

**HB**

**157**

**HFIN**

**FILE**

(11)

# JUSE COMMITTEE REPC T

Date Referred to Committee: May 16, 1999

FURTHER REFERRALS:

Date of Committee Action: 5/18/99

The FINANCE Committee considered:

CSSB 157(FIN) am

CS FOR SENATE BILL NO. 157(FIN) am

POWER COST EQUALIZATION

"An Act relating to power cost equalization; relating to appropriations from the National Petroleum Reserve - Alaska special revenue fund to the power cost equalization and rural electric capitalization fund; relating to the power cost equalization and rural electric capitalization fund and the four dam pool transfer fund; and providing for an effective date."

recommends it be replaced with the following committee substitute HCS CS SB 157 (FIN)  the same title  a new title

additional referral to \_\_\_\_\_ Committee  
 attached amendment(s)

ADOPTS: \_\_\_\_\_ Letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept) \_\_\_\_\_

APPROVES PREVIOUS: (Dept/Date) \_\_\_\_\_

fiscal note(s) \_\_\_\_\_

fiscal note(s) \_\_\_\_\_

zero fiscal note(s) \_\_\_\_\_

zero fiscal note(s) \_\_\_\_\_

SIGNING WITH RECOMMENDATIONS		DP	DNP	NR	AM
<i>Sen. Therriault</i>	Therriault			X	
<i>Ellen Mulder</i>	Mulder	✓			
<i>Van Bunde</i>	Bunde				
<i>Vic Kohring</i>	Kohring	X			
<i>Alm Austerman</i>	Austerman	X			
<i>Ben Grussendorf</i>	Grussendorf				X
<i>Paul E. Moses</i>	Moses				X
<i>Tony Davis</i>	Davis			X	
<i>W. Williams</i>	Williams	X			
<i>J. Foster</i>	Foster	X			

CO CHAIR'S SIGNATURE

*Sen. Therriault* *Ellen Mulder*  
Therriault Mulder

April 29<sup>th</sup>, 1999

Good afternoon Mr. Chairman, members of the committee.

This is an honor for me to be testifying before you this afternoon.

My name is Harold Holten and I am the representative for the Seafarers International Union. Although I would like it clear that I'm here on behalf of all Merchant Seaman, who are denied their permanent fund dividend.

I was born in Ketchikan, raised in Ketchikan, Petersburg, and Juneau, upon my completion of 6 years in the Marine Corps, I came back to Alaska and became a state trooper for a short period of time. I was a Salmon tender captain for 15 years, before becoming a union rep.

The Seafarers opened an office in Anchorage, almost 2 years ago to the day. Our objective is to recruit Alaskans to go to our unlicensed apprenticeship program in Piney Point, Maryland, and give them an

opportunity to obtain good paying jobs with good benefits when they complete the program.

I first became alerted to the fact that Merchant Seaman were being denied their permanent fund, by a Merchant Seaman from a different union. His name is Ross Perrine from Palmer, and he owns a home, has an Alaska drivers license, voter reg card, etc. he has been denied the fund since the inception. I went to one of our ships, and found that a boatswain on the Tote ship Northern Lights has also experienced the same problems. His name is John Glenn and he will be testifying this afternoon.

My recruiting effort has taken me around a lot of the state, and in my interviews with young people, I seem to have their interest in the program until the question of the Permanent Fund dividend comes up, then I am told they are no longer interested. I thought to myself and have shared this view, that these people seemed awfully shortsighted, until I really thought about it, this is probably the only steady money

they have ever seen, and are reluctant to let it go under any circumstance.

One of our recent graduates (Jessie Sharp) who will testify this afternoon, that already this year he has been denied the Permanent Fund dividend

These merchant seaman being denied, do not have a choice when they sail, as to whether they can sail in Alaska or not. Sailing is based on a seniority system, and believe it or not, our Alaska routes, are in high demand. The ones that have the Alaska routes Ross and John are denied because they are not physically in state a minimum of 180 days.

All of our Alaskans have been accepted to Piney Point because they are Alaska residents. I would hate to discourage good young people, (short sighted as they may be) from enjoying such a career opportunity.

Right now we have 18 Alaskans who have graduated from Piney Point, and we presently have 2 in school.

Besides the 18 graduates, we have created a Riding Maintenance gang. These merchant seaman go on oil tankers and do preventative maintenance. We hired 10 Riding gang a year ago, and all have done an outstanding job. When they have a year of sea time, they will be sent back to Piney Point and upgraded to Able bodied seaman. We will start training and working a new crew. This crew averages \$3,200.00 per month, with full benefits. Two of these Merchant Seaman have recently put money down on homes in the Wasilla arear. They also will be denied their Permanent Fund dividend.

An article in the Anch news recently the 12<sup>th</sup> did an article on our first native Alaskan. This has generated such a positive response it is hard for me to keep up with it. The first day generated about 20 phone calls, and yesterday I received 71 inquires. This has resulted in 6 tests being given Monday, and 6 more done on Friday. Plus 2 in Soldotna, 1 in Anchor Point, 2 in Kodiak, 2 in Ketchikan, and several from Willow. These numbers are candidates that are qualified.

In my estimation, we are not talking about any more than 200 Merchant Seaman over a ten year Period. (Although I hope for many more than that).

This concludes my statement, I urge you to support the HB 157

I thank the committee for their time.



Official Business

# Alaska State Legislature

REPRESENTATIVE  
**JERRY SANDERS**  
District 19

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716 W. 4th Ave. #610  
Anchorage, AK 99501  
Phone (907) 269-0199  
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Juneau  
State Capitol, Room 414  
Juneau, AK 99801-1162  
Phone (907) 465-4945  
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COMMITTEES:  
Co-Chair Resources  
Labor and Commerce  
Transportation

## **HB157: Permanent Fund Dividend for Alaskan Merchant Mariners Sponsor Statement**

This legislation is sought to enhance maritime job opportunities for Alaskans and, in particular, Alaskan youth.

I first learned of the need for this legislation when I spoke to several parties involved in Alaska's maritime transportation industry. I was advised of an effort launched to attract Alaskans to job opportunities in the U.S. Merchant Marine. This effort has been a unique and successful partnership between Alaska's three Private Industry Councils and the Seafarers International Union (SIU) that has contributed greatly to workforce and economic development in Alaska. This partnership on occasion is having difficulty recruiting as a result of an oversight in Alaska's Permanent Fund dividend program. Alaskans who make their living aboard deep-sea, U.S. flag vessels may often be working aboard these ships for over 180 days per year. This makes them ineligible for their dividend check because their desired profession requires them to be aboard ships. In many cases these Alaskans could be aboard the cargo or tank vessels serving Alaska – yet still be denied a Permanent Fund check.

Since the inception of this partnership in September 1997 to the present, 25 eligible Alaskan residents have successfully completed the SIU apprenticeship-training program and are now fully employed.

The average salary for those Alaskans newly employed through this program is \$32,000/year and all receive full family medical, dental, pension, education, and vacation coverage. As Alaskans committed to "local hire", we should not be upholding obstacles for employment opportunities for our youth.

More importantly, this award winning training and placement program would have an improved ability to recruit Alaskan youth for quality training and high skill/family wage employment.

Another case I am familiar with is a ten-year Alaskan resident who sails aboard tankers in the TAPS trade. He has consistently been denied the Permanent Fund dividend since his work as a merchant seaman is not considered an allowable absence. This determination is not a question of his residency.

Passage of this bill will give these limited number of people their rightful claim to the Permanent Fund dividend.

Endorsement: Alaska State Chamber of Commerce

# SeaLand

Sea-Land Service, Inc.  
1049 West 5th Avenue  
Anchorage, Alaska 99501-1930  
(907) 274-2671

April 14, 1999

Representative Brian Porter  
Speaker of the House  
State Capitol, Room 208  
Juneau, Alaska 99801

SENT VIA FAX 907/485-3834

Dear Speaker Porter:

I am writing to you today to encourage you to support HB 157, "The Alaskan Merchant Mariners Permanent Fund Dividend Equity Act". This legislation is important to our ongoing efforts to recruit, train, and hire Alaskan residents for employment as officers and crew aboard our U.S.-flag vessels. For the past several years Sea-Land Service, Inc. has worked with other carriers and labor organizations to promote "local hire" of Alaskans aboard our vessels in the Alaska trade as well as on trading routes throughout the world.

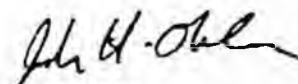
Sea-Land's commitment to hiring Alaskans is demonstrated in our efforts to offer apprenticeships aboard our vessels for the Seafarers International Union's unlicensed apprentice program and our active support of scholarships for Alaskan residents wishing to attend the California Maritime Academy. Although we are proud of our success in providing these opportunities to Alaskans, we are concerned that the current denial of annual Permanent Fund dividends to Alaskan merchant mariners who may be at sea for over 180 days per year is hampering our efforts to employ Alaskans.

This issue comes up during the recruitment process. Our representatives must inform interested individuals that they may not be eligible for the Permanent Fund dividend, of which most young Alaskans have grown quite accustomed to, if they go to sea. This is despite their being resident Alaskans and eligible on all other accounts. In addition, we are concerned that losing Permanent Fund eligibility status will create an added incentive for sea-going Alaskans to leave their home state and live Outside.

This is a scenario that our organization wishes to avoid if at all possible. The seagoing jobs aboard our U.S.-flag vessels are high-skilled, family-wage positions that would aid in growing Alaska's economy. We are proud to make every effort to offer these positions to native Alaskans. Your assistance in passing HB 157 will help to assure our work is a success for all Alaskans.

Sincerely yours,

SEA-LAND SERVICE, INC.

  
John H. Ohle  
General Manager, Alaska

cc: Representative Jerry Sanders, FAX# 907/485-3476  
Alaska Chamber of Commerce, FAX# 907/483-5515

# HOUSE COMMITTEE REPORT

(11)  
 Date Referred to Committee: April 16, 1999

FURTHER REFERRALS:

Date of Committee Action: 4/29/99

The FINANCE Committee considered:

HB 157

HOUSE BILL NO. 157

PFD ALLOWABLE ABSENCES

"An Act relating to absences from the state while serving on oceangoing vessels of the United States merchant marine for purposes of eligibility for permanent fund dividends; and providing for an effective date."

recommends it be replaced with the following committee substitute \_\_\_\_\_  the same title  
 a new title

additional referral to \_\_\_\_\_ Committee  
 attached amendment(s)

ADOPTS: \_\_\_\_\_ Letter of Intent

ATTACHES NEW FISCAL NOTE(s): (Dept) \_\_\_\_\_ APPROVES PREVIOUS: (Dept/Date) \_\_\_\_\_  
 fiscal note(s) \_\_\_\_\_  fiscal note(s) \_\_\_\_\_

zero fiscal note(s) \_\_\_\_\_  zero fiscal note(s) DOR, 4/16/99

SIGNING WITH RECOMMENDATIONS	DP	DNP	NR	AM
<i>Gene Theriault</i> Theriault			X	
<i>Vic Kohring</i> Kohring	X			
<i>Ellen Gustafson</i> Gustafson			X	
<i>Mark Davies</i> Davies	X			
<i>Paul Davis</i> DAVIS	X			
<i>Paul Moses</i> Moses			X	
<i>Paul Foster</i> Foster	X			

CHAIR'S SIGNATURE *Gene Theriault*

# FISCAL NOTE

Bill Version: HB 157  
 (H) Publish Date: 4/16/99

**STATE OF ALASKA  
 1999 LEGISLATIVE SESSION**

Revision Date/Time (Note if correction) March 29, 1999 Dept. Affected Revenue  
 Title PFD Allowable Absences BRU Revenue Operations  
 Component Permanent Fund Dividend  
 Sponsor Rep. Sanders  
 Requester House State Affairs Component Serial No. 981

**Expenditures/Revenues (Thousands of Dollars)**

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
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<b>CHANGE IN REVENUES ( )</b>						
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**FUND SOURCE (Thousands of Dollars)**

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of current year (FY99) cost: 0.0

**POSITIONS**

Full-time	0					
Part-time	0					
Temporary	0					

**ANALYSIS:** (Attach a separate page if necessary)

This bill adds an allowable absence while serving on ocean-going vessels of the United States merchant marine for purposes of eligibility for Permanent Fund dividends. As a result of this amendment, all other allowable absences in this section are renumbered.

We do not expect these provisions to have a fiscal effect on the Permanent Fund Dividend Program.

Prepared by Nanci A. Jones, Director  
 Division Permanent Fund Dividend  
 Approved by Wilson L. Condon  
 Commissioner  
 Agency Department of Revenue

Phone 465-2323  
 Date/Time March 29, 1999  
 Date March 29, 1999

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March 5, 1999

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NIELS M. JOHNSEN  
President  
Waterman Steamship Corporation

The Honorable Jerry Sanders  
Alaska State House of Representatives  
State Capitol, Room 414  
Juneau, AK 99801-1182

Dear Representative Sanders:

It was a pleasure meeting you on my recent trip to Juneau to participate in the Alaska State Chamber's Legislative briefing.

I appreciate your willingness to sponsor legislation for Alaskan residents who are employed in the U.S. Merchant Marine to receive their permanent fund dividend. As mentioned, this will help in our efforts to recruit and train Alaskan youth for employment aboard merchant vessels. Although we have been successful in attracting some great candidates, many youth are discouraged from seeking a seagoing career once they realize they are likely to lose out on one of the main sources of income they have grown up with. Their ineligibility is not based on good policy, but a quirk in the law.

Per your request, I have taken the liberty of drafting some language, which may help the legislative staff responsible for bill drafting. The basic focus of the legislative change is as follows:

- a) U.S.-flag merchant mariners residing in Alaska who would receive their permanent fund dividend, but for the fact that they may work aboard an ocean-going vessel for their livelihood, would now receive an annual permanent fund dividend payment;
- b) The merchant marine exemption is preferably added to the statute in proximity to the listing for military personnel on active duty. In so doing, the public will relate to the U.S. merchant marine exemption in a similar way as they do to the active duty military exemption; and
- c) The merchant mariner's family members should not receive any permanent fund dividend if they follow their spouse/parent outside

Letter to Sanders  
March 5, 1999  
Page 2

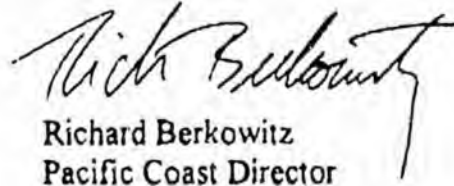
of the state of Alaska while the mariner is employed. Our intention is only to exempt the 180-day rule to the actively employed mariner only. As a permanent resident(s) of Alaska the mariner's family should be expected to remain in Alaska as a participant in its economy.

I'm hopeful the attached language (highlighted/underlined) will help to make our intent clear. Of course, I am willing to speak to legislative staff if they have any question concerning the intent of the proposed draft.

I will prepare some draft talking points concerning the legislation so that you may feel more comfortable addressing this issue. Also, please note that the Alaska State Chamber of Commerce has endorsed providing permanent fund dividend benefits to active merchant mariners at their December Legislative Tie-In assembly.

Thank you for your patience and assistance.

Sincerely yours,



Richard Berkowitz  
Pacific Coast Director

Attachment

cc: Harold Holten

Headquarters:  
217 2nd Street, Suite 201  
Juneau, Alaska 99801  
(907) 586-2323 FAX 463-5515



March 29, 1999

Representative Jerry Sanders  
Room 414, State Capitol Building  
Juneau, Alaska

RE: HB 157, Permanent Fund Dividend eligibility for Merchant Mariners

Dear Representative Sanders:

Enclosed is a copy of a position of the Alaska State Chamber of Commerce on the subject of Permanent Fund Dividend equity for Alaskans who are in the service of the U. S. Merchant Marine. By this, you can see that we are in support of HB 157, which you have introduced and which precisely addresses our concern.

We provided testimony on this subject last week in House State Affairs when HB 132, introduced by Representative Cowdery by Request, regarding Permanent Fund allowable absences, was up for consideration. That bill was sent to a subcommittee, (Representatives Ogan, Whitaker, and Smalley, I believe) with the intent that they were to work on tightening the definition of resident for purposes of the permanent fund dividend. I understand that they have looked at the definition of residency for purpose of obtaining a fishing or hunting license and may be offering something like that in State Affairs.

Thank you for introducing HB 157, and we will be happy to speak in support of the bill as it goes through the process.

Sincerely,

A handwritten signature in cursive script that reads "Pam La Bolle".

Pamela La Bolle  
President

Enclosure

# ALASKA STATE CHAMBER OF COMMERCE

## Position 99-2

### Permanent Fund Dividend Equity for Alaskan Merchant Mariners

**Background** Over the last few years, U.S.-Flag vessel operators have made great efforts to train and recruit Alaskans for employment aboard U. S. merchant vessels serving in our state, coastwise, and in international trade. This undertaking includes raising a substantial endowment for scholarships to Alaskans attending the California Maritime Academy, securing a maritime union hiring hall in Anchorage, and developing a public/private partnership to offer maritime training and apprenticeships for Alaskans interested in a seagoing career. This undertaking has led to several dozen Alaskans finding high-skill/fair-wage training and employment in the U.S.-Flag Merchant Marine.

Alaska Permanent Fund Dividend rules prevent actively employed Alaskan deep-sea merchant mariners from obtaining their dividend check, in spite of meeting all other requirements for residency and eligibility.

**Position Statement:** The Alaska State Chamber of Commerce urges the Legislature and the Administration to support Alaska Permanent Fund dividend eligibility for merchant mariners who are qualified residents of Alaska, notwithstanding their documented employment aboard merchant vessels in domestic or foreign waters.

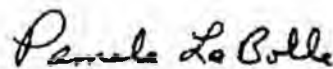
**Need For Position:** Alaskans are proponents of local hire and quality, professional skill development. Efforts to provide this are hampered by the potential disqualification of individuals who may go to work at sea for close to or more than 180 days out of the year. The Permanent Fund dividend would serve as an incentive for Alaskan seagoing personnel to retain their Alaskan residency, rather than move outside once they start a career at sea. Opportunities to train Alaskan youth for responsible and rewarding employment, at little or no cost to the individual or public sector, will be lost.

Support of this position will resolve an inequity for Alaskans who make a living employed on the freighters and tankers who service Alaska.

ADOPTED

December 4, 1998

BY



Pamela La Bolle  
President

BY



Peter Leathard  
Chairman

**TOTEM OCEAN TRAILER EXPRESS, INC.**

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2511 Tidewater Road  
Anchorage, AK 99501Tel 907-276-5868  
Fax 907-278-0461

Date: 03-26-99

Alaska State Legislature  
State Capitol, Rm. 414  
Juneau, Alaska 99801-1182  
Representative District 19 Mr. Jerry Sanders

Re: Permanent Fund Legislation for Exemption for Merchant Marines, Bill  
numbered HB-157.

Dear Jerry,

This letter is in support of the above Legislation that you as a Representative of District 19 are authoring.

A United States Merchant Mariner who resides in Alaska full time, supports a family living in Alaska full time, pays city taxes, and falls in the category of a resident, should be entitled to receive what all eligible Alaskans receive each year. A Permanent Fund Dividend

Totem Ocean Trailer Express Inc. is an Alaska Corporation which operates Large Ro/Ro Vessels from our terminal in Tacoma Washington, to our terminal at the Port of Anchorage.

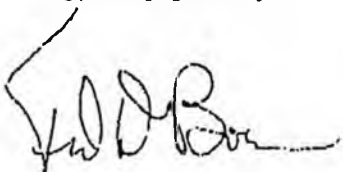
The mariners that operate our company vessels come from all around the United States including Alaska and countries all around the world. An Alaska Resident, as a condition of his or her employment, must ride and work on the vessel back and forth from terminal to terminal should not disqualify them from receiving what is rightfully theirs as an Alaskan Resident.

The absences from the state is only for the time the vessel transits the Gulf of Alaska to reload cargo and return to Alaska, the employee's intention is still to return home after his scheduled tour. His home location has not

changed, his status as a state resident has not changed, and he has continued to provide his family which resides in the local community with financial support.

We at Totem Ocean Trailer Express Inc. support your effort by legislation to change the eligibility rights for the permanent fund to include merchant seamen that reside in the State of Alaska.

Very truly yours,



Ted De Boer  
Alaska Operations Manager

# Anchors Away

St. Marys teen leaves village,  
becomes first Alaska Native  
to sail as merchant mariner

Story by MIKE DUNHAM  
Daily News reporter

Photos by ERIK HILL  
Anchorage Daily News



Music swelled at Chris Ledlow's bon voyage party. Fiddle, guitar, dobro and one electric keyboard manned by two players joined two dozen voices in polkas, hymns and Hank Williams songs. In the middle of the living room floor sat a hat full of cash collected from the guests, a little spending money for the trip. From the kitchen wafted the smells of wild fish and game accompanied by a pungent hint of seal oil.

It will be awhile before Ledlow savors those smells again. At this writing, he is on his way to the Seafarers International Union's Harry Lundeborg School of Seamanship in Piney Point, Md. Over the next few weeks, he plans to complete his training as a merchant mariner — a commercial sailor licensed to work on large cargo ships. By summer, the soft-spoken, square-shouldered and resolutely cheerful 19-year-old should be in the engine room of an oceangoing vessel somewhere out on the seven seas.

Ledlow, from the Yukon River village of St. Marys, is among the

"My whole family's really enthusiastic about what I'm doing. Except my grandmother. I think she's a little worried."

— Chris Ledlow of St. Marys, on becoming a merchant mariner

first Alaskans to complete the merchant marine employment program offered by the union. Upon graduation, he'll be placed in a job making about \$30,000 a year, eligible for rapid additional training and advancement up the wage scale.

Please see Page E-4, MARINER



Above, future merchant mariner Chris Ledlow chats with his grandmother Marie Tyson, center, and his cousin Mike Tyson before boarding his flight to the East Coast. At left, Ledlow gets a hug from Mike Tyson watches Wednesday evening at Anchorage International Airport.

## Merchant mariners in high demand

The Seafarers International Union opened an Anchorage office two years ago. According to the union's Anchorage representative, Harold Hoban, there's a rising demand for qualified sailors as more big ships come on-line.

"We can take as many into the merchant marine employment program as will apply," he said.

To date, 28 Alaskans have entered in the program, and 18 have graduated. Applicants must be at least 18, have eighth-grade level

scores in reading and math, be drug-free and have no felony convictions. The national cut-off age is 25, but an exception is made for Alaskans. Individuals wanting to know more about the program should call Hoban at 561-4988.

# MARINER: Teen joins up

Continued from Page E-1

That's not a bad start for a teenager from the Bush. As he approached the end of high school, Ledlow realized that job options in rural Alaska would be limited. In St. Marys, he might work at the airport, in the volatile fishing industry, change tires like he did at his father's mechanic shop, or work at one of the local grocery stores, which he also did for a while.

"I was at a point I wasn't really sure what to do," he said. "I was working at a cannery in Dillingham when one of the merchant mariners there talked to me about this program and let me know how to get in touch with them."

A few weeks after he called the union's Anchorage office, Ledlow found himself in Piney Point learning basics of shipboard terms and procedures, nautical history, math, first aid and how to use a lifeboat.

He also was learning new things about himself. The school is run along military lines. Students wear uniforms, march to meals, learn to reply with a snappy "Yes, sir" or "No, sir."

"I didn't know what to think," Ledlow said. "A few years ago, I told myself that I would never be military, never wear a uniform and never do dishes. In three months, I did all three and didn't mind."

The first land-based phase of training was followed by hands-on experience at sea. Ledlow was assigned to the Greatland, one of the large container ships making weekly runs between Tacoma, Wash., and Anchorage.

This part of the course lets students get a feel for different jobs and find out what they are most comfortable with. Ledlow spent time working on deck and in the galley, but discovered that what he really liked was the

engine room. The regime of wiping down giant machines, dismantling, cleaning and re-assembling parts, reading gauges and standing watch struck a chord in the kid who grew up watching his dad fix cars and outboard motors.

"I was down there for a month, but it seemed like two weeks," he said.

The Greatland's schedule put him in Anchorage every Sunday, where he could spend time with family and take his grandmother to church.

Grandma — Marie Tyson — is a well-respected tradition-bearer from the lower Yukon. William Tyson Elementary School is named for her late husband. It was at her house that the bon voyage party took place. She told callers she was inviting "just a few people. Not a big crowd." But guests' cars filled both sides of the street for a block, and a mountain of shoes marked the entry.

"Actually, it's not crowded compared to her usual get-togethers," said Rose Tyson, Ledlow's aunt. "Let's just say you can see the floor."

Every man in the room was familiar with boats and water. Most had done commercial or subsistence fishing at some time in their lives. But while no special credentials are needed to be a hand on a fishing boat, you need to have the right papers and certifications to work on a big ocean-going vessel.

When Ledlow completes his next few weeks of training, he'll be the first Alaska Native to earn those papers through this program. The room filled with a sense of respect and hope for the young man as friends and kin sang the Lord's Prayer in Yup'ik.

"We're all so proud of Chris," Rose Tyson said, "and we always have been. He's never been in any trouble. We've never had to worry about him getting into drugs

or anything like that."

"My whole family's really enthusiastic about what I'm doing," Ledlow said. "Except my grandmother. I think she's a little worried."

In his final phase of training, Ledlow will get specialty training in his area of interest — the engine room. He'll graduate with the designation of "unlicensed apprentice" and immediately go to work making about \$30,000 a year. After four months on the job, he'll be able to upgrade to "able-bodied seaman." Advanced ratings to "bosun" or "first mate" could follow.

School costs are largely covered by the companies that contract with the union for men and women to run their ships. In Ledlow's case, he also received assistance through the state's Jobs Training Partnership Act office.

Ledlow said the idea of travel and a flexible work schedule appealed to him. Union members typically work four months on, two off. That's plenty of time to reconnect with family in Alaska, even if his ship doesn't call on Anchorage every Sunday.

Anchorage union representative Harold Holten is betting it won't.

"Of the 18 Alaskans who've graduated from this program so far, not one is working on an Alaska ship," he said. "And this one won't either. I can see that glitter in his eye."

Ledlow grinned at that, and his eyes did seem to glitter. But he admitted to already missing one thing from home — Grandma's salmon.

"I had salmon down there in Maryland," he said. "It wasn't the same. I couldn't taste the fish."

■ Daily News arts editor Mike Dunham can be reached by e-mail at [mdunham@adn.com](mailto:mdunham@adn.com).

# ALASKA STATE AFL-CIO

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**MANO FREY**  
Executive President



**BRUCE LUDWIG**  
Secretary / Treasurer

April 18, 1999

RE: House Bill 157

Representative Jerry Sanders  
State of Alaska  
P. O. Box V  
Juneau, AK 99811

Dear Representantive Sanders,

This bill will rectify and in justice to those Alaskan, men and women who have been denied a Permanent Fund Dividend, being solely because they were out of state due to careers as merchant mariners. The most ironic travesty is Alaskan mariners not being eligible for the Permanent Fund Dividend. A nationally acclaimed program was begun by the Seafarers International Union to recruit Alaskans into a training program ultimately resulting in a career as a merchant mariner. On one hand, the Seafarers Union recruits and trains for life long high paying jobs and on other hand, the state is denying the same people the Permanent Fund Dividend because they are at sea or out of state. We hold hardly support this legislation and thank you for your support.

Sincerely,

Mano Frey  
Executive President

MF/lf



## **Apostleship of the Sea**

Sally Bostwick, Ship Visitor  
1566 Thuja Avenue  
Anchorage, Alaska 99507  
phone (907)349-3471  
email sbostwick@anchor.net

Rep. Jerry Sanders  
Ref: HB 157  
Attn: Eddie Burke  
Fax-907 - 465 - 3476  
Rep. Sanders and House Committee:

I am acting port chaplain in Anchorage and have frequent contact with the seafarers. As a representative of the Apostleship of the Sea, a vatican designated outreach to seafarers, also a member of the North American Ministry to Mariners, and as an Alaska resident I am particularly concerned with the inequity in Alaskan seafarer eligibility for Alaska permanent fund dividends. Those Alaskan seafarers are currently penalized from residency eligibility because of extended absences from the state while serving on ships. The maritime industry does not afford the mariner the luxury of selecting routes or duration at sea. Most seafarers are shipboard for 8 to 9 month, enduring family separation and frequently dangerous weather and work situation. During these extended absences the seafarer is aboard ship. The seafarer does not establish another residence. For the most part, a seafarer is in port 24 hours during off and on-loading only. Hence, the only residence of the merchant seafarer is his/her Alaskan home or the ship stateroom

As you are aware waterborne shipping is the most economical and safe means of transport for the many goods we need in the state. Those people engaged in this industry support the local economy through delivery of goods/materials. Their in current questioned eligibility for PFD is an economic injustice. At the same time family members in residence in the state support the local economy and services through property taxes and "buy Alaska". The seafaring industry is critical to the state and participation of Alaska mariners in PFD is justified. Absences from their

Alaskan homes for the seafarers are one of the negative factors in their chosen careers. Nevertheless, if Alaska goods and goods for Alaska receive appropriate distribution we as a maritime state depend on these seafarers. Today, Alaska youth are becoming more interested in maritime careers. Penalties associated with lack of seafarer eligibility for PFD will discourage young seafarers and even jeopardize Alaskan consumers with increased transportation costs.

Therefore, inclusion of Alaskan seafarers/mariners eligibility for PFD is strongly endorsed.. This position is supported by the Apostleship of the Sea and the Archdiocesan sponsor for the Apostleship.

Thank you....

*Sally Bostwick*  
 Sally Bostwick  
 Apostleship of the Sea  
 Archdiocese of Anchorage

*Fr. Crowley*