

**SB**

**21**

RECEIVED

MAR 24 1997

MARCH 8, 1997

Ans'd.....

ERIC GUCKER

PO BOX 8073

KETCHIKAN, AK 99901

GVERNOR TONY KNOWLES

PO BOX 110001

JUNEAU, AK 99811-0001

DEAR GOVERNOR KNOWLES:

PLEASE ALLOW ME TO APOLOGIZE FOR YESTERDAY AT THE  
TED FERRY CIVIC CENTER IN KETCHIKAN. I BROUGHT VALID  
CONCERNS ABOUT THE MANAGEMENT OF THE ALASKA MARINE  
HIGHWAY SYSTEM BECAUSE I BELIEVED YOU WERE HOLDING  
A SERIOUS QUESTION AND ANSWER FORUM FOR LOCAL CITIZENS  
BY THE WAY YOU DODGED MY QUESTION, I CAN SEE THAT I  
WAS CLEARLY MISTAKEN.

LET ME TRY IT AGAIN.

IF THE CURRENT AMHS ADMINISTRATION IS SO RESPONSIVE  
TO PUBLIC DEMANDS - AS D.O.T. COMMISSIONER PERKINS  
ASSERTS - THEN WHY HAVE THE PEOPLE OF PRINCE

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OF WHALES ISLAND FOUND IT NECESSARY TO TAKE  
STEPS TO CREATE THEIR OWN FERRY SYSTEM  
WHICH WILL PROVIDE THE BASIC SERVICE THEY'VE  
BEEN BEGGING THE STATE FOR YEARS?

THE INLAND BOATMAN'S UNION OF THE PACIFIC SUPPORTED  
YOUR ELECTION TO THE OFFICE OF GOVERNOR BECAUSE  
YOU AND FRAN ULMER ASSURED US THAT YOUR  
ADMINISTRATION WOULD BE SUPPORTIVE AND RESPONSIVE  
TO THE CREWMEMBERS WHO WORK ON THE FRONT LINE  
DOING THE ACTUAL WORK THAT GENERATES AROUND  
65% OF ITS OWN OPERATING BUDGET, YET YOUR  
APPOINTED OFFICIALS ARE DOING EVERYTHING POSSIBLE  
TO DESTROY THE ALASKA MARINE HIGHWAY SYSTEM AND  
OUR LIVELIHOODS AND SINCE YOU HAVE NOT INTERVENED  
AMID PUBLIC OUTCRY TO HOLD THESE PUBLIC OFFICIALS  
ACCOUNTABLE AND ATTEMPTED TO HALT THIS DESTRUCTIVE  
ACTION, HOW CAN YOU EXPECT THE IBU MEMBERSHIP  
OR THE PEOPLE OF ALASKA TO SUPPORT YOU NOW OR  
IN THE NEXT ELECTION?

ALLOW ME TO CLARIFY MY PERSONAL AGENDA IN THIS  
MATTER. PLEASE DO NOT DISMISS ME AS ANOTHER  
DISORIENTED GOVERNMENT EMPLOYEE SNAVELLING

ABOUT BEING OVERWORKED AND UNDERPAID. THAT IS NOT MY PURPOSE. IF YOU READ THE LETTERS I'VE SENT TO COMMISSIONER PERKINS AND DIRECTOR HAYDEN, OR LISTEN TO THE TESTIMONY I'VE GIVEN TO THE SENATE TRANSPORTATION COMMITTEE, OR THINK FOR A MOMENT ABOUT THE KIND OF QUESTIONS I'M ASKING YOU, IT WOULD BE OBVIOUS TO YOU THAT I CARE DEEPLY ABOUT THE FUTURE OF THE AMHS. I AM SPEAKING TO YOU NOT ONLY AS AN AMHS EMPLOYEE OR AN IBU MEMBER, BUT ALSO AS A CUSTOMER WHO HAS RELIED ON AMHS SERVICE SINCE I WAS BORN. I WANT THE STATE FERRY SYSTEM TO SUCCEED AND GROW AND PROSPER, JUST AS THE LEGISLATORS WHO CREATED THIS SYSTEM INTENDED IN ALASKA STATUTE A.S.G.S. 050.

YOUR CONTINUED SILENCE REGARDING THE SERIOUSNESS OF THE ISSUES FACING THE FUTURE OF THE AMHS LEADS ME TO TWO POSSIBILITIES: THE FIRST IS THAT YOU ARE TOTALLY OUT OF TOUCH WITH THE REALITY THAT THERE ARE MAJOR PROBLEMS THREATENING THE VERY EXISTENCE OF THE AMHS WHICH STEM DIRECTLY FROM INEFFECTIVE MANAGEMENT AND TOTAL LACK OF DIRECTION. THE SECOND POSSIBILITY IS

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THAT YOU ARE VERY AWARE OF THESE PROBLEMS AND ARE USING CHIEF OF STAFF JIM AYERS, DOT COMMISSIONER JOE PERKINS, AND AMHS DIRECTOR GARY HAYDEN TO ENSURE THE FAILURE OF THE AMHS IN AN ATTEMPT TO HELP BALANCE THE STATE BUDGET.

AS GOVERNOR, YOU MUST EITHER BE PART OF THE PROBLEM OR PART OF THE SOLUTION. ROBIN TAYLOR'S SENATE BILL #21 MAY BE PART OF THE SOLUTION SINCE ONE OF ITS MAIN GOALS IS TO FORM A BOARD OF DIRECTORS WHO HAVE REAL MARITIME EXPERIENCE. STAGGERED TERMS WOULD INSURE STABILITY WITHIN THE LEADERSHIP AND ALLOW LONG RANGE PLANS A BETTER CHANCE OF SUCCESS. GOVERNORS CONTINUALLY APPOINTING DIRECTORS WHO HAVE NO EXPERIENCE DIRECTING FERRY SYSTEMS EVERY COUPLE OF YEARS WHEN THE ADMINISTRATION CHANGES IS NOT A RESPONSIBLE WAY TO RUN STATE GOVERNMENT.

THE SIMPLE FACT THAT YOU HAVE ALLOWED DOT COMMISSIONER PERKINS TO CLOSE THE BARS ABOARD THE FERRIES - DESPITE OVERWHELMING AND CONTINUED PUBLIC OUTCRY - IS CLEAR AND CONVINCING EVIDENCE THAT YOUR OWN HIDDEN AGENDA

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FOR THE AMHS IS NOT ONLY FINANCIALLY IRRESPONSIBLE,  
BUT IN DIRECT OPPOSITION TO THE PEOPLE OF THIS  
STATE THAT YOU PRETEND TO REPRESENT.

GOVERNOR KNOWLES, I JUST WANT TO REMIND YOU  
WHO PAYS YOUR PAYCHECK. IF YOU WON'T LISTEN  
TO THE WORKERS OR THE TRAVELLING PUBLIC,  
THEN WE'LL ELECT SOMEONE WHO WILL.

VERY SINCERELY:

*Eric Haden*

CC: FRAN ULMER, LIEUTENANT GOVERNOR OF ALASKA  
JOE PERKINS, D.O.T. COMMISSIONER  
GARY HAYDEN, AMHS. DIRECTOR  
ROBIN TAYLOR, SENATOR



# Inlandboatmen's Union of the Pacific

MARINE DIVISION — INTERNATIONAL LONGSHOREMEN'S & WAREHOUSEMEN'S UNION  
NATIONAL OFFICE • 500 JOHN STREET • SEATTLE, WA 98109 • (206) 448-9736 • FAX: 448-9738



RECEIVED MAR 21 1997

March 19, 1997

Senator Robin Taylor  
Senate Majority Leader  
Room 30  
Capital Building  
Juneau AK 99801

Dear Senator Taylor:

At the recent March 17, 1997 special Executive Committee meeting of the Inlandboatmen's Union of the Pacific, Alaska Region your bill SB 21 concerning the Alaska Marine Highway Authority was reviewed and discussed at length.

The Inlandboatmen's Union of the Pacific, Alaska Region by a majority vote of the Executive Committee extends its support of SB 21.

You may feel free to use this letter in any manner as you see fit. Thank you for all your time and assistance for the employees of the Alaska Marine Highway System.

Sincerely,

*Bonnie Herbold for the*

IBU-P Alaska Executive Committee  
Inlandboatmen's Union of the Pacific, Alaska Region

OPEIU Local 8/bh

EXIROB1319.DCC

## REGIONAL OFFICES

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JUNEAU  
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Juneau, AK 99801  
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# Alaska State Legislature

*Chairman,*  
Judiciary Committee

*Member,*  
Resources Committee  
Rules Committee  
Committee on Committees



State Capitol  
Juneau, Alaska 99801-1182  
(907) 465-3873  
Fax: (907) 465-3922

352 Front Street  
Ketchikan, Alaska 99901  
(907) 225-8088  
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*Senator Robin L. Taylor*

## Sponsor Statement

### Senate Bill 21

Senate Bill 21 would establish an Alaska Marine Highway Authority to assume management of the Marine Highway System from the Department of Transportation and Public Facilities.

The Authority would be a public corporation of the state as an instrumentality of DOT/PF, but would have a legal existence independent and separate from the state. The new Authority would be comparable to the Alaska Housing Finance Corporation or the Alaska Industrial Development and Export Authority.

The powers of the authority would rest with a seven member Board, appointed by the Governor. One member would be the Commissioner of Transportation. The six other members would be required to have experience in maritime affairs and would serve staggered five year terms. The Board would hire the system director.

Establishment of such an authority board would bring maritime experience and continuity to the management of the Alaska Marine Highway System.

Based on information gathered at public hearings over the interim, the Senate Task Force on the Alaska Marine Highway System concluded that the legislature should consider the creation of such an Authority.

Testimony received by the Task Force indicated that DOT management of the Marine Highway lacks focus and that AMHS administration under DOT lacks maritime experience.

Sponsor Statement

SB 21

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Management under DOT has become insular and is unresponsive to input from vessel employees and the general public. Scheduling is chaotic and the fare structure has discouraged ridership. The reservations system has been an abject failure.

While concerns over funding levels are valid, the naturally bureaucratic mind-set of the Department has tightened what former director Jim Ayers termed a "death spiral".

Establishment of the Alaska Marine Highway Authority will not be a panacea, but will give the system a new perspective.

I ask your support for Senate Bill 21.

# LEGAL SERVICES

DIVISION OF LEGAL AND RESEARCH SERVICES  
LEGISLATIVE AFFAIRS AGENCY  
STATE OF ALASKA

(907) 465-3867 or 465-2450  
FAX (907) 465-2029  
Mail Stop 3101

130 Seward Street, Suite 409  
Juneau, Alaska 99801-2105

## MEMORANDUM

January 14, 1997

**SUBJECT:** Sectional Summary of SB 21; An Act relating to ferries and ferry terminals, establishing the Alaska Marine Highway Authority, and relating to maintenance of state marine vessels. (SB 21)

**TO:** Senator Robin Taylor

**FROM:** George Utermohle *GU*  
Legislative Counsel

You have requested a sectional summary of SB 21; An Act relating to ferries and ferry terminals, establishing the Alaska Marine Highway Authority, and relating to maintenance of state marine vessels.

As a preliminary matter, note that a sectional summary of a bill is not an authoritative interpretation of the bill. The bill itself is the best statement of its contents.

Section 1 of the bill sets out the purpose of the bill.

Section 2 of the bill amends AS 19 by adding a new chapter relating to the Alaska Marine Highway Authority.

### CHAPTER 55. ALASKA MARINE HIGHWAY AUTHORITY. ARTICLE 1. CREATION AND ORGANIZATION.

Sec. 19.55.010 establishes the Alaska Marine Highway Authority as a public corporation of the state within the Department of Transportation and Public Facilities. The powers of the authority are vested in the board of directors of the authority.

Sec. 19.55.020 relates to the directors of the authority. There are seven directors of the authority: the commissioner of transportation and public facilities and six other persons appointed by the governor. The qualifications for the appointed directors are set out.

The appointed directors serve for staggered five year terms. Appointed directors may only be removed for cause.

The directors of the authority are subject to conflict of interest laws under AS 39.50.

The appointed directors of the authority are entitled to compensation in the amount of \$300 for each day they are engaged in the business of the authority. The directors also receive travel and per diem expenses.

Sec. 19.55.030 provides for the election of officers by the directors of the authority and sets the quorum for meetings of the directors.

Sec. 19.55.040 authorizes the board of directors of the authority to employ a chief executive officer who serves at the pleasure of the board and who may employ additional staff. The officers and the staff of the authority are in the exempt service under AS 39.25.110. The board may also employ consultants and advisors.

#### ARTICLE 2. POWERS AND DUTIES.

Sec. 19.55.110 sets out the powers of the authority.

Sec. 19.55.120 sets out the duties of the authority.

Sec. 19.55.130 authorizes the authority to operate a ferry system under the name "Alaska Marine Highway System".

Sec. 19.55.140 requires the authority to prepare a comprehensive long-range plan for development and improvement of the ferry system, in cooperation with the Department of Transportation and Public Facilities, at least every five years.

#### ARTICLE 3. ACQUISITION OF PROPERTY.

Sec. 19.55.210 provides that the authority may acquire land and material necessary for the construction, maintenance, or improvement of the marine highway system.

Sec. 19.55.220 provides that the authority may acquire land for the purpose of exchanging the land for other land that the authority needs to acquire.

Sec. 19.55.230 provides that the authority may vacate land or rights in land held by the authority. The authority may transfer its surplus lands to the Department of Natural Resources for disposal. The proceeds of the disposal shall be returned to the source of funds from which the original purchase of the land was made.

#### ARTICLE 4. VESSELS AND FERRY TERMINAL FACILITIES.

Sec. 19.55.310 authorizes the authority to construct, purchase, or lease ferry terminal facilities, to connect ferry terminal facilities with local highway systems, and to adopt

regulations regarding the use of ferry terminal facilities by the public and to set fees for the use of terminal facilities. The authority shall repair and maintain the facilities that it owns.

Sec. 19.55.320 provides that the vessels and facilities of the authority shall be named by law.

#### ARTICLE 5. BUDGET AND REVENUE.

Sec. 19.55.410 provides that the authority is subject to the Executive Budget Act and that the expenditures of the authority are subject to appropriation by the legislature.

#### ARTICLE 6. GENERAL PROVISIONS.

Sec. 19.55.910 provides that the board of the authority shall annually submit a report to the governor and legislature regarding its operations, income, and expenditures for the preceding fiscal year.

Sec. 19.55.920 provides that the authority shall have its financial records audited annually and that the legislative auditor may prescribe the form and content of the financial records of the authority.

Sec. 19.55.990 sets out the definitions of "authority" and "ferry".

Sec. 19.55.995 provides that this chapter may be cited as the Alaska Marine Highway Authority Act.

Section 3 of the bill makes a technical amendment to AS 03.53.010(a) relating to the transportation of animals aboard state ferries.

Section 4 of the bill makes a technical amendment to AS 18.65.755(a) relating to the carrying of a concealed handgun on a vessel of the authority.

Sections 5 - 9 of the bill make technical and editorial amendments to AS 19.65 relating to the Alaska Marine Highway System Fund.

Section 10 of the bill amends AS 23.40.040 to provide that the authority shall be responsible for negotiating with the unions representing the employees of the authority.

Section 11 of the bill makes a technical amendment to AS 29.35.722 relating to the transfer of assets of the authority to a port authority.

Sections 12 - 13 of the bill make technical amendments to AS 35.10.015 relating to access to and use of state ferry vessels by handicapped, aged, and infirmed passengers.

Sections 14 - 17 of the bill makes amendments to AS 35.27 to provide that the authority is responsible for the application of the art in public places program to vessels and facilities of the authority.

Sections 18 - 20 of the bill amend provisions of the procurement code (AS 36.30) and set out the responsibilities of the authority under the procurement code.

Section 21 of the bill amends AS 36.90.050(a) relating to in-state maintenance of state-owned marine vessels.

Section 22 of the bill makes technical amendments to AS 37.05.550 relating to the Alaska Marine Highway System Vessel Replacement Fund.

Section 23 of the bill makes a technical amendment to AS 39.20.310(8) relating to the eligibility of ship board employees of the authority to participate in the leave system for state employees.

Sections 24 of the bill amends AS 39.25.110(11) to provide that the employees of the authority are in the exempt state service.

Section 25 of the bill makes a technical amendment to AS 39.30.150(b) relating to the participation of certain employees of the authority in the supplemental employee benefit program (SBS).

Section 26 of the bill makes a technical amendment to AS 39.35.680(21) relating to the participation of certain employees of the authority in the Public Employees Retirement System.

Section 27 of the bill amends AS 39.50.200(b) to provide that directors of the authority are subject to the conflict of interest law (AS 39.50).

Sections 28 - 29 of the bill amend AS 44.42.020 in order to transfer the authority of the Department of Transportation and Public Facilities over the planning, design, construction, maintenance, management, and operation of the facilities, vessels, and equipment of the marine highway system to the authority.

Section 30 of the bill provides for the transfer of the employees, appropriations, and assets of the Division of Marine Transportation in the Department of Transportation and Public Facilities to the Alaska Marine Highway Authority upon enactment of this bill. This section also provides that nothing in this bill terminates or modifies the bargaining representation or bargaining agreements that are in effect at the time of enactment of the bill.

Senator Robin Taylor  
January 14, 1997  
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Section 31 of the bill provides for the terms of the initial appointees to the board of directors of the authority in order to provide for staggered terms.

Sections 32 - 33 of the bill repeal unnecessary provisions of AS 19.65 (Alaska Marine Highway System), which have been replaced by provisions of AS 19.55 as contained in sec. 2 of this bill. AS 39.25.110(16) relating to the exempt status of ship board employees of the division of marine transportation is repealed. Section 5, ch. 94, SLA 1992, which provides for the repeal of AS 36.90.050 (instate maintenance of state marine vessels; see sec. 21 of the bill) is itself repealed.

Sections 34 - 35 provide effective dates for provisions of the bill. Sections 1 (purpose), 21 (instate maintenance of state marine vessels), 31 (initial appointment of members of the board of the authority), and 33 (repeal of sec. 5, ch. 94, SLA 1992) take effect immediately. The remainder of the bill takes effect on January 1, 1998.

GU:pl  
97-006.plm

*file*

## KETCHIKAN GATEWAY BOROUGH

## RESOLUTION NO. 1325

A RESOLUTION OF THE ASSEMBLY OF THE KETCHIKAN GATEWAY BOROUGH, ALASKA, SUPPORTING SENATE BILL NO. 21, RELATING TO FERRIES AND FERRY TERMINALS, ESTABLISHING THE ALASKA MARINE HIGHWAY AUTHORITY, AND RELATING TO MAINTENANCE OF STATE MARINE VESSELS; AND ESTABLISHING AN EFFECTIVE DATE.

RECITALS

A. The Alaska Marine Highway is the main component of the transportation system in Southeast Alaska providing all of the principle cities of Southeastern Alaska and the transcontinental railroads and highways at Prince Rupert, British Columbia and Bellingham, Washington and the Southcentral Alaska highway system at Haines, Alaska.

B. The Alaska Marine Highway system provides Southeast Alaska and visitors with links to major medical, trading and transportation centers. Residents and visitors depend on the Alaska Marine Highway System for appointments with doctors, dentists, lawyers, accountants and other professional businesses. Interaction between Prince of Wales Island and Ketchikan Gateway Borough is essential.

C. The purpose of the Bill is to establish an authority for the operation, management, planning, construction and maintenance of facilities for the marine highway system. The authority shall be the exclusive state agency directly associated with the operation, management, planning, construction and maintenance of facilities for the marine highway system.

D. Today, Alaska has an expanded system that has evolved to meet the ever increasing demand of the people and communities of Alaska for more efficient service and enhancement of economic development through tourism, mail and freight deliveries.

E. An Alaska Marine Highway Authority would assist the residents, businesses, and communities of the state in obtaining optimal marine passenger and freight service; schedule vessel sailing to optimize the frequency of service to all ports; encourage and integrate with other public and private carriers to the greatest extent possible to provide ferry service within the state and between Alaska ports and ports outside the state in order to provide optimum service within the state; provide reservation access and marketing information throughout the state; encourage vessel construction, maintenance, and service in the state to the greatest extent possible; employ residents of the state to the greatest extent legally possible; and recognize Alaska unions and employee associations to the greatest extent possible.

F. The Ketchikan Gateway Borough has passed prior resolutions requesting continued service, more service, and planning of the Alaska Marine Highway System to enhance the quality of life for the residents of the Ketchikan Gateway Borough.

G. The Ketchikan Gateway Borough is home to a shipyard, built by the state, which can maintain, refurbish and drydock the Alaska Marine Highway ferries. With the mill closure approaching, economic diversity must be found for the economic health and stability of the Ketchikan Gateway Borough and its citizens.

NOW, THEREFORE, IN CONSIDERATION OF THE ABOVE FACTS, IT IS RESOLVED BY THE ASSEMBLY OF THE KETCHIKAN GATEWAY BOROUGH, ALASKA, as follows:

RESOLUTION NO. 1325

PAGE 2

Section 1. The Ketchikan Gateway Borough supports Senate Bill 21, "An act relating to ferries and ferry terminals, establishing the Alaska Marine Highway Authority, and relating to maintenance of state marine vessels."

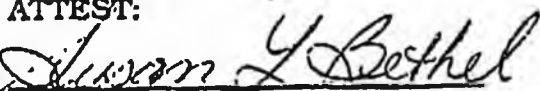
Section 2. The Borough Clerk is directed to mail a copy of the signed resolution to Senator Taylor, Senator Pearce and the Senate subcommittees for Transportation, State Affairs and Finance.

Section 3. This resolution is effective upon adoption.

ADOPTED this 18th day of February, 1997.

  
 \_\_\_\_\_  
 BOROUGH MAYOR

ATTEST:

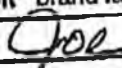
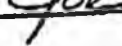
  
 \_\_\_\_\_  
 BOROUGH CLERK

Approved as to form:

  
 \_\_\_\_\_  
 BOROUGH ATTORNEY

EFFECTIVE DATE: 2/18/97			
ROLL CALL	YES	NO	ABSENT
CONLEY	✓		
COYNE	✓		
ELKINS	✓		
MARTIN	✓		
MARSHALL	✓		
TIPTON	✓		
VAN HORN	✓		
MAYOR (Tie Vote Only)			N/A
4 AFFIRMATIVE VOTES REQUIRED FOR PASSAGE			

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To 	From
Co. 	Co. KGB
Dept.	Phone #
Fax #	Fax #

K  
J  
C

*Ketchikan Indian Corporation*

*(Tribal Council)*

429 DEERMOUNT AVENUE  
KETCHIKAN, ALASKA 99901  
(907) 225-5158  
FAX (907) 247-0428

**RESOLUTION: KIC 97-09**

**TITLE: SUPPORT OF SENATE BILL NO. 21: "An Act relating to ferries and ferry terminals, establishing the Alaska Marine Highway Authority, and relating to maintenance of state marine vessels; and providing for an effective date."**

**BY: KETCHIKAN INDIAN CORPORATION TRIBAL COUNCIL**

**WHEREAS,** the Ketchikan Indian Corporation is a federally recognized Tribal government pursuant to the Indian Reorganization Act (IRA) of 1936 as amended; and

**WHEREAS,** the Ketchikan Indian Corporation Tribal Council is the representative Tribal government of the Ketchikan Indian Corporation, a sovereign, federally recognized IRA Tribe whose membership resides in the Ketchikan area; and

**WHEREAS,** the health, education, and welfare of its membership is of paramount importance to the well being of the Ketchikan Indian Corporation; and

**WHEREAS,** the Ketchikan Indian Corporation understands that the majority of communities in Southeast Alaska are dependent on the Alaska Marine Highway System; and

**WHEREAS,** The Ketchikan Indian Corporation and its membership are affected by the effective and efficient operation of the Alaska Marine Highway System as stated in Section 19.55.120. **Duties of authority.** The authority shall

- (1) assist the residents, businesses, and communities of the state in obtaining optimal marine passenger and freight service;
- (2) schedule vessel sailings to optimize the frequency of service to all ports;
- (3) encourage and integrate with other public and private carriers to the greatest extent possible to provide ferry service within the state and between Alaska ports and ports outside the state in order to provide optimum service within the state;
- (4) provide reservation access and marketing information throughout the state;
- (5) encourage vessel construction, maintenance, and service in the state to the greatest extent possible;
- (6) employ residents of the state to the greatest extent legally possible;

(11)

**Resolution KIC 97-09**

Page 2

(7) recognize Alaska unions and employee associations to the greatest extent legally possible.

**SO THEREFORE BE IT RESOLVED**, that the Ketchikan Indian Corporation hereby supports Senate Bill No. 21.

**CERTIFICATION**

The foregoing resolution was adopted at a duly convened meeting of the Ketchikan Indian Corporation Tribal Council, assembled this 5<sup>th</sup> day of February, 1997, at the Ketchikan Indian Corporation, 429 Deermount Avenue, Ketchikan, Alaska 99901, by a vote of 7 FOR, 0 AGAINST, and 0 ABSTAINING.

Stephanie D. Rainwater  
Stephanie D. Rainwater, President

2-6-97  
Date

ATTESTED:

Gerald E. Hope  
Gerald E. Hope, Secretary

2/6/97  
Date

cc: Southeast Alaska IRA's  
ANB/ANS Grand Camp  
Alaska Inter-Tribal Council  
Alaska Native Claims Settlement Act (ANSCA)  
Other Village & Urban Corporations in SE Alaska

FROM

01.31.1988 03:18

P. 2

Feb 18, 1997

**Alaska Cabaret, Hotel, Restaurant and Retailers Association**

**A Resolution**

**Relating to the Inlandboatman's Union**

**Be it resolved by the Alaska Cabaret, Hotel, Restaurant and Retailers Association:**

**WHEREAS** the Alaska Cabaret, Hotel, Restaurant and Retailers Association supports any services which develop tourism on the Alaska Marine Highway System.

**WHEREAS** any cuts in services on the Alaska Marine Highway System negatively impacts tourism industry development in Alaska.

**WHEREAS** the closure of alcohol service bars will encourage increased alcohol consumption in unauthorized areas of the ships.

**WHEREAS** the closure of alcohol beverage service bars reduces valuable jobs on the Alaska Marine Highway System.

**WHEREAS** introduction of gaming on the Alaska Marine Highway System would increase revenue for the Alaska Marine Highway System.

**BE IT RESOLVED** that the Alaska Cabaret, Hotel, Restaurant and Retailers encourages all hospitality industry individuals and groups to support all services which encourage tourism development on the Alaska Marine Highway System.

adopted by CHARR

\*\*\*END\*\*\*

(9)

STATEMENT FOR TRANSPORTATION  
COMMITTEE HEARING

Ketchikan, Ak 3/6/97

John Ritterbach P.O. Box 9420 Ktn, 99901 (907)225-9459

Ladies and Gentlemen, my name is John Ritterbach and I am a Purser aboard the M/V Matanuska. I testified before this committee on February 18, 1997 and today I listened in Ketchikan as Mr. Perkins testified before you in Juneau.

I am appalled.

*I would like to respond briefly to Mr. Perkins remarks. First, I believe that you should consider who is speaking for the Alaska Marine Highway. Where is Mr. Hayden? Is he not the director? I believe that a very large part of the problem here is that AMHS is being managed by "remote control" from the Commissioners' office.*

Mr. Perkins states that we don't need Marine Authority because management under a Marine Authority would not be accountable to the public. He says that the Marine Highway now provides what it was designed for..."Safe, on-time, economical travel for the residents of Southeast Alaska."

*I disagree. Mr. Perkins is out of touch with what the Marine Highway was designed to do, and it is he that wants to "Tinker" with the system. The Alaska Marine Highway is here to provide service to all Alaskans, not just Southeast Alaska. The price increases have discouraged ridership for families and older Alaskans. If not for Basketball teams, Military families traveling north and south, and an ever shrinking Elderhostel (higher prices) groups, we would have just a handful of passengers left.*

Mr. Perkins makes reference to how the Marine Authority would have trouble getting Federal funding, and how Alaska is better served by having the Commissioners' office with that power.

*I disagree. I believe that you should consider who is making that statement. Read between the line here. Who wants control here? Mr. Perkins makes my argument for me. I believe that he is worried that he would not longer be able to control Federal funds he now controls. Just take a look at the communities in southeast that want to form their own authority and obtain Federal funds. If they want more service, why not provide that service? Why isn't AMHS going after those funds? The answer my "lie" in what and where the Commissioner wants to fund.*

Mr. Perkins sites 16 employees in the Juneau Central Office as having Maritime experience.

*Again, Mr. Perkins makes my point for me. Only 16 employees in the Juneau Central Office with Maritime experience out of 150! And time and again the few employees that do have experience are ignored by upper management.*

# Alaska State Legislature

Please enter into the record my testimony to the TRANSPORTATION ~~COMMISSION~~  
(committee name)  
committee on SB21 dated 3-6-97  
bill/subject

TODAY'S TELECONFERENCE WAS DISSAPPOINTING TO ME.  
2 WEEKS AGO I TESTIFIED BEFORE YOU FROM KETCHIKAN  
VIA TELECONFERENCE. PERHAPS I WAS MISTAKEN IN EXPECTING  
THE AMHS DIRECTOR GARY HAYDEN TO BE PRESENT TODAY,  
AND FOR COMMISSIONER PERKINS TO RESPOND TO MULTIPLE  
TESTIMONIES CITING MISMANAGEMENT OF AMHS BY THE  
CURRENT ADMINISTRATION. SEN. TAYLOR QUESTIONED PERKINS  
DECISION TO CLOSE BARS ON THE FERRIES, BUT SHOULD HAVE  
QUESTIONED MANY MORE PERTINENT ISSUES INCLUDING  
(BUT NOT LIMITED TO) PROBLEMS WITH SCHEDULING,  
PRICES CHARGED FOR FERRY TICKETS, INEFFECTIVE RESERVATION  
SYSTEM, INCOMPITENT & TOP-HEAVY MANAGEMENT AT JCO,  
AND WHAT IS CURRENTLY BEING DONE TO CUT COSTS AND  
ENCOURAGE REVENUE GENERATION. PLEASE CALL PERKINS  
AND HAYDEN TO TASK. GOV. KNOWLES MADE A MISTAKE!

Signed:

Eric J. Inutan  
Testifier

Phone: (907) 247-6000

Representing (Optional)  
PO BOX 8023 KETCHIKAN 99901  
Address

Fax transmitted from Ketchikan Legislative Information Office  
Phone: 225-9675 Fax: 225-8546

# Alaska State Legislature

Please enter into the record my testimony to the TRANSPORTATION  
committee on S.B. 21 (committee name) dated 3-6-97  
bill/subject:

THE FACT AMHS DIRECTOR HAYDEN DID NOT SHOW  
UP FOR THIS HEARING SHOWS BLATENT LACK  
OF CONCERN FOR ONGOING AMHS PROBLEMS AND  
EFFORTS TO SOLVE SOME OF THEM. ALSO  
COMMISSIONER PERKINS COMMENTS ABOUT HOW  
A FERRY AUTHORITY WOULD WEAKEN CONCERN &  
RESPONSIVENESS TO PUBLIC CONCERNS BY THE APPOINTED  
OFFICIALS IS LAUGHABLE. PERKINS & HAYDEN,  
OUR PRESENT AMHS APPOINTED OFFICIALS SHOW  
LITTLE OR NO CONCERN FOR AMHS PROBLEMS, FAIL TO  
SEE THEIR OWN ROLE IN THE FERRY SYSTEM'S  
DEMISE, DUE IN PART BY THEIR OWN UNRESPONSIVE -  
- NESS. PERKINS CLAIMS "ELECTED OFFICIALS HAVE TO BE RESPONSIBLE  
TO THE PUBLIC THEY SERVE" YET THEY SHOW NO ACCOUNTABILITY  
FOR MAJOR AMHS PROBLEMS & PUBLICLY PASS THE BUCK AS TO  
THE BLAME

Signed:

Robert Glenn  
Testifier

Phone: 225-4231

Representing (Optional)  
PO BOX 9115, KETCHIKAN, AK, 99901  
Address

Fax transmitted from Ketchikan Legislative Information Office  
Phone: 225-9675 Fax: 225-8546

# Alaska State Legislature

Please enter into the record my testimony to the TRANSPORTATION  
committee on AMHS PROBLEMS + SOLUTIONS (committee name) dated 3-6-97  
bill/subject:

I WOULD GREATLY APPRECIATE YOUR ATTENTION  
IN REGARDS TO SOME PROBLEMS FACING OUR  
MARINE HIGHWAY, AND HOPE YOU WILL CONSIDER  
WHAT I BELIEVE ARE SOME MAJOR PROBLEMS:  
SCHEDULING OF SHIPS; RESERVATION SYSTEM;  
PRICES OF GOODS AMHS PURCHASES; CONTRACT  
NEGOTIATIONS; GENERATION OF REVENUE; AND  
THE LIST GOES ON. AS A DECK DEPT. EMPLOYEE  
ON THE M/V MATANUSKA FOR 15 YEARS, I + FELLOW  
EMPLOYEES HAVE MANY SUGGESTIONS FOR  
SOLVING MANY PROBLEMS FACING OUR SYSTEM.  
IF YOUR COMMITTEE IS INTERESTED IN HEARING  
SOME SUGGESTIONS, I AND MANY OTHERS WOULD  
LOVE TO SPEND OUR OWN TIME DETAILING WHAT WE  
KNOW. RESPECTFULLY - ROBERT. L GLENN

Signed: Robert L Glenn Phone: 907 225 4231  
Testifier

PO Box 9115 KETCHIKAN AK 99901  
Representing (Optional)  
Address

Fax transmitted from Ketchikan Legislative Information Office  
Phone: 225-9675 Fax: 225-8546

Andrea Barkley  
P.O. Box 1037  
Ward Cove, Alaska 99928

To: All State of Alaska Representatives and Senators

Please enter this letter into the legal record on the subject of  
The A.M.H.S. Bar Closures:

Until September of 1996, I had been a bartender on AMHS vessels for over 18 years. Over those many years, I have witnessed a huge variety of events. Mostly, I have seen foreigners from one end of the planet meet locals from the opposite end of the planet. Without fail, the one (and sometimes only) thing all these people had in common was Alaska.

The bars on the ferries were, in reality, traveling public relations centers for our state. Thousands upon thousands of recommendations, observations, and experiences were exchanged. Restaurants, camp sites, hotels, events, points of interest were endorsed or rejected. Guidance was given on everything from A): 'Which road to take', to Z): 'How to best enjoy the Alaskan experience'. The one thing everyone could, and did talk about was our state; the beauty of it, the unusual people who populated it, how it remains one of the most unique, pristine environments left in our country if not on our earth.

Bars on the ferries were a place for exchange; the exchange of ideas, the exchange of money. Over the years, I was only one of many bartenders who participated in the revenue intake of untold hundreds of thousands, if not millions, of dollars for our state. AMHS vessels were paid for in full years ago by public bonds. This reality, along with several other unique factors, allowed the State to possess and profit from a previously unheard-of remarkable business opportunity. The State sold this product in a low overhead-cost environment, enjoyed the singular privilege of purchasing the cheapest liquor in the state through duty-free Canadian Sea-stores, and had the extraordinary opportunity of benefitting from a monopoly of sales of this service to a captive audience; literally hundreds of thousands of people who could not go "across the street" for their next drink.

Read into testimony at the KTN Telecon-  
ference Feb 18, 1997

TO: THE ALASKAN STATE SENATE, TRANSPORTATION COMMITTEE

FEBURARY 18, 1997

FROM: ANDREA BARKLEY  
BOX 1037  
WARD COVE, AK. 99928

I WAS A BARTENDER ON THE ALASKA MARINE HIGHWAY SYSTEM FOR 18 YEARS, UNTIL I WAS PUT OUT OF MY JOB WHEN THE BARS WERE CLOSED IN SEPTEMBER OF 1996.

WHEN I SPEAK ABOUT THE BAR CLOSURE ON THE FERRY SYSTEM, I MUST ADDRESS IT AS "THE BIG LIE". I'M SORRY TO HAVE TO PUT IT TO YOU IN SUCH A DIRECT WAY, BUT AT THIS POINT, I FEEL IT TRULY IS IMPORTANT TO TELL THE TRUTH ABOUT WHAT REALLY HAPPENED.

"THE BIG LIE" WAS THAT THE BAR CLOSURE WAS ABOUT LOSS OF REVENUE. THIS WAS NEVER TRUE; THE BAR CLOSURE WAS NEVER ABOUT REVENUE LOSSES AT ALL. THE REASON WE KNOW THIS IS BECAUSE OF 3 FACTS:

- 1) THE LE CONTE BAR WAS CLOSED RIGHT IN THE HEIGHT OF THE SUMMER SEASON; JUNE 1ST. THE "EMPLOYEE POSITION SAVINGS" THE STATE SAID THEY MUST HAVE WAS NEVER GAINED, BECAUSE THAT EMPLOYEE WAS SIMPLY MOVED OVER TO ANOTHER JOB ON THE SAME SHIP, SAME CREW. NO "EMPLOYEE COSTS" WERE SAVED; ONLY REVENUE LOST.
- 2) DIRECTOR GARY HAYDEN TOLD THE IBU THAT IF SOLUTIONS COULD BE FOUND TO OFFER THE SAME COST-SAVINGS THE STATE WAS SEEKING, THE DECISION TO CLOSE THE BARS WOULD BE RE-CONSIDERED. THE IBU THEN ENTERED INTO EXTENSIVE LABOR/MANAGEMENT MEETINGS WHICH OFFERED MANY SUGGESTIONS ON HOW TO INCREASE REVENUE IN THE BARS. ALL WERE BASICALLY NO-COST ITEMS, AND ALL SUGGESTIONS WERE IGNORED. ON THE MATANUSKA, THE CREWS WENT AHEAD AND IMPLEMENTED THESE SUGGESTIONS, WITHOUT MANAGEMENT DIRECTION. CONSEQUENTLY, THE MATANUSKA IMMEDIATELY BEGAN BRINGING MORE REVENUE INTO THE BARS. JUNEAU CENTRAL OFFICE, HOWEVER, WAS NOT INTERESTED IN OUR EFFORTS OR IMPROVEMENTS. THEY SIMPLY DID NOT WANT TO HEAR IT.

3) THE STATE ANNOUNCED THAT THE BAR ON THE COLUMBIA DID MAKE MONEY, AND THEREFORE WOULD NOT BE CLOSING. THEN, AS SOON AS THE BARS ON THE OTHER VESSELS WERE CLOSED, THE BAR HOURS ON THE COLUMBIA WERE CUT FROM 12 HOURS OF OPERATION A DAY TO 6 HOURS OF OPERATION. NOW, WHAT BUSINESS MAN IN HIS RIGHT MIND WHO'S REALLY WORRIED ABOUT LOSING MONEY CLOSSES DOWN HIS ONLY PROFITABLE BUSINESS VENTURE FOR HALF OF ITS' OPERATING HOURS?

TODAY, THERE IS NO ONE HERE THAT CAN TELL ALL OF YOU WHAT THE TRUE "HIDDEN AGENDA" REALLY WAS BEHIND THE BAR CLOSURES ON THE FERRY SYSTEM. YOU WILL HAVE TO ASK THAT QUESTION DIRECTLY IN THE GOVERNOR'S OFFICE IF YOU REALLY WISH TO KNOW.

BUT, BECAUSE OF THESE THREE FACTS, WE NOW KNOW THAT "LOSS OF REVENUE" WAS NEVER THE TRUE REASON BEHIND THE CLOSURE OF THE BARS. IT WAS "THE BIG LIE". IT WAS THE "RED HERRING" WE WERE MENT TO CHASE INTO THE BLIND ALLEY.

PLEASE DON'T MAKE THE SAME MISTAKE ON THIS SUBJECT THAT THE IBU MADE; PLEASE DON'T WASTE YOUR OWN PRECIOUS TIME CHASING THE RED-HERRING.

THE CITIZENS AND VOTERS AND ALASKAN VISITORS WANT THE COCKTAIL SERVICES ON THE ALASKA MARINE HIGHWAY VESSELS OPENED AGAIN. HUNDREDS OF PASSENGERS HAVE SENT IN COMMENT CARDS DIRECTING THAT TO HAPPEN. NINE PEOPLE WROTE IN TO SAY THEY WERE GLAD THE BARS WERE CLOSED. 668 PEOPLE, (AND MORE COMING IN ALL THE TIME), WANT THE BARS OPENED. NINE DO NOT. THE ADMINISTRATION OF AMHS IS FLATLY REFUSING A MANDATE OF THE PEOPLE. THIS IS WRONG; AMERICAN GOVERNMENT WAS DESIGNED TO SERVE THE WILL OF THE PEOPLE. THE LAST TIME I LOOKED, THE BILL OF RIGHTS WAS STILL IN EFFECT.

IT IS MY PERSONAL STRONGLY HELD BELIEF THAT IF SENATE BILL #21 DOES NOT PASS THIS LEGISLATIVE SESSION, THE ALASKA MARINE HIGHWAY SYSTEM WILL NOT SURVIVE; OUR SOUTHEASTERN AND SOUTHWESTERN WATER ROADWAY WILL DRY-UP, EVAPORATE, AND VANISH.

I URGE YOU, AS REPRESENTATIVES OF THE PEOPLE OF ALASKA, TO PLEASE SUPPORT AND PASS SENATE BILL #21.

THANK YOU,

(4)

**THE FOLLOWING PAGES MAY  
NOT FILM LEGIBLY BECAUSE OF  
THE POOR QUALITY OF THE ORIGINAL**

**DRAFT**

**AMHS FOOD COST CONTAINMENT PLAN AMENDMENT**

**DRAFT**

Responsible person: Mike Young/Joe Ver

Start date: Mid October 1996 or November 1, 1996, after the plan is presented at a Chief Stewards meeting tentatively scheduled for either the first or second week of October 1997.

Completion date: June 30, 1997

Estimated reduction: \$100,000.00

Plan:

This amendment is in addition to the plan submitted by Mike Young during the week of August 15, 1996.

Soda pop and candy which are both sold in vending machines on AMHS vessels are currently purchased from Alaskan vendors but not on a contract basis. In FY 96 AMHS purchased approximately \$62,000.00 in both soda pop (\$40,000) and candy (\$22,000). By placing both of these commodities out for bid, AMHS may be able to reduce the purchasing costs for both commodities from two to ten percent. This would be based on more than two vendors showing interest in bidding for these commodities. *2. within when going into effect*

A proposed draft four (4) week menu plan for lunch and dinner was submitted to the current members of the labor-management food committee (see attached). This 4 week menu cycle is based on entrees currently served on AMHS vessels and low-fat/vegetarian recipes from the *Healthwise Quantity Cookbook*. The low-fat/vegetarian recipes are included in this menu cycle based on comments from both the crew and passengers requesting more healthy entrees.

The 4 week menu cycle needs to be incorporated with the lunch service plan initially developed by the labor-management food committee and needs to also include more galley crew input from the other vessels. The proposed 4 week menu cycle is flexible so that the number of entrees, vegetables, starches can be added or subtracted especially for the dinner menu.

What a (4 week) menu cycle accomplishes is a planned lunch and dinner menu for all AMHS vessels. The Chief Cook and Storekeeper will be able to keep usage figure records on different entree items. Both the Chief Cook and Storekeeper will be able to reduce storeroom inventory because they will only keep the raw food ingredients in storage that are needed for a particular week's menu.

Both the passengers and the crew will be served the same menu items. Recipes will become standardized and based on quantities for 25, 50, 75, 100 etc. Usage records (soup, entrees, starches, vegetables, fast food fare etc. will assist the Chief Cook as to how much to prepare during the next menu cycle. These also will be based on the time of the year, the number of passengers traveling, youth groups traveling etc. The menu cycle is set up so that leftovers from

*Submitting only one page out of a total of five. (6)*

1. An economic analysis of the various options is being prepared. This analysis is considering the costs and revenues of each option. After a preliminary analysis of several options, AMHS is focusing on the three most viable alternatives:
  - a. Redeploy the Malaspina to the Beillevue route and run the new vessel out of Prince Rupert.
  - b. Redeploy the Malaspina to North Lynn Canal and operate it as a day boat.
  - c. Replace the Malaspina with the new vessel operating out of Prince Rupert.
2. Negotiations with the three marine labor unions will focus on contractual changes to allow AMHS to operate a vessel in a "day boat" status. The current labor contracts are built around a twenty-four hour day, seven days a week operation. Running the Malaspina as a day boat in North Lynn Canal is one of the options.
3. The condition of the vessel is being updated. Before a decision is made, the capital costs must be considered. Capital funded projects are needed on the vessel to meet current regulations, to upgrade passenger accommodations, to repair various fixtures to maintain operational status, and to provide a safe healthy environment for work and passenger travel. Asbestos and regulatory compliance are probably the two factors of immediate concern.
4. Public participation will also be a key step in the decision process. The issue and all the facts will be presented to the people of Southeast.

OCV Operating Considerations

The current draft plan for deployment of the new vessel includes summer service in Southeast Alaska, service in Southwest Alaska when the M/V Tokumana is off line for overhauls and repairs, and pioneering a cross-gulf service. The vessel will also be used as an emergency command center as needed during a natural disaster or oil spill.

Bar Closure Comments

Since June, the AMHS has received 1,680 passenger comment forms. Of these forms remaining on the bar closure, 668 wrote in favor of keeping the bars and 9 comments favored the closure. The number of passenger comment forms received is slightly skewed because several ships sent in multiple unsigned forms, all in the same handwriting. Many respondents were more concerned with the potential lack of an area to smoke or to escape children than with the absence of alcohol. Letters and calls have run approximately 40% for closing, and 60% for staying open.

Shore Support

The perception that shore support has grown and vessel positions have been deleted and/or impacted by seasonal layoffs is not supported with historical numbers. The perception persists due to a number of reorganizations and a shift in where employees were budgeted, i.e., Department of Transportation & Public Facilities and, over the last few years, AMHS, that have distorted the real picture.

Submitted by Andrea Barkley 2/18/97  
 Letter from AMHS Director Gary Hayden to Sen. Robin Taylor dated Nov 24, 1996  
 Senate Transportation Committee  
 (5)

# Alaska State Legislature

Please enter into the record my testimony to the SENATE TRANSPORTATION COMMITTEE  
(committee name)  
committee on SB-21, dated 2/  
bill/subject

I neglected to mention that I'm also representing  
the Ketchikan Chamber of Commerce Transportation  
Committee regarding AMHS matters

Robin — please ask Joe to keep me  
appraised and up dated.

I'll request the Chamber to pass a resolution  
in support of SB 21 soonest!

Signed:

BOB PICKRELL

Phone: (907) 247-2490

Testifier:  
KETCHIKAN CHAMBER OF COMMERCE TRANSPORTATION COMMITTEE

Representing (Optional)  
8339 SUNG HARBOR LAKE, KETCHIKAN, AK 99801

Address

Fax transmitted from Ketchikan Legislative Information Office  
Phone: 225-9675 Fax: 225-8546

(8)



From: Leif Jenkinson, Patrolman  
I.B.U.-P. Ketchikan  
P.O. Box 6300  
Ketchikan, AK 99901

18 Feb. 1997

To: Senate Task Force, SB #21

Dear Task Force:

The Inlandboatmen's Union of the Pacific, while representing over 80% of the Fleet workers, has remained neutral on the subject of Senator Taylor's bill. We would, however, like to point out several factors for your consideration.

First, the present problems within A.M.H.S. are so long standing and so severe, that we believe it will take extraordinary efforts to solve them. We do not see that happening from within the present organization. Considering the years unsuccessfully spent trying to change the administrative structure of the A.M.H.S., and the resistance of the present Director and Commissioner to meaningful change, it is time to do something drastic.

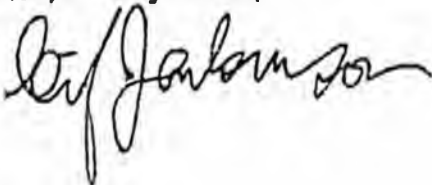
Second, We believe that the Administration is wrong when they claim that creating a Marine Authority will create another layer of bureaucracy. A.M.H.S. is already a top-heavy bureaucracy. It is judged possible, but by no means certain, that an Authority might actually reduce the bureaucracy.

Third, Mr. Perkins has stated to the Operating Fleet that it would be counterproductive to have the A.M.H.S. "competing" for dollars with the other statewide transportation needs. Currently, A.M.H.S. can't compete because those who make the ultimate decisions are all road and airport engineers and builders. It is felt by some that an Authority might have a chance to level the playing field for Marine Transportation. There are good people working in A.M.H.S.'s J.C.O., but they are not apparently making the decisions.

We believe that the present A.M.H.S. fleet could be running at or beyond capacity nearly full year, bringing in a much higher percentage of its operating costs and providing much more satisfactory service, encouraging expansion of the fleet and of the economies not only of SE and SW Alaska, but of Central Alaska. Whether an Authority would accomplish this is yet to be seen. We merely note here that we believe something drastic must be done if we are to preserve the infrastructure and the economies of SE, SW, and even Central Alaska.

While I have not gone into great detail, or presented examples, I understand that the Task Force has an entire File Cabinet full. Let me assure you, that is only the beginning.

Respectfully Yours,



(10)

PAGE 1

## Alaska State Legislature

Please enter into the record my testimony to the \_\_\_\_\_  
 committee on Uncontrolled liquor & Smoking (committee name), dated 2-18-97  
 bill/subject

MY NAME IS MARY E CANNON, I AM  
THE HEAD ROOM STEWARD ABOARD MV/MALASANA  
"B" CREW. I HAVE WORKED THIS JOB ABOARD SEVERAL  
SHIPS DURING THE PAST 5 YEAR. MY DUTIES  
INCLUDE THE CARE & CLEANING OF STATEROOMS ABOARD  
SHIP. NO MATTER HOW MUCH CLEANING IS DONE TO  
THE ROOMS ABOARD SHIP, THE LACK OF REPAIR TO THESE ROOMS MAKES  
THEM LOOK LIKE A LOW CLASS #25 A NIGHT LIKE THE MOTOR ROOM.  
I PATCH WALLPAPER, PAINT, SHAMPOO CARPETS & TRY AS MUCH AS I  
CAN MANY TIMES OUT OF MY OWN POCKET BECAUSE I HAVE A HARD  
TIME GETTING PASSENGERS CHARGED PREMIUM RATES FOR THESE ROOMS.  
SINCE THE BARR CLASURE WE HAVE HAD MORE DAMAGE TO THE  
ROOMS & TIME TAKEN TO CLEAN THEM DUE TO THE HIGHER LEVEL OF  
ALCOHOL BROUGHT ON BOARD BY PASSENGERS. IE 4 MEN GOT ON IN HAINES  
WITH 6 CS OF BEER & WHEN WE DOCKED IN KTN. THEY BOUGHT 4 MORE CASES TO  
GET THEM TO TUREN TO ELLINGHAM. WE NOW HAVE NO LIQUOR CONTROL

Signed: Mary E Cannon Phone: 225-6769

Testifier: [Signature]

Representing (Optional)  
Box 80024 KTN., AK 99901  
 Address

Fax transmitted from Ketchikan Legislative Information Office  
 Phone: 225-9675 Fax: 225-8546

Continued on Next  
 Page

13

# Alaska State Legislature

Page 2

Please enter into the record my testimony to the \_\_\_\_\_  
(committee name)  
committee on \_\_\_\_\_, dated \_\_\_\_\_  
bill/subject:

THE LACK OF LIQUOR CONTROL HAS BROUGHT ON MORE CASES OF  
DOMESTIC VIOLENCE & FIGHTS BETWEEN PASSENGERS THAN EVER BEFORE.

THE BAR CLOSURES ALSO HAS PRESENTED ONE OTHER PROBLEM.  
OUR SMOKING PASSENGERS DO NOT HAVE A SAFE PLACE TO  
SMOKE, ESPECIALLY IN THE WINTER. HOW MUCH MONEY  
WILL YOU BE SAVING WHEN A SMOKER SUES THE  
STATE BECAUSE HE FELL OUTSIDE ON THE DECKS OUTSIDE  
BECAUSE THE DECKS ARE FROZEN THE SHIPS ARE ROCKING  
AND HE COULDN'T SMOKE INSIDE OUT OF THE COLD.

I'M NOT A SMOKER MYSELF HOWEVER I FEEL THAT  
WE NEED TO PROVIDE SAFE AREAS FOR THOSE WE  
SERVE. WE LOST THE GERMAN TOUR GROUPS DUE TO THE BAR  
CLOSURE AND THE LACK OF SMOKING AREAS. THANK YOU FOR LISTENING

Signed:

Mary C  
Testifier:

Phone: \_\_\_\_\_

Representing (Optional)

Address

Fax transmitted from Ketchikan Legislative Information Office  
Phone: 225-9675 Fax: 225-8546

14

POM

State Senator # Senate Transportation Committee  
 to: Robin Taylor

Thanks for the teleconference.  
 I was told I wouldn't be able to  
 speak & so didn't have any notes.  
~~and~~ I forgot something important.  
 I'm sending a copy of Summer Ferry  
 Schedule, please note, after our  
 input last fall the summer schedule  
 still has the Malaspina bypassing  
 Wrangell Southbound. This is not  
 right or necessary. There is time  
 in the Malaspina schedule with  
 The Prince Rupert turnaround for  
 the stop in Wrangell. The terminals  
 can post a revised schedule showing  
 the Malaspina stopping at Wrangell  
 on appropriate days. Also, that Taku  
 bypass of Petersburg was a bad thing  
 and they could have had the Taku stop  
 even (office) after you called them about it.

Stan Hoyt

PO - Box 1022  
 Petersburg

JULY 1997 SOUTHBOUND - INSIDE PASSAGE/SOUTHEAST ALASKA

LINE	DATE	TIME	FROM	TO	LINE	DATE	TIME	FROM	TO	LINE	DATE	TIME	FROM	TO	LINE	DATE	TIME	FROM	TO	LINE	DATE	TIME	FROM	TO	
M30	10:45A	M30	1:15P	M30	7:45P																				
T1	4:45A	T1	8:00A	T1	1:00P																				
W2	9:15A	W2	11:45A	W2	10:45P	TH3	3:00A	TH3	3:00A	TH3	1:00P														
T3	9:45P	T3	11:45P	T3	3:15A																				
TH3	4:00P	TH3	7:30P	TH3	2:30A																				
TH3	11:55P	TH3		TH3	5:00A																				
F4	3:15P	F4	5:30P	F4	11:00P																				
F4	3:15P	F4	5:30P	F4	3:45P	F4	8:00P	F4	11:55P	SS	3:15A	SS	8:00A	SS	8:15A										
SS	7:30P	SS	10:00P	SS	3:30A																				
SU6	7:00P	SU6		SU6	4:00A																				
M7	11:00A	M7	1:30P	M7	7:00P																				
M7	11:00A	M7	1:30P	M7	11:00P	M7	3:15A	M7	7:10A	M7	10:30A	M7	7:30P												
T8	3:15A	T8	6:15A	T8	12:15P																				
T8	3:15A	T8	6:15A	T8	12:15P	TH10	7:15A	TH10	12:15P	TH10	5:15P														
W9	1:45P	W9	4:15P	W9	1:00A																				
W9	1:45P	W9	4:15P	W9	7:00A																				
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F11	12:45A	F11	5:45A	F11	5:45A																				
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S12	6:15P	S12	8:45P	S12	2:45A																				
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SU13	8:30P	SU13		SU13	1:30A																				
M14	12:30P	M14	3:00P	M14	8:30P																				
W16	7:45A	W16	10:15A	W16	9:30P	TH17	1:45A	TH17	6:45A	TH17	11:45A														
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T15	10:45P	T15	12:45A	T15	4:15A																				
TH17	1:00P	TH17	4:30P	TH17	1:00A																				
F18	4:30A	F18	7:30A	F18	9:30A																				
F18	8:30P	F18	10:30P	F18	4:00A																				
S19	3:45P	S19	8:15P	S19	2:30P																				
S19	3:45P	S19	8:15P	S19	2:30P	F18	6:45P	F18	10:45P	S19	2:00A	S19	7:00A												
SU20	8:30P	SU20		SU20	1:45A																				
M21	12:30P	M21	3:00P	M21	1:30A																				
M21	12:30P	M21	3:00P	M21	1:30A																				
T22	2:45A	T22	6:15A	T22	1:15P																				
T22	2:45A	T22	6:15A	T22	1:15P	TH24	7:00A	TH24	11:55A	TH24	5:00P														
W23	1:00P	W23	3:30P	W23	2:45A																				
T22	10:15P	T22	12:45A	T22	12:15A																				
TH24	11:00P	TH24	4:15P	TH24	11:15P																				
F25	2:15P	F25	4:15P	F25	4:00A																				
F25	2:15P	F25	4:15P	F25	9:45P																				
S26	6:15P	S26	8:45P	S26	2:00A																				
S26	6:15P	S26	8:45P	S26	2:00A																				
SU27	7:30P	SU27		SU27	10:15A																				
M28	11:00A	M28	1:30P	M28	7:00P																				
T29	2:15A	T29	6:45A	T29	1:45P																				
T29	2:15A	T29	6:45A	T29	1:45P																				
W30	7:30A	W30	10:00A	W30	9:30P	TH31	1:45A	TH31	6:45A	TH31	11:45A														
T31	9:45P	T31	11:45P	T31	5:15A																				
TH31	11:15P	TH31	4:45P	TH31	6:15A																				

SEE M/V AURORA SCHEDULE BELOW

SEE M/V AURORA SCHEDULE BELOW

SEE M/V AURORA SCHEDULE BELOW

M/V AURORA SOUTHERN PANHANDLE SUMMER 1997 EFFECTIVE JUNE 1 - SEPTEMBER 10

Ar Metlakatla 7:30AM	LOGGING SHOW & FAIR June 26-27 - Hollis (Thorne Bay)	* STEWART/HYDER TRIPS
Lv Metlakatla 8:15AM	SAT Lv Ketchikan 8:15AM	TUESDAY - JUL 1, 15, 29
Ar Ketchikan 9:30AM	Ar Hollis 9:00AM	MON Lv Hollis 10:00PM
SAT Lv Ketchikan 10:30AM	Lv Hollis 10:00AM	TUE Ar Ketchikan 12:45AM
Ar Hollis 1:15PM	Ar Ketchikan 12:45PM	Lv Ketchikan 1:45AM
Lv Hollis 2:15PM	Lv Ketchikan 1:45PM	Ar Hyder 1:00PM
Ar Ketchikan 5:00PM	Ar Hollis 4:30PM	Lv Hyder 3:45PM
Lv Ketchikan 6:45PM	Lv Hollis 6:00PM	WED Ar Ketchikan 1:30AM
Ar Metlakatla 8:00PM	Ar Ketchikan 6:45PM	Lv Ketchikan 2:30AM
Lv Metlakatla 8:45PM	Lv Ketchikan 9:30PM	WED Ar Hollis 5:15AM
Ar Ketchikan 10:00PM	Ar Metlakatla 10:45PM	
Lv Ketchikan 11:00PM	Lv Metlakatla 11:30PM	
SUN Ar Hollis 1:45AM	SUN Ar Ketchikan 12:45AM	
	MON Lv Ketchikan 1:30AM	
	Ar Hollis 4:15AM	



JUNE 1997 SOUTHBOUND - INSIDE PASSAGE/SOUTHEAST ALASKA

DATE	TIME	FROM	TO	ARRIVE	DEPART	ARRIVE	DEPART	ARRIVE	DEPART	ARRIVE	DEPART	ARRIVE	DEPART	ARRIVE	DEPART
SU1	8:15P	SU1	10:45P	SU1	4:15A	SU1	5:30P	SU1	9:30P	M2	12:45A	M2	3:45A	SU1	1:15P
M2	4:15A	M2	9:15A	M2	4:15P									M2	6:30P
T3	9:15A	T3	9:45A	T3	4:15P									T3	2:45P
															W4
W4	10:30A	W4	1:00P	W4	11:30P	TH5	3:45A			TH5	8:45A	TH5	1:45P	W4	3:30P
T3	11:00P	W4	1:00A	W4	6:30A									W4	7:30P
TH5	1:00P	TH5	4:00P	TH5	10:30P									F6	10:45A
F6	12:15P	F6	3:45P	F6	11:55P									F6	5:00A
															SU8
S7	8:15P	S7	10:45P	SU8	4:30P	F6	8:45P	S7	12:45A	S7	4:00A	S7	9:00A	SU8	1:15P
															SU8
M9	8:45A	M9	12:15P	M9	9:15P										SU8
T10	4:45A	T10	8:15A	T10	2:00P										T10
															T10
T10	9:00P	T10	11:00P	W11	10:00A	W11	2:15P			W11	7:15P	TH12	12:15A	W11	3:45P
T10	11:55P	W11	2:00A	W11	7:45A										W11
TH12	1:00P	TH12	4:30P	F13	1:00P										W11
F13	2:00P	F13	5:30P	F13	11:30P										W11
															W11
S14	7:45P	S14	10:15P	SU15	3:30A	SU15	4:15P	SU15	8:15P	SU15	11:30P	M16	4:30A	SU15	4:45A
															SU15
SU15	8:30P	SU15	11:55A	SU15	11:55A	SU15	4:15P	SU15	8:15P	SU15	11:30P	M16	4:30A	SU15	5:00P
M16	10:30A	M16	12:45P	M16	6:15P										T17
T17	5:00A	T17	8:30A	T17	3:00P										T17
W18	9:30A	W18	11:55A	W18	10:30P	TH19	2:45A			TH19	7:45A	TH19	12:45P	W18	1:30P
															W18
T17	10:30P	W18	12:30A	W18	4:15A										W18
TH19	2:00P	TH19	6:30P	T20	2:30A										W18
TH19	11:55P	TH19	11:55P	T20	5:00A										W18
F20	3:30P	F20	5:30P	F20	11:00P										W18
															W18
S21	7:15P	S21	9:45P	SU22	3:00A	SU22	3:00A	SU22	12:15P	SU22	12:15P	S21	3:00A	SU22	4:00A
															SU22
SU22	8:30P	SU22	10:30P	M23	3:00A										M23
M23	12:30P	M23	2:30P	M23	8:00P										M23
															M23
T24	1:45A	T24	7:15A	T24	1:00P										M23
															M23
W25	1:55P	W25	4:15P	W25	8:15A										M23
T24	11:55P	W25	2:00A	W25	7:30A										M23
TH26	12:45P	TH26	4:15P	F27	12:45A										M23
															M23
F27	3:30P	F27	5:30P	F27	11:00P										M23
															M23
W28	7:30P	W28	8:45P	SU29	3:15A	SU29	4:00P	SU29	8:00P	SU29	11:15P	M30	4:15A	SU29	4:15P
															SU29
SU29	8:45P	SU29	10:45A	M30	1:15P										M30
M30	10:45A	M30	1:15P	M30	7:45P										T1
															T1

SEE M/V AURORA SCHEDULE BELOW

SEE M/V AURORA SCHEDULE BELOW

SEE M/V AURORA SCHEDULE BELOW

ALL TIMES ARE LOCAL TIMES

MV AURORA SOUTHERN PANHANDLE SUMMER 1997 - EFFECTIVE JUNE 1 - SEPTEMBER 10

THU	Lv Ketchikan 6:15PM	Ar Ketchikan 3:30PM	SAT	Lv Ketchikan 10:30AM	*STEWART/HYDER TRIPS
	Ar Hollis 9:00PM	Lv Ketchikan 6:15PM		Ar Hollis 1:15PM	TUESDAY - JUN 3, 17
	Lv Hollis 9:15AM	Ar Hollis 9:00PM		Lv Hollis 2:15PM	MON Lv Hollis 10:00PM
	Ar Ketchikan 11:55AM	Lv Hollis 10:00PM		Ar Ketchikan 5:00PM	TUE Ar Ketchikan 12:45AM
	Lv Ketchikan 6:15PM	SAT Ar Ketchikan 12:45AM		Lv Ketchikan 6:45PM	Lv Ketchikan 1:45AM
	Ar Hollis 9:00PM			Ar Metlakatla 8:00PM	Ar Hyder 1:00PM
FRI	Lv Hollis 6:15AM	SAT Lv Ketchikan 6:15AM		Lv Metlakatla 8:45PM	Lv Hyder 3:45PM
	Ar Ketchikan 9:00AM	Ar Metlakatla 7:30AM		Ar Ketchikan 10:00PM	WED Ar Ketchikan 1:30AM
	Lv Ketchikan 12:15PM	Lv Metlakatla 8:15AM		Lv Ketchikan 11:00PM	Lv Ketchikan 2:30AM
	Ar Metlakatla 1:30PM	Ar Ketchikan 9:30AM	SUN	Ar Hollis 1:45AM	WED Ar Hollis 5:15AM
	Lv Metlakatla 2:15PM				