

2/18/10

**PRESENTA-  
TION:  
MARINE  
TRANSPORT  
ADVISORY  
BOARD**

**MARINE TRANSPORTATION  
ADVISORY BOARD PRESENTATION  
TO THE JOINT SESSION OF THE  
HOUSE AND  
SENATE TRANSPORTATION  
COMMITTEES**

**FEBRUARY 18, 2010**



Good afternoon and thank you for the opportunity to present today. My name is Mike Korsmo and I am the Chair for the Marine Transportation Advisory Board (MTAB). Our board appreciates the opportunity to stand before you today and give an overview of its efforts. MTAB was established in 2003 by Administrative Order and put into Alaska State Statute in 2008 under AS 01.10.070(c). Our board has been focused on meeting the many challenges of our unique marine transportation system. With AMHS staff we have worked to identify tools in order to improve scheduling, system efficiency and mobility in Southeast, Prince William Sound, and Southwest Alaska.

It is proven that dependable and sustainable transportation systems are vital to economic growth and stability in rural Alaska. We strongly support the mission of the Alaska Marine Highway System to provide safe, reliable, and cost effective marine transportation throughout the coast regions of our state. The economic, cultural, educational and health benefits to our communities served by AMHS are extremely important to our quality of life. MTAB worked closely with AMHS staff in to establish long range scheduling and the past two years have proven that this approach is working as the anticipated increase in ridership by Alaska users became a reality.

The first section of the MTAB statute establishes that DOT&PF, shall in consultation with MTAB, prepare a long range plan for the development and improvement of the Alaska Marine Highway System. Each region encompassing AMHS routes has its own long range plan for transportation and so we have been attempting to work with DOT&PF planners on these regional plans. Currently the Southeast Transportation Plan (SATP) is up for its 5-year review. Correspondence with the commissioner and DOT&PF planners have been ongoing; however, to this date an established day to sit down and work with DOT&PF on a draft SATP has not been determined. As per statute (and our understanding of legislative intent), we expect to be part of DOT's work effort concerning the goals of marine transportation regional plans, prior to the final drafts being sent out to the public.

Under statute the board may issue reports and recommendations in consultation with DOT&PF and submit to the department and the governor a strategic plan which includes the mission, core values, objectives, initiatives, and performance goals of the Alaska Marine Highway System. Strong and consistent public input from multiple teleconferences from organizations such as Southeast Conference, the Southwest Municipal Conference, the Alaska Municipal League as well as several Native organizations have helped give our board a clear direction

to follow. From this input and MTAB meetings the past three years we have established short term and long term goals. These recommendations have been presented to Commissioner von Scheben and Governor Parnell.

### **SHORT TERM GOALS**

1) Operating the M/V *Kennicott* on full schedule May through September. The current schedule has the M/V *Kennicott* operating Cross Gulf 2-weeks-on-2-weeks-off in the summer. This only allows for one trip a month out the Aleutian Chain by the M/V *Tustumena*. There has been a public outcry from the seven Aleutian Island communities that the current schedule does not come close to serving their needs (see attached letters). Additional service to the Chain has been a top priority for MTAB for the past 3 years. Following are the costs associated with this recommendation both for FY 2011 and what would be a FY2010 Supplemental. The administration has committed to an additional spring run for the *Kennicott* and the following costs do not take that run into account.

#### **FY 10 MTAB Requested Supplemental for Kennicott Service**

**\$1,385,000-Total Supplemental Authority**

**\$800,000-General Fund**

**\$585,000-Alaska Marine Highway Fund**

FY 11 MTAB Requested Service Enhancements to Governor Budget

\$2,122,500-TOTAL Additional Authority

\$1,600,000-Marine Highway Fund

\$522,500-General Fund

2) Additional funding allowing the fast vehicle ferry (FVF) *Fairweather* to operate on a full seven day a week schedule during the spring (May/June) of 2010. Unforeseen mechanical issues with the *Fairweather* have caused funding shortfalls to allow for this much-needed service. This service was established with a commitment to long-range scheduling 3 years ago and is very important to the Northern Panhandle (including Sitka and outlying villages). There is a major concern about the engines problems on both the *Fairweather* and the FVF *Chenega*. At its December meeting the Board voted to request that the legislature and commissioner of the Department of Transportation consider a vehicle for the state to order replacement engines for the *Fairweather* and the *Chenega*. The engine problems are being worked on by AMHS, the Administration and the Department of Law. The fast ferries are an integral part of the current and future operations of AMHS. The public, especially in Prince William Sound and the Northern Panhandle, has a unique and strong appreciation for these vessels and their ability to transport cars and people over a long

distance in a short period of time. It looks like costs associated with operating the *Fairweather* in 2010 for May/June are being resolved by AMHS and the Administration.


3) MTAB has requested that an additional \$60M be added to the AMHS Vessel Replacement Fund. AMHS has embarked on a much-needed vessel replacement project (Alaska Class Ferry Project) that has very strong public support. The project is critical to insure long rang operations of AMHS and to fulfill the mission of AMHS itself. This process can be easily followed by looking it up on the Alaska Class Ferry information on the AMHS website. The vessel replacement fund currently has \$60 million in it - thanks to your efforts, and it is extremely important that we continue to put additional money into this fund as we replace our aging marine highway fleet. The administration has taken steps through the STIP process to insure that adequate funding will be available to begin the process of building new vessels.

## **LONG TERM GOALS**

- 1) Forward funding of AMHS operations to allow for continued schedule consistency and successful marketing strategy.
- 2) A long term strategy to mitigate high fuel prices that negatively affect the system's ability to provide reliable service.
- 3) Maintenance and operational costs continue to increase system wide, and need addressed in order to meet the mission of AMHS, now and in the future.
- 4) The vessel replacement fund should be funded at a level that allows for DOT&PF to move forward with the design and construction of new, fuel efficient vessels. As an added value these vessels should be designed to require less crew to operate which could bring future labor costs down.

In closing, Marine Transportation Advisory Board members acknowledge the complexities of providing a safe, reliable and efficient marine transportation system and we cannot expect to be able to satisfy each coastal community's wants and needs. We thank you for your leadership and guidance, and believe that with your continued direction and the expertise of the AMHS management, MTAB can continue to help guide improvements that will benefit Alaskans.

Thank you again, on behalf of the Marine Transportation Advisory Board,  
for this opportunity to be here today.

A handwritten signature in black ink, appearing to read "Mike Korsmo". The signature is written in a cursive style with a large initial "M".

Mike Korsmo, Chair

**FY11 MTAB REQUESTED SERVICE ENHANCEMENTS**

**ALASKA MARINE HIGHWAY**  
**FY 2011 MTAB Requested Service Enhancements to Governor Budget**

Description	FY 11		Serv Adj Kennicott	Roll Forward FY 11		Comments
	Gov Budget			Gov Budget	Gov Budget	
<b>Fleet Status-Weeks</b>						
Revenue Service	402.0		9.1		411.1	
Overhauls	68.0		-		68.0	
Capital Projects	52.0		-		52.0	
Lay Ups	52.0		(9.1)		42.9	Taku & LeConte have 2011 CIP's Columbia 29 wks, Frw 9 wks, Kenn 14 wks
<b>Total All</b>	<b>574.0</b>		<b>-</b>		<b>574.0</b>	
<b>Marine Vessel Operations</b>						
Personel Services	\$ 83,891.1	\$ 1,481.1	\$ -	\$ -	\$ 85,372.2	
Travel	1,921.1	(34.6)	-	-	1,886.5	
Services	13,050.2	44.6	-	-	13,094.8	
Fuel- Budget rate (\$.95/gall)	10,266.3	431.2	-	-	10,697.5	
Commodities	7,071.1	200.2	-	-	7,271.3	
<b>Subtotal Marine Operations</b>	<b>\$ 116,199.8</b>	<b>\$ 2,122.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 118,322.3</b>	
<b>Shoreside Costs</b>						
Marine Shore Operations	\$ 7,300.9	\$ -	\$ -	\$ -	\$ 7,300.9	
Vessel Ops Management	3,856.7	-	-	-	3,856.7	
Reservations & Marketing	3,138.3	-	-	-	3,138.3	
Marine Engineering	3,115.2	-	-	-	3,115.2	
Overhaul	1,698.4	-	-	-	1,698.4	
<b>Subtotal</b>	<b>\$ 19,109.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 19,109.5</b>	
<b>Subtotal AMHS</b>	<b>\$ 135,309.3</b>	<b>\$ 2,122.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 137,431.8</b>	
<b>Operations Financing</b>						
Marine Highway Fund	\$ 52,010.8	\$ 1,600.0	\$ -	\$ -	\$ 53,610.8	Adj = revenues earned on add service
Veh Rent Tax	700.0	-	-	-	700.0	
Gen Fund Allocation-AMHS	80,954.9	522.5	-	-	81,477.4	
Restricted Funds	1,643.6	-	-	-	1,643.6	
<b>Total Funding</b>	<b>\$ 135,309.3</b>	<b>\$ 2,122.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 137,431.8</b>	
<b>Ending Fund Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	

**SCS CSSSHB294(FIN)**

**USCG AMHS CASES/VESSEL RESCUES**

**2004-2009**

## USCG AMHS CASES/VESSEL RESCUES

2004-2009

299473 - TAKU: On 08JUL06 the P/C STELLA reported that they were taking on water in the vicinity of Gull Island. All 3 POB abandoned ship; M/V TAKU diverted to assist and was the first asset on scene, recovering all three POB from the life raft.

305663 - AURORA: On 03AUG06 while transiting in the vicinity of Cochran Bay, AURORA received a report of missing kayakers and diverted to assist. Search was conducted with negative results.

344513 - LECONTE - 10APR07 LECONTE reported the vessel IRISH SPRING aground in North Lynn Canal near Eldred Rock. LECONTE reported the vessel hard aground and sent one of their deckhand's on board the vessel. The deckhand reported that there was a gentleman on board who is injured and the vessel had approx 200 gallons of gas on board the vessel. The La Conte crewman closed the fuel valve.

349045 - COLUMBIA: On 14MAY07 the EMPRESS OF THE NORTH ran aground on Rocky Island. Columbia immediately diverted to assist and took on passengers from other assets in the area. In total 206 passengers and 46 crew were transported onboard COLUMBIA.

352302 - KENNICOTT: On 31MAY07 while in the vicinity of Granite Island

KENNICOTT conducted search for vessel for a disabled SV that had lost communications. Search was conducted with negative results.

418180 - LECONTE: On 04AUG08 LECONTE overheard a Mayday call and LECONTE conducted search while continuing its transit for any signs of distress. No sings of distress noted.

418180 - FAIRWEATHER: On 04AUG08: Mayday call overheard on CH 16, the FAIRWEATHER conducted search while continuing its transit for any signs of distress. No sings of distress noted.

432250 - LECONTE: On 08NOV08, Sector Juneau command Center received a MAYDAY call from the SV BEREAN, who ran aground in Hawk Inlet and was requesting assistance. Station Juneau MLB was launched by SCC. The MV LECONTE was in the vicinity and diverted to assist. The situation resolved itself prior to LECONTE arrival onscene.

462247 - TAKU: On 12JUL09, M/V TAKU reported a single red meteor flare that was sighted on the west side of Woronokofski Island, Stikine Strait. The TAKU transited and searched south along the shoreline of Woronokofski Island with their spotlight and came upon the P/C KALEY J, a 20' vessel anchored in a small cove. The TAKU spotlighted the vessel and the KALEY J contacted the TAKU via radio whom stated that they inadvertently fired off a single red flare, and was in no distress.

478215 - TAKU: On 13OCT09 F/V Alaska Pride at position just south of Funter Bay with a report of an engine room fire. F/V Alaska Pride is a 55ft FRP

Commercial fishing VSL. 02 POB evacuated the F/V into the life raft. The M/V TAKU safety recovered the POB from the water.

**AMHS PRESS RELEASES**

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**FOR IMMEDIATE RELEASE: Dec. 25, 2007**

**No. 07-2534**

## **AMHS ferry Malaspina crew transports ailing infant**

(JUNEAU, Alaska) — The crew aboard the 408-foot Alaska Marine Highway System (AMHS) ferry Malaspina diverted course Monday morning and returned here after an infant passenger aboard the ship suffered medical complications.

"Malaspina was transiting north from Juneau to Haines, but returned to Juneau to transfer the child to awaiting medical personnel in Auke Bay at the AMHS ferry terminal," said Capt. John Falvey, AMHS' General Manager.

Malaspina crewmembers and a nurse passenger rendered medical assistance to the child while at sea. A Capital City Fire/Rescue ambulance crew took the patient to Bartlett Regional Hospital for treatment after the Malaspina's arrival at 12:15 p.m.

Malaspina continued on its scheduled route to Haines and Skagway following the transfer. The crew adjusted port times in both cities to return the ship to its on-time schedule.

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*For more information contact DOT&PF Chief Communications Officer Roger Wetherell at 465-8994.*

**Sarah Palin**  
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**Press Release**

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**FOR IMMEDIATE RELEASE**

07-123

**State Ferry Helps Rescue Tourists from Sinking Cruise Ship**

May 14, 2007, Juneau, Alaska – Just after midnight this morning, the Empress of the North, a 360-foot sternwheeler cruise ship ran aground at Hanus Reef in Icy Straits about 50 nautical miles west of Juneau. The ship, which holds fewer than 300 passengers, immediately called for help.

The State Emergency Coordination Center immediately began working with the United States Coast Guard to facilitate a smooth and efficient rescue. Local fishing boats, a Coast Guard cutter, and the state ferry Columbia moved passengers to dry land at the capital city of Juneau.

"I'm very proud of our residents who, on their own accord, moved into action to help those in need at a critical time," said Governor Sarah Palin. "Alaskans did a fantastic and professional job making this rescue happen swiftly, and I am very happy to know all of our visitors are safe and secure this morning."

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FOR IMMEDIATE RELEASE: May 14, 2007

No. 07-2512

**M/V Columbia Responds to Stricken Vessel  
Delivers 252 Empress of the North Travelers to Safety**

(Juneau) — The M/V Columbia on Monday came to the aid of a cruise ship that has apparently run aground in Icy Strait overnight, bringing rescued passengers and crewmembers from the Empress of the North to Juneau. The Columbia transported 252 passengers and crewmembers from the Empress of the North to Juneau where they were assisted further by a Unified Command team established in Juneau.

Columbia Master Phil Taylor said he was informed of the stricken vessel by AMHS crews on the bridge that were monitoring radio traffic at about 3:30 a.m.. The Columbia was at about Point Hilda and traveling toward Auke Bay with 234 passengers when Taylor ordered the Columbia to proceed to the location of the stricken vessel. The Columbia then contacted the Coast Guard and asked if their assistance was needed. They were informed that they would be needed.

Responding as a "good Samaritan" vessel, the Columbia arrived on station at about 5:45 a.m. and began taking Empress of the North passengers on board. The Coast Guard Cutter Liberty came alongside the Columbia and transferred passengers through a makeshift gangplank between the two vessels. Other vessels also transferred their rescued personnel to the Liberty to be put aboard the Columbia, Taylor said.

The Columbia crew gave the rescued parties blankets, hot drinks and food and made them as comfortable as possible, Taylor said. The Empress of the North made it back to Juneau and tied up at the Auke Bay terminal. The Columbia arrived back in Juneau at 11 a.m. and has resumed its regularly scheduled run to Haines and Skagway. The Columbia is expected to be back on schedule when it leaves Auke Bay Tuesday morning.

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FOR IMMEDIATE RELEASE: April 10, 2007

No. 07-2510

## LeConte Assists in Mariner Rescue

(Juneau) – The M/V LeConte came to the assistance of a mariner who has run aground in Upper Lynn Canal on Tuesday, according to Capt. Ron Bressette, master of the LeConte.

This is from Capt. Bressette:

The LeConte was traveling north in Upper Lynn Canal when a Mate on watch noticed a boat on the beach at about 10 a.m. at the base of an avalanche chute. Bressette made the decision to launch a fast rescue boat to investigate the boat after determining the boat was not likely abandoned and that no one responded to a whistle from the LeConte.

Responding crew members found a man on board the boat who said he had fallen and was unable to get up. He told the crew members that he had run aground early that morning. The man was in need of medical attention and it was discovered that one of the passengers on the LeConte was a doctor who agreed to go over on the fast rescue boat and examine the man further.

The LeConte had notified the Coast Guard of the grounding and a helicopter and small boat responded. The Coast Guard determined the man should be hoisted into the helicopter to be taken for further medical treatment.

The LeConte was on scene for about two hours during the rescue.

Pictures from the scene show what appears to be a 34-foot pleasure craft on the beach.



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FOR IMMEDIATE RELEASE: May 8, 2006

No. 06-2517

## M/V Malaspina Aids Stranded Fishing Vessel

(Juneau) — Four stranded fishermen were aided by the M/V Malaspina Sunday night after their fishing vessel ran aground southwest of Prince Rupert, British Columbia.

The M/V Malaspina responded to a mayday call from the F/V Alaska Queen at about 10:10 p.m. Sunday. The F/V Alaska Queen was stranded on the north east side of Pitt Island, southwest of Prince Rupert. The M/V Malaspina deviated from its course, and was the first ship on the scene.

The Malaspina launched a fast rescue boat and stood by the four stranded fishermen for approximately 45 minutes, until the Canadian Coast Guard arrived on scene, and released the Malaspina.

At the time of the mayday response, the Malaspina was south bound from Ketchikan bound for Bellingham, Wash.

"Alaska Marine Highway System crews are highly trained to respond to these types of situations and we are very proud of the actions of the Malaspina crew in coming to the aid of this vessel in distress," said AMHS General Manager Capt. John Falvey. "Safety of life at sea is our highest priority and their actions demonstrated just that."

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For more information contact Capt. Falvey at (907) 228-7250.

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FOR IMMEDIATE RELEASE: August 4, 2006

No. 06-2528

## M/V Aurora Rescued Kayakers in Sound

(Juneau) — A group of kayakers were rescued by the M/V Aurora in Prince William Sound after they issued a call for help due to weather and rough seas.

The Aurora was enroute to Valdez from Whittier at about 3:30 p.m. on Thursday when it overheard radio transmission from a group of kayakers requesting help from the Coast Guard. Aurora Capt. Bob Rugur diverted to Cochran Bay, where the group was thought to be, and established radio contact with the kayakers.

Rugur said the kayakers were in the middle of Cochran Bay more than a mile from the closest land and reporting that they could not get to shore. Because of poor visibility, the kayakers guided the Aurora to their position via hand-held radio. In seas of up to five feet, the Aurora retrieved four kayaks and five people while another boat, the Safeguard II, retrieved another four people and two kayaks.

It was determined that the rescued kayakers were part of a 15-person party and so a search began involving a U.S. Coast Guard helicopter, the Aurora and two other good Samaritan boats. The remaining kayakers were spotted by the Coast Guard helicopter on a beach east of Point Cochran. No kayakers were injured in the incident.

The five kayakers rescued by the Aurora were accommodated onboard for the night and will return to Whittier on Friday, according to the Alaska Marine Highway System.

"With poor visibility and winds between 30 and 45 knots, our crew was able to maneuver the Aurora in such a way to provide a lee side so the rescue craft could be used to lift the kayakers aboard," said AMHS General Manager Capt. John Falvey. "It was an excellent piece of seamanship to get to the kayakers and a strong team effort to get them onboard."

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FOR IMMEDIATE RELEASE: July 7, 2004

**M/V Kennicott's Chief Steward Recognized for Passenger Emergency Response**

(Juneau)—Alaska Marine Highway General Manager John Falvey recognized the chief steward aboard the M/V Kennicott for a job well done in responding to a passenger emergency while underway on June 27. Chief Steward Teresa Gilbert performed the Heimlich maneuver on a passenger who began choking while eating dinner in the ship's conference room. After successfully expelling the obstruction, it was determined that a French fry had become lodged in the passenger's airway and had cut off their ability to breathe. Following the ordeal, the passenger retired to a stateroom to rest.

"Ms. Gilbert's fast response may have very well saved the life of one of our passengers," said Captain Falvey. "We are also thankful to the Kennicott's Chief Purser Lynn Olson and Junior Assistant Purser Dennis Hansen who were also on the scene to administer oxygen should it have been required."

The marine highway presented Gilbert with a plaque on July 3 as thanks for her quick response to the passenger's life threatening situation.

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FOR IMMEDIATE RELEASE: July 8, 2006

No. 06-2525

## M/V Taku Rescues Fishing Crew

(Juneau) — The M/V Taku rescued the crew of a fishing tender after it had run aground on Gull Island in Lynn Canal early Saturday morning, according to the Alaska Marine Highway System.

The Taku received a "mayday" call from the fishing tender Stella at about 3:57 a.m. stating the ship was taking on water and the crew was preparing to abandon ship. The Taku was approximately 25 minutes away and responded to the U.S. Coast Guard call for assistance along with the tug Western Mariner.

The Taku arrived on scene and launched a lifeboat, which recovered three crewmembers that had been floating in a liferaft. The crewmembers were brought aboard the Taku and given coffee, breakfast and a stateroom. They had no injuries, according to the Coast Guard.

The lifeboat was secured and the Taku left for Auke Bay just after 5 a.m..

"Our AMHS crews practice this drill on a weekly basis for just this sort of emergency and from the report we've gotten the crew of the Taku was well prepared to assist a distressed ship," said Capt. John Falvey, AMHS General Manager. "We're proud of their actions."

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For more information, contact DOT&PF spokesman Mike Chambers at 465-8994 or 321-6656.

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FOR IMMEDIATE RELEASE: January 21, 2005

No. 05-2507

**M/V Malaspina Aids Disabled Skiff in BC**  
**Ferry's Rescue Boat Tows Skiff to Shelter in Lama Passage**

(Juneau) – The state ferry *M/V Malaspina* recently came to the aid of a disabled skiff while traveling northbound through the Inside Passage in British Columbia.

At about 2:15 p.m. on Saturday, January 15, the crew of the *Malaspina* observed a flare fired from an open skiff approximately 2 miles ahead of the ferry in Lama Passage, approximately four miles south of Bella Bella, British Columbia. The *Malaspina* crew launched a fast rescue boat, which proceeded to the skiff. The *Malaspina* crew notified the Canadian Coast Guard at Prince Rupert of the situation, which also dispatched a rescue boat from Bella Bella. The ferry's rescue boat crew had the skiff in tow within minutes to a sheltered area behind Walker Island, where it was handed over to the Coast Guard boat crew. In all, the operation took about 40 minutes, after which the *Malaspina* was released to proceed on its voyage to Ketchikan.

"We were just happy we were there at the right time to provide assistance," said Captain Larry Sackett, the *Malaspina's* master on duty at the time. "The waters of the Inside Passage can be deadly, so it is the duty of mariners to offer assistance. Fortunately, this time, wind and weather were not difficult, so everything went well."

The *Malaspina* makes a weekly round-trip voyage between Bellingham, Washington and ports throughout Southeast Alaska.

###

Leo von Scheben  
Commissioner

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## Press Release

COMMISSIONER'S OFFICE

FOR IMMEDIATE RELEASE  
Sept. 2, 2008

No. 08-25118

### **Chenega crew rescues kayakers, *Marks second mariner assist this year***

**(JUNEAU, Alaska)** – Crewmembers from the Alaska Marine Highways System ferry Chenega rescued four kayakers Sunday afternoon in Passage Canal off the shores of Whittier.

Chenega's captain, Sam Daniels, said a radio call was relayed to Chenega at 2:33 p.m. requesting assistance to help four kayakers who were in distress.

Within eleven minutes, Chenega's rescue boat was launched and speeding away from the 235-foot ferry to rescue the kayakers.

By 2:50 p.m., coxswain Guy Beedle and his assistant Ian Russell had pulled the kayakers aboard the rescue boat and safely transported them to a nearby petroleum dock in the harbor where they were met by medical personnel.

The kayakers are identified as Anchorage residents Katie Longden, Hunter Burton, Kim Uddipa and Mitch Mark.

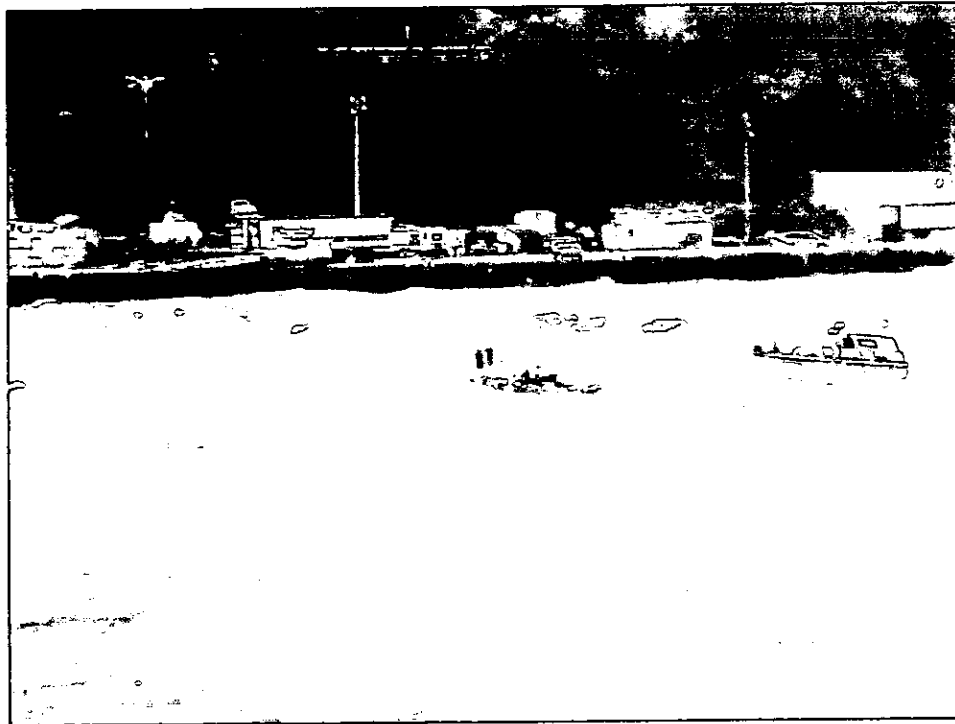
"They paddled out of Whittier for years, and checked the weather prior to departing Saturday, but were caught by surprise when things came up about six hours sooner than expected," said Daniels. "Winds were around 30 knots and seas were about three feet."

-more-

## RESCUE 2/2/2

According to Daniels, the Anchorage foursome encountered breaking waves that tossed them from their kayaks when weather conditions deteriorated.

Earlier this year, Chenega's crew rescued three boaters whose vessel sank June 9 near Whittier.



**Harbor rescue:** Chenega's rescue boat crew (center) pulls four Anchorage kayakers safely aboard the ferry's rescue boat Sunday afternoon off the coast of Whittier. (Official DOT&PF photo by Chenega crewmember)

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For more information contact: Roger Wetherell, Chief Communications Officer at (907) 465-8994

**Leo von Scheben**

Commissioner

P.O. Box 112500

Juneau, AK 99811-2500

[www.dot.alaska.gov](http://www.dot.alaska.gov)

SEAL OF THE STATE  
**STATE OF ALASKA**

**DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES**

**Roger Wetherell**

Chief Comm. Officer

907.465.8994

cell: 907.723.1169

[roger.wetherell@alaska.gov](mailto:roger.wetherell@alaska.gov)

## Press Release

FOR IMMEDIATE RELEASE

Nov. 4, 2008

COMMISSIONER'S OFFICE

No. 08-25137

### **Chenega captain to accept lifesaving award at Big Apple gala**

**(JUNEAU, Alaska)** – The Alaska Marine Highway System (AMHS) ferry *Chenega* and its crew will be honored Friday night during an estimated 800-attendee gala in New York City.

*Chenega*'s skipper, Capt. Samuel Daniels, will attend the Admiral of the Ocean Sea award dinner ceremony where he will accept the Honored Seafarer Award on behalf of the ship, AMHS and the State of Alaska.

AMHS and the *Chenega* crew are being honored for the rescue *Chenega*'s crew performed June 8 after they plucked two men and a boy out of the frigid waters of Prince William Sound near Southcentral Alaska.

The award presentation and dinner is hosted and coordinated by the United Seamens Service (USS). The USS is an organization that has promoted the welfare of seamen since 1942 and supplies seagoing libraries to the American Merchant Marine, the U.S. Navy, the U.S. Coast Guard, and to seafarers of allied nations through its affiliate, the American Merchant Marine Library Association, Public Library of the High Seas since 1921.

"Each member of Team *Chenega* has every reason to be incredibly proud of their lifesaving actions and the value they place on the lives of others who travel Alaska's dangerous waters," said Leo von Scheben, Commissioner, Department of Transportation and Public Facilities.

*Chenega*'s Fast Rescue Boat (FRB) crew sped to the boaters who were clinging to debris to remain afloat. *Chenega*'s crew rescued 28-year-old Luke Renner of Homer and Andy Renner, 31, and his eight-year-old son Owen, both of Palmer, on that Alaska summer day. Their 22-foot pleasure boat reportedly sank after the vessel's bow was struck by several waves.

-more-

**CHENEGA HONORS 2/2/2/2**

"I was so amazed at how fast the crew got to us," said Luke Renner. "I'll be booking reservations on the ferries from now on."

Chenega's crew also rescued four kayakers in September who found themselves in stormy seas and 30-knot winds off the shores of Whittier, Alaska.

**####**

For more information, contact Roger W. Wetherell, Chief Communications Officer at (907) 465-8994 or by email to [roger.wetherell@alaska.gov](mailto:roger.wetherell@alaska.gov)

Leo von Scheben  
Commissioner

P.O. Box 112500  
Juneau, AK 99811-2500

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STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES

Roger Wetherell  
Chief Comm. Officer

907.465.8994

cell: 907.723.1169

roger.wetherell@alaska.gov

## Press Release

COMMISSIONER'S OFFICE

FOR IMMEDIATE RELEASE

No. 08-2575

June 9, 2008

### Chenega crew rescues three Alaskans after boat sinks

(JUNEAU, Alaska) – Three Alaskans are alive today after the crew aboard the Alaska Marine Highway System (AMHS) fast ferry Chenega pulled them from the chilly waters near Whittier Sunday afternoon.

Chenega and its crew departed Whittier at 4 p.m. and encountered a debris field six minutes into its transit to Cordova. The crew spotted the debris and the three boaters about a mile southeast of Billing Creek in Passage Canal.

Chenega's skipper, Capt. Samuel Daniels, immediately sounded the "code blue" signal alerting the crew and passengers of people in distress. Daniels also shifted control of Chenega from the bridge to the port bridge wing to maneuver the ship closer to the three people in the water.

Within three minutes, Chenega's Fast Rescue Boat (FRB) crew sped to the boaters who were clinging to debris to remain afloat. Chenega's crew rescued 28-year-old Luke Renner of Homer and Andy Renner, 31 and his eight-year-old son Owen, both of Palmer. Their 22-foot pleasure boat reportedly sank after the vessel's bow was struck by several waves.

"I was so amazed at how fast the crew got to us," said Luke Renner. "I'll be booking reservations on the ferries from now on."

The Chenega rescuers aboard the FRB transported the threesome to Chenega where they received medical attention from the crew and passengers Laura Evans and Kristin Burkart, intensive care unit doctors from New York City.

Chenega returned to the Whittier Ferry Terminal where it was met by a Whittier Fire Department ambulance crew who took the Renner's to a medical facility in Anchorage for treatment of hypothermia.

"I am just so thankful that you (AMHS) had your ship in the water yesterday," said Luke Renner.

#####

**State of Alaska Department of  
Transportation and Public Facilities**

**Sarah Palin**  
Governor  
P.O. Box 110001  
Juneau, Alaska 99811-0001



**Leo von Scheben**  
Commissioner  
**907-465-3900**  
**FAX: 907-586-8365**  
[www.dot.state.ak.us](http://www.dot.state.ak.us)

FOR IMMEDIATE RELEASE: Jan. 17, 2008

No. 08-2505

### **Ferry skipper, crew to receive Coast Guard award**

(JUNEAU, Alaska) — Alaska Marine Highway System Capt. Phil Taylor and the ferry Columbia crew will be honored tomorrow morning by the Coast Guard in an award ceremony at the Alaska Department of Transportation and Public Facilities (DOT&PF) headquarters here.

Capt. Taylor and his crew will receive the Coast Guard Meritorious Public Service Award (MPSA) for assisting in rescuing passengers from the cruise ship Empress of the North May 14, 2007.

The MPSA is the second highest award the Coast Guard presents for unusual courage in the advancement of Coast Guard missions.

"The efforts of Captain Taylor and Columbia's crew will long serve as an example of true selflessness and heroism to many people for years to come," said Leo von Scheben, Commissioner, DOT&PF.

Shortly after midnight on May 14, the Empress of the North grounded near Rocky Island Light in Southeast Alaska with 281 passengers and crew aboard.

The motor vessel Columbia responded to a Coast Guard Urgent Marine Information Broadcast and diverted from their original destination. Once on scene with the cruise ship, Columbia's crew volunteered to serve as a host platform for the 252 passengers that had been already evacuated from the grounded cruise ship.

The Columbia teamed with the crew of the U.S. Coast Guard Cutter Liberty and four other vessels to safely transport the 252 passengers between the Empress of the North and the Columbia. Captain Taylor and his crew were instrumental to the overall success of the rescue effort, one of the largest in Alaska history. None of the passengers were injured during the rescue evolution.

The award ceremony is scheduled for 10 a.m. at the DOT&PF building located at 3132 Channel Drive in room 140 on the first floor.

###

For more information contact DOT&PF Chief Communications Officer Roger Wetherell at 465-8994.

Leo von Scheben  
Commissioner

P.O. Box 112500  
Juneau, AK 99811-2500

www.dot.alaska.gov

SEAL OF THE STATE  
STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES

Roger Wetherell  
Chief Comm. Officer

907.465.8994

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## Press Release

FOR IMMEDIATE RELEASE

Nov. 10, 2008

COMMISSIONER'S OFFICE

No. 08-25139

### Chenega skipper accepts lifesaving award before 800 in New York City

(JUNEAU, Alaska) – Alaska Marine Highway System (AMHS) Capt. Samuel Daniels accepted the Honored Seafarer Award on behalf of the ship, AMHS and the State of Alaska Friday night during the Admiral of the Ocean Sea award dinner ceremony in New York City.



New York – AMHS Capt. Samuel Daniels displays the award he accepted Friday night for his crew's lifesaving efforts of three people earlier this year. Official DOT&PF photo by Roger W. Wetherell

-more-

## **CHENEGA 2/2/2**

AMHS and the Chenega crew were honored for the rescue Chenega's crew performed June 8 after they plucked two men and a boy out of the frigid waters of Prince William Sound near Southcentral Alaska.

Chenega's Fast Rescue Boat (FRB) crew sped to the boaters who were clinging to debris to remain afloat. Chenega's crew rescued 28-year-old Luke Renner of Homer and Andy Renner, 31, and his eight-year-old son Owen, both of Palmer, on that Alaska summer day. Their 22-foot pleasure boat reportedly sank after the vessel's bow was struck by several waves.

About 800 people attended the ceremony including U.S. Joint Chiefs of Staff Gen. Norton A. Schwartz, chief of Staff of the U.S. Air Force, and U.S. Coast Guard Commandant, Admiral Thad W. Allen.

####

For more information, contact Roger W. Wetherell, Chief Communications Officer at (907) 465-8994 or by email to [roger.wetherell@alaska.gov](mailto:roger.wetherell@alaska.gov)

Leo von Scheben  
Commissioner

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Juneau, AK 99811-2500  
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STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES

Roger Wetherell  
Chief Comm. Officer

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## Press Release

COMMISSIONER'S OFFICE

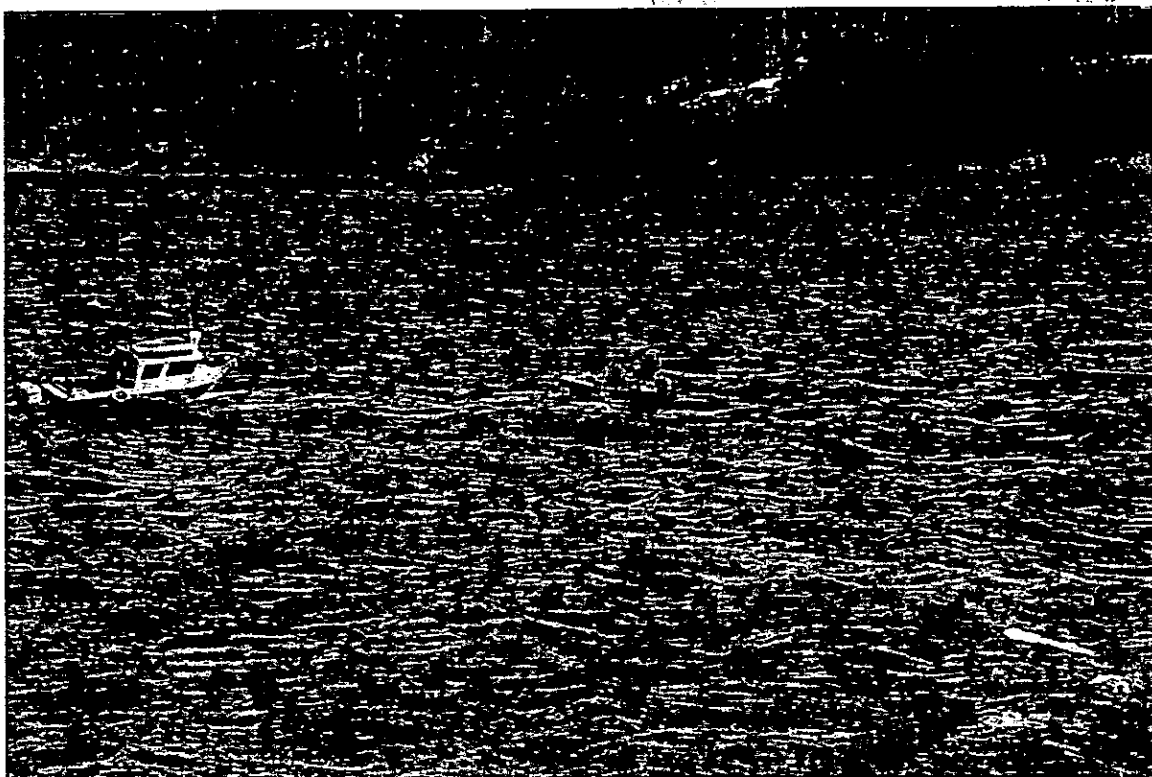
FOR IMMEDIATE RELEASE  
June 9, 2008

No. 08-2576

### *Photo Release*

## **Chenega crew rescues three Alaskans after boat sinks**

(JUNEAU, Alaska) – Fast Rescue Boat crewmembers from the Alaska Marine Highway System ferry Chenega begin rescuing three Alaskans whose boat sank Sunday afternoon off the coast of Whittier. The crew rescued 28-year-old Homer resident Luke Renner, Andy Renner, 31 of Palmer and his eight-year-old son Owen Renner. (Photo courtesy of an unidentified Chenega passenger)



####

# Office of the Commissioner

DOT&PF > Office of the Commissioner > Press Box

## DOT&PF Press Box

### Sarah Palin

Governor

P.O. Box 110001

Juneau, Alaska 99811-0001

[http://www.dot.alaska.gov/comm/pressbox/arch\\_2007/PR\\_1001\\_Chenega-Rescue.shtml#](http://www.dot.alaska.gov/comm/pressbox/arch_2007/PR_1001_Chenega-Rescue.shtml#)

Rescue.shtml#

### Leo von Scheben

Commissioner

907-465-3900

FAX: 907-586-8365

<http://dot.alaska.gov/>

**FOR IMMEDIATE RELEASE:** October 1, 2007

No. 07-2523

**Press Release Contact:** DOT&PF Chief Communications Officer Mike Chambers, 465-8994 or by cell 321-6656

### Chenega Rescues Mariner In Distress

(Juneau) – The M/V Chenega, responding to a request for assistance from the U.S. Coast Guard, rescued a boater on Sunday who grounded his vessel on Lone Island in Prince William Sound due to poor weather. The Chenega received the radio report at about 1:40 p.m. on Sunday.

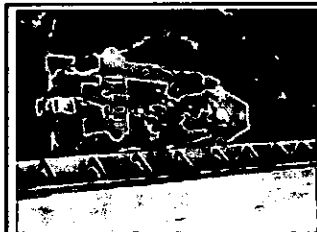
The Chenega was on its way to Cordova when it received the request from the Coast Guard. The Chenega proceeded to the scene and a fast rescue boat, manned by First Officer Dennis Gum and Able Seaman Clark Posey, was launched to pick up the boater.

The boater was picked up in good condition and transported to a Coast Guard Auxiliary Vessel to be taken back to Whittier. His name was not available for this release.

“ Our crew did an excellent job of coming to the assistance of this mariner and I’ m proud of their actions on Sunday,” said Alaska Marine Highway System General Manager John Falvey.

###

[ CLICK THUMBNAILS BELOW TO SEE LARGER PHOTOS ]





 print version

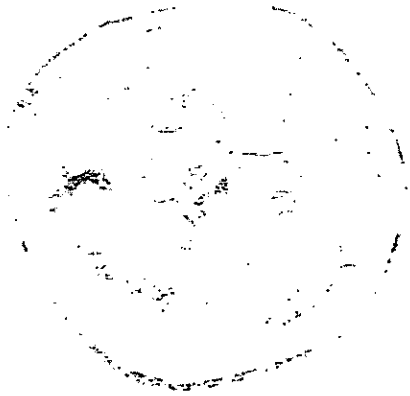
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photo banner above: Hatcher Pass ©Gerard Billinger, Alaska DOT&PF

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*Jim Beedle*



QAGAN TAYAGUNGIN TRIBE  
P.O. BOX 447  
SAND POINT, ALASKA 99661  
(907) 383-6968  
Fax (907) 383-5814

February 25, 2009

Leo von Scheben, Commissioner  
PO Box 112500  
Juneau AK 99811-2500

Dear Commissioner von Scheben:

The Qagan Tayagungin Tribe of Sand Point was pleased to hear that there was a recommendation to the Marine Transportation Advisory Board to increase ferry service in the Aleutian region from one time a month to twice a month from April through September. The Tribe supports this additional service as it will provide the transportation necessary for the area.

The ferry system is vitally important to the people in the area for transportation for medical and dental providers, trade, economic development, commercial fisheries, and regional meetings. Other important reasons for the ferry service to the area are vehicle transportation and infrastructure development. Finally, the ferry service provides the opportunity for area residents to visit family and friends.

Further, we support additional service be added to include the Pribilof Islands. Adding the ferry service to this area would connect the areas and provide necessary transportation that has not been available to date.

Thank you for considering this important matter. If you have any questions, I hope that you will contact me at (907) 383-5616.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marva J Hatch".

Marva J Hatch  
Executive Director



## Aleutian/Pribilof Islands Association, Inc.

1131 E. International Airport Rd.  
Anchorage, Alaska 99518-1408  
Phone (907) 276-2700  
Fax (907) 279-4351

February 27, 2009

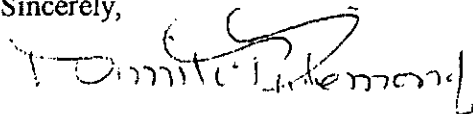
Leo Von Scheben, Commissioner  
3132 Channel Drive  
P.O. Box 11250  
Juneau, AK 99811

Dear Mr. Von Scheben:

Our Board Chairman, Mr. David Osterback has asked that the Aleutian Pribilof Islands Association, Inc. staff look into the need for expanding the State Marine Transportation in the Aleutian and Pribilof Islands Region.

The recommendation by Ms. Cathie Roemmich, Chair of the Marine Transportation Advisory Board, to allow the m/v Tustumena to make two trips a month out to the Aleutian Chain April through September will significantly address the critical need for additional passengers, vehicles, cargo space and duration of the service. For many years the limited space and time period prohibited residents on the chain from having adequate public marine transportation services. Therefore, we strongly support the recommendation by Ms. Roemmich and request your approval and support.

Sincerely,



Dimitri Philemonof  
President/CEO

**Aleut**   
CORPORATION

*Jim Beedle*

January 6, 2009

Leo von Scheben  
Commissioner of Transportation  
3132 Channel Drive  
PO Box 112500  
Juneau, AK 99811-2500

Dear Commissioner von Scheben,

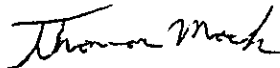
*As President of the Aleut Corporation I am writing this letter in support of increased marine service by the Alaska Marine Transportation System to the Aleutians from one (1) time a month in the summer to two (2) times a month. As you well know, the Aleutian communities are some of the most remote and inaccessible places in Alaska. Residents, students, cannery workers, even some of our Board members can only rely on air transportation which is unreliable much of the time due to weather and seat availability. Last year the canneries pre-purchased all airline seats during the busy fishing season and local people could only get seats by calling three (3) days in advance.*

*Presently the ferry stops at Sand Point, King Cove, Cold Bay, False Pass, Akutan, and Unalaska/Dutch Harbor. The initiation of service to St. George and St. Paul in the Pribilof Islands is also needed. These two communities have never had ferry service and are in desperate need of marine transportation to survive both economically and socially.*

*The ferry system plays a vital role in day-to-day living in our region. Besides transporting residents back and forth, the ferry enhances tourism, an increasingly important commodity. It is a valuable economic driver between communities and its decrease in service is widely felt.*

*Thank you for considering this important matter and I look forward to discussing it with you in the near future.*

Yours sincerely,



Thomas Mack,  
President, Aleut Corporation

# **Shumagin Corporation**

P.O. Box 189 • Sand Point, Alaska 99661  
(907) 383-3525 • Fax: (907) 383-5356

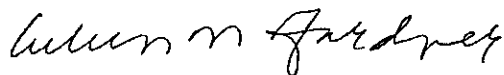
February 4, 2009

James Beedle  
Deputy Commissioner  
Marine Operations  
PO Box 112500  
Juneau, AK 99811-2500

Dear Commissioner Beedle,

We are very pleased and excited to learn of the recommendation to the Marine Transportation Advisory Board to increase ferry service to the Aleutian region from one time a month to two times a month in the summer. This change would benefit our area in that we could get much needed supplies from Anchorage on a more regular basis. Increased service would also benefit travel of family members to visit their relatives in other regions in this area. This would bring more tourists to our area and benefit the local businesses. When the ferry service was decreased we had to rely on much more costly local food supplies and other needed equipment items we need to live here.

We want to thank you for your kind consideration of this very important matter and if you have any questions I hope you will contact us. Again, thank you!

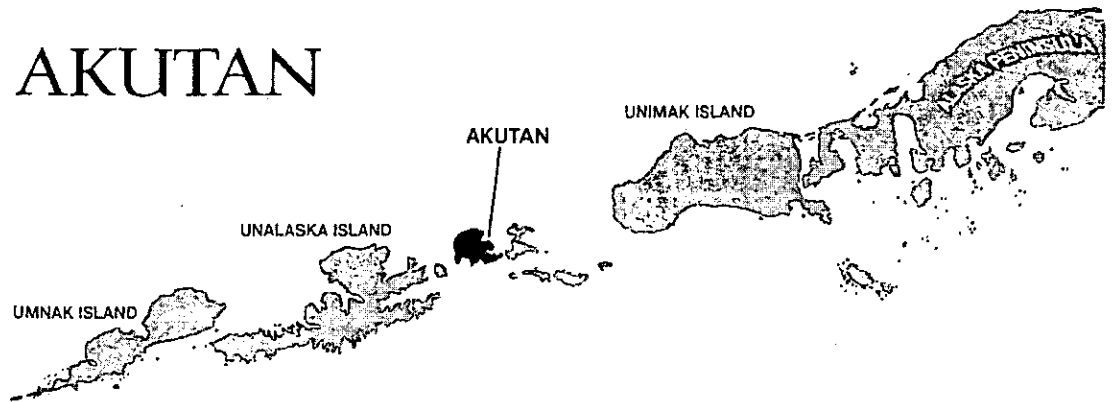


Arleen Gardner, President  
Shumagin Corporation  
PO Box 189  
Sand Point, Ak 99661  
[president@shumagin.com](mailto:president@shumagin.com)  
907-383-3525 x127

# CITY OF AKUTAN

P.O. Box 109  
Akutan, Alaska 99503-3952

Phone (907) 698-2228  
Fax (907) 698-2202



February 23, 2009

James Beedle  
Deputy Commissioner of Marine Operations  
P.O. Box 112500  
Juneau, AK 99811-2500

Mr. Beedle:

The City of Akutan is pleased to hear that a recommendation is in progress to increase ferry services in the Aleutian Region for certain under-served communities from one to two times per month during the summer months. We welcome this recommendation and view this as a step forward to addressing critical transportation issues in our region.

Akutan is preparing for a complete infrastructure facelift. Major capital projects such as the airport construction at Akun Island, boat harbor construction at the head of Akutan Bay, an electrical power system distribution line upgrade, and geothermal power reconnaissance and exploration are a few of the projects shovel-ready to turn dirt this summer. In anticipation of these significant undertakings, movement of equipment and personnel will be a major challenge if work is to proceed timely and efficiently. Obviously, one trip or even two trips per month will not suffice to meet the demand for crucial delivery of freight and personnel. Some of these are multi-year projects and will rely heavily on the availability of marine transportation for at least two years to transport the workforce and cargo.

The City of Akutan is currently served exclusively by an 8-passenger, 65-year-old World War II Grumman Goose amphibious aircraft. The Goose has been operating under a Congressional exemption for aging aircraft for years, and Penair has stated the plane has only a few operational years left. Flights into Akutan are on an irregular basis due to weather-related conditions. For this reason, layovers at Dutch Harbor or in Akutan itself can be anywhere from one day to a week. Very often, in order to get off the island, Akutan residents and visitors must arrange with Trident Seafoods, for the 4-5-hour boat ride on one of their company vessels, if space becomes available. Akutan residents typically only book space on a ferry if their travel arrangements coincide with the very limited May-September Alaska Marine Highway ferry schedule. These limited opportunities make it possible for residents to "load up" on critical purchases in less expensive cities to bring their bulk supplies back to the city. Weight restrictions on the Grumman Goose preclude this type of buying and shipping.

The City of Akutan strongly urges you to act on this recommendation. Increasing ferry service to more than once a month will benefit the community and region tremendously and provide significant social and economic benefits to our region. Your favorable consideration of this very important matter is highly appreciated. Please do not hesitate to contact me directly at 907-698-2241 if you have any further questions.

Cordially,

A handwritten signature in cursive script, appearing to read "Joe Bereskin".

Mayor Joe Bereskin



Southwest Alaska Municipal Conference

3300 Arctic Boulevard, Suite 203 Anchorage, AK 99503 p: 907.562.7380 f: 907.562.0438 www.swamc.org

Alaska Peninsula  
Aleutian Chain  
Bristol Bay  
Kodiak Island  
Pribilof Islands

November 20, 2008

Dear Marine Transportation Advisory Members,

The Alaska Marine Highway System (AMHS) is a vital link to thirty one coastal communities around Southeast, Prince William Sound, Kodiak, and the Aleutians. For many of these communities ferry service is more than adequate to support the economic and social needs of its residents and visitors. Unfortunately, this level of service does not extend to all communities and regions equally. The communities serviced by the *M/V Tustumena* (Tusty) along the Aleutians are not only underserved but count their ferry visits in dockings per year rather than in dockings per week or day as is the case in some communities.

The mission of the AMHS is *"to provide safe, reliable, and efficient transportation of people, goods, and vehicles among Alaska communities, Canada, and the "Lower 48," while providing opportunities to develop and maintain a reasonable standard of living and high quality of life, including social, education, and health needs."* Given the current level of service that the Tusty provides to those communities west of Kodiak the AMHS has dramatically failed in its mission. With only seven (7) round trips per year, one a month between April and October, it is easy to understand why this mission cannot be accomplished in these communities. This level of service would not be tolerated in any other region, and the time is right for a fair and equitable distribution of the State's ferry resources.

Within recent memory a schedule which included two trips per month between the busy months of May and September was implemented and it proved to be a popular schedule with residents, businesses, and visitors alike. The communities of southwest Alaska would like to see this schedule re-implemented as soon as possible. The outcome would be an additional six (6) trips per year with two trips per month between April and September and one trip in October.

The way to achieve this is to have the Legislature appropriate sufficient funds in the AMHS budget to allow the *M/V Kennicott* to operate a full schedule during those months where two trips in the Aleutians are planned. During its additional weeks of operation the *M/V Kennicott* would operate in Prince William Sound taking the place of the Tusty so that it would be free to make the run to Unalaska. No new boats, no new schedules, just the appropriate funding allocated to operating the *M/V Kennicott* for an additional two weeks for six months a year.

The Southwest Alaska Municipal Conference (SWAMC) and other organizations have spent considerable effort in promoting the southwest as a viable visitor destination. When we speak to travel professionals of what the region has to offer the one thing that stands out in their minds is the idea of taking a ferry trip from Homer or Kodiak out along the

*Economic development and advocacy for Southwest Alaska*

Economic Development District (EDD) and Alaska Regional Development Organization (ARDOR)

Aleutians to Dutch Harbor. Timing and availability are two major hurdles we have yet to overcome. This suggested schedule would help considerably in making available additional space not only for residents and businesses but also for visitors, thereby, increasing economic opportunities for the region.

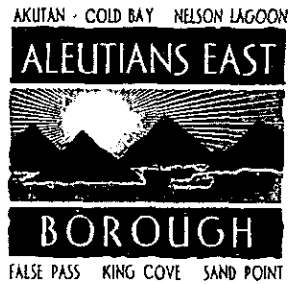
Access for these communities is vital for their continued well being as well as for the expansion of opportunities and for an increased quality of life: two important pieces of the AMHS mission. SWAMC and the communities along the southwest ferry route would request that the Marine Transportation Advisory Board support them in their efforts to secure the funding required to ensure two trips out along the Aleutians is possible between April and September each year.

SWAMC is a state designated ARDOR and a federally recognized Economic Development District. The SWAMC region includes Kodiak, Alaska Peninsula, Aleutian Islands, and Bristol Bay, and contains 52 communities with a population of around 30,000. SWAMC's mission is to advance the collective interests of Southwest Alaska people, businesses, and communities. SWAMC helps promote economic opportunities to improve quality of life and influences long-term responsible development.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Catsi". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Michael Catsi  
Executive Director



February 9, 2009

Mr. James Beedle  
Deputy Commissioner of Marine Operations  
PO Box 112500  
Juneau, AK 99811-2500

Dear Mr. Beedle:

We were pleased to hear about the recommendation made to Governor Palin and the Alaska Department of Transportation and Public Facilities from Cathie Roemmich, Chair of the Marine Transportation Advisory Board, to increase ferry service in the Aleutian Region from one time per month to two times per month in the summer. We welcome this recommendation because an increase in ferry service will benefit our region in several important ways.

Residents rely heavily on the ferry every summer for transporting vehicles purchased from Anchorage. The decrease in service last year dramatically increased competition for car space on the ferry. Reservations for vehicle transport are difficult now. Residents also use the ferry to transport their vehicles to Anchorage for repairs and maintenance. There is currently a one-month wait to get their vehicles back, if not longer, because of the competition for car space. A ferry service increase to two times per month would cut this wait time in half, to a more bearable two weeks.

Increased competition for vehicle space on the ferry has also sharply cut down on the amount of building supplies and other goods bought into our communities during the summer. Loading a truck and trailer with building supplies and groceries from Anchorage is the economical choice and saves a tremendous amount of money, compared to barging the supplies in from Seattle. It also makes Anchorage the regional depot for goods and supplies that Alaskan communities rely on, instead of purchasing from the Lower 48.

Having two ferries per month allows inter-regional travel to occur. When we had this service before, it was common for people to visit friends and relatives in other communities on the Alaska Marine Transportation System route. Many people would often ride the second monthly ferry back to their home town. Because of the current one-month turnaround, inter-regional travel has been sharply reduced.

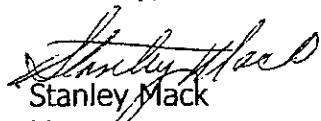
ANCHORAGE OFFICE 3380 C Street, Ste. 205 Anchorage, AK 99503-3952 (907) 274-7555 Fax: (907) 276-7569 Email: admin@aleutianseast.org  
KING COVE OFFICE P.O. Box 49 King Cove, AK 99612 (907) 497-2588 Fax: (907) 497-2386 Email: finance@aleutianseast.org  
SAND POINT OFFICE P.O. Box 349 Sand Point, AK 99661 (907) 383-2699 Fax: (907) 383-3496 • Email: clerk@aleutianseast.org

Last year's decrease in ferry service also negatively impacted an increasing tourist market to East Aleutians Communities as it cut in half the number of berths available to tourists. This hurt local vendors who provide goods and services to tourists during stops. It also made local planning for an increasing tourist market more difficult, as the main transportation mode was cut in half.

We strongly urge you to act on this recommendation. Increased service will provide significant social and economic benefits to our region.

Thank you for considering this important matter. If you have questions, please contact me at 907-383-2699.

Sincerely,

A handwritten signature in cursive script, appearing to read "Stanley Mack".

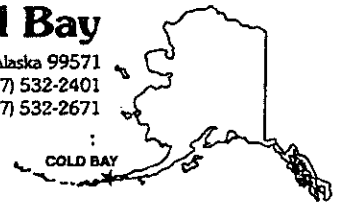
Stanley Mack

Mayor

Aleutians East Borough

## City of Cold Bay

P.O. Box 10 • Cold Bay, Alaska 99571  
(907) 532-2401  
Fax (907) 532-2671



April 14, 2009

Governor Sarah Palin  
Third Floor, State Capital  
PO Box 110001  
Juneau, AK 99811-0001

RE: Ferry Schedule

Dear Governor Palin,

At our City Council meeting held on January 20, 2009 there was extensive discussion on how the 2009 ferry schedule will cause extreme hardship for the residents of Cold Bay.

We have many visitors who like to take the ferry to Cold Bay get off and stay two weeks and catch the next ferry home. So when they said we will no longer have two a month it has a directly impact on our tourism.

Another concern of ours is how difficult it currently is to get a reservation from Homer to Cold Bay. The route gets filled up with vehicles and passengers who are getting on and off in cities prior to Cold Bay. If it is necessary to cut down on our route we asked the state Ferry System if there is a way to hold a certain amount of reservations for people out our way. Otherwise the more populated cities will continue to fill all the space available.

The last thing may seem trivial to you but it has become a tradition for small bush communities such as ours to look forward to the annual pumpkin run. Many families cannot afford the high prices of freight to send out pumpkins for the children. The pumpkin run will be greatly missed if the ferry does not come in October.

We urge you to seriously help in reinstating the ferry schedule to two ferry's a month and keeping the April – October schedule.

Sincerely,

A handwritten signature in black ink, appearing to read "Jorge Lopez".

Jorge Lopez  
Mayor

cc: Ms. Cathie Rommich  
Mr. Chuck Van Kirk

Cold Bay

February 1, 2008

Alaska Marine Highway System - Operations  
Sandra Wright  
7559 N. Tongass  
Ketchikan, AK 99901

RE: Ferry Schedule

Dear Sandra,

At our last City Council meeting held on January 15, 2008 there was extensive discussion on how the 2008 ferry schedule will cause extreme hardship for the residents of Cold Bay.

We had many visitors who would take the ferry to Cold Bay get off and stay two weeks and catch the next ferry home. So this will directly impact our tourism.

Another concern of ours is how difficult it currently is to get a reservation from Homer to Cold Bay. The route gets filled up with vehicles and passengers who are getting on and off in cities prior to Cold Bay. If it is necessary to cut down on our route is there a way to hold a certain amount of reservations for people out our way? Otherwise the more populated cities will continue to fill all the space available.

The last thing may seem trivial to you but it has become a tradition for small bush communities such as ours to look forward to the annual pumpkin run. Many families cannot afford the high prices of freight to send out pumpkins for the children. The pumpkin run will be greatly missed.

We urge you to seriously reconsider changing the 2008 ferry schedule.

Sincerely,

John Maxwell  
Mayor

# Pauloff Harbor Tribe

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P.O. Box 97  
Sand Point, Alaska 99661

February 11, 2009

Phone: (907) 383-6075  
Fax: (907) 383-6094

James Beedle  
Deputy Commissioner  
Marine Operations  
3132 Channel Drive  
P.O. Box 112500  
Juneau, AK 99811-2500


Dear James Beedle:

We were pleased to hear about the recommendation to the Marine Transportation Advisory Board to increase ferry service in the Aleutian region from one time a month to two times a month from April through October.

The ferry system is vitally depended on for the people that live in the region for: transportation to get to their jobs, go to their medical and dental providers, trade, economic development, tourism, and also to go visit family and friends. Other important reasons are to get their vehicles out to be serviced or to transport a new purchased vehicle and/or equipment necessary for infrastructure development in the Aleutian Region.

Thank you for considering this important matter and if you have any questions I hope you will contact me. My email address is [pauloff@arctic.net](mailto:pauloff@arctic.net) and my phone number is (907) 383-6075.

Sincerely,



Amber Karlsen  
President