. Zharoff
Alaska State Senate

Enclosure

cc: Governor Bill Sheffield
Col. Gregory, Corps of Engineers
John Pugh, Kodiak city mayor
Sam Gesko, Kodiak city manager
· H.L. Schuyler, Sea-Land

FRANK H. MURKOWSKI
ALASKA

CHAIRMAN, COMMITTEE ON
VETERANS' AFFAIRS
COMMITTEE ON ENERGY AND
NATURAL RESOURCES
COMMITTEE ON FOREIGN
RELATIONS
SELECT COMMITTEE
ON INDIAN AFFAIRS
SELECT COMMITTEE
ON INTELLIGENCE

United States Senate

WASHINGTON, DC 20510

June 11, 1986

WASHINGTON OFFICE:
(202) 224-6685

ANCHORAGE OFFICE:
701 C STREET, BOX 1
(907) 271-3735

FAIRBANKS OFFICE:
101 12TH AVENUE, BOX 7
(907) 456-0233

JUNEAU OFFICE:
FEDERAL BUILDING, BOX 1847
(907) 586-7400

The Honorable Fred F. Zharoff
Alaska State Legislature
Pouch V (MS 3100)
Juneau, Alaska 99811

Dear Fred:

Thank you for contacting me regarding the shoal forming in
St. Paul Harbor.

I recognize the threat which this situation poses and have
contacted both the U.S. Army Corps of Engineers and the National
Oceanic and Atmospheric Association for their assistance. I will
let you know when I receive further word from them.

With best wishes,

Sincerely,



Frank H. Murkowski
United States Senator

FRANK H. MURKOWSKI
ALASKA

CHAIRMAN, COMMITTEE ON
VETERANS' AFFAIRS
COMMITTEE ON ENERGY AND
NATURAL RESOURCES
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SELECT COMMITTEE
ON INTELLIGENCE

United States Senate

WASHINGTON, DC 20510

August 14, 1986

WASHINGTON OFFICE:
(202) 224-6666

ANCHORAGE OFFICE:
701 C STREET, BOX 1
(907) 271-3735

FAIRBANKS OFFICE:
101 12TH AVENUE, BOX 7
(907) 456-0233

JUNEAU OFFICE:
FEDERAL BUILDING, BOX 1647
(907) 586-7400

The Honorable Fred F. Zharoff
P.O. Box 405
Kodiak, Alaska 99615

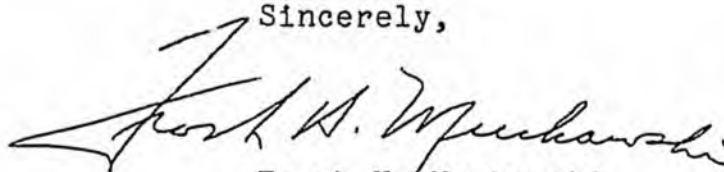
Dear Fred:

Enclosed are the responses that I received from the U.S. Army Corps of Engineers and the National Oceanic and Atmospheric Administration regarding the shoaling problem in St. Paul Harbor.

I am pleased to learn that NOAA has been working with Kodiak on this matter. I hope that the information they provided is of assistance to you. Please continue to keep me updated on your further discussions with the Corps.

With best wishes,

Sincerely,



Frank H. Murkowski
United States Senator

Enclosures



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
P.O. BOX 898
ANCHORAGE, ALASKA 99506-0898

REPLY TO
ATTENTION OF:

Plan Formulation Section

June 26, 1986

Honorable Frank Murkowski
United States Senate
Washington, D.C. 20510

Dear Senator Murkowski:

Based on your request dated June 11, 1986 and Senator Zharoff's letter dated May 6, 1986, my staff has examined the shoaling problem to the west of Gull Island in Kodiak.

Contact with city officials, specifically with the harbormaster and the city engineer, revealed a developing problem near the collar buoy adjacent to Gull Island. Apparently, this problem has recently become more pronounced. Potentially hazardous shoaling was evidently recognized in the 1970's, when the U.S. Coast Guard placed the collar buoy on or near an obstruction.

Surveys and other site-specific data to define the specific geometry or physical character of the obstruction are needed.

The National Oceanic and Atmospheric Administration (NOAA) has a survey vessel operating in the area this summer, and it is our understanding that NOAA has apparently just conducted a survey of the obstruction. We are currently confirming this information and will take appropriate action to evaluate the problem upon receipt of the survey data.

A copy of this letter is being sent to your Anchorage office.

If I can be of further assistance, please do not hesitate to contact me directly. If further details are desired by your staff, contact can be made with Mr. Carl E. Borash of my Plan Formulation Section at (907) 753-2620.

Sincerely,

s/Colonel Wilbur T. Gregory, Jr.

Wilbur T. Gregory, Jr.
Colonel, Corps of Engineers
District Engineer



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
Washington, D.C. 20230

THE ADMINISTRATOR

JUL 21 1986

Honorable Frank H. Murkowski
United States Senate
Washington, D.C. 20510

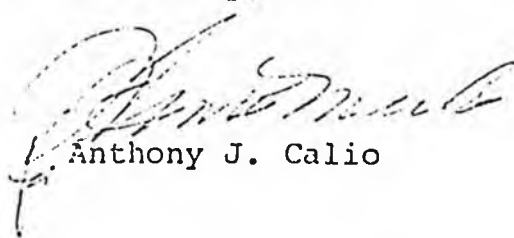
Dear Senator Murkowski:

Thank you for your letter regarding reports of a shoal forming in St. Paul Harbor.

The NOAA Ship FAIRWEATHER is presently assigned to a survey project in the Shelikof Strait area with port calls in Kodiak. During a recent in-port period, FAIRWEATHER personnel met with representatives of the city, the pilots, and Sea Land, Inc., to show them a copy of a thorough hydrographic survey of the harbor completed in 1983 and to discuss the reported shoaling problem.

Following the meeting, FAIRWEATHER conducted a very detailed hydrographic survey of the area of reported shoaling. The area in question is in fact a shoal, but this new survey revealed that the least depth and size of the shoal are unchanged since the basic survey of 1983. Copies of both the 1983 survey and the new survey will be available to those concerned in Kodiak.

Sincerely,



Anthony J. Calio



FRANK H. MURKOWSKI
ALASKA

CHAIRMAN, COMMITTEE ON
VETERANS' AFFAIRS
COMMITTEE ON ENERGY AND
NATURAL RESOURCES
COMMITTEE ON FOREIGN
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SELECT COMMITTEE
ON INTELLIGENCE

United States Senate

WASHINGTON, DC 20510

December 15, 1986

WASHINGTON OFFICE:
(202) 224-6885

ANCHORAGE OFFICE:
701 C STREET, BOX 1
(907) 271-3735

FAIRBANKS OFFICE:
101 12TH AVENUE, BOX 7
(907) 466-0233

JUNEAU OFFICE:
FEDERAL BUILDING, BOX 1647
(907) 588-7400

The Honorable Fred F. Zharoff
P.O. Box 405
Kodiak, Alaska 99615

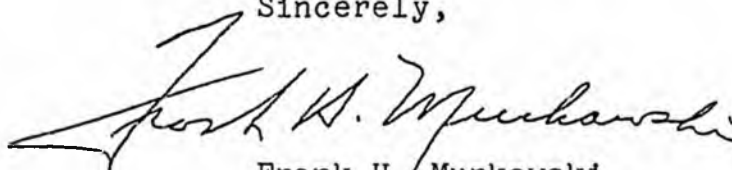
Dear Fred:

Thank you for your letter regarding the St. Paul Harbor shoal.

Sea-Land's Washington office has informed me that they have hired a private contractor to perform core sampling to determine the nature of the shoal, as well as to provide an estimate of the cost of shoal removal.

When this information is available and if you feel Corps of Army Engineers's involvement is warranted, please contact me and I will be glad to pursue funding.

Sincerely,



Frank H. Murkowski
United States Senator

SENATOR FRED F. ZHAROFF

ALASKA STATE LEGISLATURE

P. O. BOX 405, KODIAK, ALASKA 99615 (907) 486-5259

DURING SESSION:

P. O. BOX V, JUNEAU, ALASKA 99811 • (907) 465-3473 • 465-3474 • 465-3844 (Labor and Commerce Committee)

DISTRICT N

ALASKA PENINSULA • ALEUTIAN CHAIN • BRISTOL BAY • KODIAK ISLAND • LAKE CLARK/LAKE ILIAMNA • Pribilof Islands • SHUMAGIN ISLANDS

May 6, 1986

Honorable Donald E. Young
United States House of Representatives
2331 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Young:

I respectfully request your assistance in solving a problem that poses a potential threat to the economy and commerce of Kodiak Island and, possibly, western Alaska.

It has been brought to my attention that a large shoal apparently is forming 900 yards off the face of the City of Kodiak dock in St. Paul Harbor. The shoal could pose a major threat to navigation by seriously restricting the turning radius in the channel. From unscientific and unofficial surveys, its depth appears to be 25 feet at low tide. With the container ships now coming into Kodiak drawing between 29 feet and 40 feet, you can see how serious the situation has become. If a ship were to strike the shoal, the southwest entrance to Kodiak harbor could be blocked. Combined with the already existing problems of rapidly changing cross-winds and tidal action, this shoal poses a serious threat to the ocean traffic in and out of the Port of Kodiak.

In addition, Sea-Land Service, Inc., is planning to upgrade its fleet to vessels of a larger size, drawing 40 feet. Vessels of this size will truly need the flexibility for proper maneuvering to use Kodiak as one of their ports of call.

Kodiak and the surrounding communities are heavily dependent on sea transportation for the importation of supplies and for the export of millions of dollars worth of seafood products, the mainstay of the region's economy. This navigational hazard could cause a major disruption in the flow of ocean traffic resulting in devastation to the local economy.

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I respectfully request you to explore the possibility of obtaining supplemental funding for the Army Corps of Engineers with the intent of

having one of the the National Oceanic and Atmospheric Administration's survey vessels, during this year's planned summer field work, stop into St. Paul Harbor and survey the shoal. The unofficial estimated cost of this survey is less than \$100,000. Please advise whether this appropriation is a possibility. I feel, as do others, the situation is serious and warrants immediate action.

Thank you for any assistance or advice you can offer.

Sincerely,



Fred F. Zharoff
Alaska State Senate

Enclosure

cc: Governor Bill Sheffield
Col. Gregory, Corps of Engineers
John Pugh, Kodiak city mayor
Sam Gesko, Kodiak city manager
H.L. Schuyler, Sea-Land

DON YOUNG
CONGRESSMAN FOR ALL ALASKA

WASHINGTON OFFICE
2331 RAYBURN BUILDING
TELEPHONE 202/225-5765

COMMITTEES:

INTERIOR AND INSULAR
AFFAIRS

MERCHANT MARINE AND
FISHERIES

POST OFFICE AND
CIVIL SERVICE



Congress of the United States
House of Representatives

Washington, D.C. 20515

June 13, 1986

DISTRICT OFFICES

701 C STREET, BOX 3
ANCHORAGE, ALASKA 99513
TELEPHONE 907/271-5978

BOX 10, 101 12TH AVENUE
FAIRBANKS, ALASKA 99701
TELEPHONE 907/456-0210

401 FEDERAL BUILDING
P.O. BOX 1247
JUNEAU, ALASKA 99802
TELEPHONE 907/586-7400

501 FEDERAL BUILDING
KETCHIKAN, ALASKA 99902
TELEPHONE 907/225-6880

Rt. 1, Box 1605
KENAI, ALASKA 99611

Box 177
KODIAK, ALASKA 99615

P.O. Box 1860
NOME, ALASKA 99762

The Honorable Fred Zharoff
P.O. Box 405
Kodiak, AK 99615

Dear Fred:

Thank you for your letter regarding the need for additional surveys of Kodiak Harbor. I appreciated hearing from you.

I have been informed by the National Oceanic and Atmospheric Administration (NOAA) that a survey done in 1983 will be updated in the near future. Representatives of NOAA will be visiting Kodiak in June or July to meet with the harbormaster and see what work needs to be done. The work will be accomplished using existing funds and facilities and will not require additional funding support by the Congress.

If I can be of any other assistance in the future, please do not hesitate to let me know.

Sincerely,

DON YOUNG
Congressman for all Alaska

DY:rmm

DON YOUNG
CONGRESSMAN FOR ALL ALASKA

WASHINGTON OFFICE
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Congress of the United States
House of Representatives

Washington, D.C. 20515

November 26, 1986

DISTRICT OFFICES

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ANCHORAGE, ALASKA 99513
TELEPHONE 907/271-5978

BOX 10, 101 12TH AVENUE
FAIRBANKS, ALASKA 99701
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P.O. BOX 1860
NOME, ALASKA 99762

Honorable Fred Zharoff
Alaska State Senate
Box 405
Kodiak, AK 99615

Dear Senator Zharoff:

Thank you for your letter regarding problems with the shoal in Kodiak harbor. I hope that the following will be of interest to you.

Sea-land Services, Inc., has retained a private contractor to conduct test drilling on the shoal to determine size and composition. After the work is completed, the contractor will provide an estimate to Sea-land as to the cost of removing the shoal. If the cost is not excessive, Sea-land intends to pay for removal itself. Otherwise, some State or federal funding may be necessary.

Because the work has not yet been completed, I suggest that we wait for the cost determinations before attempting to obtain scarce State or federal dollars. If outside funding is needed, however, I can assure you that I will do what I can to assist.

If I can provide any other help in the meantime, please let me know.

Sincerely,

A handwritten signature in cursive script that reads "Don Young".

DON YOUNG
Congressman for all Alaska

DY: rhm

Sept.12,1983

Mr.D.Venetiou
Vessel Operations
P.O.Box 3045
Seattle,Wash.98114

Dear Mr.Venetiou,

On Sept.9,1983 I took a series of soundings in the harbor at Kodiak,Ak. using the tug Kodiak King. The King has two operable fathometers,both digital readout. The recording fathometer was not operational.Soundings at the dock indicated that there was approximately one more foot of water than indicated on the fathometer. Readings at the survey area were taken from fifteen minutes before to twenty five minutes after a high water of 9.4 feet.We assumed the tide table figure to be correct and constant during this period and that the position of the buoys as indicated on the chart was correct.The chart used for reference was the final computer drafted NOAA Survey chart completed in 1982.

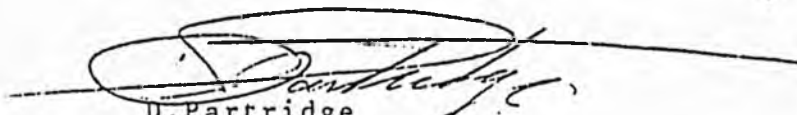
The tug went between the two buoys along the normal ship's course(013-193) ,once directly in the center of the channel and once each on either side of mid channel. Also we steamed along a line between the two buoys and once on each side of such an imaginary line. The final area checked was a 360 degree turn around buoy #7 at a transducer distance of about 25 feet.No exact positions were taken as time and equipment did not allow for such accuracy. The fathometer was observed visually(reading in feet and tenths about once per second),the tug's position was estimated by eye, and the depth and position observed was compared with the NOAA chart directly in front of me.Also the numbers being flashed were mentally averaged and the correction to zero datum applied.There were numerous random numbers flashed whenever we encountered any swirling current or air bubbles from our previously made wake which were discounted.

The purpose of this exercise as I understand it was to investigate the reported existence of a 31.5 foot spot in the middle of the channel.This was investigated briefly by Capt.Collar and myself when it was first reported^{two previous attempts} and we found the charted depth to be correct.. Again,no such depths were found.Were I to draw a chart with depths along our midchannel course and somewhat to each side,it would show that there was 36 feet when abeam buoy seven,37 feet abeam buoy six and 35 feet midway between them along our course. The soundings around Buoy #7 would read 33 feet in the NW quadrant and 34 feet in all other quadrants.The 4½ fathom spot on our navigation chart did not appear and is not indicated on the NOAA chart.

When passing through buoys 6-7 on the Portland arriving and departing,the fathometer was constantly monitored.(The accuracy of this fathometer has not been checked.) A different method of determing actual depth was used in each case but both times, the depth of the water, reduced to chart datum,was 33½ feet.

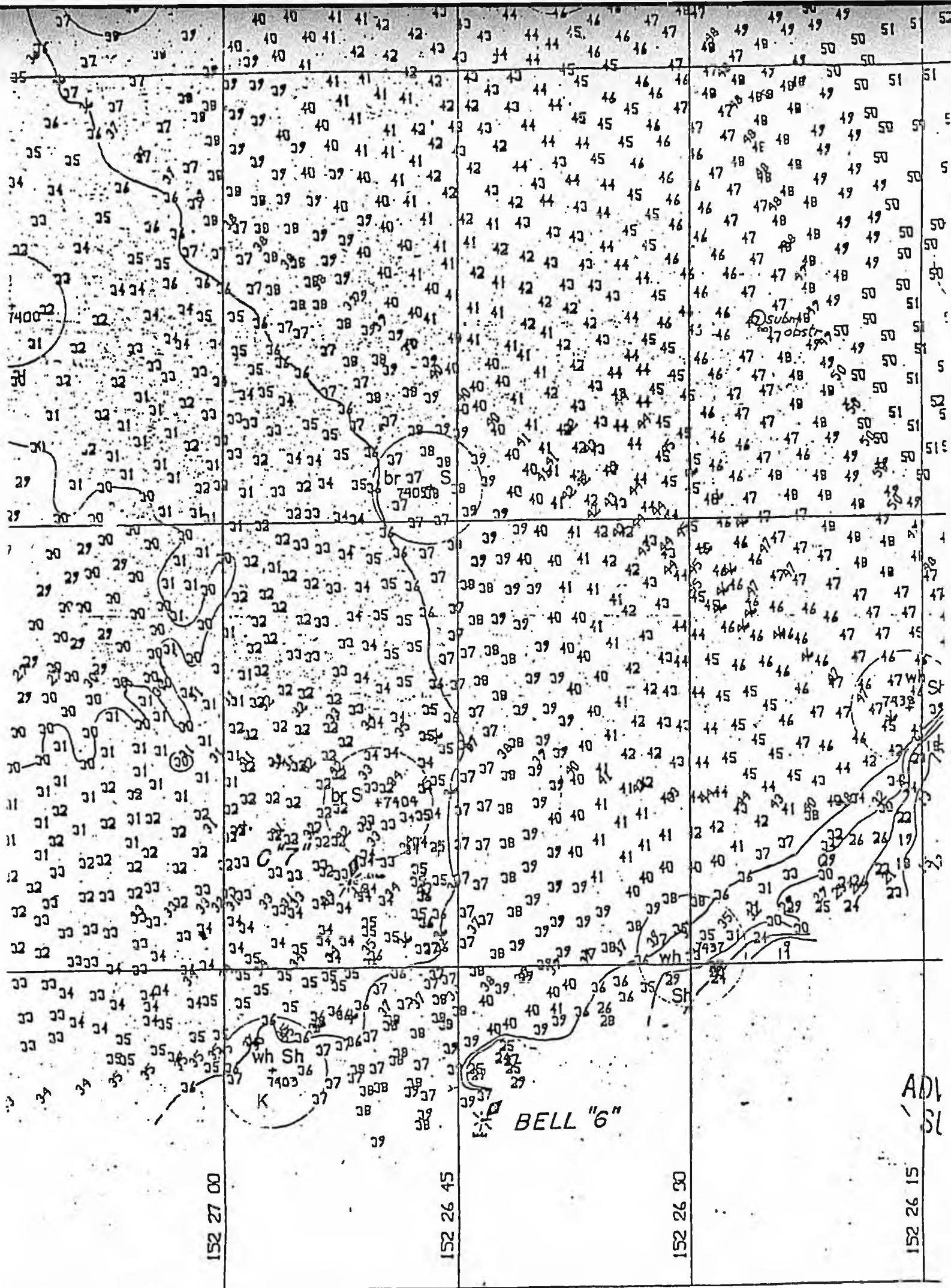
Finally, as to the accuracy of my survey from the King,I would estimate that an allowance of plus/minus one foot should be applied due to the many instances of rounding off indicated.I am confident that there is no water in the vicinity of mid channel less than 34 feet at chart datum.

The NOAA survey chart is attached to this report. I found no water less than that indicated and no cause to dispute any of their findings. I am in doubt now about the existence of the 4½ fathom spot NW of buoy #7 and whether buoy #6 is really in the best position for the safe navigation of deep water vessels. I hope you find the information contained in this report to be of some use.



D. Partridge
Master
SS Portland

cc:File





Sea-Land Service, Inc.

H. L. Zetterer
Director, Alaska Office
March 26, 1986

March 26, 1986

Honorable Fred Zharoff
Alaska State Senator
Room 121, Capitol Building
Juneau, Alaska 99811

Dear Senator:

In July 1985, we wrote a letter to Mr. Boardman, Chief, Army Corps of Engineers, Alaska District with copy to Commissioner Knapp, Transportation and Public Facilities for the State of Alaska, relative to this hazard to navigation. In August 1985, we received an answer back from a Harlan E. Moore, Chief, Engineer Division, Corps of Engineers, Alaska Division.

The answer we received was certainly not pertinent to the problem. His statement referred to the collapse of the crab fishery and to the downtrend in shipping as reasons for discontinuing their study. Of course there are peaks and valleys in commerce in every port in the world, but Kodiak has come back very well and salmon is still a big item, as well as the developing bottom fishery. Sea-Land as well as other vessels are using this port and are working with Kodiak industry in developing more trade, domestic as well as export.

X Fred, the Governor should ask for a NOAA survey of the shoal, to be done in the summer or fall of 1986, and thus track the growth as it occurs. The Port of Kodiak is a difficult port to maneuver in and out of with the various cross-winds and tidal actions, which change very rapidly. I think you can relate to this because of your own fishing experiences. We think that with political pressure in Washington D.C., a supplemental appropriation could be granted to the Corps of Engineers to have NOAA survey this shoal at the beginning or end of their summer work.

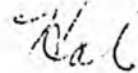
Honorable Fred Zharoff
March 26, 1986

2

Kodiak will increase in volume for seafood, since it is the hub for that area in domestic shipments as well as export. Container ships are being built larger these days in order to compete economically and the seafood industry relies on fast, economical transportation.

Please feel free to call on me for any additional needed information. Best regards.

Sincerely,



HLS/lc

Attach.

STATE OF ALASKA

BILL SHEFFIELD, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

POUCH Z
JUNEAU, ALASKA 99811
PHONE: (907) 465-3900

OFFICE OF THE COMMISSIONER

June 9, 1986

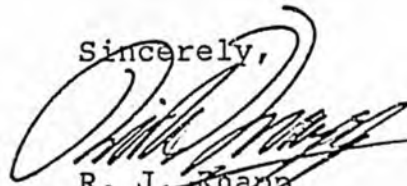
Bathymetric Mapping Group
National Ocean Service
National Oceanic and Atmospheric Association
Rockville, Maryland 20852

Dear Sirs:

The State of Alaska Department of Transportation and Public Facilities has received a copy of correspondence from Alaska State Senator Fred Zharoff requesting National Oceanic and Atmospheric Administration (NOAA) assistance in dragging a "shoal" formation in Kodiak's St. Paul Harbor. We are including a copy of the letter and enclosures for your information.

Any assistance that could be offered to the City of Kodiak in the identifying the underwater formation's origin and development would be appreciated.

Sincerely,



R. J. Knapp
Commissioner

cc: The Honorable Bill Sheffield, Governor, State of Alaska
William R. Snell, Deputy Commissioner, Central Region

November 26, 1986

Honorable Fred F. Zharoff
Alaska State Senator
P. O. Box 405
Kodiak, Alaska 99615

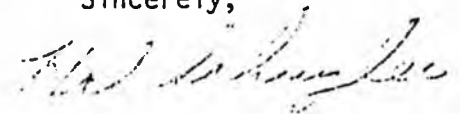
Dear Senator:

Thank you for getting the process started on the Shoal problem in St. Paul Harbor at Kodiak. Let's hope that they only find silt and no boulders or rocks under the silt; as you can appreciate, it would be faster and less costly to remove.

For your personal information, we asked the contractor who is now doing work in Kodiak to drive three test piles into the Shoal in order to get more information as well as to give an estimate on removal. This figure, of course, will vary somewhat from a Corps figure; however, it will give us a "ball park" approach.

Thanks again.

Sincerely,



HLS/jc

STATE OF ALASKA
THE LEGISLATURE

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

LEGISLATIVE AFFAIRS AGENCY
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May, 1988

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

H. TRANS. 3-30-88 1:30 p.m.

HOUSE COMMITTEE REPORT

(7)

Date referred: 3/30/87

FURTHER REFERRALS:

DATE: March 30, 1988

The Transportation Committee has considered SJR 27

Urging the United States Army Corps of Engineers to dredge the shoal developing in St. Paul Harbor, Kodiak.

RECOMMENDS:

- replace with _____ the same title
- attached amendment(s) a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(s):

- fiscal impact same as previous fiscal note published _____
- zero fiscal note same as previous zero fiscal note published 3/24/87
- zero with analysis

SIGNING DO PASS:

SIGNING OTHER RECOMMENDATIONS:

Paul G. ...

Bill ...

Mike ...

Heinrich Springer

Steve ...

Heinrich Springer

 Chairman's signature



Official Business

COMMITTEE:

House Transportation Committee

DATE: March 30, 1988

SIGN-IN

Subject of meeting:

- SJR 27: Urging the U.S. Army Corps of Engineers to dredge the shoal developing in St. Paul Harbor, Kodiak.
- SJR 68: Relating to Radioluminescent Runway Lights.
- * HB 544: "An Act relating to civil liability for Voluntary Aircraft Inspection Programs."

NAME <small>Please include title</small>	ADDRESS <small>Please use full address. Please include zip.</small>	PHONE	REPRESENTING	DO YOU WANT TO TESTIFY? <small>(which legislation)</small>
ROGER MCCOY	P.O. Box 2 JUNEAU, AK 99811	465-4322	DEPT. OF PUBLIC SAFETY	AVAILABLE FOR QUESTIONS THAT MAY ARISE
MICHAEL THILL	CAP RM 121	4922	SEN ZHAROFF	SJR 27
JANICE ADLER		4985	BINKLEY	SJR 68

* indicates first public hearing