

H J R

87

SENATE COMMITTEE REPORT

DATE: 3/13/90

FURTHER:

DATE TURNED INTO OFFICE: 3-27-90

Transportation

Committee considered

HJR 87

Requesting certain work on the Wrangell Narrows by the United States Army Corps of Engineers.

and recommended:

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

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

ATTACHES NEW FISCAL NOTE(S):

APPROVES PREVIOUS:

Dept/Date:

Dept/Date:

fiscal note(s) _____

fiscal note(s) _____

zero fiscal note(s) _____

zero fiscal note(s) House Trsp Comte

appropriation-no fiscal note

Governor's bill w/fiscal note

SIGNING DO PASS:

OTHER RECOMMENDATIONS:

[Handwritten signatures]

[Handwritten signature]

Chair: Signature and Recommendation

ALASKA STATE LEGISLATURE

ELECTIVE DISTRICT 1

HYDER
KETCHIKAN
KUPREANOF
MEYERS CHUCK
PETERSBURG
SAXMAN
WRANGELL



HOME

P.O. BOX 5723
KETCHIKAN, AK 99901
PHONE 225-6304

DURING SESSION

P.O. BOX V
STATE CAPITOL BUILDING
JUNEAU, AK 99811
PHONE 465-3424

Representative Cheri L. Davis

March 13, 1990

The Honorable Lloyd Jones
Senate Transportation Committee
Capitol, Room 9

Dear Senator Jones:

Wrangell Narrows is used by a major portion of all commerce enroute to Alaskan ports and provides a safe alternative to 90 miles of hazardous seas. It is vital to the region that this waterway remain safe and navigable.

Before you is a resolution asking the Army Corps of Engineers to perform an immediate and comprehensive condition survey of the entire Wrangell Narrows. Presently, the Corps is responsible for dredging and maintaining seven areas along the 24-mile waterway. The overall goal of this survey is to identify hazards to navigation, water current impediments and a safe, estimated depth needed for the channel the entire length of the Narrows.

With increased large-vessel traffic anticipated through the Wrangell Narrows during the next few years, it is imperative that a survey be conducted addressing the areas of concern in this Resolution.

Thank you for scheduling this Resolution, and if you need any further information, please contact me immediately.

Sincerely,

A handwritten signature in cursive script that reads "Cheri L. Davis".

Cheri L. Davis
Alaska House of Representatives

FISCAL NOTE

REQUEST:

Revision Date: 08 HJR 87 Agency Affected: DOT
 Title: Relating on work on Wrangell
Narrows by the Corp. of Engineers BRU: _____
 Sponsor: Rep. Davis Components: _____
 Requestor: House Transportation Committee

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95
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-
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REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
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FUNDING: (Thousands of Dollars)

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

POSITIONS:

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

ANALYSIS : (Attach a separate page if necessary)

Prepared by: Walter M. Loh / Controller Phone: 465-14858
 Division: House Transportation Committee Date: 2/28/90
 Approved by Commissioner: Richard D. Wines Date: 2/28/90
 Agency: House Transportation Committee

Distribution (by preparer):

Legislative Finance

Legislative Sponsor

Requestor

Office of Management and Budget

Impacted Agency(ies)

DOT/PF Fiscal Note

Southeastern Alaska Pilots' Association

CABLE ADDRESS SEAPILOTS

P. O. BOX 6100
KETCHIKAN, ALASKA 99901

February 14, 1990

The Honorable Cheri Davis
House of Representatives
State of Alaska
P. O. Box V
Juneau, Alaska 99811

Dear Cheri:

Subject: House Joint Resolution No. 87

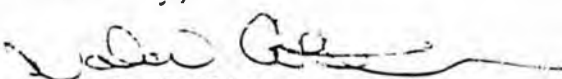
The Southeastern Alaska Pilots' Association would like to go on record as supporters of House Joint Resolution No. 87.

We now have two cruise ships scheduled to transit Wrangell Narrows weekly this summer. Both of these ships are larger than the M/V Columbia and one is a motor-sailing ship. Wrangell Narrows is transited by all marine user groups and is an important waterway to all mariners transiting the Inside Passage of Alaska.

We feel your resolution is vital to the continuance of information about this waterway. The U.S. Army Corps of Engineers provides this pilot group and other marine users with important up-to-date information needed for safe navigation of this area. The U.S. Army Corps of Engineers has been most helpful over the years with information and detailed maps of Wrangell Narrows and other areas of interest to us. However, we requested a detailed map of the Battery Islets area in Wrangell Narrows to review in the wake of the U.S.C.G. Buoy Tender Planetree grounding on January 25, 1990, and the U.S. Army Corps advised they did not have an up-to-date map of this location in Wrangell Narrows. They went on to state there were other locations in Wrangell Narrows where the information was in need of updating.

With this in mind and the volume of marine commerce transiting this waterway we feel House Joint Resolution No. 87 should be given unanimous support by the Alaska State Legislature.

Sincerely,


Dale O. Collins
Secretary/TreasurerDOC:bjj
cc: Senator Jones
Representative Taylor

SE AK Pilot's Association-Support

1-40.

WRANGELL NARROWS, ALASKA

Condition of Improvement 30 September 1988

EXISTING PROJECT: Adopted 3 March 1925, modified 30 August 1935 and 2 March 1945; provides for a channel 300 feet wide dredged to a depth of -24 feet MLLW, with improvement of the alignment of the original 200 foot by 21 foot channel; an anchorage basin adjacent to the channel in the vicinity of Mile 14, 500 yards long, 200 yards wide, at -26 feet MLLW; a depth of -27 feet MLLW at Petersburg Bar (Shoal 2); easing curves at four shoals, removing a rock pinnacle opposite Anchor Point, and removing five small rock pinnacles in the towing channel.

PROGRESS OF WORK: The original 200 by 21 foot channel was completed in 1934. The modified channel was completed in 1951. Construction of the anchorage basin near Mile 14 was accomplished during April and May 1963. A rock believed to have been carried in by an iceberg was removed from the channel near Petersburg in June 1963. A 1970 modification at Turn Point, near Petersburg, increased the depth to -27 feet MLLW and widened the channel through the turn. Maintenance dredging was performed throughout the channel, September and October 1971 and to Turn Point in May and June 1979. A condition survey of mile 15.5 (North Ledge) of the Narrows was performed in February 1983. Condition surveys of Mile 3.5 to 5, (Scow Bay) and Mile 15.5 to 17 (North Ledge to Burnt Island) were performed in February 1984. In February 1986 condition surveys were accomplished at mile 10, (Green Point), miles 12.5-13 (Green Rock), and mile 20, (Battery Islets In February 1987, Mile 1.5 to 3.5, (Turn Point) and mile 18, (Spike Rock) were surveyed. In January 1988 Mile 15.5-17 (North Ledge to Burnt Island) was surveyed. In January 1988 a survey was made to inspect a reported navigation hazard at Mile 12.5-13, (Green Rock). The survey indicated that two large rocks were obstructing vessels in the channel. A contract was awarded to remove the rocks, and the removal was complete as of March 1988.

RANGE OF TIDE:	<u>Mean Range</u>	<u>Diurnal Range</u>	<u>Extreme Range</u>
Petersburg	13.8'	16.4'	25.0'
Finger Pt.	14.2'	16.7'	25.0'
Pt. Lockwood	13.1'	15.7'	24.0'

Continued on page 1

Corps of Engineers

1-40a.

Prangell Narrows, Alaska (continued)

0 September 1987

CONTROLLING DEPTH: Controlling depth of -21.5 was found at mile 10; -22.6 at mile 12.5-13 (Green rock); and -20.9 at mile 20, February 1986. A depth of -20.6 feet MLLW near Mile 1.5 (Turn Point), and -15.7 at Mile 18 (Spike Rock) was noted in February 1987. A depth was found to be -18.5 feet MLLW between miles 15 and 17 (North Ledge to Burnt Island), in January 1988.

The major portion of all commerce enroute to Alaskan ports passes through this channel which provides a safe alternative to 90 miles of hazardous seas. The anchorage basin in the vicinity of Anchor Point is used as a holding area when waiting for fog to clear.

1-40a.

