

**H C R**

**26**

STATE OF ALASKA  
1989 LEGISLATIVE SESSION

BILL VERSION: HCR 26  
PUBLISH DATE: HOUSE 3/23/89

FISCAL NOTE

REQUEST:

Revision Date: \_\_\_\_\_ Agency Affected: Commerce & Economic Dev.  
Title: Supporting the establishment BRU: Business Development  
of Ports Alaska  
Sponsor: Davidson, et al. Components: \_\_\_\_\_  
Requester: H. Sp. Comm. Foreign Trade

EXPENDITURES / REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
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	0
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary.)

Prepared by: Tom Lawson, Acting Director Phone: 465-2017  
Division: Business Development Date: 3/21/89  
Approved by Commissioner: Larry Merculieff Phone: 465-2500  
Agency: Department of Commerce & Economic Development Date: 3/21/89

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Introduced: 3/17/89  
Referred: House Special Committee  
on Foreign Trade, Transportation  
and Resources

6-1038A

IN THE HOUSE

BY DAVIDSON, JACKO, MENARD,  
FOSTER, ELLIS, CATO, MARTIN,  
NAVARRE, BROWN, ZAWACKI,  
COLLINS AND LEMAN

HOUSE CONCURRENT RESOLUTION NO. 26

IN THE LEGISLATURE OF THE STATE OF ALASKA

SIXTEENTH LEGISLATURE - FIRST SESSION

Supporting the establishment of Ports  
Alaska.

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

WHEREAS Alaska is a maritime state with 95 percent of its population  
along navigable waterways; and

WHEREAS the future of the state is closely linked to the future of its  
ports; and

WHEREAS Alaska's ice free ports at tide water are closer to the major  
trade centers of the North Pacific than any other ports in North America;  
and

WHEREAS Ports Alaska is a federation of independent ports in the state  
organized to cooperate in mutually beneficial projects; and

WHEREAS the mission of Ports Alaska is to facilitate the realization  
of the maximum potential of Alaska's ports; and

WHEREAS Ports Alaska supports the marketing and economic development  
of Alaska's ports; and

WHEREAS it is important to develop a strategy to build a strong mari-  
time industry in the state, now that state and federal revenues and expen-  
ditures are declining;

BE IT RESOLVED that the Alaska State Legislature supports the estab-  
lishment of Ports Alaska and the goal of Ports Alaska to maximize the  
potential of the state's ports and to foster a strong maritime industry in  
the state.

COPIES of this resolution shall be sent to each municipality in Alaska  
and to each harbor master and port director in Alaska.



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With Information on Maritime History & Exports

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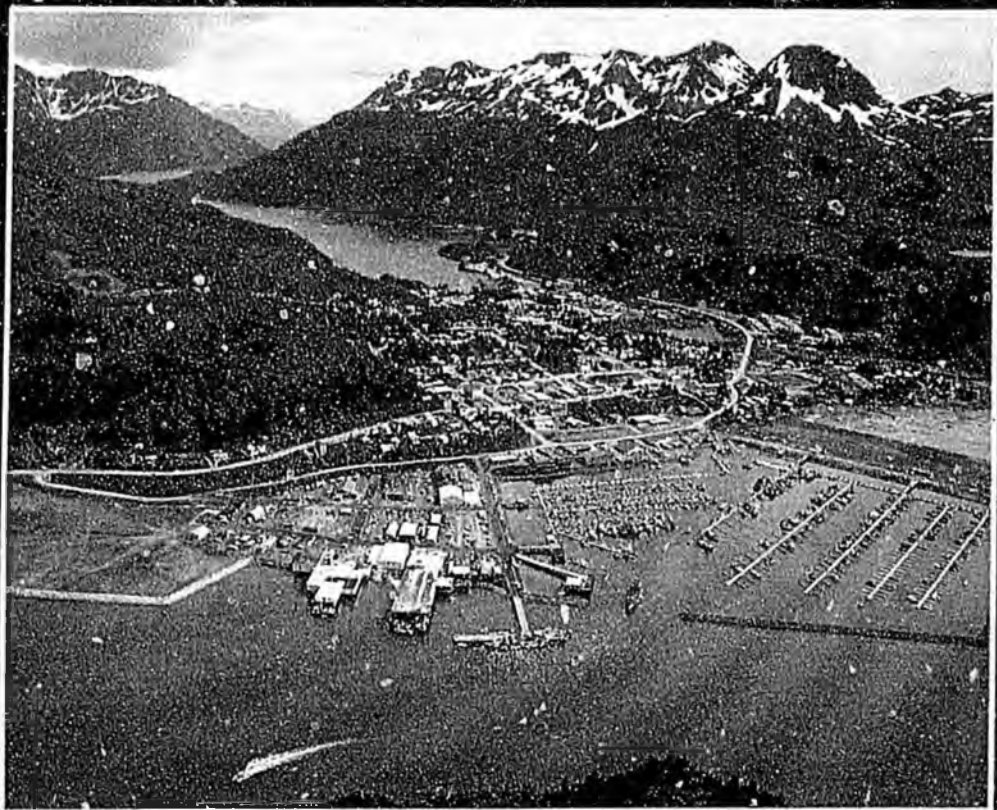
## ...POINT MACKENZIE

For further information, contact:

Mat-Su Borough  
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P.O. Box 1608  
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Contact: Don Moore  
City Manager  
City of Cordova  
P.O. Box 1210 907-424-6200  
Cordova, AK 99574

# MESSAGE FROM ALASKA'S GOVERNOR

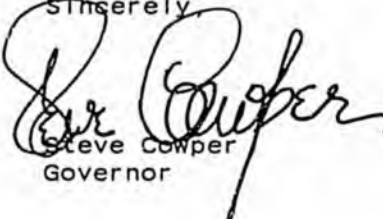


Steve Cowper  
Governor

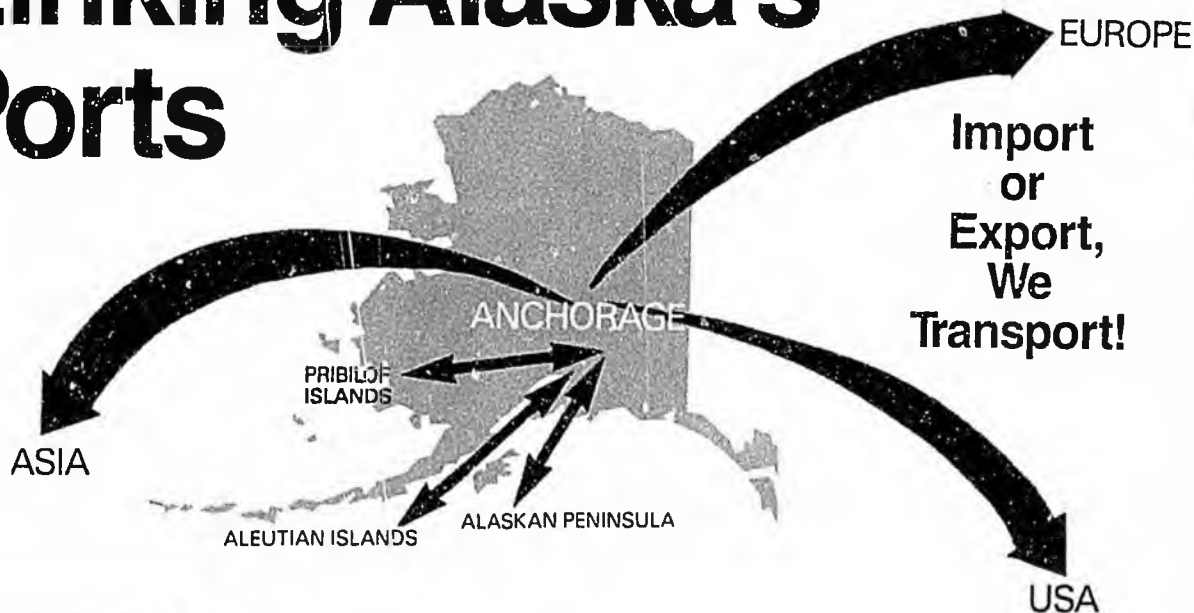
Alaska has a lot to offer to the world—minerals, fish and timber, oil and gas, wild country and technical expertise. We have the ability to share what we have because we have the air and sea connections that open up our world to yours.

Our ice-free ports at tidewater are closer to the major trade centers of the North Pacific than any ports on this continent. Our international airports are at the crossroads of Asia, North America and Europe. Foreign trade zones at Alaska's ports are a creative way to make Alaska an even more attractive place to do business.

Businesses are discovering what we've known all along: If you want to be competitive in the global market, you can get an edge by working through Alaskan ports. As we enter what a lot of people call "The Pacific Century," it makes sense to take a close look at Alaska. We're smart, aggressive and reaching out for new business. We've got what it takes—and that includes our port system.

Sincerely,  
  
Steve Cowper  
Governor

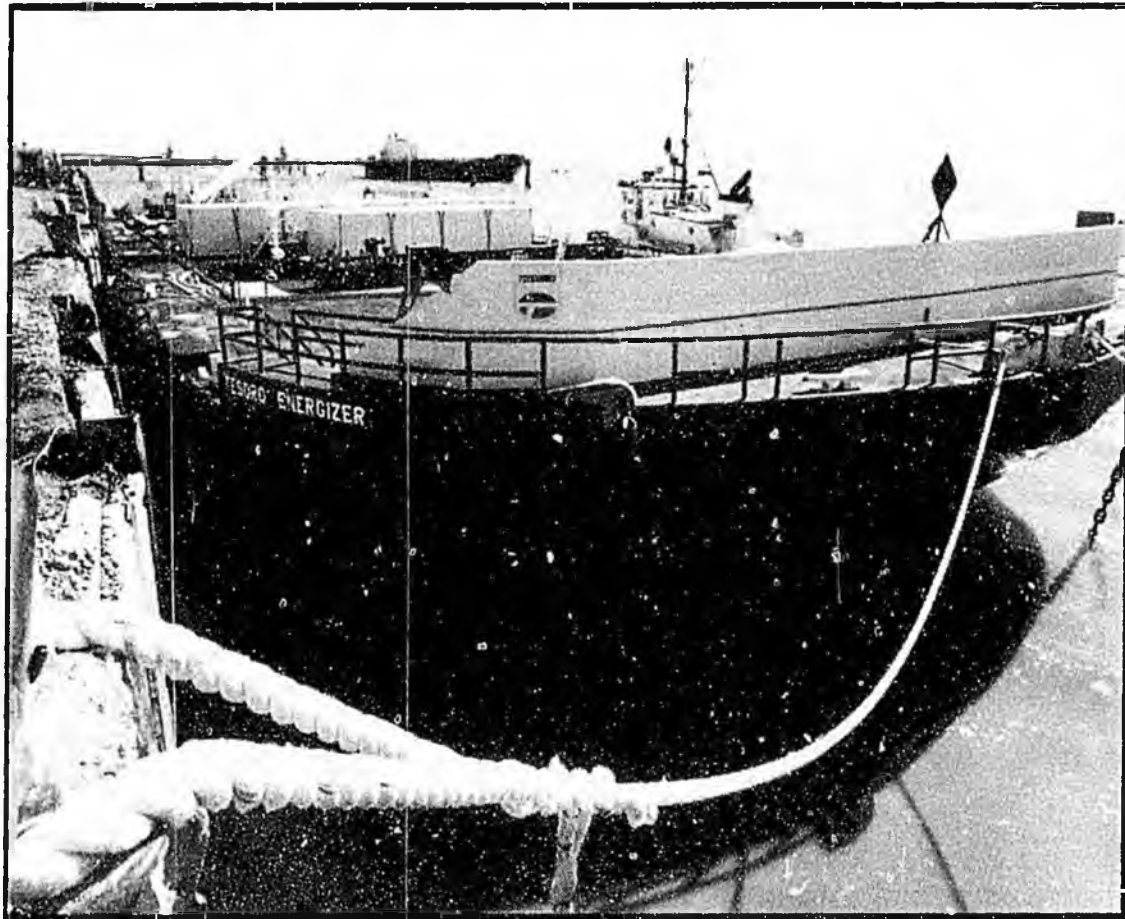
## Linking Alaska's Ports



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**Energizing  
Alaska**

Ports Alaska Directory  
Fall 1988



**General Manager  
Circulation Manager**  
Meredith Sykes

**Editor**  
Judith Fuerst

**Design & Production**  
Judy Jacobs

**Writers**  
Naomi Klouda  
Tim Moffatt

**Advertising Representative**  
Shirley Nelson

## ALASKA BUSINESS PUBLISHING CO., INC.

**Chairman**  
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Mailing address: Alaska Business Publishing Co. Inc.  
PO Box 102696, Anchorage, Alaska 99510, (907) 276-4374  
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# Ports Alaska

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*The Ports Alaska directory is published to further the knowledge of Alaska's ports and is being distributed worldwide. It was conceived by a group of Alaskan port directors seeking to combine forces and encourage economic development in Alaska.*

*Alaska Business Publishing Co. assumed management of the project, developing editorial material in conjunction with those port directors and through independent research. Maps commissioned for use in this directory are the property of Alaska Business Publishing Co.*

Every effort has been made to assure the accuracy of the information contained in the Ports Alaska Directory. Because of changing navigational conditions and other variables, we cannot be responsible for errors. Maps are not to be used for navigation.

## About Ports Alaska

For many generations, Alaska's prosperity and development have been closely linked to the sea and maritime commerce. The state's traditional image as a snowy, mountainous wilderness has diverted attention from one of its chief assets—the number, quality and accessibility of her many ports. Alaska's port systems are professional, sophisticated and completely capable of meeting all general cargo and natural resource development needs.

Ports Alaska was created by a team of Alaska port directors to act jointly toward dispelling myths and explaining the true capabilities of Alaska's ports. The organization supports the marketing of economic development in Alaska, improves communication between ports and provides staff cross-training and multi-community support for individual port development projects. Ports Alaska also ensures a continuity and dedication of purpose that transcends political leadership changes.

Above all, Ports Alaska desires to maximize the performance of Alaska's ports through cooperative action. This common effort provides those interested in doing business in Alaska with the expertise and capabilities to meet their needs.

# ALASKA'S PORTS

Centers of commerce throughout the state's history, Alaska's ports are destined to play an equally important role in the future.

Long before the Alaska Highway opened the state to road travel after World War II, Alaska was a busy crossroads for another sort of transportation. From the dim beginnings of the Native settlement after the last ice age, the state's awesome stretches of coastline (more than 35,000 miles) and its endless variety of natural harbors have attracted mariners intent on reaching the rich resources of the Last Frontier.

In the 18th century, the Russians exploited Alaska's bounty of fur, but did little to settle the area. Other explorers left names for places. But they also left the places, and it wasn't until the American settlement in the mid- to late 19th century that Alaska began to develop into its modern form.

Alaska's many natural assets—vast spruce and hemlock forests; huge deposits of oil and coal; waters teeming with salmon, crab, halibut and bottomfish—have made the state a sort of supermarket for resource-hungry nations of the Pacific Rim and the world. Its natural splendor has created a tourist industry that is third in dollar value behind petroleum and timber and is growing in importance to the state's economy.

As the population has grown, so has the state's need for commodities from the Lower 48 states and the world. In 1920, not long after its founding as a tent town for crews building the Alaska railroad, Anchorage had a population of about 1,850 people. As late as 1950, it was still small—a few more than

11,000 people. In the 38 years since, it has grown twenty times that large. Juneau, Fairbanks, Ketchikan, virtually all of Alaska's port cities have grown as fishing, then mining, then timber industries developed.

Alaska's ports have kept pace with the constant growth and change the state has experienced. In the beginning of the century, the Valdez Dock Co. provided services to the mines and fox farms of Prince William Sound via power launches. In the 1980s, huge supertankers ply the waters of Valdez Arm. Cordova was transferring copper ore from the Copper River to ships bound for smelters in Tacoma. Now it is serving the needs of the commercial fishing and tourism industries.

Alaska's ports are not merely commercial centers. Taken together, they are probably the most beautiful collection of ports anywhere, and in 1988 there are 15 steamship lines operating 25 vessels in Alaskan waters. In 1987, more than 102,000 tourists came to Alaska by sea, fully 13 percent of the total number of visitors that year. The Alaska Marine Highway System carried nearly 380,000 passengers in 1987, an increase of almost 20 percent over 1980.

Of all its resources, Alaska's beauty is the most constant—not just "renewable," but renewing itself daily as glaciers advance and recede, seasons change, and the cycle of life goes on. Long after the last barrel of oil has wound its way down the



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pipeline from Prudhoe Bay, long after the last ton of coal has been sent to warm the cities of Asia, people will come to visit Alaska merely to see it, to breathe the fresh air, watch the animals and enjoy its free and easy ambience.

Alaska is a maritime state. Ninety-five percent of the population is located along navigable waterways, and the network of road, rail and air transportation links the state's resources and its ports. Air cargo transport is an important element of Alaska's economy, but it will never replace shipping for exporting Alaska's most important products, such as petroleum, timber and minerals, nor will it substitute for ships and barges that bring Alaska the autos, the refrigerators, the building materials it needs.

As trade between Alaska and the world develops, as new resources are discovered and tapped, new opportunities emerge. The Matanuska-Susitna Borough is planning the creation of the first new port in the United States in decades to provide access to the mineral and agricultural wealth of Southcentral Alaska, perhaps to play a role in the fledgling timber industry in that part of the state.

Other ports are expanding and increasing their capabilities. Saint Paul is undergoing major development, creating a 900-foot dock and new moorage areas. Kodiak is undertaking a long-term project to add moorage, dock space, staging areas and breakwaters. The Port of Seward recently opened its Marine Industrial Center, providing ship lift and repairs to vessels that formerly had to go outside Alaska for service. The list goes on.

The future of Alaska is closely linked to her ports. We are only a few chapters into the story of the 49th state, and as in the past, the next ones will tell of the vital role they played in sending Alaska's bounty to the world, supplying the state's needs and providing a setting for the millions of people who came North to seek Alaska's greatest resources of all, land and people.

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Sea Hawk is still growing, and so is Valdez. The city is a bustling maritime center, and a hub of Alaskan industries ranging from oil and mining to timber and tourism. As Sandra says, "It's a good place to start a new business. You get the advantages of living and working in a spectacular environment."

We'll be happy to send you information about the advantages of business in Valdez — like our land-use options, duty-free foreign trade zone, world-class port facilities, and international business connections.

If you want to hear more about the fishing, though, you'll have to ask Ray and Sandra.



Please write or call: City of Valdez,  
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(206) 624-4414, FAX (503) 226-1023.  
Valdez Foreign Trade Zone #108.



# Alaska's Growing Export Trade

**A**laska experienced its best year of the decade for exports in 1987. Trade with East Asia and Pacific Rim countries totalled \$1.6 billion. Among Alaska's advantages is its strategic location along air routes between Asia and Europe; 95 percent of all air cargo between Europe and Asia lands at Anchorage International Airport.

More and more, however, the ports of Alaska are becoming the hub of the state's export activity. Unalaska/Dutch Harbor, at the heart of a multibillion dollar bottomfish processing and export industry, saw 800 vessels from a dozen nations make 4,000 port calls last year. Kodiak recorded numbers nearly as high.

Alaska's major seaports provide berthing facilities for freighters and container ships and are equipped with modern cargo handling machinery. Major ports include Ketchikan, Bethel, Dutch Harbor, Nome, Prudhoe Bay, Wrangell, Petersburg, Sitka, Juneau, Haines, Skagway, Whittier, Cordova, Valdez, Seward, Homer, Kodiak, Nikiski/Kenai and Anchorage.

Although Alaska ranked 27th nationally for volume of exports in 1987, it is the only state bounded by two oceans and three seas. The potential for far greater volume exists. Glacial carvings produced shorelines with narrow fjords and numerous islands. The result: a vast convoluted coastline. Alaska has approximately 34,000 miles of marine shoreline and 560,000

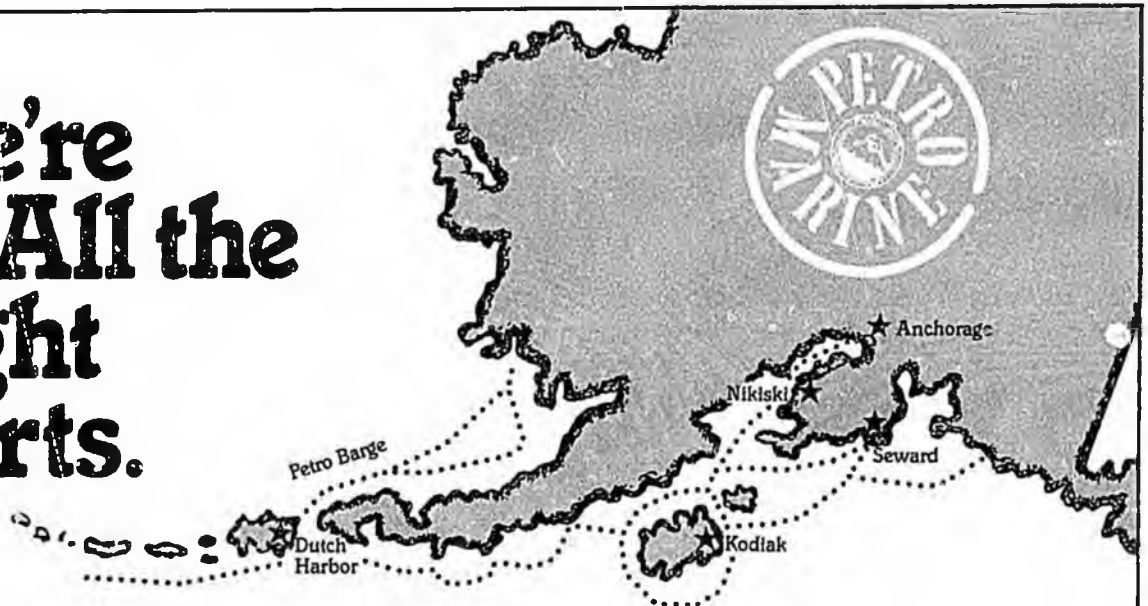
square miles of continental Shelf. The state's land mass is rich in timber, oil, gas, coal and other minerals.

Most coastal communities with populations of 2,500 or more have ports, with 95 percent of Alaska's population connected by commercial marine carriers. The Port of Valdez is a foreign trade zone. The state's busiest container and general cargo facility, the Port of Anchorage, has cargo handling capacity for 4 million tons of cargo per year. In 1987, 1.7 million tons of various commodities—ranging from lumber to cement—were handled at the Port of Anchorage.

The Port of Seward dispatches coal to Korea, nonedible fish meal (manufactured at the Seward Cannery) directly to China and seafood to overseas buyers. Glacial ice is shipped from Juneau and from other Alaskan locations to Asian markets. Juneau also ships low volumes of fish, while Ketchikan, Petersburg and Sitka ports handle high volumes of fish exports, most of which is routed through Seattle before being loaded on foreign vessels.

Among reasons for the increase in demand for goods leaving Alaska: the decline of the dollar in relationship to other world currencies; the economic downturn of the past two years in Alaska resulting in lower labor costs; a more aggressive attitude in state government; and Alaskan businesses seeking new opportunities in the international marketplace.

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**Dutch Harbor, AK 99692**  
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Telefax (907) 581-1431

**Nikiski, AK 99635**  
PO Box 7239  
(907) 776-8000  
Telefax (907) 776-8088

**Kodiak, AK 99615**  
PO Box 1337  
(907) 486-3421  
Telefax (907) 486-6833

**Corporate Office**  
Seward, AK 99664  
PO Box 389  
(907) 224-3190  
Telefax (907) 224-3937

Fish and seafood products traditionally have held the lead among export commodities. Petroleum products and timber often compete for second place, followed by coal. Other major exports are coal, wood, pulp, cork, wastepaper and other timber-related products, which totalled \$171 million in 1987. The U.S. Department of Commerce lists more than 100 additional export commodities including computers, medical and dental equipment, precious stones, horns, antlers and hooves. Also, Chinook Beer from a Juneau brewery is distributed to Pacific Rim markets.

As of Dec. 31, 1987, records compiled by the U.S. Department of Commerce show large increases of Alaska imports into Pacific Rim countries over 1986 volumes. Taiwan imported an estimated 154 percent more; Korea, 31 percent; Japan, 27 percent; and China, 47 percent.

Japan is Alaska's biggest trading partner. Three quarters of Alaska's export volume went to Japan in 1986, for a total of \$957 million. In 1987, Japan-bound trade increased 16 percent to \$1.127 billion. Korea received the second largest volume of exports—\$156 million in exports last year.

While trade with Japan could be leveling off, owing to increased competition from resource-rich Australia, other Asian countries present lucrative business opportunities. Korea, China, Taiwan, Hong Kong, Singapore, Thailand, Indonesia and Malaysia are considered "awakening giants" of international trade.

One close market which Alaska has taken tentative steps to open is the Soviet Far East. Also, the U.S.-Canada Free Trade Agreement holds tremendous opportunities for trade between the two nations. If the agreement is ratified, tariffs and duties between the two countries would be eliminated within 10 years. Construction is booming in Canada, currently offering a \$1.8 billion market for U.S. goods and services.



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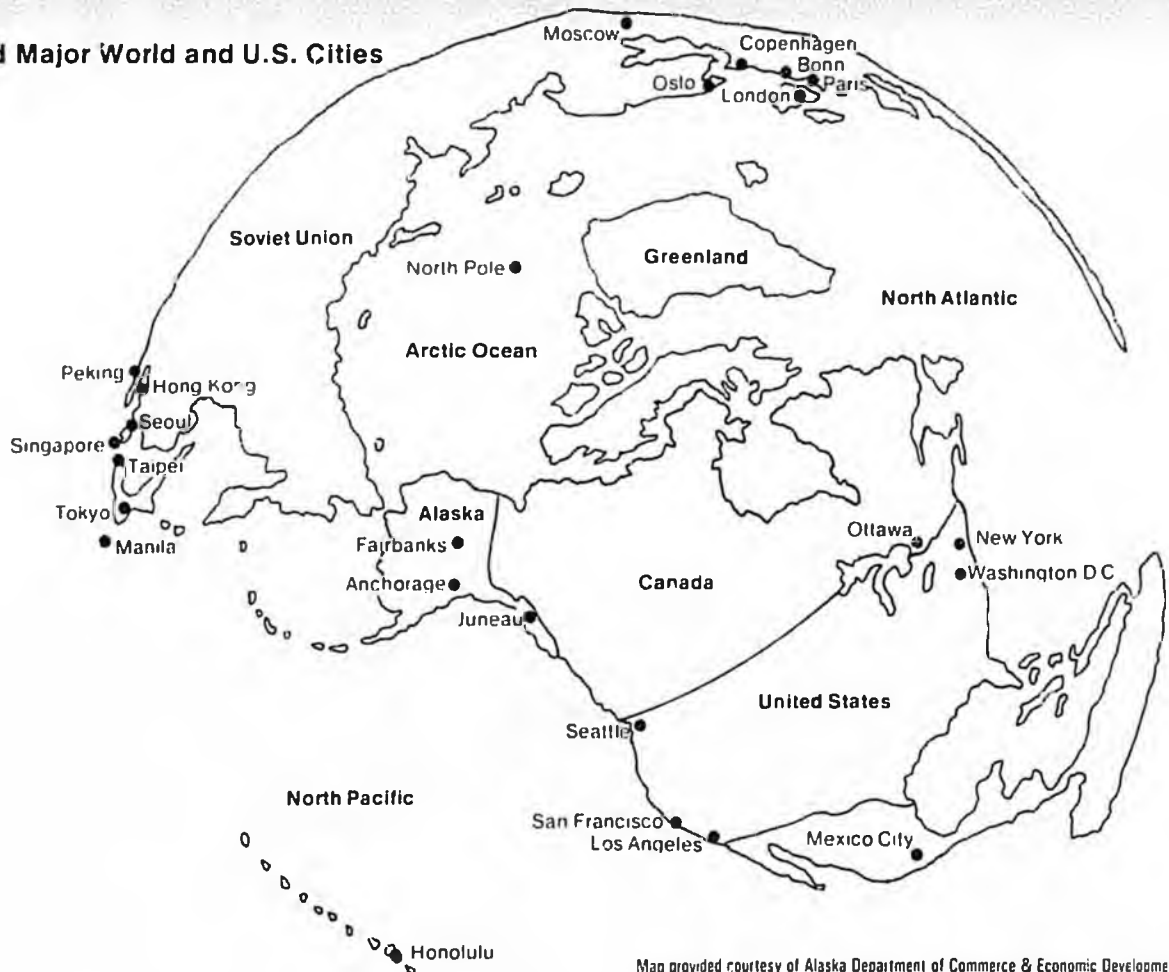
City of Homer, 491 E. Pioneer

Homer, AK 99603

VHF Ch. 16

CB Ch. 17

## Alaska and Major World and U.S. Cities



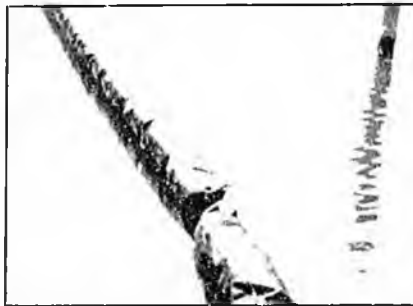
Map provided courtesy of Alaska Department of Commerce & Economic Development

### ARE YOU IN COMPLIANCE?

The pollution prevention regulations (33CFR 154.545) state "Each facility must have ready access to enough oil containment material and equipment to contain any oil discharged on the water from operations at that facility." The operator of each oil transfer facility will be required to maintain on site during oil transfers the following equipment:

- Sufficient length of spill containment boom to encircle the vessel involved in the transfer operation (if the need arises) including means of deployment.
- Sorbent material (pads, rolls).
- Skimmer capable of picking up oil trapped by the boom (type of skimmer should be suitable for type of oil transferred)
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# Petroleum Products

**S**even countries imported nearly \$52 million worth of Alaska's output of urea fertilizer and ammonia last year, while the state was allowed to export state royalty crude oil from Cook Inlet for the first time.

Crude oil joined the list of Alaska petroleum exports last year in mid-summer, when the state began exporting about 3,600 barrels daily from Cook Inlet to Chinese Petroleum Co. of Taiwan. Tesoro Alaska Petroleum, which has a refinery in Kenai, also exported crude oil to Asia.

Japan was a newly gained customer for fertilizer in 1987, importing \$2 million worth from Kenai plants. Taiwan is a major importer of Alaska's urea and fertilizer. Alaskan exports to that nation totaled \$1.4 billion in 1987, while Korea and China imported \$23.6 million and \$17.7 million worth of those commodities, respectively.

Alaska, with a total crude oil production exceeding 1.9 million barrels a day, is a major supplier of oil and natural gas. Yet the chances of rescinding the current federal ban on North Slope oil exports in the near future are slim. Prospects are brighter for liquified natural gas exports.

Petroleum products have grown steadily since the first plant was pioneered in 1968 by two Kenai petroleum companies. Phillips Petroleum and Marathon Oil Co. on the Kenai Peninsula produce 175 million cubic feet of LNG daily for a major Japanese utility. Collier Carbon & Chemical, a Union Oil subsidiary, manufactures urea fertilizer and ammonia from natural gas. These products go to markets in Taiwan, Thailand, Hong Kong, the Philippines, Malaysia, Australia and Africa, in addition to Japan, Korea and China.

The State of Alaska continues to encourage the sale of natural gas in international markets and has stepped up its efforts to secure fewer trade restrictions by extensive lobbying in Washington D.C.



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## Forest Products

**A**laska's timber is becoming an attractive export commodity, with 1987 prices improving 30 percent over previous years. A surge in housing starts and commercial construction have spurred product exports to Japan during the past two years, giving rise to plans for new dimensional lumber plants in Ketchikan and Haines, as well as a state-of-the-art lumber mill in Seward. New sawmills coming on line in Southeast will cut dimensional and finished lumber for export markets rather than rough-cut cants. Seven other Asian countries import small amounts of Alaska's forestry products.

Last year Japan purchased \$164 million worth of logs and lumber; Korean imports totaled \$17 million. Other markets include Taiwan, China, Thailand, Hong Kong, Indonesia and the Philippines. New supply trends coupled with long-term needs hold promise for growing Alaskan exports to these nations as they experience greater prosperity and inadequate domestic forests.

Potential for increased trade with several small Asian countries has been enhanced by shifts to industrial economies. Already an agreement has been signed between Alaska and China to explore potential supplies of Alaskan wood. China imported \$24.6 million worth of forest products in 1987. Koncor Forest Products of Anchorage sold several shipments of Alaska spruce to Citifor, a national Chinese firm. China's need for wood became greater when a devastating fire in the north mowed down 140 million board feet of timber last year.

Alaska has large, undeveloped reserves of timberland. Areas open to logging in Southeast Alaska offer stands of virgin western hemlock, Sitka spruce and cedar, averaging 20,000-

30,000 board feet to the acre. A reserve of white spruce, paper birch, poplar, cottonwood and aspen in Interior Alaska offers additional potential, yet is largely undeveloped.

Annual timber harvests from federal, state and private lands could be doubled and remain within yield limits, forestry experts say. Alaska's forests contain more than 28 million acres of commercial timberland.

Alaska's timber vies for second place with petroleum products in the state's overall export picture. The commodity is expected to become increasingly important as changes occur in the availability of American wood. Long-range planning in Pacific Northwest and Western Canada forests predict a gradual lowering of output. Federal restrictions on certain timberlands in the Lower 48 could make Alaska's forestry products more necessary.

As a plus, new trends indicate small buying interests in Japan and other foreign countries are aligning directly with Alaska suppliers, rather than going through general trading companies. The Alaska Center for International Business in Anchorage is documenting market trends in the timber industry for a report to be released this winter. Researcher Eric Downey notes one Alaska company—Wrangell Forest Products—has managed to capture a share of the Japanese market because of its willingness to produce wood cuts in metric dimensions, rather than in inches, as is traditionally done in U.S. mills.

Alaska offers a high grade of wood products. General trading companies and larger sawmills are looking for opportunities to work with suppliers of high-grade wood. "So while competition is intense—and that makes it harder for us—demand is strong and will remain strong because of Alaska's high quality wood," Downey says.

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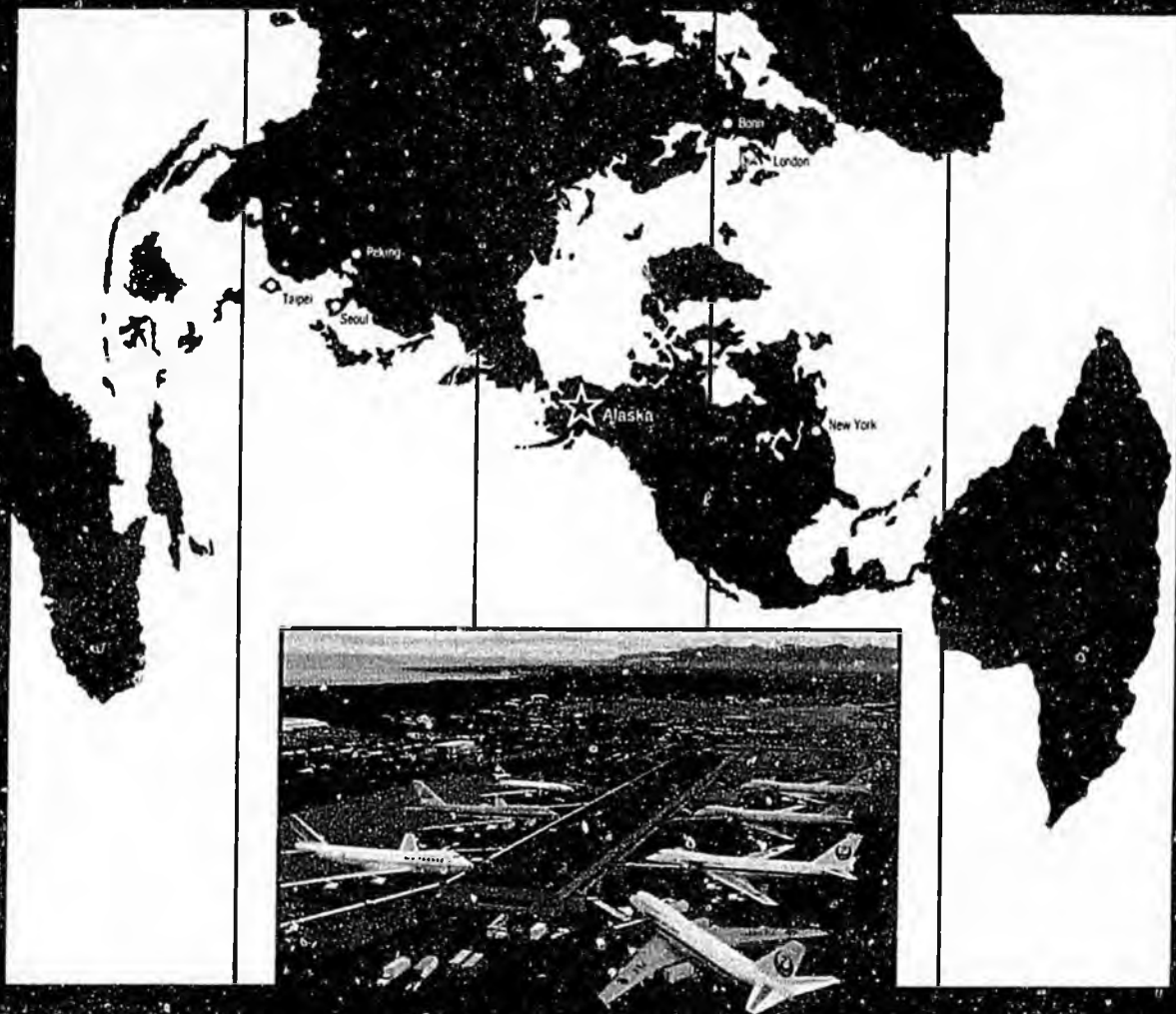
# A L A S K A

Alaska lies at the center of a trade hemisphere that stretches from Europe to the Orient, as well as to Canada and the Lower 48 states. Anchorage's International Airport, one of the world's busiest, is located almost midway between New York and Seoul, Bonn and Peking, London and Taipei. Alaska's many deep, ice-free ports are closer to trade centers of the Northern Pacific Rim than any other ports in N. America.

Some industries and businesses have already recognized the importance of this world-center position. Many have established corporate

offices in Alaska and others use the state as a transfer and warehousing point. Foreign and direct investments have been made in Alaska in the areas of fisheries, forestry, minerals, and tourism.

You can be a part of Alaska's important and challenging role in the future of international trade, and we at Alaska's Office of International Trade stand ready to help. We offer assistance to both domestic and foreign businesses. For more information contact the Office of International Trade.



Alaska State Office, Tokyo, Japan  
Kaz. Hayashi, State Representative  
1-40, 4-chome, Toranomon  
Minato-ku, Tokyo 105  
Japan  
Telephone: 81-3-436-5285  
Telex: J29545 AKAURORA  
Telecopy: 03-436-5039

Anchorage Office  
Robert G. Poë Jr., Director  
3601 C Street, Suite 798  
Anchorage, Alaska 99503  
Telephone: (907) 561-5585  
Telex: 45-331 AK TOURISM JNU  
Telecopy: (907) 561-4577

Alaska State Office Seoul, Korea  
K.S. Yang, State Representative  
Kyobo Bldg., Suite 2112  
1, 1-Ka, Chongro, Chongro-Ku  
Seoul, Korea  
Telephone: 82-2-734-3381  
Telex: K32431-AKSEL  
Telecopy: (02) 734-3382

## Seafood Products

**A**n increase in world demand for fish has caused big changes in North Pacific Fisheries. Global consumption for 1987 is up 200 million pounds over 1985 figures. Foreign highseas fishing is being phased out within the U.S. economic zone off Alaska, and a boom in American harvest of bottomfish species has begun.

Japan is Alaska's biggest customer for fish. The Pacific Rim country imported 54 percent of the state's total fish production; 75 percent of all exported seafood, mostly salmon, goes to Japan. That nation also buys Alaskan salmon roe (eggs), sea urchins, crab and bottomfish such as pollock.

The seafood industry, with a wholesale seafood sales value of \$1 billion, has been a mainstay in Alaska's economy since the first salmon cannery was built near Ketchikan in the late 1800s. Today, Dutch Harbor and Kodiak are among the top five fishing ports in the nation in value of production. The economic potential of the approximately 2.5 million metric tons of groundfish found off the state's coasts, combined with increased domestic hatchery programs, promises continued growth in the resource.

Other countries importing Alaska seafood are Korea, at nearly \$20 million in 1987; China at \$758,700; the United Kingdom, \$482,823, and Taiwan, \$42,000. China imported an additional \$942,552 worth of non-edible fish meal in 1987.

The United Kingdom, which imported nearly 20,000 metric tons of canned salmon—more than half of the canned salmon exported from Alaska—offers good market demand. Bill

Aberly, fisheries data project coordinator for the Center for International Business, says direct shipping from Alaska to the United Kingdom and other European countries is being discussed more often by Alaska's major seafood exporters.

Major exporters headquartered in Seattle but shipping directly overseas from Alaska processors are Wards Cove Packing Co., Icicle Seafoods, Ocean Beauty, Trident and Peter Pan. Seattle continues to be the major port of dispatch for Alaska's seafood. Record sales in terms of dollar values and tonnage were set in 1987. Due to prices increase, 1988 was a better year still for revenues, despite lower total tonnage.

With funding from the U.S. Department of Agriculture's Targeted Export Assistance Program, the Alaska Seafood Marketing Institute has launched an aggressive new marketing effort in Japan to sell high-quality fresh-frozen salmon in supermarkets. This campaign aims to convince consumers that properly handled frozen Alaskan salmon, which is available year-round after freezing, is superior to pen-reared Norwegian salmon. France also has been targeted with aggressive advertising, demonstrations and displays.

## Mining Exports

**C**oal mining had another good year in 1987, with production increasing from record levels set in 1985 and 1986. Usibelli Coal Mine Inc. of Healy, the largest operating coal mine in the state, produced 1.4 million tons of sub-bituminous coal from the Nenana coal field in the eastern interior region. During 1987, 147 unit trains each carried about

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6,000 tons of coal to Seward, where coal is loaded onto ships bound for the Korean Electric Power Co. in Honam, South Korea.

Korea continues to be Alaska's primary destination for coal exports, at a minimum of 650,000 tons a year from Usibelli. Two other major developers of coal reserves, Diamond Alaska Coal Co. and Placer U.S., are seeking buyers for large reserves in Southcentral Alaska.

The advantage of some Alaskan coal is its bituminous quality, a higher-grade than the sub-bituminous. New coal explorations of bituminous coal include the Wisi-bone Hill coal field near Palmer. Usibelli is considering a coal-drying process that could reduce the high moisture content and upgrade the heat value of sub-bituminous coal.

A recent report by the state Division of Geological & Geophysical Survey estimates Alaska's identified coal reserves at 171 million tons. Yet the hypothetical estimate sets coal reserves at approximately 6 trillion tons. "Areas are still available to exploration, but the primary problem is the lack of markets—the situation with coal exporters in other countries and the grade of some Alaska coal," says Kerwin Krause, geologist with the Department of Natural Resources' Division of Mining.

With reserves of 85 million tons, Red Dog, northwest of Kotzebue, will be the largest operating zinc mine in the Western world. Mineral commodities developed by Cominco and NANA Regional Corp. will be on line from Red Dog in 1990. Marketing agreements have been worked out with countries in Europe, Canada and the Pacific Rim, says Cominco spokesperson Lisa Parker. Red Dog expects to be producing annual yields of 750 tons of lead concentrate, zinc concentrate and a bulk concentrate for foreign and domestic markets.

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# PORT OF ANCHORAGE

**F**rom the oilfields of Alaska's North Slope to the state's densely populated Railbelt, the Port of Anchorage is the key link between suppliers and Alaskan consumers and industry. Over 75 percent of all Alaskans depend on the port for their freight needs.

As Alaska's largest city, Anchorage houses nearly half the state's population. This fact alone assures a tonnage base large enough to benefit Interior Alaska and Railbelt shippers. As the focal point for all transportation into the state, Anchorage offers convenient rail, truck and air connections to all Interior and northern Alaska points.

What started as a simple 600-foot terminal in 1961 now encompasses more than a half mile of efficient deep draft berthing area. The Port of Anchorage has developed into the most active

and flexible general cargo port in Alaska. In its two decades of operation the Port of Anchorage has grown in size, stature and capability. It currently enjoys over five million tons per year of cargo handling capacity with additional expansion planned to meet future requirements.

Carefully engineered container, roll-on/roll-off and break bulk terminals allow operating efficiencies that result in transportation savings for all port users. Each terminal has tailored traffic flow patterns and specialized material handling equipment to speed handling and reduce ship waiting time.

The port's modern petroleum/liquid bulk terminal can handle more than three million tons of bulk liquid product per year. This terminal is connected to all major petroleum storage areas in

Anchorage, including military bases and Anchorage International Airport.

To enhance further the orderly and efficient movements of cargo from ship to user the port offers a 110-acre Port Industrial Park adjacent to the terminal facility. Within this area lies 27,000 cubic feet of heated inside storage and sufficient public cargo staging area to serve all nonscheduled port users.

The Port of Anchorage also provides ready access to facilities of the Alaska Railroad for Interior and North Slope-bound cargo. There is convenient rail access onto the dock and an adjacent trailer-on-flat-car loading facility to speed handling. With one in every two Alaskans living within the Anchorage city limits, the Port of Anchorage is at the center of Alaskan life.

## TECHNICAL DATA

**Location:** 61°13'N, 149°53'W. On Knik Arm of Cook Inlet.

**Approaches:** Via Cook Inlet

**Pilotage:** Compulsory. Pilots Board at Homer

**Dock Facilities:** Petroleum (multi-use) Terminal: 612' x 47', 35' draft (MLLW); Breakbulk/Dry Bulk Terminal: 600' x 47', 35' draft (MLLW); Container/Ro-Ro Terminals (2): 610' x 69', 1011' x 69', 35' draft (MLLW).

**Cargo Staging Area:** 37 acres

**Cargo Handling Equipment:** 6 cranes, 17.5 to 40 ton.

**Warehousing:** 52,000 sq. ft. heated

**Stevedoring:** North Star Terminal & Stevedoring (907) 272-7537; Sea Star (907) 276-6978

**Water/Fuel:** Both available

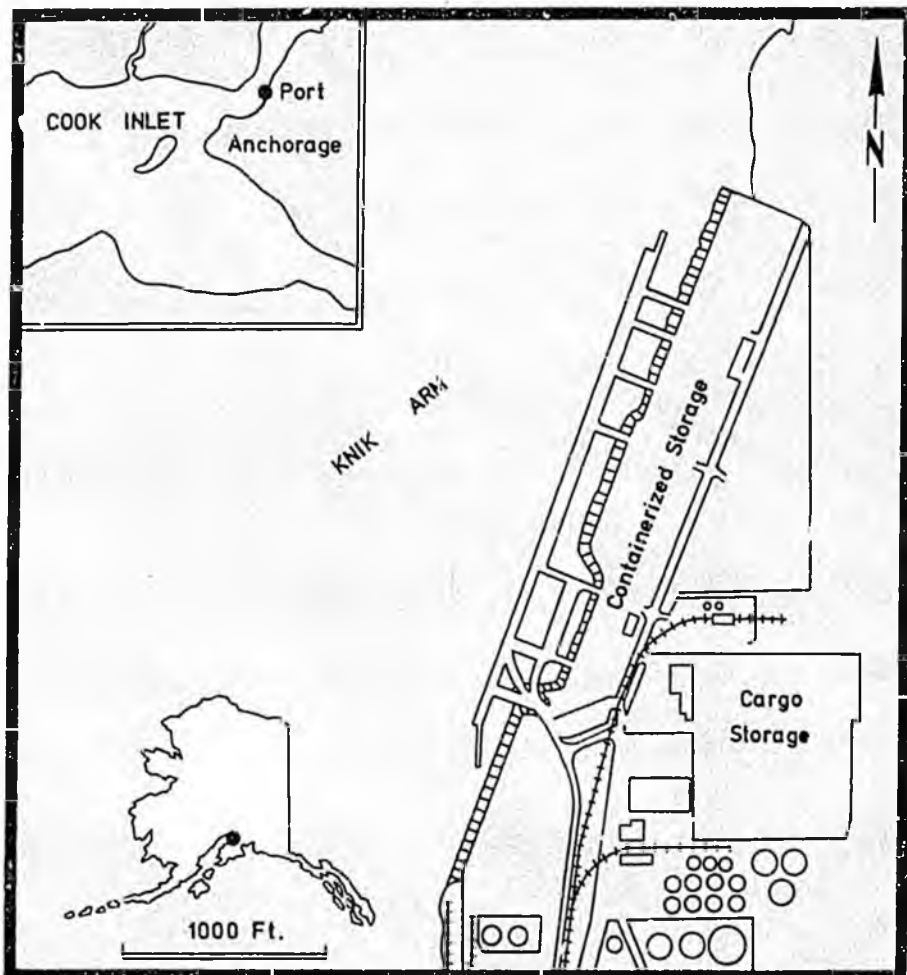
**Industrial Area:** 110 acres

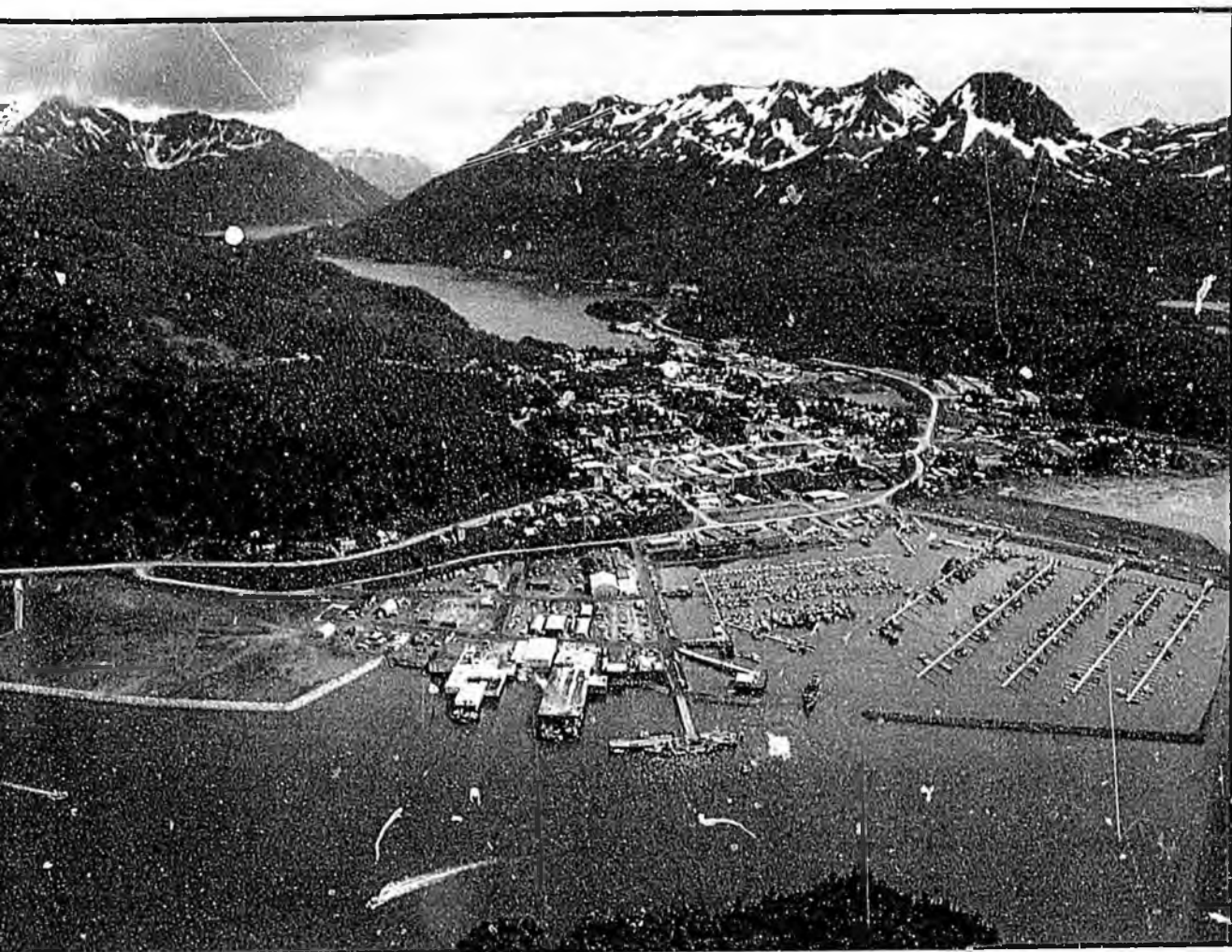
**Port Director:** Larry Dinneen

**Address:** 2000 Anchorage Port Rd., Anchorage, AK 99501

**Telephone:** (907) 272-1531

**Fax:** 277-5636





# PORT OF CORDOVA

Located at the southeastern edge of Prince William Sound, Cordova grew as a center for copper mining, and later, commercial fishing activities. With its proximity to the Copper River's sockeye salmon runs, Cordova is ideally located as a home port for Sound fishing fleets and for export of their products.

Cordova has daily commercial jet service to Anchorage and Juneau, as well as scheduled commuter airline and charter air services. A new 23-bed hospital was completed in 1976. After the 1964 earthquake, they rebuilt the harbor breakwaters, relocated docks and inner harbor facilities, built a ferry slip, and looked forward to the future. As a result of a joint project with the Alaska Department of Transportation & Public Facilities and the Corps of Engineers, Cordova's harbor is among the best in Alaska.

Cordova's small boat harbor has a capacity of 850 boats, making it one of the five largest in Alaska. Among the amenities at the harbor are 160- and 180-foot tidal grids, a launch ramp and a crane for boat haulouts up to 45 tons. Dry storage for boats and gear are available, as well as electricity, potable water and fuel.

The Municipal Dock north of the small boat harbor is Cordova's main commercial port facility. The dock's

outside face is 408 feet long, with an average draft of 25 feet. The inside face of the dock is 325 feet long, with an average depth of 16 feet.

The dock is equipped with a mobile crane, potable water and gasoline and diesel fuel. The Alaska State Ferry Terminal is located at the southwest end of the pier. The Municipal Dock is used primarily for the transfer of petroleum products and general cargo, as well as for freight and passengers via the ferry system. Adjacent to the dock on the north is the Ocean Dock subdivision, a 12 acre staging and storage area for shipping containers and fishing vessels.

The City Dock is used primarily for moorage of the U.S. Coast Guard's buoy-tender "Sweetbrier." A third dock is under construction at the North Waterfront Industrial Park, a 17-acre complex with lots available for marine-related industrial development.

With container and roll on-roll off facilities, staging, storage and industrial development space, Cordova is prepared to expand in its present role as a center for Prince William Sound's commercial fishing fleet. Its proximity to both the Copper River and the outer waters of the Sound means Cordova is ideally located to serve the growing needs of Alaska's expanding seafood industry.

## TECHNICAL DATA

Location: 60°33'N, 145°46'W

Approaches: NE of Hinchinbrook Island to Orca Inlet

Pilotage: Compulsory. Sheeps Point.

Dock Facilities: Municipal Dock: 408' x 72', 25' (MLLW); City Dock: 300', 19' to 29' (MLLW)

Cargo Staging Area: Approx. 12 acres

Cargo Handling Equipment: 45 ton crane, municipal dock

Warehousing: Available

Stevedoring: ILWU #66 Phone: (907) 424-5447

Water/Fuel: Both available

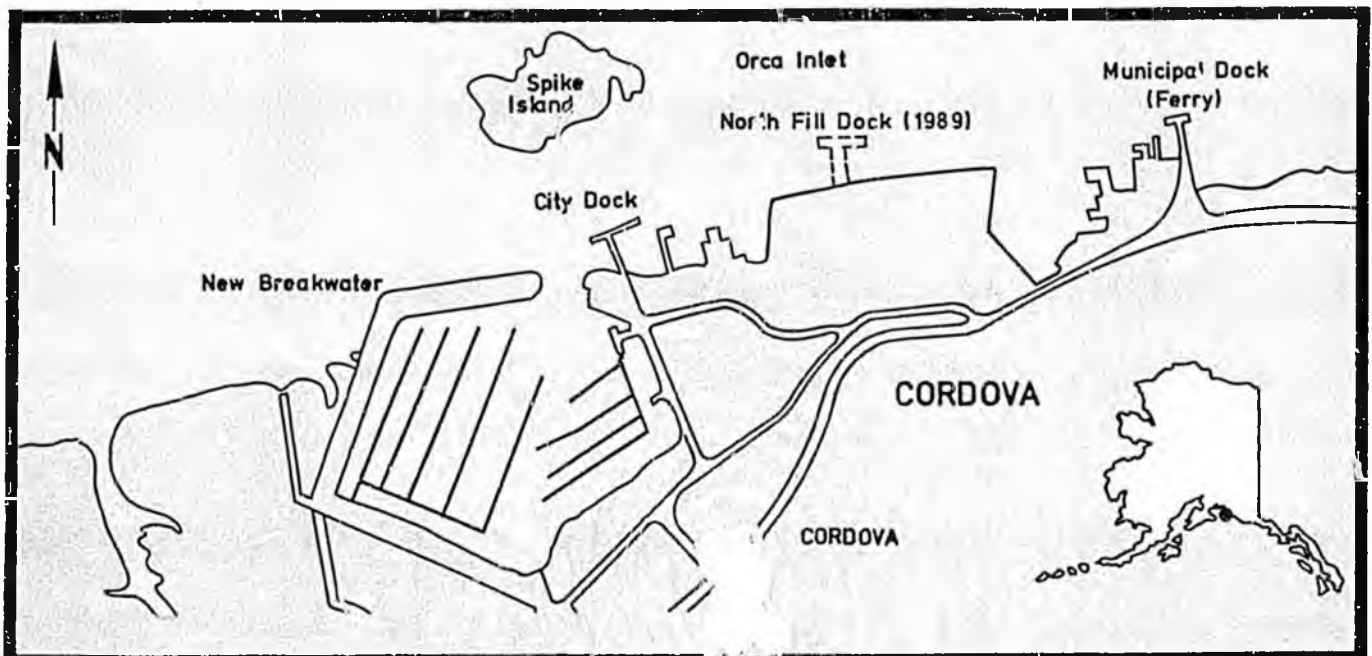
Industrial Area: 17 acres available for development

Port Director: Dale R. Muma

Address: Box 1210, Cordova, AK 99574

Telephone: (907) 424-6400

Fax: 424-6000





# PORT OF DUTCH HARBOR

**T**he town of Unalaska at Dutch Harbor lies in Alaska's Aleutian Islands.

Strategically located just 50 miles from the Great Circle Route to the Orient on the Bering Sea coast of Unalaska Island, the City of Unalaska is 800 air miles southwest of Anchorage and 2,235 miles from Seattle.

Unalaska/Dutch Harbor is in the heart of the North Pacific and Bering Sea fisheries and has virtually every support service for an ideal port. The area encompasses about 27 miles of ports and harbors, and is possibly the busiest and most prosperous stretch of coastline in Alaska.

The seafood industry is at the core of Unalaska's economy. The port has consistently been a top ranking port in the United States for the amount and value of commercial fish landed.

Another vital segment of Unalaska/Dutch Harbor's economy is service, repair and maintenance of the foreign and domestic fishing fleet, plus service to both on and offshore processors. Marine services include chandlery sales

and a variety of services from certified welding to hydraulic and refrigeration repair.

Within the community, municipal and private facilities offer general cargo and container service ranging from a 50-ton Paceco container crane at the American President Lines Dock to mobile cranes with up to 150 tons lifting capacity at the City Ballyhoo Dock.

Three companies, with a combined capacity of more than 20 million gallons of marine, aviation and automotive fuels, sold approximately 80 million gallons of diesel fuel in 1987.

Since the 1700s, when Russian fur traders used Unalaska as a base of operations, it has been a central part of life in the resource-rich Aleutian Islands. Times have changed and the fur trade is no longer an element of the economy, but Unalaska/Dutch Harbor has adapted to the changes and as Pacific Rim trade with Alaska and the West Coast grows, its location between the Northwest and the Orient means it will always be an important port of call.

## TECHNICAL DATA

**Location:** (several) Dutch Harbor: 53°54'N, 166°31'20'W on Unalaska Island in the Bering Sea

**Approaches:** Unalaska Bay to Illiuliuk Bay

**Pilotage:** Compulsory. Ulatka Head.

**Dock Facilities:** Ballyhoo Dock: 420', 30' (MLLW)

**Cargo Staging Area:** 130-40 ft. vans capacity

**Cargo Handling Equipment:** 50 ton Paceco Crane, other cranes up to 150 tons available

**Warehousing:** 5,000 sq. ft.

**Stevedoring:** All Alaska Line Handlers; American President Lines; North Star Terminal & Stevedoring Co.

**Water/Fuel:** Both available

**Industrial Area:** 80 square miles:

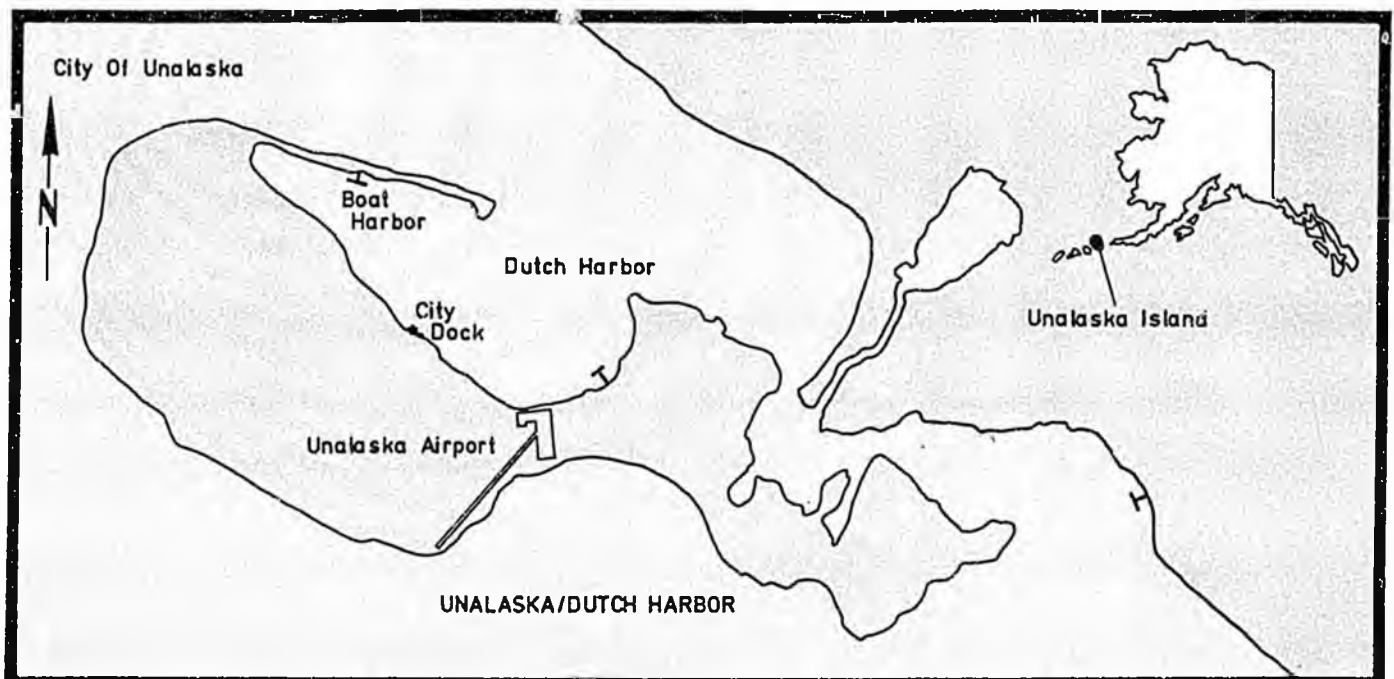
Contact port director

**Port Director:** Gary Daily

**Address:** P.O. Box 89, Unalaska, AK 99685

**Telephone:** (907) 581-1254

**Fax:** 581-1417





# PORT OF HOMER

**L**ocated on spectacular Kachemak Bay at the southern end of the Kenai Peninsula, Homer is a mecca for commercial and recreational boating. With over 750 stalls in its 60-acre small boat harbor, and with the facilities and services to handle the growing fleet, Homer's popularity both with commercial and recreational fishermen continues to grow.

The City of Homer is making great strides in responding both to the local and statewide fisheries markets, and to increasing worldwide interest in Alaska's rich marine resources. The port is host to a growing bottomfish industry, including factory trawlers, and the city is negotiating to bring three surimi processing ships to Homer.

More than 400 fishing vessels make Homer their home port. With good reason: Homer provides modern transfer and processing support, from forklifts and dock equipment to hoists and the largest ice production capability on the West Coast, with an output of 100 tons a day and storage for 200 tons.

The Port of Homer ensures that the fishing fleet is ready for the openings too, with a 400 ton steel tidal grid with crane. Complete sandblasting and painting, welding and mechanical services, haul-out and dry storage are also available, along with divers for underwater maintenance and repair.

With a modern year-round highway to Anchorage, a 7,400-foot runway and a 300-foot float and ski plane landing area, access to Homer's ice-free port is easy and convenient. The Alaska Marine Highway System serves Homer, along with commercial ferries to the nearby fishing villages of Halibut Cove and Seldovia. Homer is also served by commercial airlines, charter services and a helicopter service.

The center of activity in Homer is the Spit, which stretches halfway across Kachemak Bay. More than 30 acres of land on the Spit is available for commercial and industrial development. These sites include areas for fish processors, commercial retail outlets, repair and service facilities, tourism businesses

and other marine-oriented businesses. Available land includes level, well-drained areas, overslope areas, and raw land for cargo staging. All land has water and electricity, and a sewer system will be completed by 1989.

Homer is also one of the most popular tourist attractions in Alaska. People from all over the world come to Homer to visit its art galleries and shops, fish for salmon or halibut, or just walk along the Spit and take in the magnificent scenery from Kachemak Bay to Augustine volcano across Cook Inlet. In fact, many people find it very hard to leave, once they have seen this friendly little community, and the population has grown from a little over 2,500 in 1981 to more than 4,000 in 1988, and an area population of over 12,000.

With mild temperatures year-round and only 24 inches of annual precipitation, Homer claims to have the "best climate in Alaska." As the fisheries industry grows, it is developing port facilities to match.

## TECHNICAL DATA

Location: 59°38'n, 151°0'W.  
At mouth of Kachemak Bay

Approaches: Kennedy Entrance to Kachemak Bay

Pilotage: Compulsory. Homer Spit.

Dock Facilities: City Pier: 480' x 50', 24' (MLLW); 324' x 40', 40' draft (MLLW)

Cargo Staging Area: 30 acres

Cargo Handling Equipment: 70 ton crane, 8 cranes (fish dock)

Warehousing: Cold storage, gear storage

Stevedoring: Stevedoring Services of Alaska

Water/Fuel: Both available

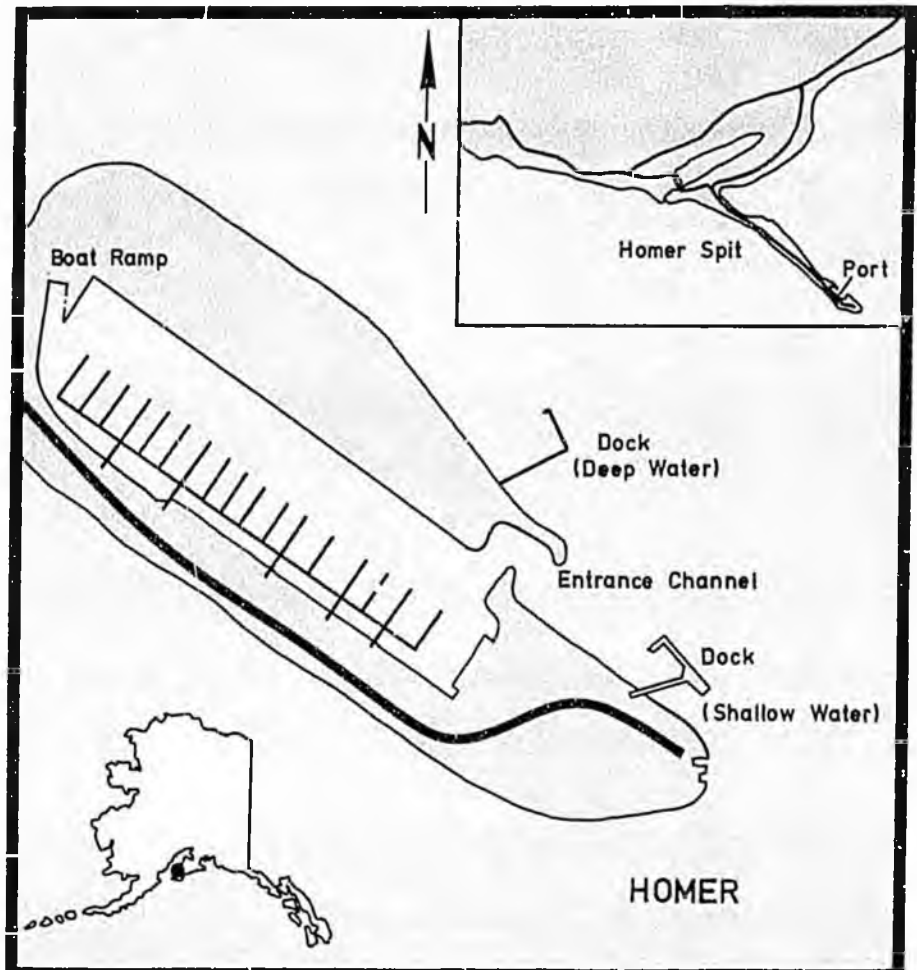
Industrial Area: 30 acres

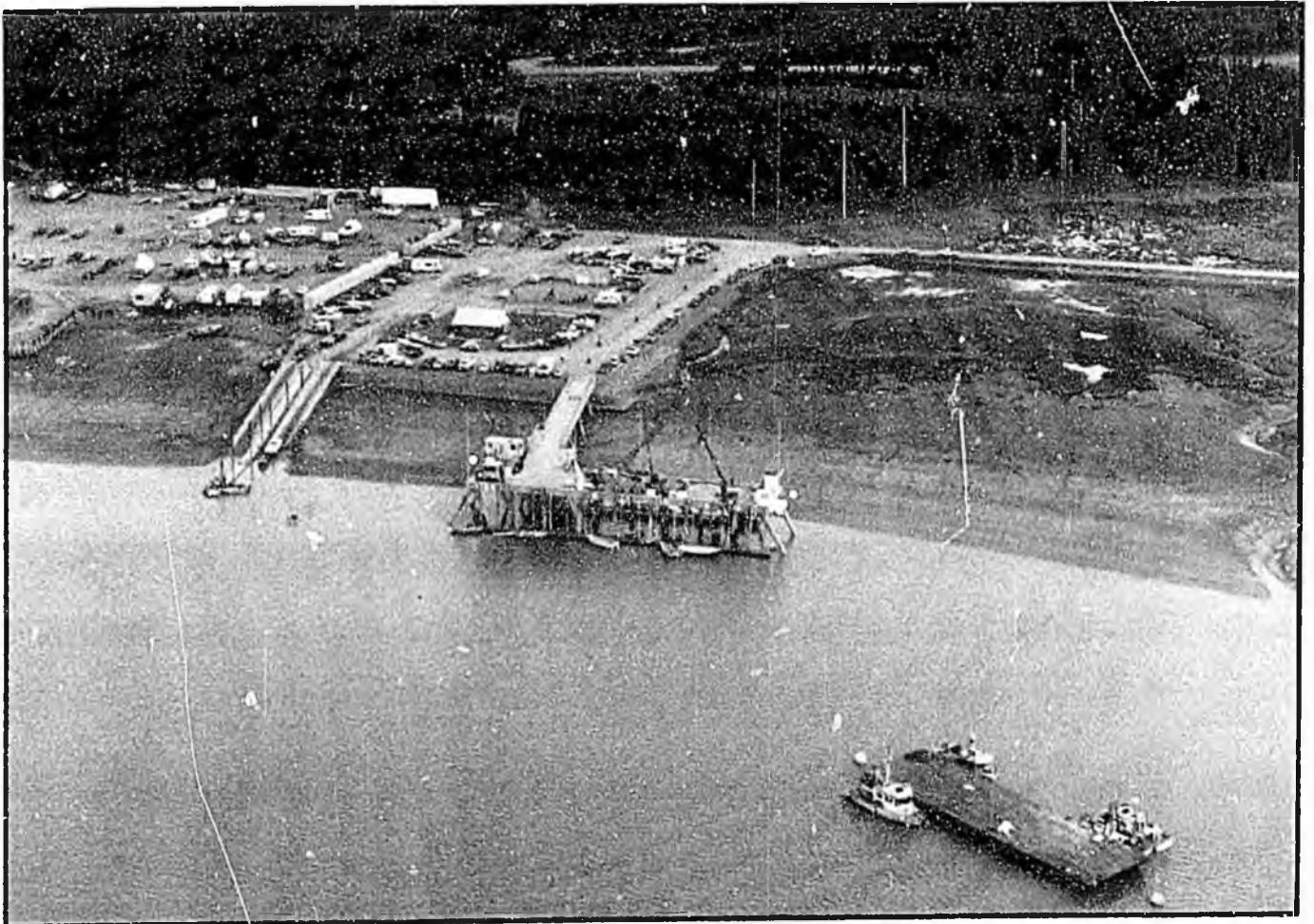
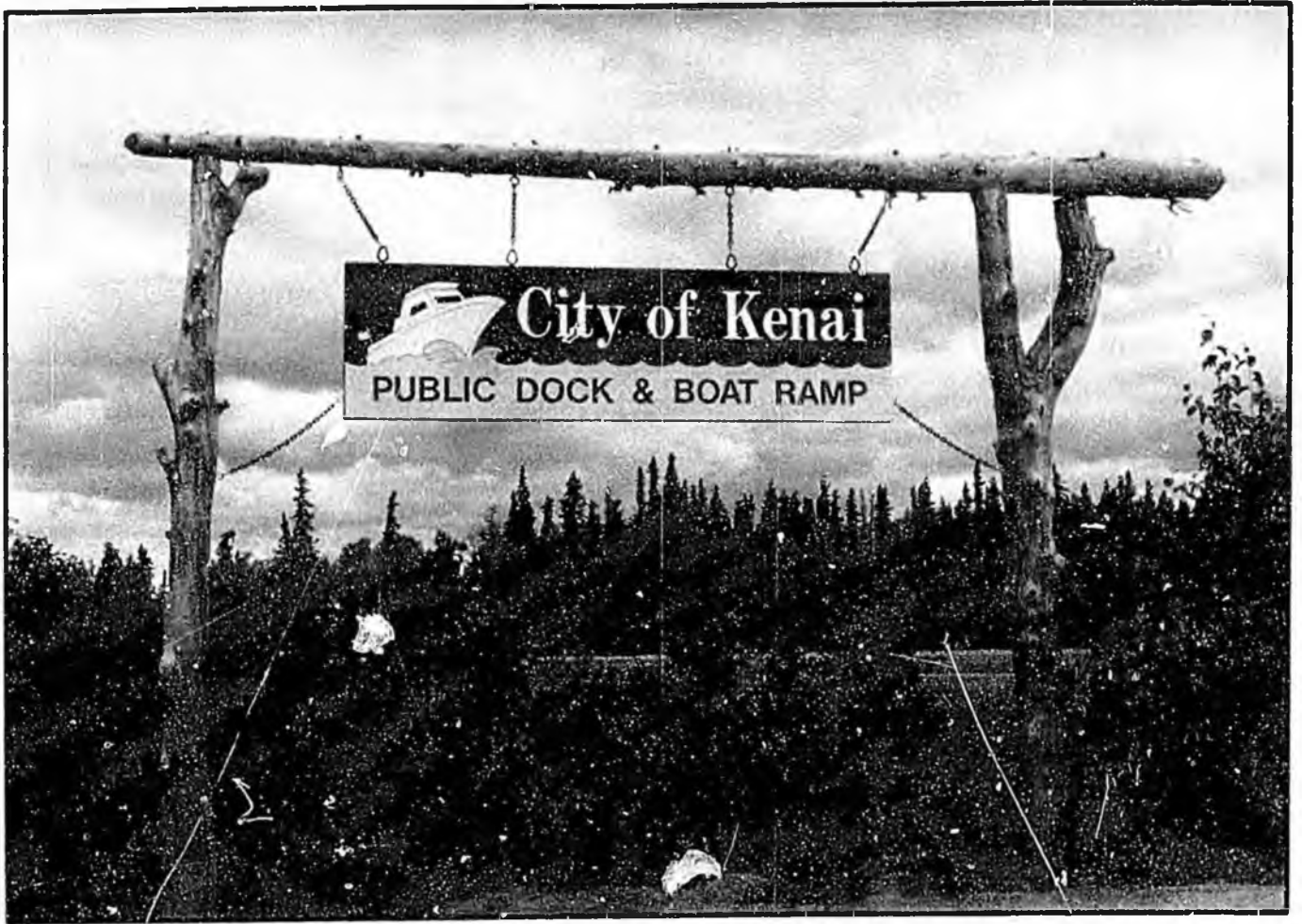
Port Director: Bill Toskey; contact also: Philip Shealy

Address: 4350 Homer Spit Rd., Homer, AK 99603

Telephone: (907) 235-3160 or 235-8121

Fax: 235-3140





# PORT OF KENAI

**K**enai is the second oldest European settlement in Alaska. A post was established by Russian fur traders in 1791, and later the U.S. Army built a fort where the modern city of Kenai now stands. With the coming of oil exploration in the Swanson River area and Cook Inlet in the 1950s, Kenai grew as an important locus of the petrochemical industry.

The Kenai River, below the southern bluffs of Kenai, is a very special river. In the spring, the largest strain of chinook or king salmon in the world swim mightily upstream to spawn. The river has an international reputation as the home of the world record (97 pound 4 ounce) chinook and legendary coho,

sockeye and pink salmon sportfishing.

Kenai is an important commercial fishing area as well, with a large and active fleet plying the waters of Cook Inlet just offshore. The Kenai City Dock is a convenient and busy place during the fishing season, providing a variety of services to the seafood industry.

The dock presently has three loading stations, two of which are leased to processing companies. Cranes on the dock can handle loads up to eight tons for loading and unloading of fish and supplies. There also are two ramps for launching boats.

Both gas and diesel fuel are available at the dock, along with septic and waste oil holding facilities, water wash-

down and steamcleaning, and showers and restrooms. There is a 50-ton tidal repair grid for boats up to 40 feet in length. The dock office has telephones and CB and VHF communications.

The City of Kenai, which owns and operates the dock, has plans to expand the present 600-foot square staging and parking area. It also is applying for a grant to build a \$1.8 million cold storage facility with a capacity of 5 million pounds of fish.

With all-year highway links to the Kenai Peninsula and the Railbelt and close proximity to a jet port, Kenai City Dock is conveniently located for quick transport of perishable seafood cargoes.

## TECHNICAL DATA

**Location:** East side of Cook Inlet, approx. 1 mile upstream from mouth of Kenai River.

**Approaches:** Cook Inlet

**Pilotage:** NA

**Dock Facilities:** 170' x 36', 4' (MLLW)

**Cargo Staging Area:** 600' x 600'

**Cargo Handling Equipment:** 8 ton crane

**Warehousing:** NA

**Stevedoring:** NA

**Water/Fuel:** Both available

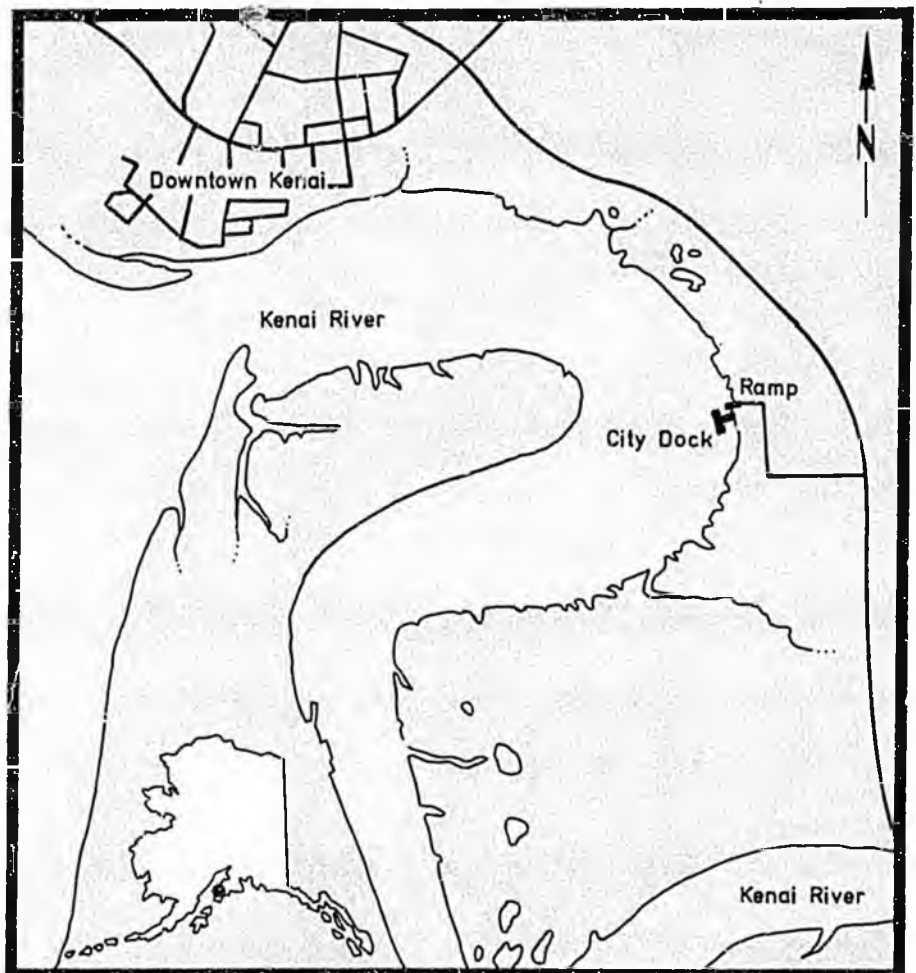
**Industrial Area:** NA

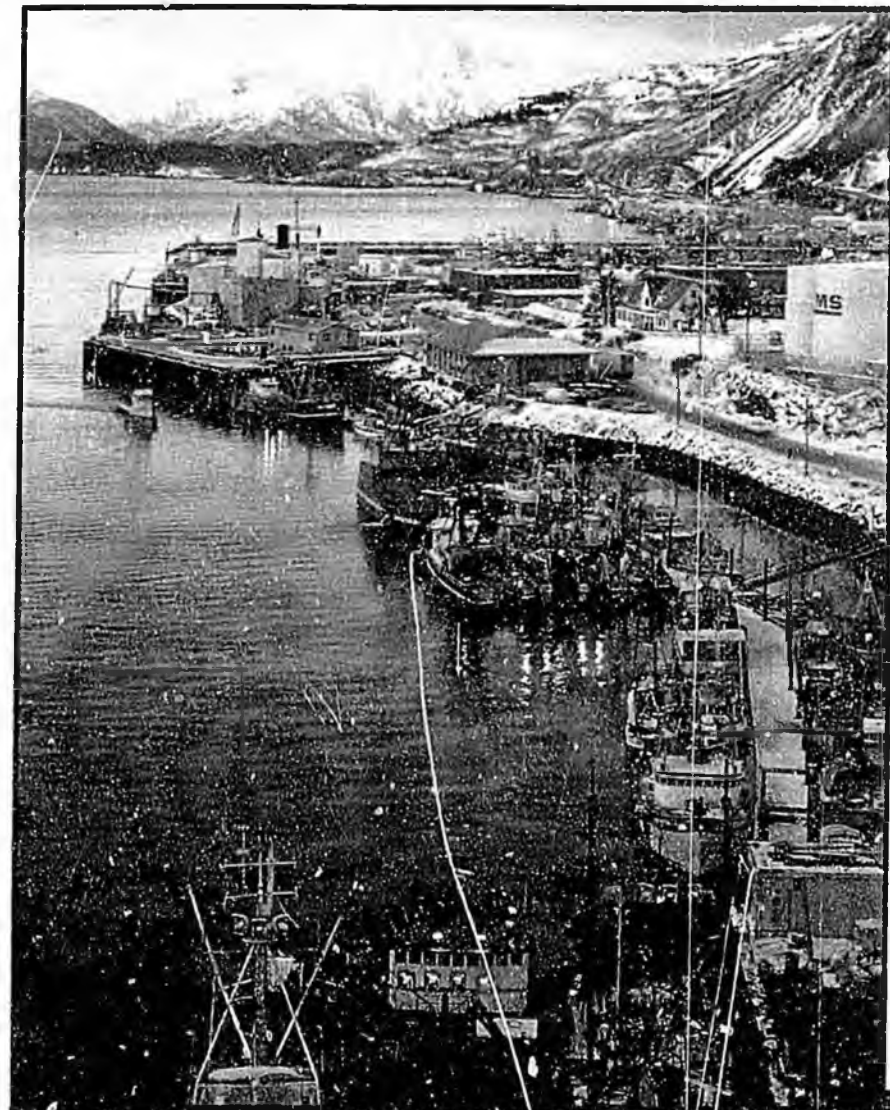
**Port Director:** Keith Kornelis

**Address:** 210 Fidalgo, Kenai, AK 99611

**Telephone:** (907) 283-7535 or 283-7538

**Fax:** 262-1892





# PORT OF KODIAK

**T**he Port of Kodiak is ranked as one of the three most productive fishing ports in the United States. Kodiak is a vital link in the regional transportation network as a transshipment center. As the hub of the Gulf of Alaska container logistics system, Kodiak serves both in supplying Southcentral Alaska communities with consumer goods and in providing access to world markets for their fish products.

Regularly scheduled containership services operate between Kodiak and the Pacific Northwest, and Kodiak and the Far East. As the regional load center, liner services use Kodiak to unload containers of consumer goods and industrial supplies for communities on the Alaska Peninsula, Aleutian Islands, Prince William Sound, Western Alaska and Cook Inlet.

Kodiak is a world leader in king crab production, and is fourth in the nation in the production of halibut. It has also long been a center for salmon fishing. Though highly seasonal, these fisheries have assured Kodiak's continuing importance as a regional port. In the last few years, Kodiak has been an important part of a new development in the Alaskan fishing industry that will mean even more growth in the future, and more stable year-round employment.

Kodiak is in the center of the richest bottomfish grounds in the world. As a major emerging industry in the region, bottomfish production is fueling substantial growth in the area. In addition to basic processing, Kodiak is benefiting from the growth of a local surimi industry.

The Port of Kodiak is responding to the increased activity by planning an ambitious 15 year program of development. Included is a proposal to build a 1,000-foot deep draft pier to accommodate commercial and military vessels, some 2,000 feet of loading docks inside the harbor, plus dredging and development of additional staging areas.

Given its central location in Southcentral Alaska and its growing importance in the commercial fishing industry, The future of the Port of Kodiak is bright both in regional commerce and Pacific Rim trade.

## TECHNICAL DATA

**Location:** 57°47'15"N, 152°24'00"W. Located near the NE corner of Kodiak Island in the Gulf of Alaska

**Approaches:** North entrance buoy No. 4 off Spruce Cape

**Pilotage:** Pilot can be contacted through Southwest Pilots Assn. in Homer, Alaska, (907) 235-8783. 24-hour notice should be given.

**Dock Facilities:** Pier 1/Ferry Dock: 204' x 28' (MLLW). Use: mooring, loading and unloading. Petro Marine, bulk fueling facility. Pier 2/City Dock: 360' x 64' x 38' (MLLW). Use: loading and unloading commercial freight vessels, moorage for fishing vessels. Pier 3/Container Terminal: 490' x 64' (880' Bollard to Bollard): 38' (MLLW). Use: container services, general cargo.

**Cargo Staging Area:** NA

**Cargo Handling Equipment:** 30 ton Paceco container lift at Pier 3 terminal, mobile cranes (20, 40 and 90 ton) at request through stevedore.

**Warehousing:** Covered warehousing available

**Stevedoring:** SeaLand Service Inc. Operations: 727 Shelikof St. Kodiak, AK 99615. Telephone: (907) 486-5795 or 486-4137.

**Water/Fuel:** Light fuels only. Water available through Harbormaster or stevedoring companies.

**Industrial Area:** NA

**Port Director:** G.V. "Corky" McCorkle

**Address:** P.O. Box 1397, Kodiak, AK 99615

**Telephone:** (907) 486-5436 or 486-5789

**Fax:** 486-4009





# POINT MACKENZIE

**P**oint MacKenzie is not yet a port. But it will be. Located in the fertile Matanuska-Susitna Valley of Southcentral Alaska, Point Mackenzie offers a unique potential for port development—the first totally new port project in the United States in years—and a chance for government and industry to work together to bring the best thinking about port design and development to bear in creating an important new element in Northwest and Pacific Rim trade.

With its deep-draft (40-foot MLLW) sites and over 10,000 acres of undeveloped land waiting to be molded into a working port/industrial area, Point MacKenzie has the basics for a great facility. Add to it Point Mackenzie's central location near the major population centers of Alaska and the mineral, timber, seafood, and other natural resource wealth of the state, and the possibilities grow.

The Matanuska-Susitna Borough, which owns the Point MacKenzie project area, has a strong commitment to economic development. The borough has been the fastest-growing area of Alaska. Given a political and social climate eager to support long term growth, the new port will be born in easy conditions.

Point Mackenzie is 50 miles by road (or two miles or so by water) from Anchorage, 320 miles from Fairbanks, 1,469 miles from Seattle, and 3772 miles from Tokyo. More than half the population of Alaska lives within a 15 mile radius of the site, with all the skilled labor, financial expertise and social amenities of a modern urban area.

Yet for all the advantages of a nearby urban center, Point MacKenzie is essentially rural Alaska. The roads are there, the gas lines and electricity are there, and the railroad is nearby. But the land is waiting for the first building to be constructed, the first pilings to be sunk, the first ship to be tied up alongside a new dock.

As the Pacific Rim increases trade with Alaska, the need grows for a central deep water port both to load the state's resources and products for export and to serve as a convenient location for supplying its growing needs.

because it will embody not the accreted errors of the past, but the most modern and informed innovations in port design.

Point MacKenzie is just a country stroll from the largest agricultural center in Alaska. And within its sphere are reserves of coal, limestone, sand and gravel, geothermal and hydroelectric power, timber, peat, gold, silver and platinum. Its recreational resources are just as rich.

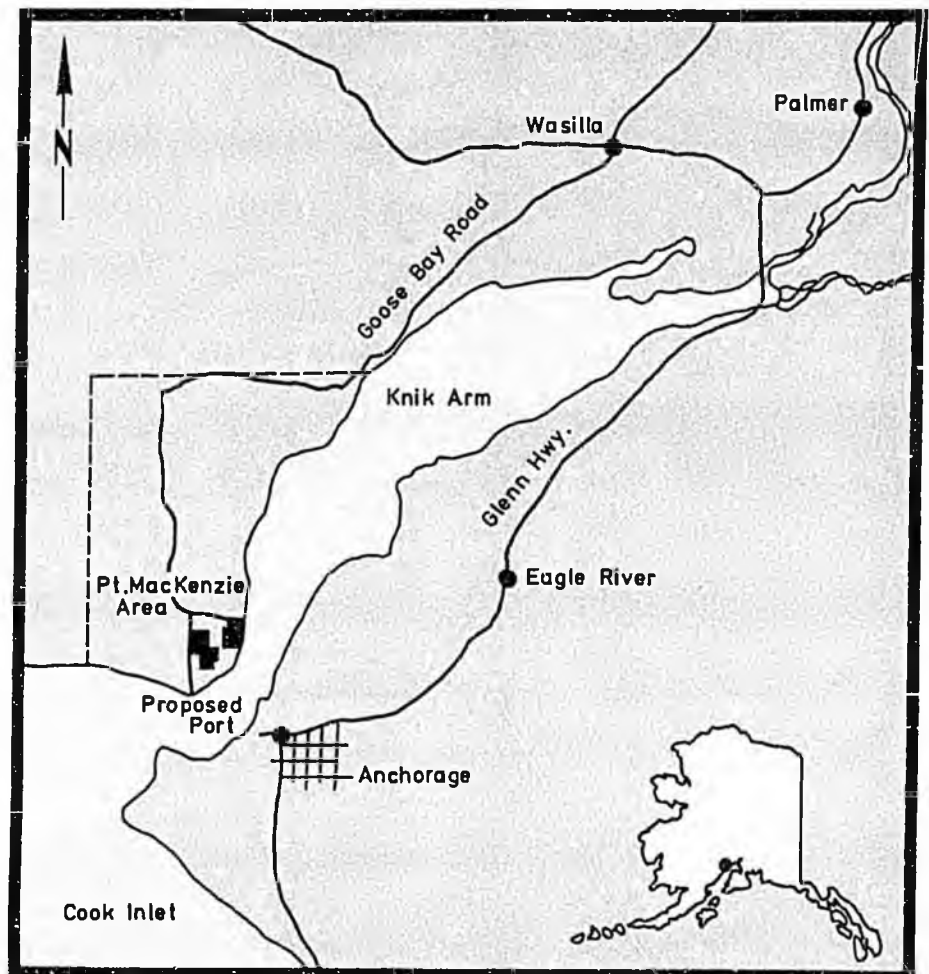
The Matanuska-Susitna Valley has been described as "Alaska's Playground." With easy road access to Anchorage, it is the place to which the city comes to play, fishing on its multitude of lakes and streams, skiing at Hatcher Pass, hunting for big game with rifle or camera, berry picking, hiking, boating. And someday, to visit its port.

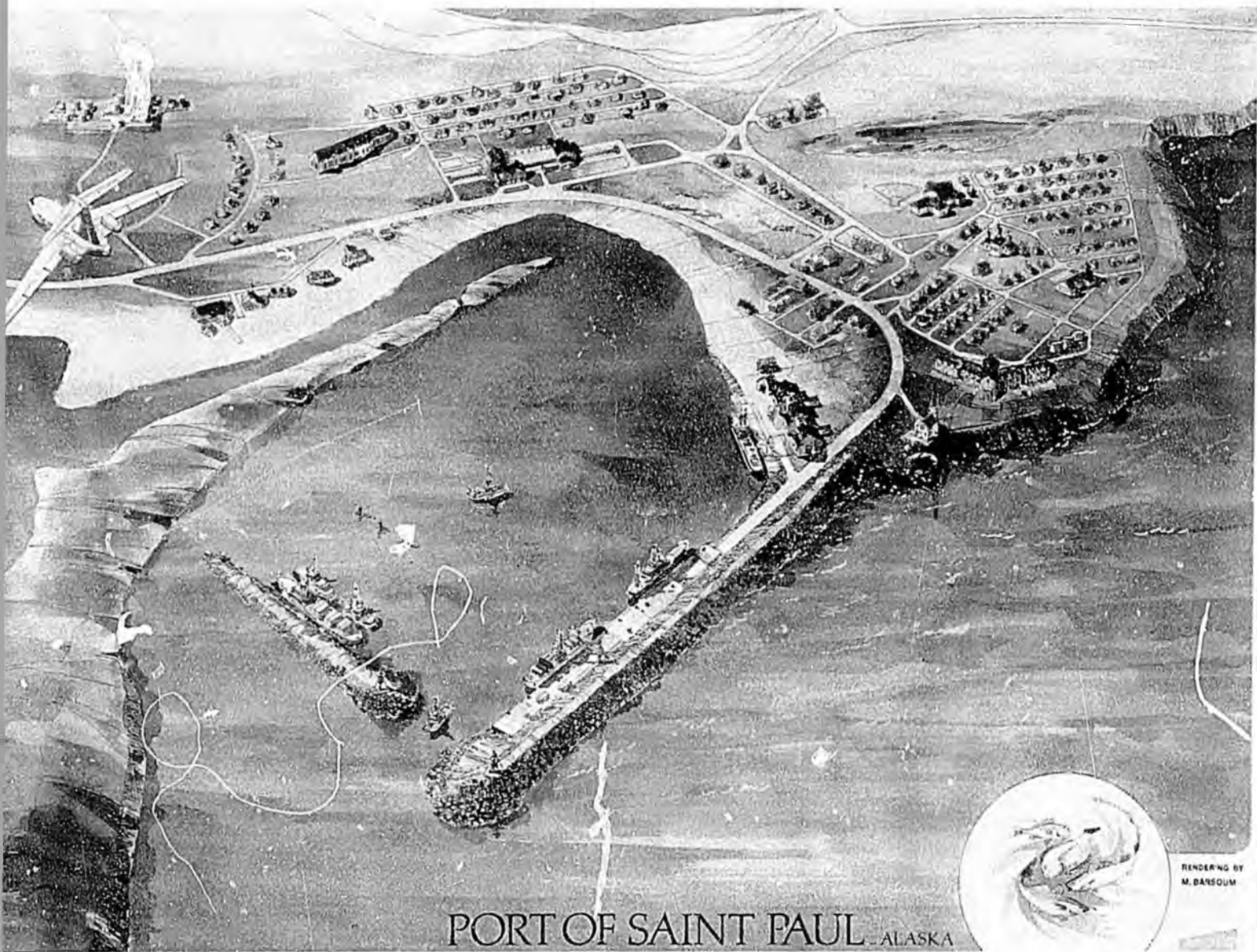
## TECHNICAL DATA

**Location:** Cook Inlet, western side of Knik Arm

**NOTE:** Point MacKenzie's port facilities are in the planning stages. For further information, contact:

Harry Utti, P.E.,  
Port Development Specialist  
Point MacKenzie  
Matanuska-Susitna Borough  
P.O. Box 1608  
Palmer, Alaska 99645  
(907) 745-9660  
Fax: 745-0886





PORT OF SAINT PAUL ALASKA



RENDERING BY  
M. BARSDUM

# PORT OF SAINT PAUL

**D**uring the Russian settlement of Alaska, St. Paul was an important center for the fur seal industry. As the seal trade declines, the island is transforming itself to accommodate the growing high seas commercial fishery that centers around the Pribilof Islands.

The port is undergoing a major expansion that will be completed in November of 1989. Primarily designed around the needs of the commercial fishing fleet operating in its waters, the port will also handle general cargo and other marine transportation needs.

The plan calls for a 900-foot ocean dock, a six acre mooring basin with six dolphins along 1,000 feet of secondary breakwater, a navigation channel large enough for turning and maneuvering by larger class vessels, and navigational aids.

The protected inner harbor comprises nearly 10 acres, with a minimum draft of 18 feet (MLLW), providing space for smaller vessels, as well as fuel, water, power, cargo handling and solid waste disposal.

Upon completion of the new port facility, a broad range of services will be available, including docking and moorage, fuel, water, power, weather service advice, cargo handling, communications and personnel and crew change provisions. Given the nearly 300 fishing vessels operating in waters near Saint Paul Island, the expectation is that it won't be long after it's completed before the port is running at capacity.

Industrial acreage is available from the Tanadgusix Corp., the Native corporation that owns land adjacent to the port. Additional acreage is also available near the airport. Warehousing is available as well. When the new port is complete, Saint Paul's central location in the Bering Sea will make it a useful addition to the port system of Alaska.

## TECHNICAL DATA

**Location:** 57°10'N, 170° 15'W

**Approaches:** From the west, to Village Cove. Marked channel after 11-89

**Pilotage:** Harbor under construction. No pilotage required after 11/89

**Dock Facilities:** 200', 18' draft (MLLW); 900' dock, - 18 to - 26' draft (MLLW) to open 11/89

**Cargo Staging Area:** Under construction

**Cargo Handling Equipment:** None at present, planned for 11/89

**Warehousing:** Available

**Stevedoring:** Available

**Water/Fuel:** Both Available

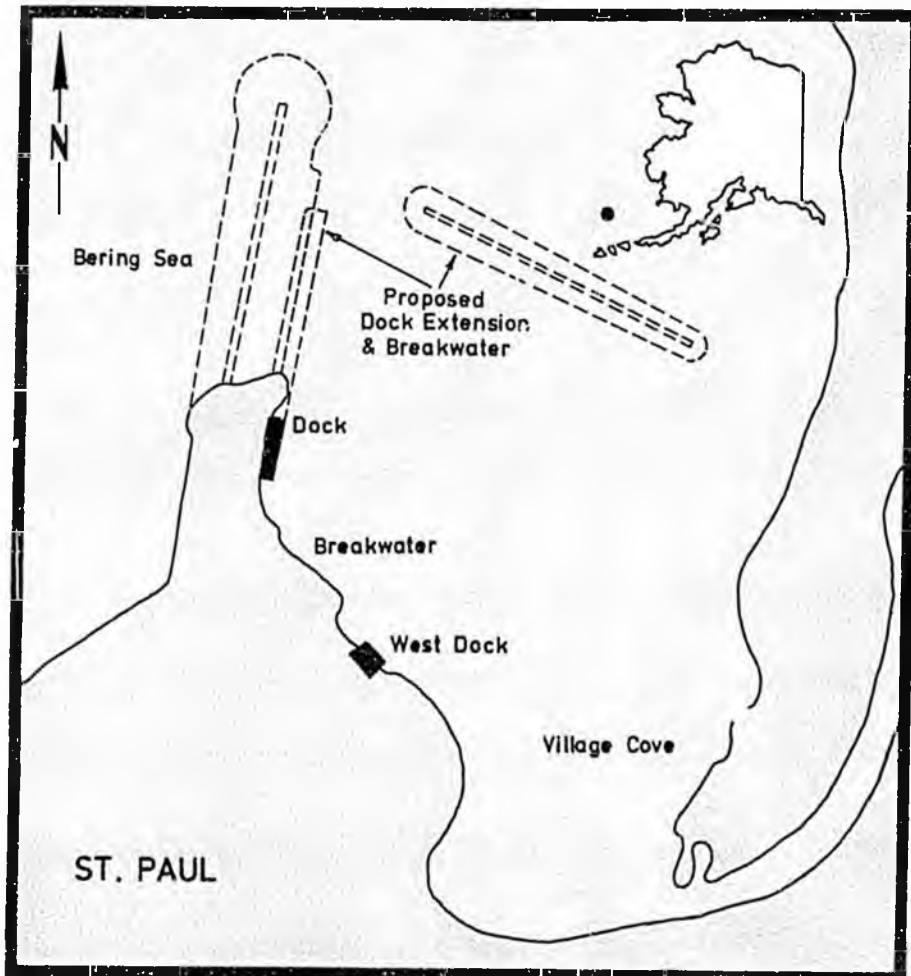
**Industrial Area:** 10+ acres at the water, 20+ acres at the airport, 60+ acres in close proximity

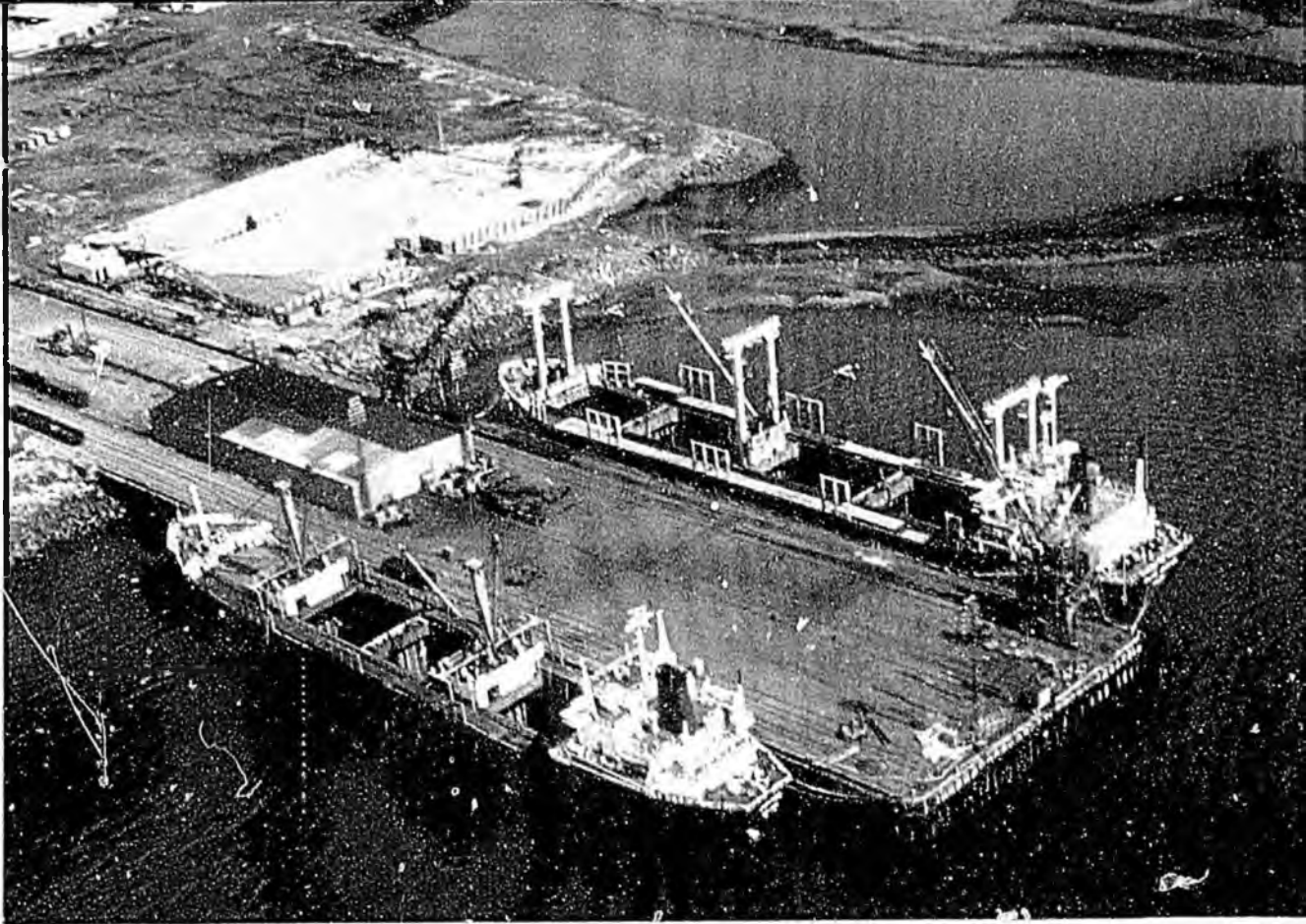
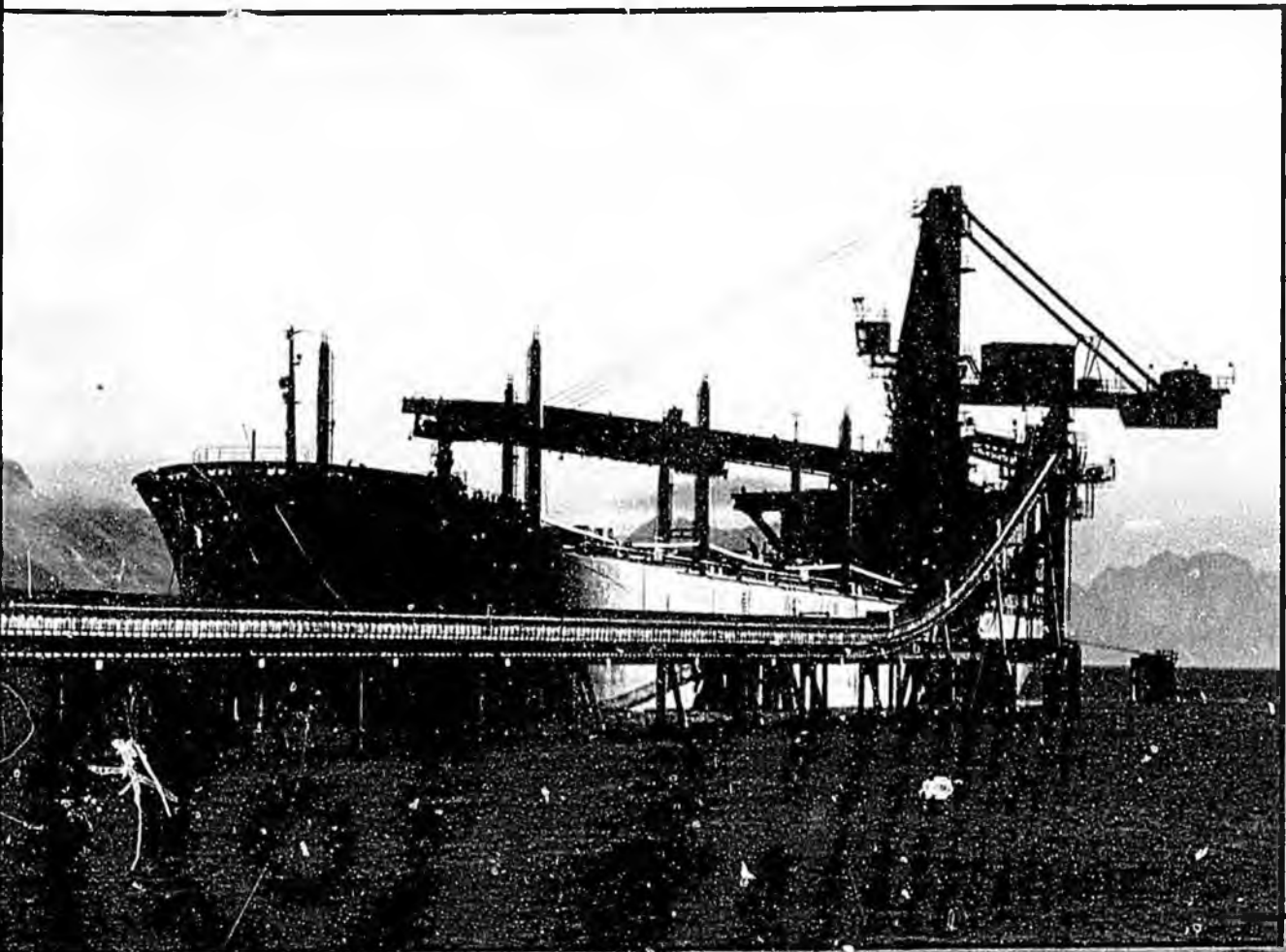
**Port Director:** Vern McCorkle

**Address:** City of Saint Paul, Mail Pouch 1, Saint Paul, AK 99660

**Telephone:** (907) 546-2331

**Fax:** 546-2365





# PORT OF SEWARD

**A**s the only Alaskan multi-service, ice-free port with rail and road service to the Interior, Seward has a special commitment to the marine industry. Located close to the major Great Circle shipping routes, its ability to solve Alaskan shipping problems is obvious.

Until fairly recently, vessels in need of repair had to make the long and expensive journey to Vancouver or Seattle. But now most repairs and scheduled maintenance can be performed in Alaska. Seward's Marine Industrial Center has nearly 1,000 feet of dock space, including a 350-foot synchrolift drydock capable of handling vessels up to 3,600 tons displacement.

The Marine Industrial Center offers machine shop and field repair service, fabrication shops with engineering and design assistance, certified divers, shaft repairs up to 12 inches and a complete line of steel, aluminum, welding gasses, marine paints and hardware.

As the terminus of the Alaska Railroad, Seward's is the pipe and break-bulk supply port for Prudhoe Bay and the North Slope. With its hundreds of acres of backup land, ice- and silt-free water, proximity to major shipping areas and numerous marine services, Seward emerges as an ideal port to meet shipping needs.

An example of the Port of Seward's flexibility is the new Seward Coal Terminal, which receives hundreds of thousands of tons of coal by rail from Alaska's Interior, loading it onto bulk carriers bound for growing Asian markets. Equipment includes a 1,000 ton per hour coal/dry bulk shiploader. Plans also are being made for other bulk cargo handling, such as ore and agricultural products.

In 1982, 90 percent of all halibut, 30 percent of salmon, and over 10 percent of all the crab caught in Alaskan waters were directed to Seward for processing and shipment. Seward remains an important seafood transshipment center. New investment includes two fish processing plants.

The Port of Seward has focused investment to meet the needs of Alaska's bottomfish processing fleet. The new catcher/processors and surimi ships in Alaskan waters will find tailored docks and services allowing them to meet their provisioning, ship repair, crew change and docking needs in Alaska instead of at more distant ports.

Seward is also very active as a harbor for the region's burgeoning recreational fleet. Described as "the best sailing waters in Alaska," Resurrection Bay hosts a variety of small boat activities from ocean kayaking and sailing to sportfishing and just exploring the intricate and beautiful shoreline of Prince William Sound.

## TECHNICAL DATA

**Location:** 60°07'N, 149°26'W.

At head of Resurrection Bay

**Approaches:** Gulf of Alaska to Resurrection Bay

**Pilotage:** Compulsory; Pick up at Caines Head Light.

**Dock Facilities:** Alaska Railroad Dock: 3 faces, 2 at 735' x 35' draft and 1 at 200' x 38' draft (MLLW). Fourth Avenue door: 200' x 35'. Marine industrial center: 2 docks, 350' x 24' (MLLW), 1 at 450' x 25'. Dry bulk terminal: 1150' x 58' draft. Numerous fisheries and docks.

**Cargo Staging Area:** 400 acres

**Cargo Handling Equipment:** 60 to 140 ton cranes, 1,000 tons per hour; bulk products shiploader; fuel pipeline to face of Alaska Railroad dock; rail service on the railroad terminal.

**Warehousing:** 24,000 sq. ft heated ARR dock, heated space at 4th Ave.

**Stevedoring:** Northern Stevedoring Co; JORE Corp.; 4 gangs available on 12-24 hour notice.

**Water/Fuel:** Both available

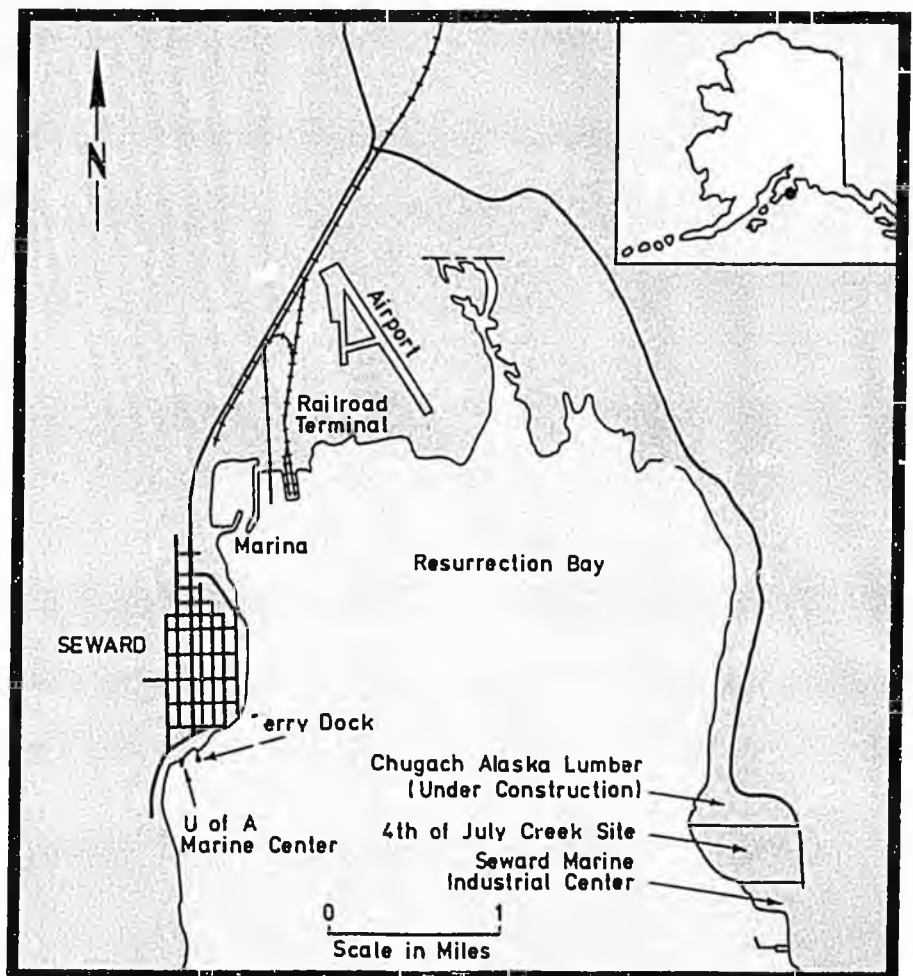
**Industrial Area:** Permitted marine industrial center, 200 acres with good support utilities.

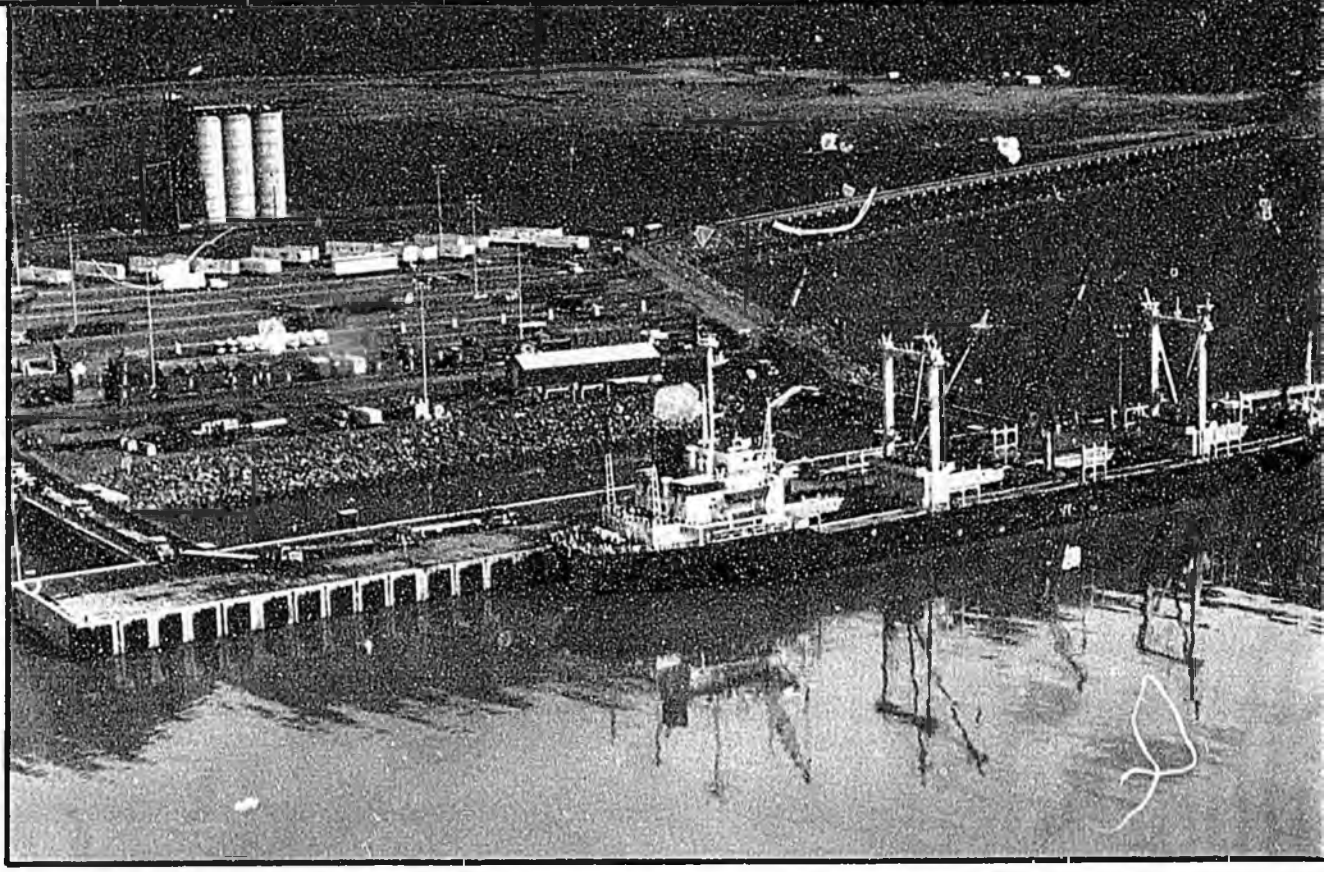
**Port Director:** Foster Singleton

**Address:** P.O. Box 167, Seward, AK 99664

**Telephone:** (907) 224-3138

**Fax:** 224-3248





# PORT OF VALDEZ

**T**he word for the Port of Valdez is "unique." The only foreign trade zone in Alaska, the southern terminus of the Trans Alaska oil pipeline and 3,000 acres of reasonably priced industrial park adjacent to the port, are assets that just begin to describe this active port.

Supertankers up to 265,000 dead-weight tons safely navigate the deep, ice-free waters of Valdez arm, handling a million and a half barrels a day of Alaskan crude oil. Cargo ships load and unload at a 700-foot floating dock 24 hours a day. Their cargoes move into Alaska's markets via a year-round highway or a 6,500-foot microwave landing-system equipped runway.

In addition to bus service, the port benefits from scheduled service of the Alaska Marine Highway System, rounding out transportation to and from this busy community.

With a 21-acre marshalling yard behind the dock for storage, including space for 900 container vans, roll on-roll off and lift on-lift off capability and a wealth of expertise in support services, the Port of Valdez is a big port, despite the community's modest population of 4,000.

In addition to the cost advantages of a foreign trade zone, the community is

virtually tax-free, with no personal property tax, no state or city sales tax, and no inventory tax. What Valdez does have is a \$50 million commitment to the best port services it can provide, a commitment the city's voters took on by a whopping five to one margin.

The City and Port of Valdez pride themselves as being the "Gateway to the Interior." The port is strategically located as a point of entry for shippers specializing in energy development products headed for the North Slope and for general cargo destined for Alaska's Interior. With the grain terminal, which can handle 4.5 million bushels and load trucks at the rate of 300 tons per hour, Valdez is also in a position to meet the agricultural export needs of Alaska.

The most northerly year-round port in Alaska. The only foreign trade zone. The largest floating general cargo dock in the world. A strong community interest in growth and development. The Port of Valdez. Unique.

## TECHNICAL DATA

**Location:** 61°08'N, 146°21'W, at head of Valdez Arm in Prince William Sound

**Approaches:** Controlled by mandatory Vessel Traffic Service (VTS). Hinchin-

brook Entrance NE of Montague Island, N 80 miles to Busby Island.

**Dock Facilities:** 1. Valdez City Piers: Valdez Container Terminal: 700' x 100', 55'(MLLW); Valdez City Dock; 600' x 60', 36' (MLLW). Fuel Dock: 200', 34' (MLLW). 2. Valdez Marine Terminal: Terminal 1: 1200 with dolphins, 160' (MLLW). Terminal 3: 1100' with dolphins, 75' (MLLW). Terminals 4 & 5: 1480' with dolphins, 75' (MLLW).

**Cargo Staging Area:** General Cargo: 840,000 sq. ft.; Container Storage: 560 40 ft. vans, 360 dual reefer units

**Cargo Handling Equipment:** Various cranes to 150 ton

**Warehousing:** Two at City Dock

**Stevedoring:** North Star Terminal & Stevedore Co. (907) 272-7537

**Water/Fuel:** Water at City Dock, fuel at Fuel Dock

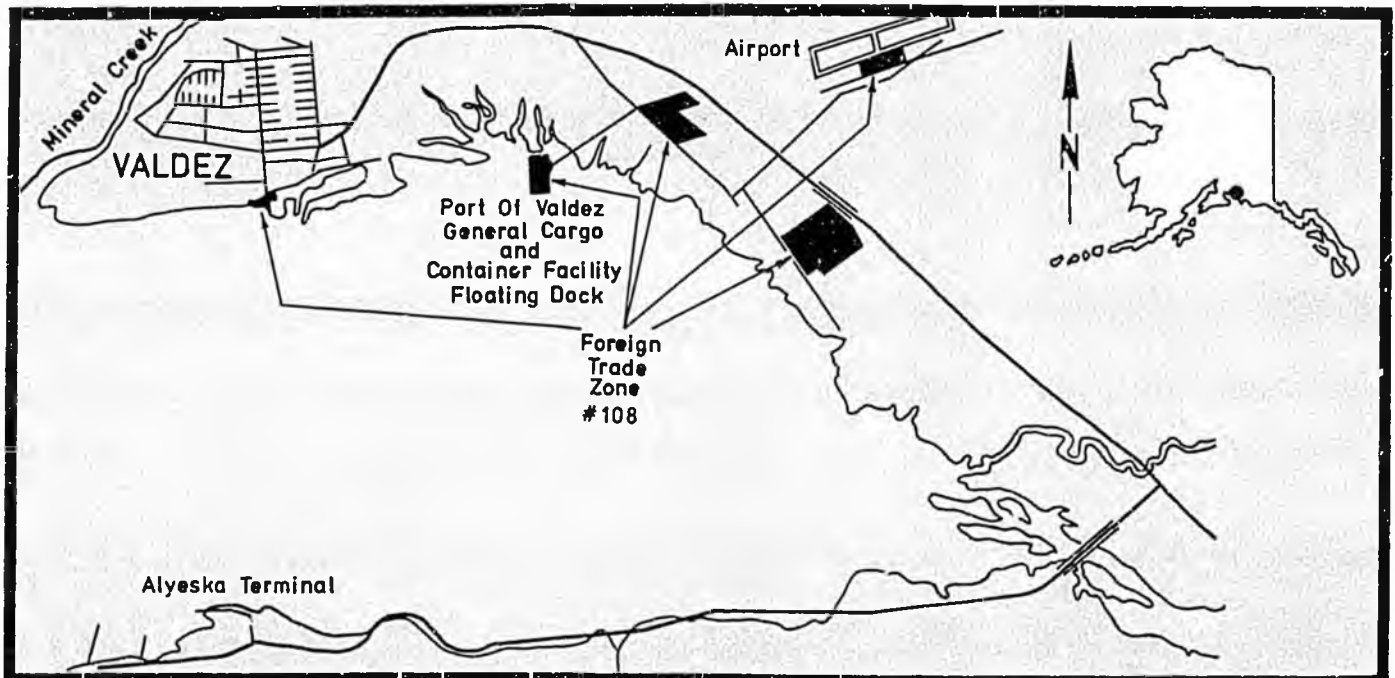
**Industrial Area:** 3,000 acres

**Port Director:** Tom McAlister, Port Operations Coordinator

**Address:** 201 Chenega, P.O. Box 307, Valdez, AK 99686

**Telephone:** (907) 835-4313; Alaska toll-free: 1-800-478-4300

**Fax:** 835-2992



# PORT OF WHITTIER

**N**estled amid the protected waters of Prince William Sound, the Port of Whittier is one of three ports in Southcentral Alaska served by the Alaska Railroad. It is located in ice-free Passage Canal, just 60 miles by rail from Anchorage.

The port was developed by the U.S. government during World War II to deliver cargo, petroleum and troops.

Although the military ceased activity in Whittier in 1960, the city's port remains important in providing goods to Southcentral and Interior Alaska. The railroad accommodates truck trailers, containers and rail cars with roll on-roll off capability and vanlift service. Cargoes ranging from autos and heavy equipment to newsprint and flour pass through the port.

Two carriers presently call at the Port of Whittier: Canadian National Railroad, which provides rail barge service from Prince Rupert, B.C., and Alaska Hydro-Train, a division of Crowley Maritime Corporation, which operates barge service from Seattle.

Because of the great scenic beauty

of Prince William Sound, Whittier also has developed as a port of call for several cruise lines. The city is unique in that it is less than 60 miles from Anchorage, but has no connecting road. Ferry service via the Alaska Marine Highway System provides access to other communities in the region.

Whittier is valuable because of its proximity to Northwest ports, providing access to the major market areas of Anchorage and Fairbanks via rail, while eliminating the need to navigate Cook Inlet.

## TECHNICAL DATA

**Location:** NE extremity of Prince William Sound at head of Passage Canal

**Approaches:** Hinchinbrook Entrance NW to Passage Canal; or SW through Montague Strait and NE around Knight Island to Passage Canal

**Pilotage:** Compulsory. Pilot at Pigot Point.

**Dock Facilities:** Alaska Railroad Wharf: 1100', 30' to 40' (MLLW). DeLong Pier: 425', 36' (MLLW).

**Cargo Staging Area:** 10 acres

**Cargo Handling Equipment:** By arrangement with Alaska Railroad

**Warehousing:** 43,000 sq. ft. covered at Alaska Railroad Wharf

**Stevedoring:** North Star Terminal & Stevedore (907) 272-7537

**Water/Fuel:** Water at City Dock, fuel at Fuel Dock

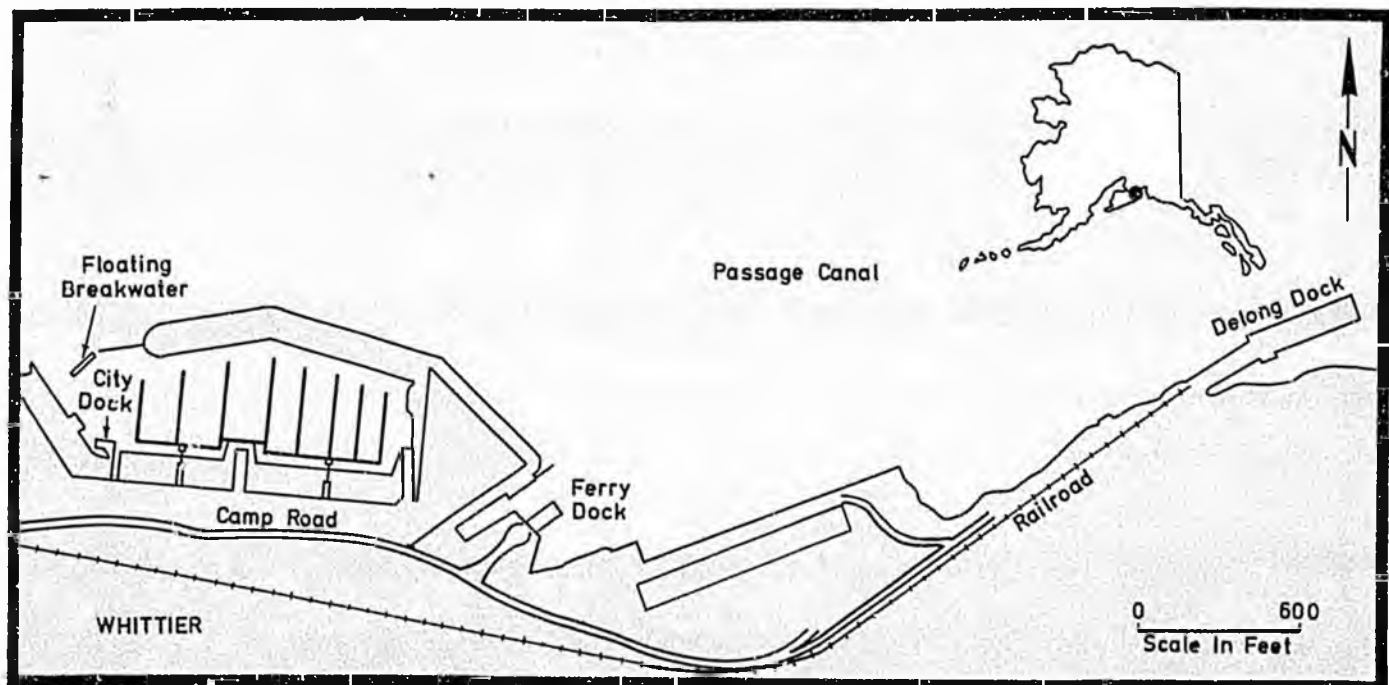
**Industrial Area:** Limited

**Port Director:** Penny Mendenhall

**Address:** P.O. Box 608, Whittier, AK 99693

**Telephone:** (907) 474-2330

**Fax:** 472-2404



# DIRECTORY OF MARITIME SERVICES

The information contained in this directory has been compiled from sources deemed reliable. Alaska Business Publishing Co. does not guarantee accuracy of the information.

## AIR CARGO

Air Land Transport  
525 W. 67th  
Anchorage, AK 99518  
(907) 344-5040

Airborne Express  
4025 W. 50th  
Anchorage, AK 99502  
(907) 243-4313

Alaska Airlines  
4750 W. Intl. Airport Rd.  
Anchorage, AK 99502  
(907) 243-3322

Alaska Transfer & Storage  
P.O. Box 832  
Kodiak, AK 99615  
(907) 486-5354

Federal Express  
402 D St.  
Anchorage, AK 99501  
(800) 238-5355

Lynden Air Freight  
4000 W. 50th, Suite 4  
Anchorage, AK 99502  
(907) 243-6150

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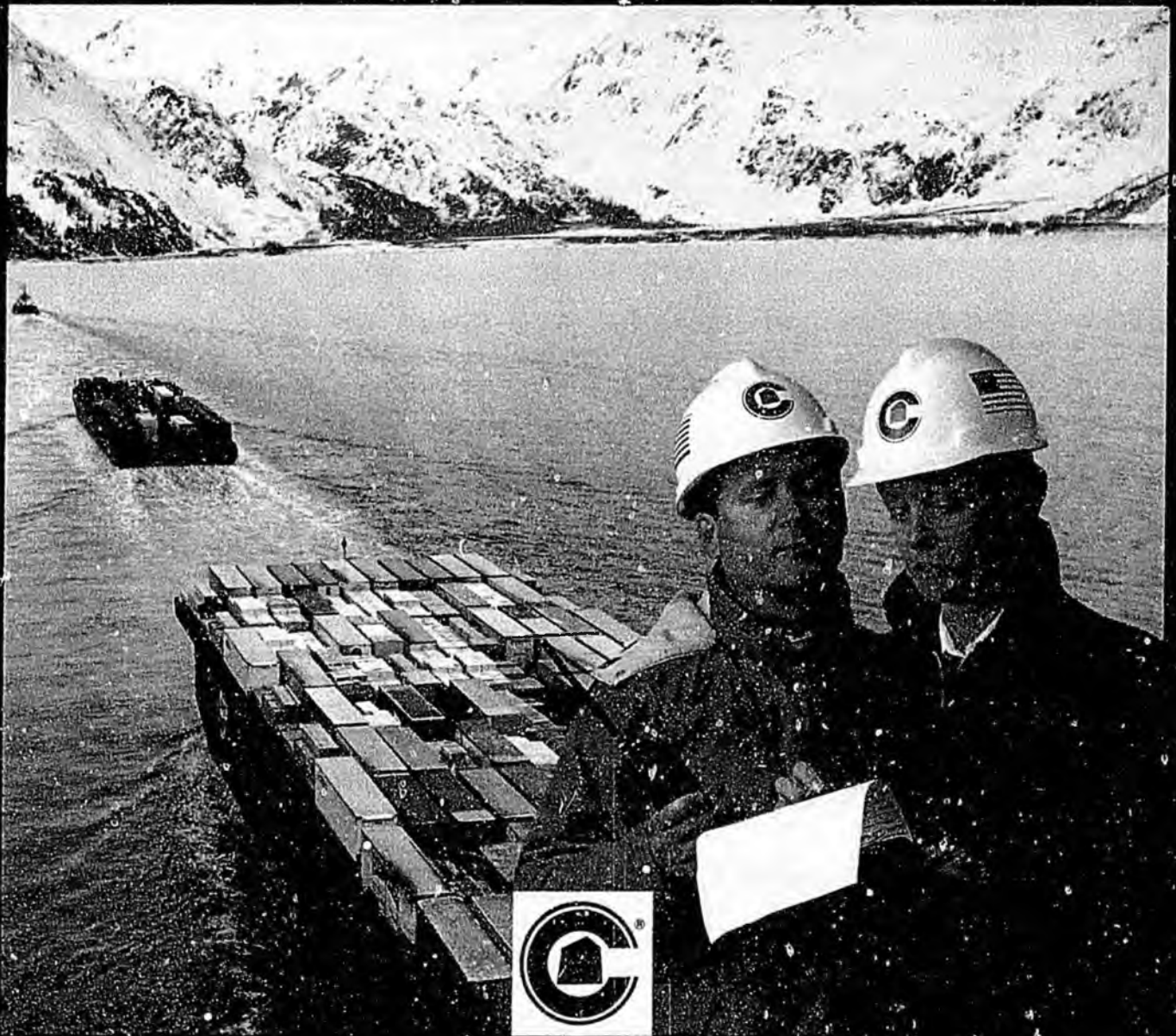


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**CROWLEY MARITIME CORPORATION**

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**MarkAir**  
4100 W. International  
Airport Rd.  
Anchorage, AK 99512  
(907) 266-6224

**Movers Inc.**  
P.O. Box 9-1413  
Anchorage, AK 99509  
(907) 243-4305

**Northern Air Cargo Inc.**  
3900 W. International  
Airport Rd.  
Anchorage, AK 99502  
(907) 243-3331

**Reeve Aleutian Airways**  
4700 W. International  
Airport Rd.  
Anchorage, AK 99502  
(907) 243-1568

**Profit Freight Systems**  
4025 W. 50th, Suite 1  
Anchorage, AK 99502  
(907) 243-2430

**Sear Motive**  
4851 Aircraft Dr., Suite B  
Anchorage, AK 99502  
(907) 243-3133

**Service Transfer Inc.**  
P.O. Box 178  
Sitka, AK 99835  
(907) 747-3276

**Sorensen Lighterage Co.**  
P.O. Box 173  
Dillingham, AK 99576  
(907) 842-5394

**Troy Air**  
6601 S. Airpark Pl.  
Anchorage, AK 99502  
(907) 243-4303

**Yute Air Alaska**  
P.O. Box 890  
Dillingham, AK 99576  
(907) 842-5333

## ATTORNEYS

**Bradbury, Bliss &  
Riordan Inc.**  
431 W. 7th St., Suite 201  
Anchorage, AK 99501  
(907) 278-4511

**Robert Cowan**  
P.O. Box 1681  
Kenai, AK 99611  
(907) 283-7187

**Domke & Olmstead**  
P.O. Box 021216  
Juneau, AK 99802-1216  
(907) 586-1102

**Richard Ellmers**  
P.O. Box 484  
King Salmon, AK 99613  
(907) 246-6196

**L. Ben Hancock**  
P.O. Box 481  
Kodiak, AK 99615  
(907) 486-5769

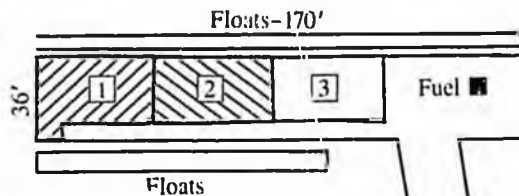
**Hughes Thorsness Gantz  
Powell & Brundin**  
509 W. Third Ave.  
Anchorage, AK 99501-2273  
(907) 274-7522

**Kennelly, Azar & Donohue  
PC**  
821 N. St. #202  
Anchorage, AK 99501  
(907) 276-2255

**Le Doux & Le Doux**  
219 Mill Bay Rd.  
Kodiak, AK 99615  
(907) 486-4082

**Perkins Coie**  
1029 W. 3rd Ave., Suite 300  
Anchorage, AK 99501  
(907) 279-8561

**Torrise & Snyder**  
P.O. Box 210  
Dillingham, AK 99576  
(907) 842-5608



- The city has leased out stations 2 & 3 to fish processors.
- Station 1 is operated by the city.
- Fish Unloading.
- General Cargo Unloading.
- Brail Baskets and Scales.
- Contact City Hall for more information - 283-7535.

## CITY OF KENAI PUBLIC BOATING FACILITY

Boat Launch  
Ramp & Floats

Dock 36' x 170' (12 ton/axle)  
Station 1 - City w/crane (8 tons)  
Station 2 - 1200 SF - Lease w/crane  
Station 3 - 1344 SF - Lease w/crane; / Trestle 16' x 200'  
Steam/Pressure Cleaner; Repair Grid (50 ton 16' x 40')  
Fuel - Gas & Diesel; Water Washdown  
Waste Oil Tank; Septic Holding Tank  
Restrooms & Shower; Deck Office; Telephones  
Trash/Lighting; Launch Ramp/Floats

# KENAI PUBLIC DOCK

210 Fidalgo  
Kenai, AK 99611

## BARGE LINES

Alaska Transportation Co.  
659 N.E. Northlake Way  
Seattle, WA 98105  
(206) 632-7744

Alaskan Lighterage Inc.  
1206 Ocean Dock Rd.  
Anchorage, AK 99501  
(907) 276-5558

Anderson Tug & Barge Co.  
P.O. Box 1315  
Seward, AK 99664  
(907) 224-5506

Cook Inlet Tug & Barge  
824 Delaney  
Anchorage, AK 99501  
(907) 277-7611

Flynn's Barge Service Inc.  
P.O. Box 2838  
Homer, AK 99603  
(907) 235-8624

M/V Constructor Co.  
1000 Whitney Rd.  
Anchorage, AK 99501  
(907) 272-5931

Yutana Barge Lines  
P.O. Box 220  
Nenana, AK 99760  
(907) 451-1990

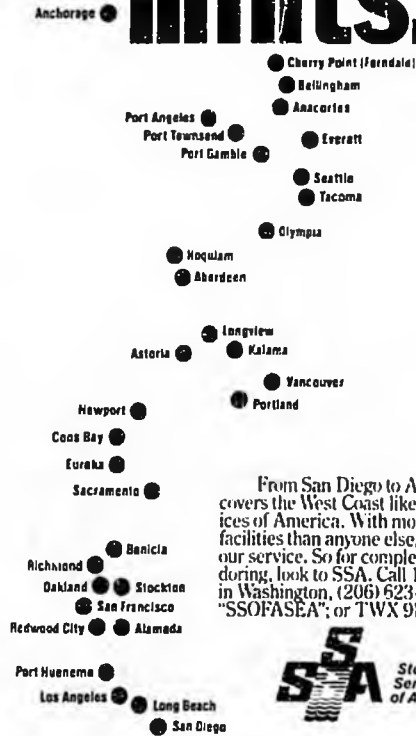
## CHAMBERS OF COMMERCE

Anchorage Chamber  
of Commerce  
415 F St.  
Anchorage, AK 99501-2254  
(907) 272-2401

Bethel Chamber  
of Commerce  
P.O. Box 329  
Bethel, AK 99559  
(907) 543-2911

Big Lake Chamber  
of Commerce  
P.O. Box 520067  
Big Lake, AK 99652  
(907) 892-6109

# No city limits.



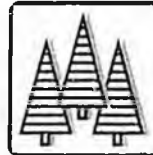
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(907) 789-7104 Fax: (907) 789-0675

Klukwan Forest Products, Inc. Subsidiaries:



WEST COAST STEVEDORING CORP



North Pacific Expediting, Inc



# PORTS ALASKA DIRECTORY

Cordova Chamber  
of Commerce  
P.O. Box 99  
Cordova, AK 99574  
(907) 424-7260

Delta Chamber  
of Commerce  
P.O. Box 987  
Delta Junction, AK 99737  
(907) 895-4439

Greater Fairbanks Chamber  
of Commerce  
P.O. Box 74446  
Fairbanks, AK 99707  
(907) 452-1105

Greater Palmer Chamber  
of Commerce  
P.O. Box 45  
Palmer, AK 99645  
(907) 745-2880

Greater Sitka Chamber  
of Commerce  
P.O. Box 638  
Sitka, AK 9835  
(907) 747-8604

Greater Soldotna Chamber  
of Commerce  
P.O. Box 236  
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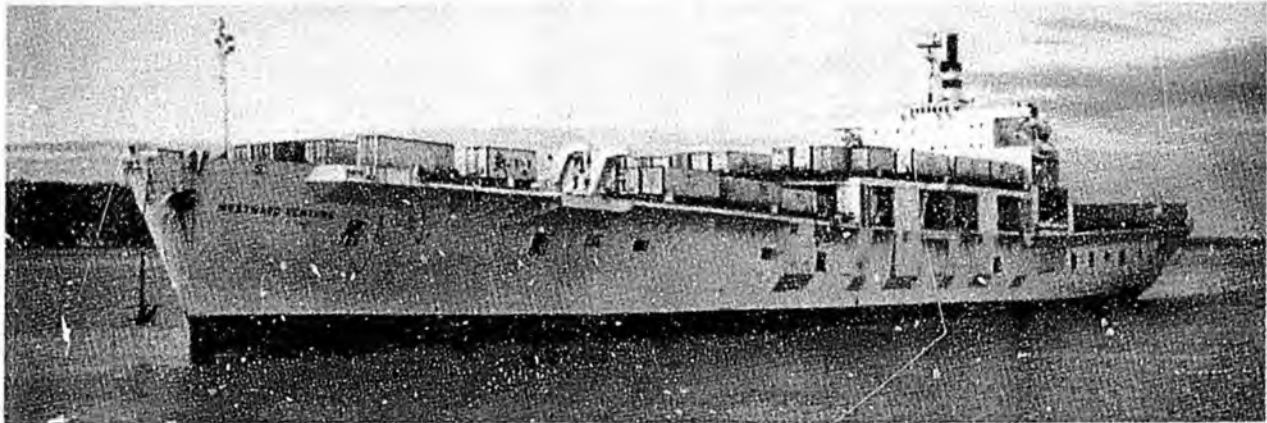
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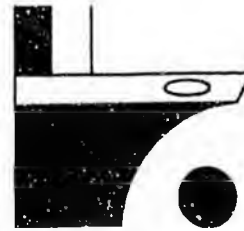
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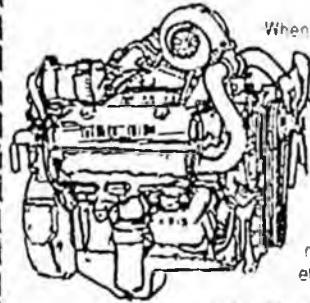
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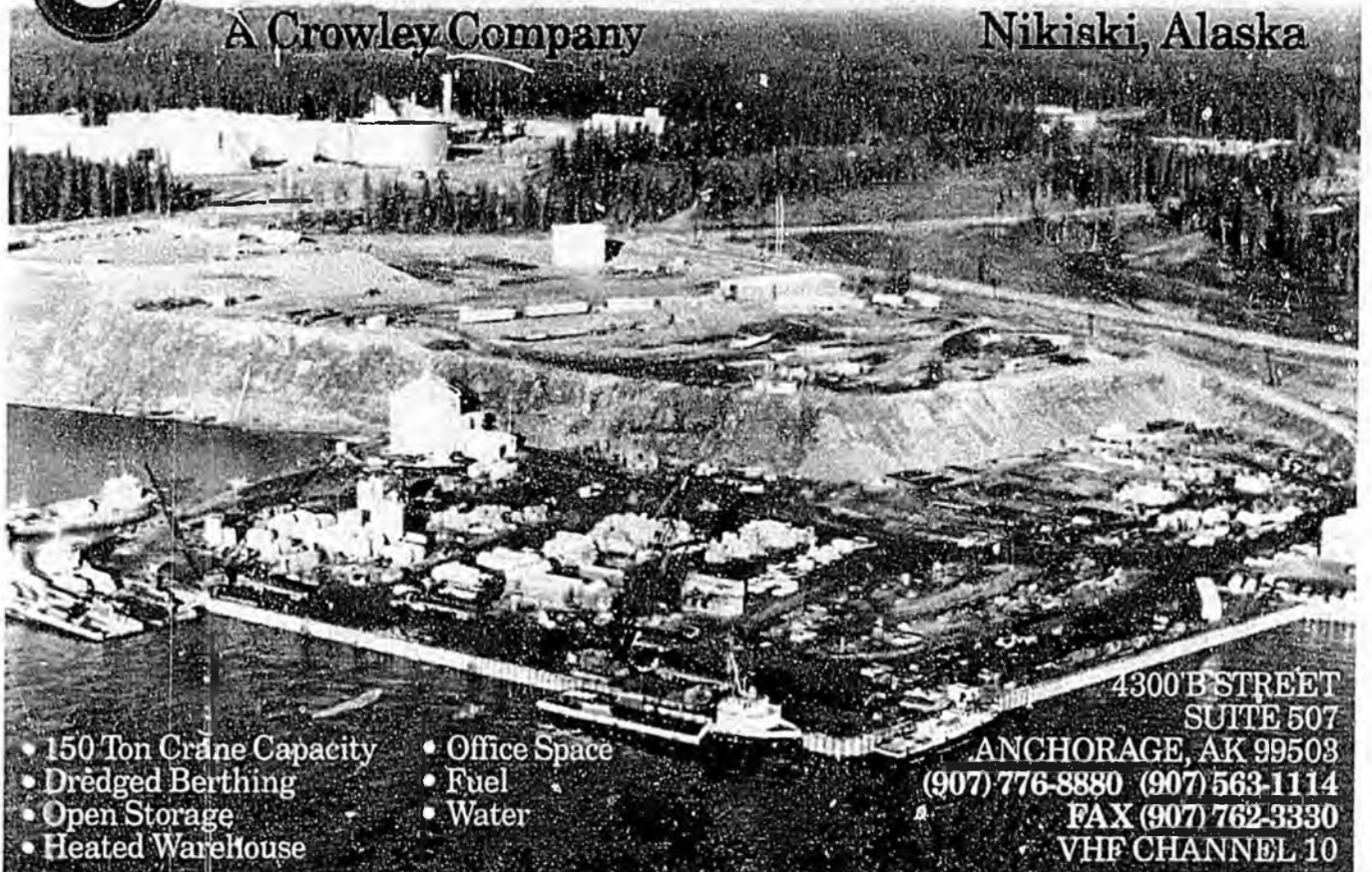
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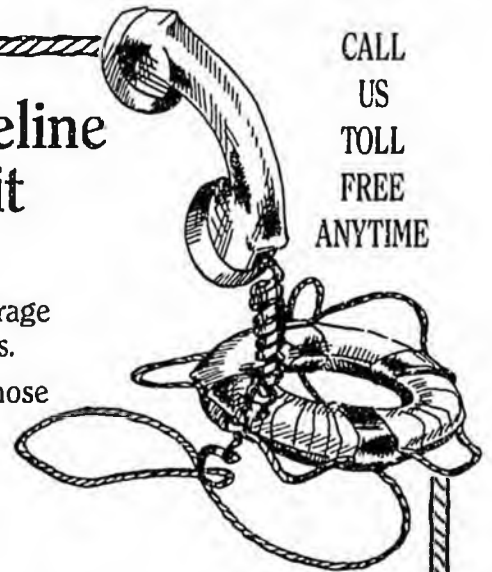


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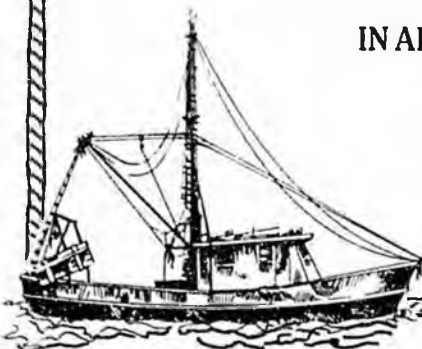
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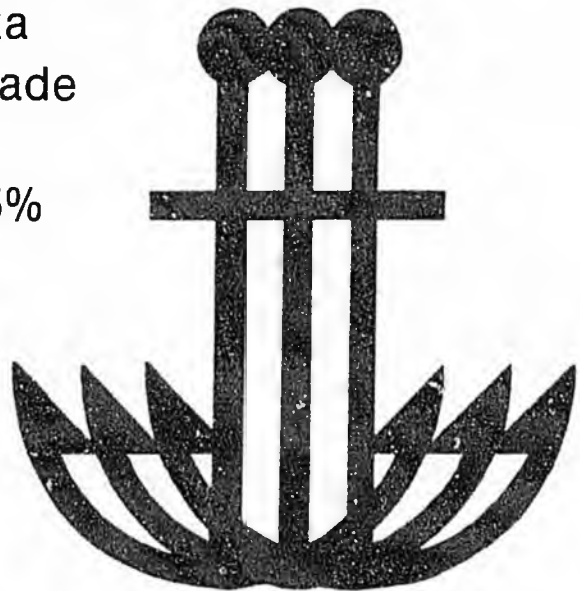
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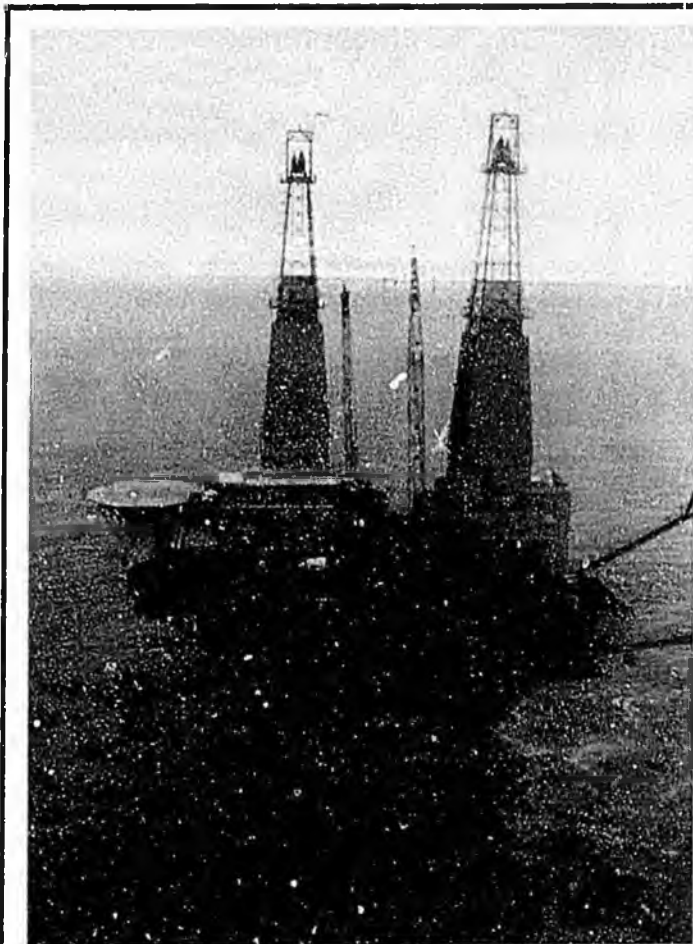


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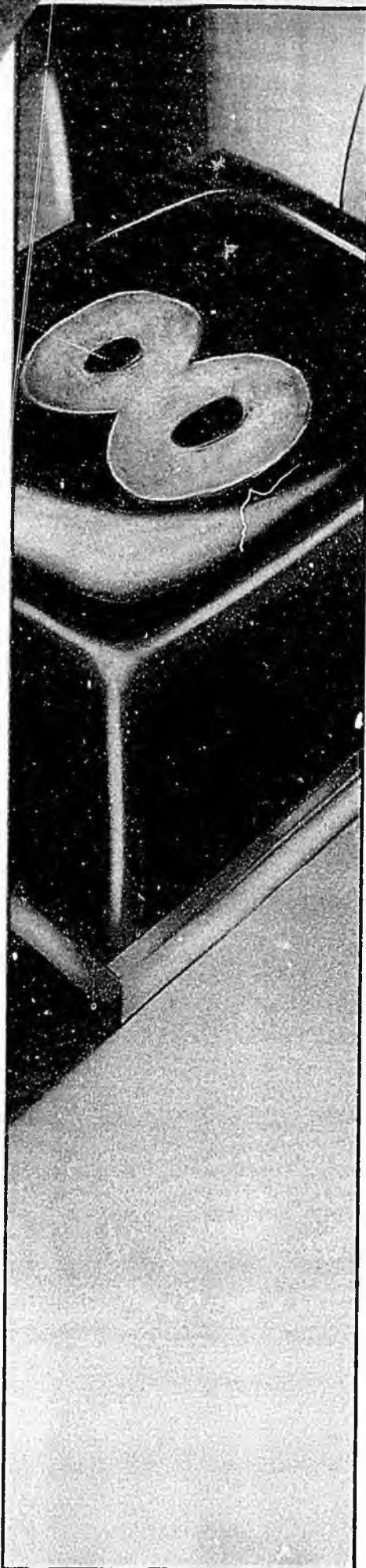
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THE COMMITMENT CONTINUES

SENATE COMMITTEE REPORT

FURTHER

4/7/89

DATE TURNED INTO OFFICE May 4, 1989

Mr. President:

Transportation Committee considered HCR 26

Supporting the establishment of Ports Alaska

and recommended

- replace with \_\_\_\_\_ CS \_\_\_\_\_ )  same title
- or adopt \_\_\_\_\_ CS \_\_\_\_\_ )  new title
- attached amendment(s) and  technical title change (HB only)
- \_\_\_\_\_ letter of intent adopted

do pass

do not pass

no recommendation

individual recommendations

further referral to \_\_\_\_\_

- FISCAL NOTE(S)  zero  fiscal impact  appropriation no FN
- new  updated  previous
- same as previous fiscal note(s) published \_\_\_\_\_

MEMBERS SIGNING DO PASS

*[Handwritten Signature]*

*[Handwritten Signature]*

*[Handwritten Signature]*

*[Handwritten Signature]*

OTHER RECOMMENDATIONS

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

*[Handwritten Signature]*

Chairman signature and recommendation

Committee Backup attached



# STATE OF ALASKA

HOUSE OF REPRESENTATIVES

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## M E M O R A N D U M

TO: All Members, House Special Committee on Foreign  
and Domestic Trade

FROM: Representative Cliff Davidson *CD*

DATE: March 21, 1989

SUBJECT: House Concurrent Resolution 26, Supporting the  
Establishment of "Ports Alaska"

House Concurrent Resolution 26 supports "Ports Alaska", an organization recently created to develop, market and fully realize the potential of Alaska's ports.

Historically, ports have been the lifeline of Alaska, serving as hubs of communication, transportation, and commerce. As we enter the next century, Alaska's ports will resume an even greater role in the commerce and economic development of our state.

The purpose of "Ports Alaska" is to provide a forum of communication in which our ports can share information and discuss ideas; create and develop marketing programs; give special concerns to the issues affecting port funding, planning and development; provide education to port personnel; act as an advocate and spokesman for Alaska's port industry; and create an image of professionalism and internationalism to port users.

"Ports Alaska" was created by a group of port directors last year with membership consisting of seaports, airports, and riverports across the state.

Thank you for your consideration of House Concurrent Resolution 26.

## PORTS ALASKA MISSION

The mission of Ports Alaska is to facilitate the realization of maximum potential of Alaska's ports. Port Alaska shall be federation of independent ports organized to cooperate in mutually beneficial projects such as conducting governmental relations, general goal setting and information sharing.

- 1) By originating marketing programs and materials that will portray Alaska's port industry to potential customers, investors and the general public.
- 2) By giving special concerns to issues affecting port funding, planning and development,
- 3) By providing educational programs for port managers, staff members and elected/appointed officials,
- 4) By acting as an advocate for Alaskan ports at the State, borough and city levels of government on behalf of legislation brought before such governments,
- 5) By taking a pro-active stance in matters affecting Alaskan ports,
- 6) By functioning as a spokesman for the Alaska port industry,

7) By providing a forum through which all Alaska ports can communicate with each other, gain an understanding of issues and reach consensus on issues,

8) By creating an image of professionalism for Alaska ports,

9) By fostering an attitude of internationalism in Alaska communities.

*Corky*

PORTS ALASKA

JANUARY 23, 1989

Karrie Bohi	KAKM
Carl Borash	Corps of Engineers
Perry Brady	Alaska Husky Wood
Jack Brown	Port of Anchorage
Vern Chase	Port of Valdez
Luther "Spike" Christopher	P/H Homer
Darrel C. "Sarge" Connick	Port Director/Harbormaster Bethel
Gary Daily	Port of Dutch Harbor
Larry Dinneen	Port of Anchorage
Charles Doan	Port of Tacoma, Tacoma, WA
Tom Dowd	Alaska Sea Grant
James "Bud" Dye	Port of Anchorage
Paul Fuhs	Mayor, Unalaska/Dutch Harbor
Chris Gates	City/Port of Seward
-Joe Graham	Port of Juneau
-Shari Gross	Port of Tacoma
John Henderschedt	Marine Resources Co. Int.
Zane Henning	City of Unalaska/Dutch Harbor
Herv Hensley	City Manager, Unalaska - Dutch Harbor
Tyler Jones	Port of Anchorage
Ron Kahlenbeck	Military Seakift Command - Alaska
Rod Koon	Port of Tacoma
Keith Korneus	City of Kenai
John Levy	SW Alaska Munic. Conference
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Penny Mendenhall	Whittier Harbor Master
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Rose Palmquist	Pt. MacKenzie Port
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Betty Poeschell	Whittier, Alaska
Leon Quesuel	Kenai
Rene Roussel	U. S. Coast Guard
Tiny Schasteen	City Council Unalaska/Dutch Harbor
Ron Sheardown	
Tim Troll	Port of St. Mary's
Harry Utti	Matsu - Port Development
Bill Walker	Hughes, Thorsness, Gante, Parnel Brundin
	Port Graham
	Senator District N

*Cliff Davidson*

# Ports of Alaska Take First Steps towards Unification

Port Directors, Harbormasters, and elected and employed representatives of ports from around the state came together Monday and Tuesday, January 23 and 24, to pinpoint areas of common interest that would justify creation of a statewide organization.

The participants decided it would indeed be worthwhile to formally incorporate as a "federation of independent ports organized to cooperate in mutually beneficial projects such as conducting governmental relations, general goal setting, and information sharing."

More specifically, according to the mission statement they hammered out during the meetings, cooperation will

extend to:

- Originating marketing programs and materials that will portray Alaska's port industry to potential customers, investors, and the general public;
- Giving special concerns to issues affecting port funding, planning and development;
- Providing educational programs for port managers, staff members and elected/appointed officials;
- Acting as an advocate for Alaskan ports at the State, borough and city levels of government on behalf of legislation brought before such governments;
- Taking a pro-active stance in matters

affecting Alaskan ports;

- Functioning as a spokesman for the Alaska port industry;
- Providing a forum through which all Alaska ports can communicate with each other, gain an understanding of issues and reach consensus on issues;
- Creating an image of professionalism for Alaskan ports; and
- Fostering an attitude of internationalism in Alaska communities.

As well as developing the mission statement they could agree on as the basis for Ports Alaska, in the process, they got brought up to date on port-instigated economic development in Alaskan ports. They discussed financing alternatives, developing world technology that may offer them opportunities, ways of assuring themselves trained personnel, and marketing.

After approving its mission statement, the group elected Mayor Paul Fuhs of Unalaska/Dutch Harbor, and City of Anchorage Port Director Larry Dinneen co-chairmen of the new group.

Ports Alaska members passed four resolutions during the course of their business meeting.

• They expressed their gratitude to the Army Corps of Engineers for its past and on-going programs in support of their ports and harbors and their willingness and intention to work with the Corps as it develops its own 10-year and 20-year plans for harbor and port work around the state and on obtaining appropriate federal funds for development.


• They supported the governor's plan to narrow the definition of the unitary tax

now in existence in Alaska to "water's edge." A unitary tax is one that requires businesses to treat revenues worldwide in their calculations of the tax they would owe in Alaska. Alaska is presently the only state with such a tax requirement, and the proposed definition would required firms to include only American revenues.

• They supported good forestation management that protects harbors and ports and fisheries from pollution while allowing development to occur.

• They agreed to explore stable funding sources for their ports. They stopped short of advocating for any of the alternatives discussed during the meeting such as designating Permanent Fund income funds to port development, or expanding the role of the Alaska Industrial and Export Development Agency, or various types of bonding. Rather, they made it a priority to uncover and analyze all alternatives to see what may be particularly appropriate for ports and harbors as the foundation for coastal community economic development.

The move to bring the ports together began about a year ago when Fuhs approached the City of Anchorage with a plan for mutual support of Unalaska/Dutch Harbor's water/sewer project, the Fishery Industrial Center construction in Kodiak, and Data systems development in Anchorage. The fruitfulness of that alliance motivated Fuhs and Dinneen to invite personnel from Alaska's other ports to consider mutually beneficial participation in a statewide organization.



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TIME TABLE

RESERVATIONS: 243-4700

	LEAVE	ARRIVE	FLIGHT	STOPS	FREQ.	SERVICE
O: ADAK	9:50 a	11:40 a	721	0	MO/WE/FR	L
	9:50 a	11:40 a	723	0	TU/TH/SA	L
ROM ADAK:	3:25 p	7:00 p	722	0	MO/WE/FR	D
	12:40 p	7:00 p	724	1	TU/TH/SAT	D
TO: CHIGNIK	10:50 a	2:00 p	35/659	1	XSU	S
FROM: CHIGNIK	2:05 p	6:30 p	660/36	5	XSU	S

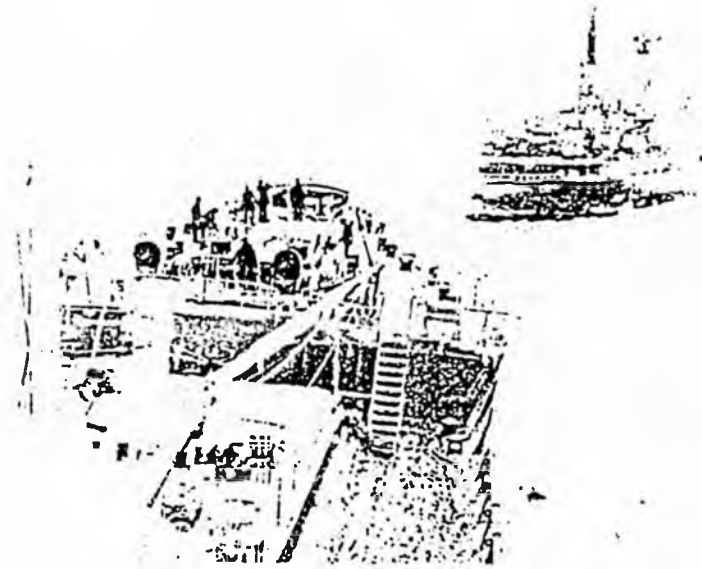
NEWSCLIPPING

# Soviet Arctic Marine Transportation

Lawson W. Brigham

The development of marine transportation in the Soviet Arctic during the past three decades has been an extraordinary achievement. The Northern Sea Route (NSR), which stretches approximately 5000 kilometres across the Soviet maritime Arctic, has steadily become linked to the overall development of Siberian resources.

Since 1978 Soviet ice-breakers and strengthened carriers have maintained year-round navigation to Dudinka, port city of the industrial complex at Noril'sk. Thus, ships are routinely plying the ice-covered waters of the Barents and Kara seas throughout the winter, a rare occurrence around Alaska and in the Canadian Arctic. Summer navigation along the entire NSR, including the numerous rivers, bays, and deltas of the Soviet northern coast, continues to be expanded through the application of a broad range of advanced marine technology. Much of this technology has been developed in Finland and the Soviet Union.



Novosti Press Agency

Nuclear-powered ice-breaker *Sibir* (right) escorting ships in Kara Sea

A recent estimate of the annual level of operation of the NSR shows approximately 600 freighting voyages carrying six million tons of cargo. The attainment of this level of marine commerce in the Arctic Ocean, and the high capital investment required to maintain and improve such a difficult transportation route, underscore the

significance and long-term commitment successive Soviet leaders have attached to this endeavour.

Figure 1 illustrates the main marine transportation routes from Murmansk on the Kola Peninsula east to the Pacific Ocean. Also shown are the north-flowing rivers of the Soviet Arctic, an inland waterway of great importance to the movement of cargo and passengers throughout the interior of Siberia. These rivers serve as the major link between the NSR and the principle railroads to the South. It is clear that development of much of Siberia is dependent on an effective and reliable marine and river transportation system because industrial and population centres are widely dispersed in areas that lack roads and railways.

Three general patterns of arctic operations exist along the NSR. The most prominent by a wide margin is the support of the industrial complexes on the Ob' and Yenisey rivers by ice-breakers and commercial ships to and from Murmansk and Arkhangel'sk. Gas pipelines for the

## Principal Ports, Rivers, and Routes of the Soviet Maritime Arctic



Figure 1

ensive oil and gas industry on the Yamal Peninsula are generally shipped to the Ob'uary and moved upriver by barge. Timber from the milling centre at Igarka is shipped down the Yenisey and to the West (including foreign ports). Copper and nickel ore from the Noril'sk area is carried up the river to the port of Dudinka and then shipped on the NSR to Murmansk where there is nearby excess capacity for shipping.

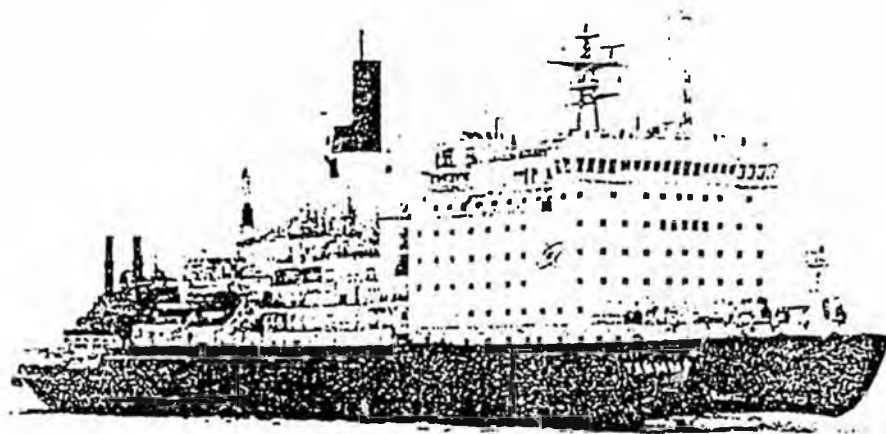
In the Far East, operations are run from Livostok and other Pacific ports to the port of Pevek on the East Siberian Sea and the Kolyma River. Precious metals and other mining enterprises are serviced, and many coastal communities lacking harbours and adequate cargo-handling facilities are supplied. The third operation,

experimental voyages have been accomplished by ice-breakers escorting cargo ships for the duration of the transit. In 1984 and 1985, cargo ships, a majority being the new SA-15 arctic ice-breaking vessels, made transits from Vancouver, B.C. and Japan to ports in the western sector of the NSR. Remarkably, several of the SA-15 voyages were unescorted for the length of the NSR.

### The Soviet Ice-breaker Fleet

One of the most visible aspects of the operations on the NSR is the extraordinary Soviet ice-breaker fleet. More than 75 ships specially designed as ice-breakers sail the Soviet maritime Arctic. Comprising this fleet are many unique arctic vessels, in-

cluding the first nuclear surface ship (44 000 shaft horsepower), *Arktika*, *Sibir*, and *Rossiya* (all three at 75 000 shaft horsepower). Four additional nuclear polar ice-breakers are currently under construction in Leningrad and Helsinki. In the spring of 1988 one of these ships, *Taymyr*, a shallow-draft, nuclear ice-breaker, was delivered by the Finnish shipbuilder Wartsila to the Soviet Union for installation of a nuclear reactor. Twelve diesel-electric-powered ships, all built since 1959 in Finland and all with shaft horsepowers greater than 22 000, make up the balance of the Soviet polar ice-breaker fleet. In comparison, Canada operates only a single polar ice-breaker in this size range, the Canadian Coast Guard's *Louis St Laurent*. The United States has only the ice-breakers *Polar Star* and *Polar*



Wartsila Marine Industries

Shallow-draft nuclear-powered ice-breaker *Taymyr* undergoing sea trials, March 1988

nowhat less well established, involves the central region of the Soviet maritime Arctic. Freight comes mainly from the coast during July through October to the port of Tiksi on the Laptev Sea and to the Lena River. At times there is a linkage of convoys with river craft. Cargo is also distributed along a route between the Lena and Kolyma rivers.

In recent years the entire length of the NSR has been accessible to shipping from July to October.<sup>3</sup> This is achieved by positioning polar ice-breakers in the straits and other areas of difficult ice conditions to provide escort as required. However, though voyages of the NSR have not been made in any regular fashion. Several

including such diverse types as polar, sub-arctic, salvage, river, large harbour, and research ice-breakers. Most important for arctic marine transportation are 16 large polar ice-breakers of exceptional ice-breaking capability.<sup>4</sup> These ships, designed for convoying commercial ships in the high latitudes, are the keys to providing virtually unlimited access to much of the Soviet North. Each of these 16 ships ranks among the largest and most powerful ice-breakers in the world.

Polar ice-breakers are generally defined as those ships capable of independent operations in the heavy, multi-year ice of the Arctic Ocean. The Soviet ships in this category include four nuclear ships: *Lenin*,

*Sea* to match the capabilities of these Soviet ships.

### Technological Challenge

The Soviet ice-breaker fleet is an obvious necessity for the effective movement of marine traffic along the NSR. Just as important, however, is a modern fleet of multi-purpose cargo ships capable of independent transits (without continuous ice-breaker escort). The early *Lena* and *Amguema* class arctic ships built in the 1950s and 1960s proved too small and low-powered for the extended navigation seasons pioneered since the late 1970s. During the past decade the Administration

# Major Events in the Modern Development of Soviet Arctic Marine Transportation

1960

NSR—Northern Sea Route

Nuclear polar ice-breaker *Lenin* (world's first nuclear surface ship) commences escort duties along the NSR in July.

1970

*Lenin* and the subarctic ice-breaker *Kapitan Belousov* convoy the cargo ship *Gizhiga* to Dudinka in an experimental winter voyage.

1971

*Lenin* and the polar ice-breaker *Vladivostok*, in a May–June demonstration, forge a high-latitude passage across the NSR without convoy.



Arktika

Novosti Press Agency

1975

Nuclear polar ice-breaker *Arktika* (world's most powerful ice-breaker, at 75 000 shaft horsepower) enters service.

1977

*Arktika* becomes the first surface ship to reach the North Pole, on 17 August 1977.

1978

Nuclear polar ice-breaker *Sibir* and the cargo ship *Kapitan Myshevskiy* conduct a high-latitude voyage north of the Soviet island groups in May–June.

1978

Successful attempt during the 1978–79 season at year-round navigation from Murmansk to Dudinka.

1982

First two SA-15 ice-breaking cargo ships, *Noril'sk* and *Tiksi*, are delivered by Finnish shipbuilders.

1983

Kosmos-1500 satellite launched with imaging radar which will improve strategic ice information.

1983

51-ship convoy becomes trapped in heavy ice off the north coast of Chukotka near Pevek during October–November; rescue is accomplished by a major ice-breaker group, but not without the loss of one ship and serious damage to many.

1984

Six trans-Arctic voyages are completed by ships (five are SA-15s) sailing the NSR from east to west—from Japan and Vancouver, B.C. through Bering Strait to ports in the West.



Lawson W. Brigham

SA-15 Class

1984

Ice-breaking LASH (lighter-aboard-ship) carrier *Aleksey Kosygin* makes its maiden voyage north from Vladivostok.

1985

Three SA-15 ships participate during November–December in an experimental navigation season extension, sailing from Vancouver, B.C. across the NSR to Arkhangel'sk.

1986

Nuclear ice-breaking LASH ship *Sevmorput*, built for routes between Vladivostok and eastern ports along the NSR, is launched in Kerch.

1987

*Sibir* reaches the North Pole on 27 May 1987.

1988

Nuclear shallow-draft polar ice-breaker *Taymyr*, built by Wartsila in Helsinki, is delivered to the U.S.S.R. for installation of a nuclear reactor.

Sources: *Polar Record*, *Volnyy Transport*, *Soviet Shipping*, and *Polar Geography and Geology*.

of the Northern Sea Route has focused its attention on improving the ice-breaking capability, cargo capacity, and range of specialized ice-breaking freighters. As a result, the Soviet Union has recently built several such vessels in its own shipyards and has also sought the advanced ice-breaking technology of Finnish shipbuilders. All of the recent additions—Soviet-built nuclear and non-nuclear lighter-aboard-ship (LASH) carriers (*Sevmorput* and *Aleksey Kosygin*),<sup>5</sup> Finnish-

metres and in temperatures that reach as low as  $-50^{\circ}\text{C}$ . These extreme temperatures can have adverse effects on most external ship systems, such as cargo-handling equipment. The shallow depths of the deltas and estuaries of many regions of the NSR also limit draft design. Finally, high structural standards must be met for ice-breaking, since transits must be made in narrow straits where the ice can be under extreme pressures. Collectively, these criteria pose unique challenges and call for

tempted, frequently linking Canadian, Japanese, and other Pacific ports with the western sector of the Soviet maritime Arctic.

This expansion of operations in the Soviet Arctic may provide several opportunities for Canada. Under existing science and technology agreements, Canadians can potentially learn a great deal about Soviet ice navigation and the applications of advanced technology to the Arctic. The potential also exists for the export of technology proven in the Canadian Arctic. As the next century unfolds we may conceivably see the transits of Canadian polar ships across the NSR with the helpful assistance of Soviet polar ice-breakers.



Nikolai Stepanov, First Mate, Arkhangel'sk

Novosti Press Agency

built SA-15 ice-breaking cargo ships (*Noril'sk* class),<sup>6</sup> and a Soviet-built SAS-8 shallow-draft arctic freighter (*Vitus Bering*)—are technically advanced and represent vastly superior designs for arctic commerce on the NSR.

The breadth of technical and environmental challenges faced by the designers of Soviet arctic cargo ships is impressive. A lack of port facilities in the Soviet North forces designers to consider alternative solutions such as using roll-on/roll-off configurations and barge or lighter systems. Soviet arctic cargo ships must have the capability to moor along ice wharfs and unload cargo on shorefast ice. Widely spaced port fuelling stations require these ships to have large fuel capacities and to be capable of refuelling from Soviet polar ice-breakers, so that ice-breaking operations can be sustained. Due to these endurance limitations, nuclear power has become an attractive and viable alternative. Commercial ships with ice-breaking hull forms must be able to operate in level ice thicknesses of 1.5

innovative technical solutions by both Soviet and Finnish ship designers.

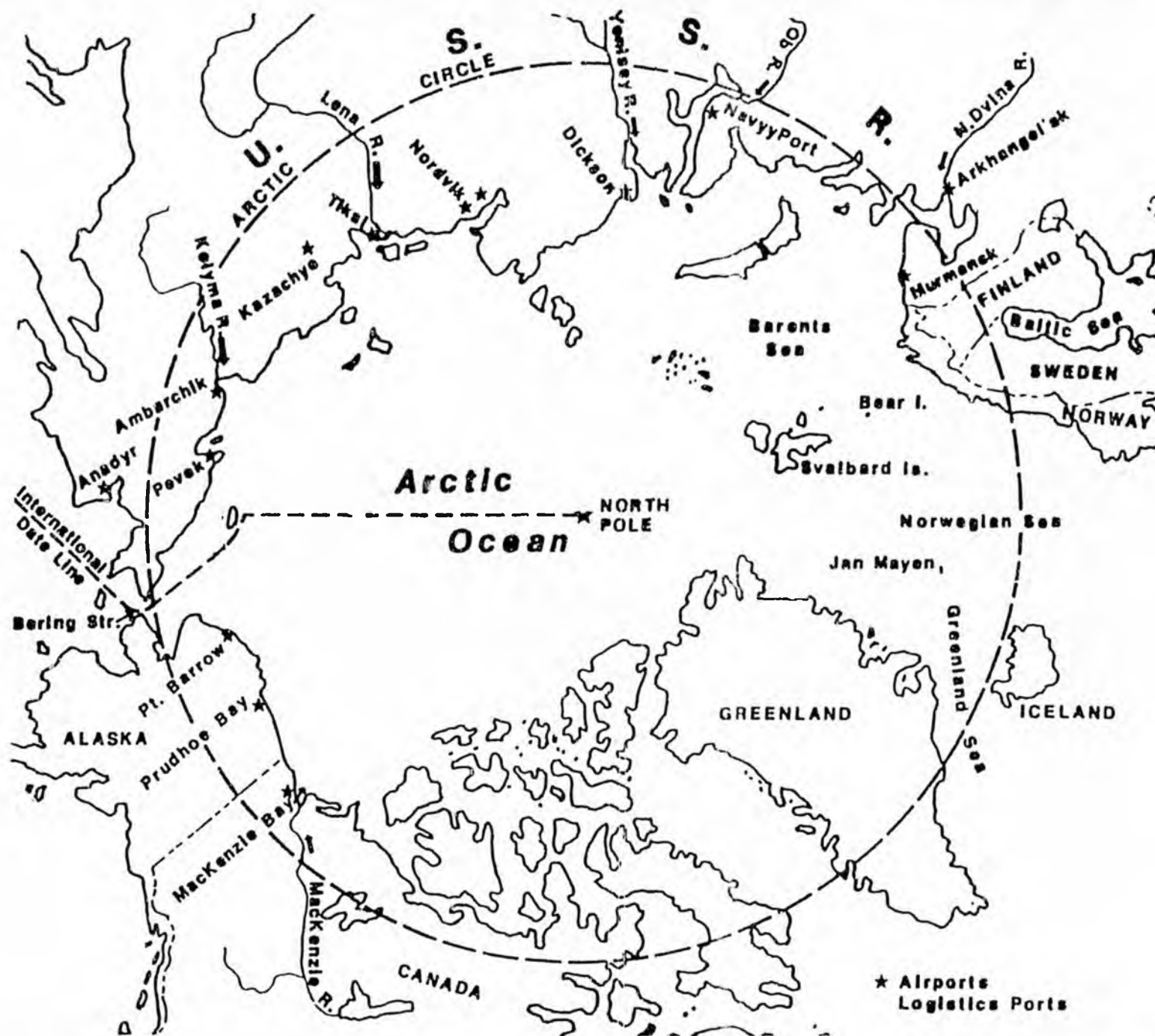
### The Future and Implications

The future of Soviet arctic marine transportation appears secure. As resource development expands in Siberia, investment in the ships and support infrastructure for the NSR will increase. This will surely include improvements in remote-sensed ice imagery for strategic as well as tactical use. By the early 1990s a sizeable nuclear fleet of polar ice-breakers and commercial ships will be operational (perhaps as many as a dozen nuclear ships). These vessels of unlimited endurance will be able to support an increase in the number of winter transits to the Yamal Peninsula and to the port of Dudinka. An expansion in the navigation season in the Laptev and Eastern Siberian seas to six months may also be possible. The technological development of larger and more capable ice-breaking cargo ships will continue. Thus, more independent through transits of the NSR may be at-

### Notes

1. The Northern Sea Route is the system of sea lanes north of the Soviet coast from the straits between the Barents and Kara seas (south of Novaya Zemlya) to the Bering Strait.
2. L. Brigham, "International workshop on the Soviet Maritime Arctic", *Polar Record*, vol. 24, no. 149 (April 1983), p. 132, estimate by T. Armstrong of Scott Polar Research Institute.
3. T. Armstrong, "The Northern Sea Route, 1986", *Polar Record*, vol. 23, no. 146 (May 1987), p. 589.
4. The Soviet polar ice-breakers (depending on their maximum power) can continuously break 1.4 to 2.4 metres of level ice at 3 knots.
5. LASH ships carry materials in barges or lighters that are off-loaded by a gantry system to waters in areas lacking port facilities. The *Sevmorput* will carry 74 barges of 1300 containers.
6. A total of 19 SA-15 arctic ice-breaking cargo ships will soon be in operation. Each 174-metre ship of 14 500 tons is capable of continuously breaking 1-metre level ice.

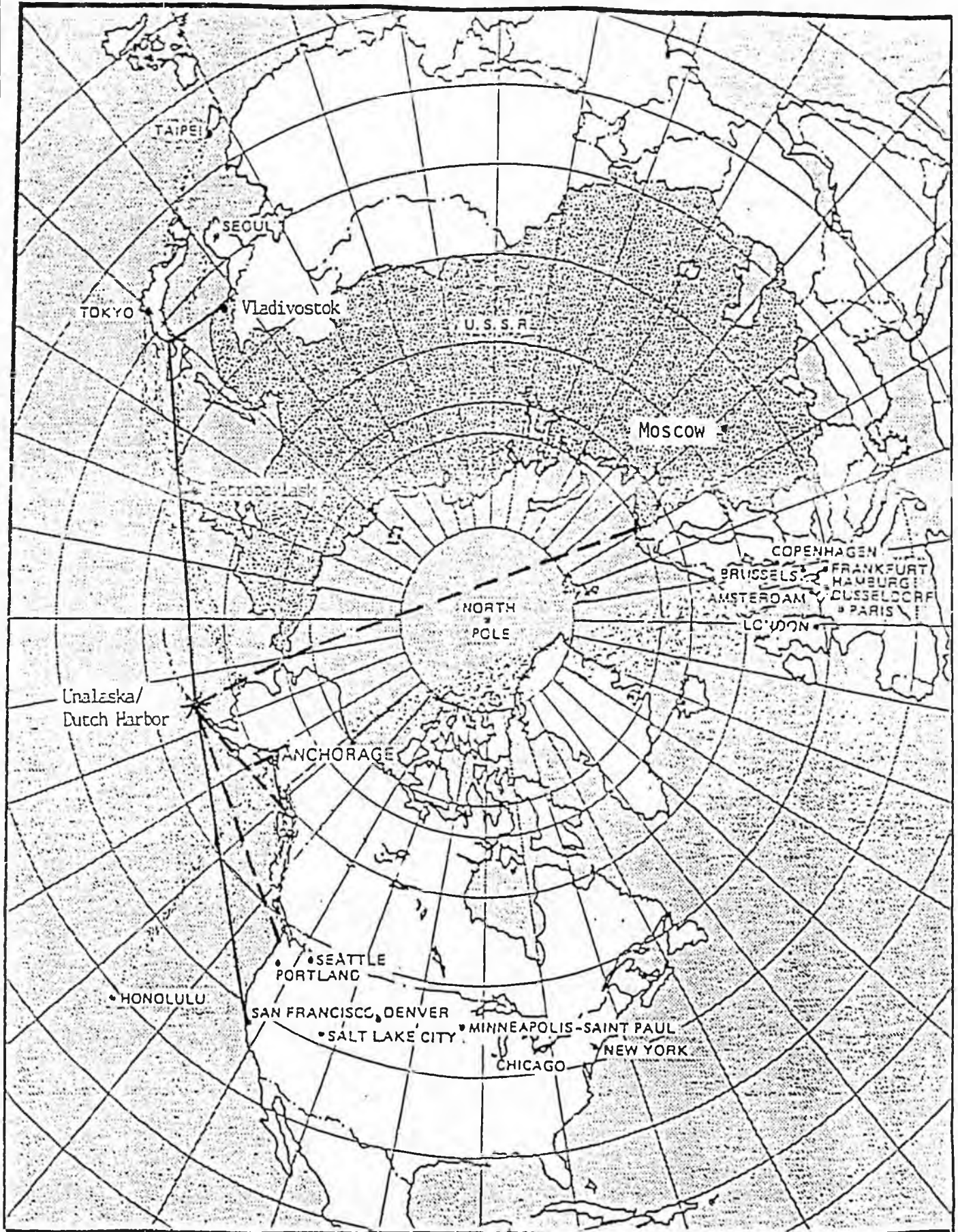
Lawson W. Brigham is a Commander in the U.S. Coast Guard and a Guest Investigator at the Marine Policy Center of the Woods Hole Oceanographic Institution, Woods Hole, Massachusetts.



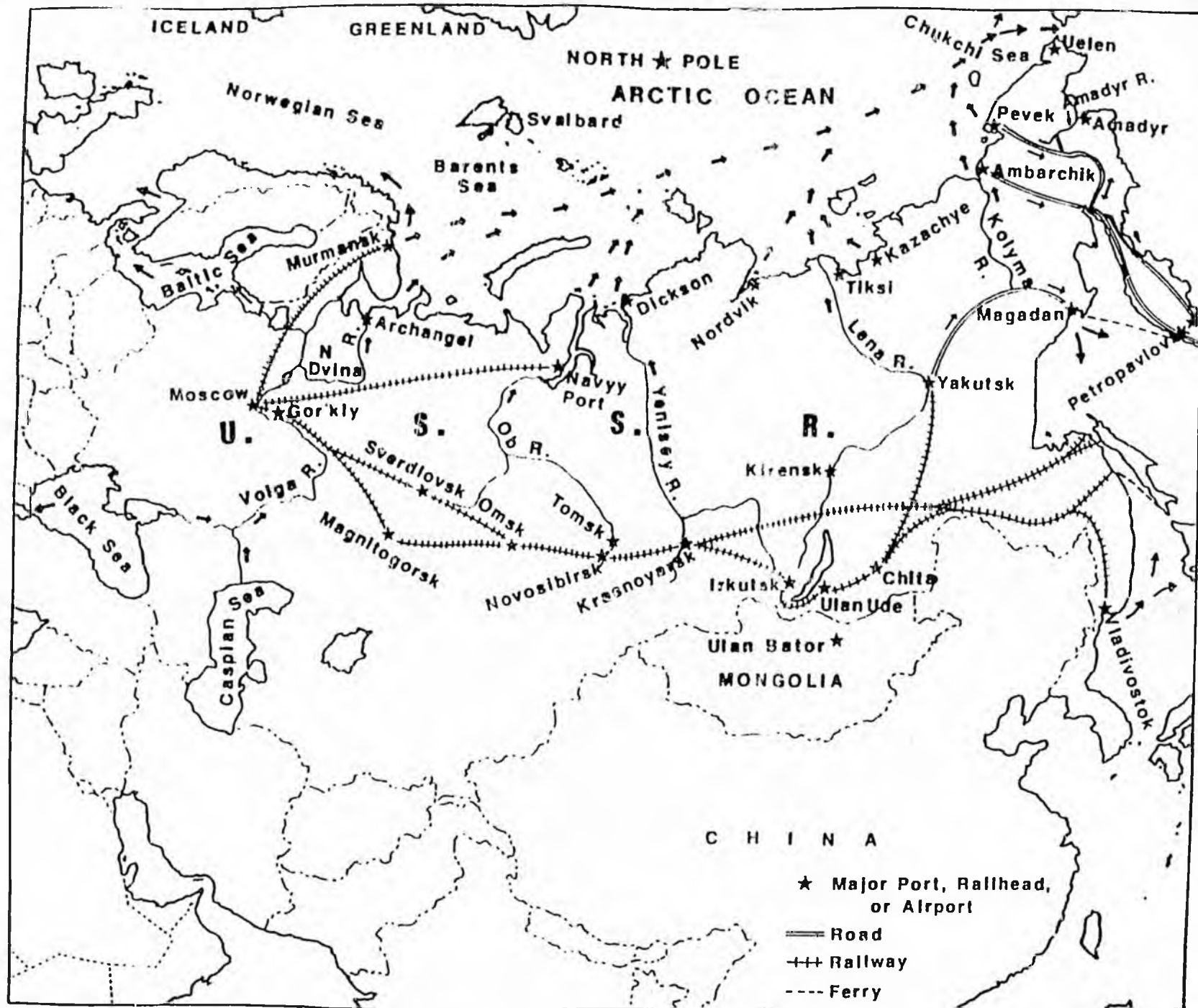
VG # 1

CITY OF UNALASKA/DUTCH HARBOR

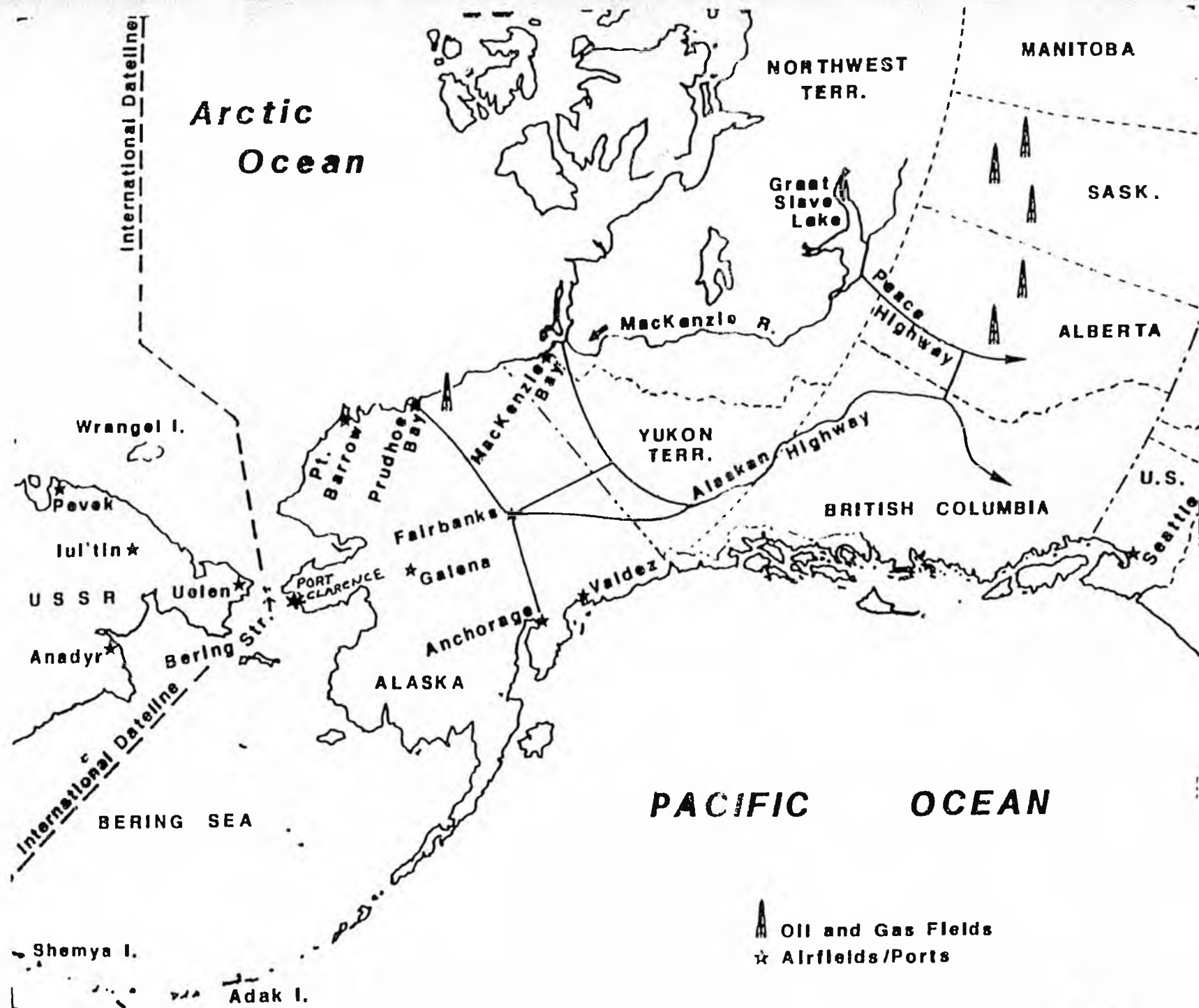
STRATEGIC LOCATION IN INTERNATIONAL COMMUNICATIONS ROUTES



----- Western US Trans Arctic Shipping Route utilizing Soviet Icebreaking Containerships to European Market  
————— Trans Pacific Fiber Optic Cable Route (Also Great Circle Shipping Route)



VG#2



VG#3

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February 1, 1989

Mr. Larry Dinneen  
Mr. Paul Fuchs  
Co-Chairmen  
Ports Alaska  
2000 Anchorage Port Road  
Anchorage, Alaska 99501

Dear Larry and Paul:

It was a pleasure attending the Ports Alaska meeting concerning possible revenue sources for the construction and operation of ports in Alaska. I appreciated the opportunity to make some comments. As requested I am summarizing my points in writing for consideration by the various parties. If I can be of any service, in further defining these thoughts for the benefit of Alaska's local communities, please feel free to contact me.

I think that your group's meeting is a step forward for the State of Alaska. I commend each and every one of the port directors and their staff participating in this effort to move Alaska's economy in the right direction. It was particularly noteworthy that the Press was in attendance. One important effort is to educate Alaskans - at almost all levels - on the importance of our maritime location in terms of the creation of wealth.

In my two years as Commissioner I began to understand how little the public, the legislature and the general government understands about economic development and the creation of wealth. As a result of Alaska's recent history of consuming oil wealth, very few people really focus on the difference between the creation of wealth and the provision of short term jobs. Consuming petro-dollars has a multiplier affect, but it does not create long-term wealth. Long-term wealth is created from the land, sea, the air or our ingenuity. It is, in the macro-economic sense, that point where money is brought in to an economic system, or the system produces a product which would otherwise be brought into the system. Thus, with the exception of import substitution, the creation of wealth almost by definition requires a Port as a predicate to economic activity.

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This fact of economic life is well understood by our competitors. The Soviets, the Japanese, the Danes, the Norwegian all understood that for a maritime country (or State in Alaska's case) you need ports in order to engage in international commerce. Thus, in most of these countries, the governments expend grant money in order to insure that a port exists and then they let the private sector pay for the costs of the infrastructure.

This brings us to the next item which seems lost in the shuffle. Breakwaters and the like, in and of themselves, do not create revenues. Breakwaters create an area within which commerce can take place. As a result breakwaters, dredging and creation of land areas are appropriate items for State grants as they don't amortize themselves over a normal commercial time-frame.

Docks, water systems, sewers, waste outfalls and other such infrastructure, however, can support debt and be amortized over a period of time so long as the private sector has a need for the facility and they are built and operated for a reasonable cost. These facilities, therefore, are prime candidates for financing through existing agencies such as AIDEA and the Municipal Bond Bank.

Parenthetically, there needs to be a policy decision as to what is the appropriate cost of the money to construct these kinds of facilities. Our competitors, particularly Japan, Norway, Denmark, Korea and the Soviet Union, are willing to accept a very low rate of return for the cost of money, or none at all. For example Norwegian banks are willing to finance retrofits of catcher-processors in the three to five percent range over a long-term period, while U.S. commercial banks want prime or prime plus over an intermediate term; often no more than seven years. The impact of these financing decisions on the cost of the facility's and the ability to generate operating revenues can often preclude the economic development that a state like Alaska so desperately needs.

I would direct your attention to the Industrial Bank of Japan as a model of what AIDEA could be. IBJ was a government institution at the time of Japan's post-war reconstruction. As such it invested heavily in infrastructure and projects of national importance. For example, IBJ financed the Alaska Pulp Corporation in an effort to insure fiber and wood products for the anticipated Japanese national economic need. It can be argued that had IBJ not been in existence, Japan would not have had the fiber and wood products that it needed as part of its post-war reconstruction.

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A similar role would be appropriate for AIDEA at this point in time, if a policy decision was made to move in that direction. As Alaska cannot diversify its economy without ports to market, I would argue the public policy of insuring that our port costs allow us to be competitive (including amortizing debt and adequate operational costs) is a valid state policy decision. We need to establish a constituency for that concept.

I would urge your group to consider utilizing existing organizations such as AIDEA and the Municipal Bond Bank rather than attempting to establish additional organizations. It is my belief that a rather modest expansion of existing powers would go a long way towards creating a vehicle to allow Alaska to take advantage of its resources, its population's creativity and our proximity to expanding in world markets.

AIDEA, for example, has at least \$50 million in equity and it would be preferable to use that to create real economic growth than to have it raided to add to the General Fund. I would also point out that a rather modest expenditure in buying down interest rates could change the economics of operating a port so that some of Alaska's industries can take off.

At this point, we need to be careful of the "subsidy" issue. Unfortunately, some of the excesses of the late 70's and early 80's have created a belief that any policy decision to accept a return of less than prime plus over a twenty-year period is a subsidy. I don't believe that this is the case. In my view it is appropriate for a development authority to accept a very secure rate of return for the use of its money over a long-term period at a lower rate than prime or prime plus; if this insures that the facility will be operated at a ~~cost that encourages additional private sector activity~~. Ports are historically a common use facility and, in my view, there is a great deal of difference between subsidizing an industry as compared to permitting the development and the operation of a public use facility on a basis that recognizes there are more returns to the public than just a return on the cost of the money.

I would like to point out that the Municipal Bond Bank is a little known, and little used, public agency which has immense potential. In the first instance, it allows small cities which are not household names on Wall Street to market their bonds. In addition, it brings to the table the moral obligation of the State. The moral obligation can often spell the difference between whether an issue is saleable or not. By allowing

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credit worthy, but little known, local governments to approach the market through Municipal Bond Bank issues the Municipal Bond Bank could be a viable instrument of state policy in developing port facilities so we can take advantage of our maritime and natural resources.

At this juncture, there are a number of institutions looking for tax exempt private placements. Under the recent tax law, port facilities are generally exempt. In addition, certain municipalities can achieve tax exempt status for their debt and thereby find a market through a private placement. There are also other opportunities for public offerings in the normal course.

My last comment was in the nature of political experience. The suggestion was that there should be a person in the State government who is charged with the responsibility of coordinating port development and insuring that the economic development issue is constantly before the public consciousness. It is my belief that such a position needs to be institutionalized. This would dictate that the position should be in the Department of Commerce and Economic Development or another line agency with statutory responsibility for economic development and fostering the growth of the State's private sector economy, such as the Department of Community and Regional Affairs.

One of Alaska's attributes is that this is a small state where we all know each other. A liability is that politics become awfully personal. My experience is that all Governors enjoy periods of rapport and periods of animosity with the legislature. In periods of animosity the first thing the legislature does is to try to pick off Governor office programs. The result is that all functions placed in the Governor's office, which are not peculiarly a part of the governor's personal program, run a risk of being buried politically through no fault of the programs or the parties. I would therefore urge that this group consider institutionalizing Tom Dowd's suggestion in a line department or agency.

These brief remarks are not intended as any exhaustive analysis of the options. I was asked to reduce my comments to writing. If you or any of the members of Ports Alaska desire more in depth analysis or would like to discuss any of these issues with me. Please feel free to contact me at the above-address and phone number.

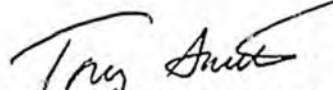
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Again, I would like to compliment all of you who are working on this excellent effort raise the public's consciousness as to the real need for our port infrastructure. In Alaska, unfortunately, the resources are often not located in the same locations as the population. This is further exacerbated when the port which allows those resources to enter the stream of international commerce, is located at tidewater many miles away. Alaskans have shown a pretty consistent inclination to spend public dollars on paving the road to the back 40, as contrasted with insuring an adequate port so that we can get our products to market and import the goods we need to keep our economy moving. I do believe, however, there is an increasing understanding that without ports to markets, there is no economy even when the port is miles away at a railhead or other site, such as a river or tidewater.

Thank you very much.

Cordially,

DAVIS WRIGHT & JONES

  
J. Anthony Smith

JTS/cam  
73720

# We're # 1 fish port

## Kodiak sets record for fish value

Fish landed at Kodiak, Alaska in 1988 were worth more than \$166 million, establishing a new record for the value of landings in the United States and making it the nation's number one port, a position it has not held since 1981, the National Oceanic and Atmospheric Administration (NOAA) announced this morning.

In 1987 Kodiak's fish landings were worth \$144 million.

The Massachusetts port of New Bedford was second, with fish landings valued at \$141 million, NOAA said.

Cameron, Alaska's first in value in 1988, with 439 million pounds of fish landed, mostly low-value menhaden, used for livestock feed and industrial oil. Cameron has been the largest volume U.S. port for more than a decade, but last year's landings were the lowest since 1977. In 1987, 672 million pounds of fish were landed at Cameron.

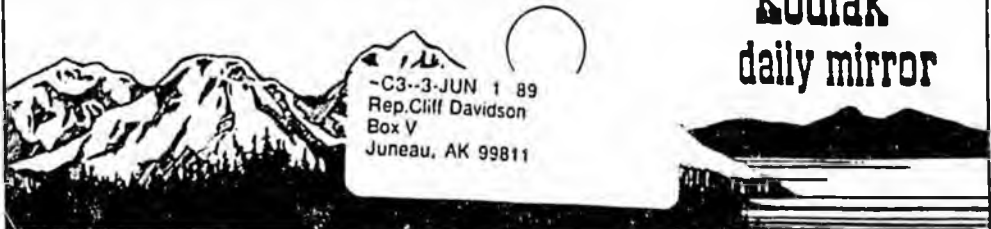
Several other Alaska ports experienced large increases in either the value or volume of their landings in 1988.

Landings at the twin port of Dutch Harbor-Unalaska went from 128 million pounds in 1987 to 377 million pounds last year. Ketchikan's landings virtually doubled in value from \$23 million in 1987 to \$44 million in 1988. And leading port Kodiak's landings rose from 204 million pounds in 1987 to 305 million pounds last year.

In all, six Alaskan ports were among the ten top money makers last year, and two were among the top ten volume ports.

See more on Page 9

Rain tonight with northeast winds to 15 mph and a low in the mid-30s. Rain Saturday with a high in the mid-40s. Outlook for Sunday: showers. Record high and low temperatures for this date are 51 in 1970 and 5 in 1944. Sunset today is at 7:48 p.m.; sunrise tomorrow is at 6:39 p.m. Daylight: 13 hours, six minutes.



the  
**Kodiak**  
daily mirror

## Abandoned on the street



### Who left it here?

Troopers are looking for the owner of this car. (Andy Hall photo)

Trooper Tom Martin was a little angry yesterday afternoon when he was called to direct traffic around an abandoned car on Von Scheele Way.

The small truck had been left in the middle of the lane on Von Scheele across from Kodiak Auto Wrecking. Martin said it is common

practice for people to illegally leave their cars in the ditch in front of the wrecking yard, but this is the first time someone left a wreck in the middle of the road.

Martin said it was reported by a driver who almost ran into the wreck.

Martin said Kodiak Auto

Wrecking only charges \$20 to take a wreck, but people insist on abandoning cars on the roadways.

He said anyone with information on this abandoned vehicle or others should contact the state troopers and their identities will remain anonymous.

## Herring fishermen sue state fish board

By M'ZANNE HANCOCK  
Staff Writer

A State Board of Fisheries decision is the subject of a lawsuit filed by the Bristol Bay Herring Fishermen's Association (BBHFA). The association and its members are represented by local fishermen Larry L. "Tom" Dooley and Ed Turkisher.

A complaint for declaratory and injunctive relief was filed in the Kodiak Superior Court March 1.

Defendants are the State of Alaska, Board of Fisheries.

The Board of Fisheries, at its November and December 1987 public meetings held in Anchorage, amended the Alaska Administrative Code in the areas dealing with the Bristol Bay Herring Management Plan and fishing gear in the Togiak area.

These amended regulations, according to the complaint, essentially allocate 75 percent of the harvestable surplus of sac

See Selaers, Page 9

## APUC stays KEA election

The Alaska Public Utilities Commission decided today to stay KEA's deregulation election, according to Ray Wiperman, APUC chief of consumer protection and information.

The ballots in the election will not be counted until a definitive order is passed, Wiperman said. This order is expected "imminently," he said.

The deadline for the election ballot count was April 3.

The move came in response to a petition filed by Kodiak resident Jim Fisk, accusing KEA of two improprieties during its move toward deregulation.

Fisk accused KEA of mailing out "false and/or misleading information designed to convince members to vote for deregulation," and of violating state law by refusing to provide him with a membership list on Feb. 9.

## Court of Appeals turns Palmer down

By NELL WAAGE  
Staff Writer

Michael Palmer of Kodiak has lost an appeal on his conviction and sentence for assault in the stabbing injury Dec. 31, 1986, of Michael Evans, also of Kodiak.

The Court of Appeals of the State of Alaska denied Palmer's appeal in an opinion issued earlier this month.

Palmer, who is currently serving a five-year sentence for the offense, has also recently brought a \$36 million civil rights suit relating to the case. In that suit he names as defendants the State of Alaska, former Kodiak District Attorney Sue McLean, former Kodiak Police Department Chief Max Hurlbut, former KPD officer Charles W. Lowry, and former Kodiak Corrections Officer

Kevin Dyer.

Among other things, Palmer alleges in that suit that police and the district attorney conspired in an effort to show probable cause that he, Palmer, had committed a crime where no probable cause existed.

Following the incident Palmer was convicted in a jury trial of first degree assault and was sentenced by Judge Roy Madsen to five years in prison.

According to evidence at the trial, Palmer and Evans were neighbors in a trailer park in Kodiak. On Dec. 31, 1986 Palmer had had a disagreement with his girlfriend. He went to the trailer Evans shared with

ently struck Palmer at least once. Palmer returned a second time and was again told by Boskofsky to go away.

A few moments later, Boskofsky followed Palmer to his, Palmer's, residence and was followed by Evans a short time later. Although the two men were apparently uninvited, there was no evidence that Palmer specifically ordered either to leave.

Evans testified that when he arrived, Boskofsky and Palmer were arguing and that Boskofsky was shaking Palmer and may have been "backhanding him." Evans listened to the argument but did not participate. When

large knife.

Evans was stabbed three times and was bleeding heavily. Boskofsky assisted him back to their trailer and called the police.

In his appeal on the conviction for assault, Palmer contended that the trial court erred in refusing to instruct the jury on his proposed defense; specifically, the justified use of force to terminate a burglary occurring in occupied premises.

(Remaining unlawfully in an occupied dwelling or building with the intent to commit a crime is termed a burglary under state law.)

Palmer requested an instruction informing the jury that a

# Pillar Creek problems illustrate need for water legislation

By CECIL RANNEY  
Staff Writer

In order to support fish a stream needs water. It seems elementary but recent problems with Pillar Creek graphically illustrate what happens when other water users take a priority over the needs of fish.

Alaska's constitution specifically calls for a reservation of water for fish and wildlife but the governmental rules and regulations dealing with water allocations don't always meet this constitutional requirement.

A proposed law introduced in the Legislature this year by Rep. Cliff Davidson would guarantee sufficient water be reserved in every salmon stream to support the fish.

Davidson said good public policy anticipates problems.

"Water allocation problems are growing in other western states. Water is a finite re-

source. This legislation anticipates the problems," he said.

Stosh Anderson, a Bristol Bay fisherman, has been actively pushing the legislation. He said the bill would "level the playing field."

Presently anyone wanting to take water from a stream simply applies for a permit.

"They don't have to supply any data," said Anderson. "All they have to do is prove they are using it."

If a person or agency wants to make sure water is left in the stream, (instream flow reservation) they have to provide all the hydrological data and all the habitat requirement data.

Christopher Estes is the statewide instream flow coordinator. His job is to establish instream reservations for the Department of Fish and Game.

In the eight years the present water regulations have been in effect, he has established the

reservation for six streams, the first of which was Terror River when the hydro plant was being developed.

## Estes: "the bill establishes a permanent fund of water for fish"

Since there are 1200 streams with fish populations in Alaska, it has been estimated it would take approximately 1,500 person years and over \$128 million in state time and studies to provide instream reservations for every stream in the state.

HB 210 would require the state to automatically make an instream flow reservation on every stream that supports a fish population whenever a permit is withdrawn.

Estes said the bill establishes a "permanent fund" of water for fish.

"It will establish a water right that will guarantee there will be sports, commercial and subsistence fisheries," he said.

Anderson said a statistical method of determining the mean average flow of the stream would be used. In the summer 60 percent of that yearly average would be reserved. In the winter 30 percent.

"Sometimes this could amount to all the water in the winter," he said.

If the bill were passed it

would give the fish first priority to the water. When a person or agency made application to take water from a stream the state would have to figure the mean average annual flow and reserve the percentages.

"This is not only good for the fish but also the out-of-stream users," said Anderson. "It quantifies the reservations so they can assess the quantities available thereby simplifying the permitting process."

Estes said had this legislation been in place it would have prevented the problem at Pillar Creek.

It may have helped government officials study the flow in the stream but under the constitution and the proposed law, public water supplies are still given preference when there

is competition for water.

Estes said he has 12 more applications for instream reservations pending on streams around the state.

"We are planning to file for Buskin Lake and Buskin River," he said. "We are also looking at Pillar and Monashka to see whether we can actually file for them."

Davidson said, "This legislation would not only protect our fisheries and wildlife, but also provide a cost-effective mechanism for allocating water from the thousands of streams in our state that do not have flow records."

"This benefits all users of water, both instream and out-of-stream, and would expedite the application process for water appropriations to these users."

## Top ten national ports

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The ten leading U.S. ports in volume of fish and shellfish landed in 1988 (in millions of pounds), with 1987 figures for comparison:

	1987	1988
Cameron, La.	672.4	438.9
Dutch Harbor-Unalaska, AK	128.2	377.3
Empire-Venice, La.	204.1	297.2
Pascagoula-Moss Point, Miss.	357.4	292.0
Dulac-Chauvin, La.	391.6	244.1
Los Angeles, CA	331.7	243.0
Intercoastal City, La.	203.1	232.0
Beaufort-Morehead City, N.C.	314.3	209.7
Gloucester, Mass.	85.7	110.0
	93.0	107.4

The ten leading U.S. ports in value of fish and shellfish landed in 1988 (in millions of dollars), with the 1987 figures for comparison:

	1987	1988
Kodiak, AK	132.1	166.3
New Bedford, Mass.	143.7	140.9
Dutch Harbor-Unalaska, AK	62.7	100.9
Kenai, AK	n/a	99.3
Empire-Venice, La.	60.1	67.7
Petersburg, AK	36.9	58.5
Dulac-Chauvin, La.	65.6	56.5
Cordova, AK	41.9	46.4
Arkansas Pass-Rockport, Tex.	36.4	45.6
Keetchikan, AK	22.8	43.5

n/a = not available

## Seiners unhappy with fish board ruling on herring line

Continued from Page 1  
roe herring to purse seine fishermen and 25 percent to drift gill net fishermen.

The regulations allocate and assign exclusive fishing areas of the Togiak fishing district between the two gear types.

As a result of the regulatory amendments, seine fishermen who had previously and traditionally fished for herring in all of the waters opened for sac roe herring fishing are now excluded from fishing with seines in the Kulukak and Nunavachak sections of the Togiak District of the Bristol Bay Herring fishing area. These sections are now opened for fishing for herring by gillnetts only.

BBHSA is comprised of approximately 40 persons who actively participate in the Bristol Bay commercial herring sac roe fishery using seine gear. Their principal place of business is Kodiak, Alaska.

"Even if we don't gain back what we've lost, we don't want to lose more," said Mary Jacobs. Jacobs and her husband Tom Dooley are active in

BBHSA and want a unified voice at Board meetings in the future.

Arthur L. Robinson of Robinson, Beiswenger, & Ehrhardt, a Soldona law firm, is representing the plaintiffs, BBHSA.

The state and Board are represented by the office of the attorney general.

Other allegations in the case involve former board member Val Angasan who voted on the proposal while holding a Togiak herring gillnet permit.

Also the board failed to keep a record of a committee meeting which, according to plaintiffs, renders the regulations invalid and unenforceable.

The state moved for an extension of time — until April 10 — to file its opposition to the plaintiffs' motion for preliminary injunction.

This motion for an extension was unopposed by plaintiffs' attorney.

The Togiak herring fishery has occurred in past years any time over a month's period in April through May.

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