

**01/24/13  
PUBLIC  
TESTIMONY ON  
CHANGES TO  
ALASKA CLASS  
FERRY**

<TARGET><BILL></BILL><SUBJECT>01-24-13 PUBLIC TESTIMONY  
ON CHANGES TO ALASKA CLASS  
FERRY</SUBJECT><COMM>HTRA28</COMM></TARGET>

Testimony Offered Regarding  
Alaska Class Shuttle Ferry Option

Randy Wanamaker  
3814 Killewich Drive  
Juneau, AK 99801-8831  
January 24, 2013

Good Afternoon. My name is Randy Wanamaker, I live at 3814 Killewich Drive, Juneau, Alaska. Thank you for this opportunity to provide comment on the roll on roll off Alaska Class Ferry Option.

I appreciate the efforts of the Alaska Marine Highway System staff to stay within the allotted budget for this ferry class. I also appreciate the fact that this option can provide significant employment benefits for Alaska by allowing the ships to be built in Alaska as well as providing for efficient service and lower operating costs.

I encourage the Department to continue with the development of this option.

My encouragement is based on several things. First, I was employed as a young man by a company in Seattle that provided support services to the Washington State Ferry System as well as ferry systems in the Atlantic, Gulf and Pacific Coast regions. In those years I saw many examples of shuttle ferry services. This type of service is decades old, cost effective and very efficient.

Second, I was born here and grew up in the days before the Ferry System existed and I have watched its growth and evolution. I am familiar with the needs of the communities and the costs and challenges the state faces in trying to meet those needs.

Finally I have served as a transportation planning consultant to a number of Southeast Alaska organizations, private developers and the Alaska Department of Transportation and Public Facilities.

All of my experience and training points to the wisdom of developing the Alaska Class Ferry as per the original 2006 shuttle ferry concept.

It can operate successfully for the communities at a lower cost for both the passengers and the state.

Thank you again for this opportunity to share my thoughts on this matter.



## Alaska editorial: Ripple effect

Posted: January 20, 2013 - 12:11am

### **This editorial first appeared in the Ketchikan Daily News:**

It seemed like smooth sailing toward updating the Alaska Marine Highway System ferry fleet until early December. Now, it's unclear what the ripples in the water represent, but it is a cause of unease in Ketchikan.

Bert Stedman, R-Sitka, representing Ketchikan and District Q had, while in the powerful position of co-chair of the state Senate Finance Committee, worked with the administration and House to secure \$120 million for the first of the Alaska Class ferries. The potential of more than one had been discussed. Another \$50 million had been secured for a second new ferry.

Ketchikan fully expected all of the ferries to be built at Alaska Ship & Drydock, bringing at least a dozen years of business to the shipyard and the community. Additionally, 129 full-time, year-round, high-paying jobs at the shipyard and another 76 jobs in businesses providing goods and services to the yard had been projected.

It was believed that the Alaska ships should be built at a State of Alaska-owned shipyard. It seemed nonsensical for a shipyard owner to utilize another shipyard.

For that result, the state had returned federal funds destined for the first ferry. The rules that apply to federal projects disappeared.

Then the state adopted a procurement method — construction manager/general contractor — in proceeding with the ferry project and Ketchikan Shipyard.

Elliott Bay Group — the ferry designers — the state Department of Transportation and the shipyard had been working on the final ferry design. That design was scheduled to be completed in the upcoming summer. It would be followed by a maximum price proposal from Alaska Ship & Drydock.

But the estimated cost of building the first ferry began to significantly exceed what Stedman had made available, the latest estimate being between \$150 million and \$167 million. That, combined with the operating cost that included a crew of between 21 and 25, caused DOT to re-evaluate the ferry project.

State officials decided to scrap the Alaska Class Ferry concept. Gov. Sean Parnell, along with DOT Commissioner Pat Kemp, announced the decision to a stunned audience at the Greater Ketchikan Chamber of Commerce weekly luncheon Dec. 4.

In one of Alaska's most fiscally and politically conservative communities, no one applauded when Gov. Parnell stated the decision would save the state money.

Instead, that queasy feeling acquired in rough seas set in collectively throughout the luncheon crowd and the community.

DOT planned to build two smaller ferries (between 250 and 300 feet), neither of which would be large enough to replace the 1960s-built, 350-foot, mainline ferries. The age of those ferries prompted the concern that initiated the new-ferry project. That those ferries provide the lucrative Ketchikan-Bellingham service was a consideration.

The state has not subjected the administration's new direction to the same economic analysis that it applied to the Alaska Class concept.

DOT has held up this analysis as proof that the Alaska Class ships would not save money. However, the report states the only way AMHS will save money is by significantly reducing the size of the fleet.

DOT says it will do this type of economic analysis for the proposed smaller ships once the design is available.

Parnell says he believes two smaller ships could be built for \$120 million. Not only will any cost for them undoubtedly increase, but it will never be less expensive than it is in the early part of this decade to build and replace aging mainline ferries. Delays only increase the cost. Of course, delays in new ships also mean the increased likelihood of necessary repairs, which would be expected to take place at the state's shipyard in Ketchikan.

Meanwhile, DOT has the Juneau Access Improvement Project on its schedule, with a \$520 million pricetag. That's one price. Other prices likely will be forthcoming.

The Juneau road would be a surfaced highway; the Alaska Class Ferry is a marine highway. It's highways and highways, transportation and transportation. Both are important to Southeast transportation. But, the Alaska Class Ferry price sounds like a good deal compared to the Juneau project.

Public hearings are scheduled in 2013 on the project that would improve the transportation system to and from Juneau within Lynn Canal. A final supplemental Environmental Impact Statement and a Federal Highway Administration Record of Decision are scheduled to be released, according to the DOT website for Alaska's Southeast Region.

This isn't to say that the Juneau project isn't worthwhile. It is. But, it's interesting that the new, smaller (hopefully less expensive) ferry will be utilized in Lynn Canal where a (much-more-expensive-than-an-Alaska-Class-ferry) road will be built.

It also begs the question of what happens when state officials determine that road project is too expensive.

It was pleasing when the Parnell administration came into office that it continued on the course set by the Murkowski administration in regard to ferry replacement. But Parnell says the project has evolved from its original small-boat concept into the larger Alaska Class project. Such a statement indicates Parnell is trying to keep what he views as the original concept on course. But through the years it seems like the idea of replacing ferries takes a new turn with each change at the helm.

The recent announcement that the captain in charge of the Marine Highway System, Michael Neussl, is retiring — not shortly after Parnell's December speech to the Chamber — adds to the ripples surrounding the ferry replacement project.

Part of the problem with changing course, regardless of the reason, is that it creates a certain amount of apprehension. With Ketchikan's experiences when the state studies and then changes direction and studies again, i.e. the Gravina Access Project over the past couple decades, it isn't surprising the community is wondering what's next.

It had been full speed ahead with the Alaska Class Ferries from Ketchikan's perspective. Maybe the community expected more than had been promised. But whatever the case, there is a nervousness, and it is hoped the Parnell administration can make enough progress with its new plan of two small ships to replace one large one — or is it three large ones? — to calm the sea of concern.

Content

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Back to Top

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## Rebecca Rooney

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**From:** Kristin Hathhorn <hathbat@yahoo.com>  
**Sent:** Wednesday, January 23, 2013 9:28 AM  
**To:** Rep. Peggy Wilson  
**Subject:** Ferry Comments

Dear Representative Wilson,

As a longtime resident of Haines and one that relies on the ferry system for dependable, safe, and comfortable transportation I appreciate the hard questions you and your committee are asking DOT. It is inconceivable that they would change the original design (and a possible compromise in safety) to save what amounts to a small amount of funds. In the end, 2 smaller vessels would show how insufficient they would be in handling the extreme conditions of Southeast and in particular the Upper Lynn Canal.

Let's hope DOT sees that their decision needs to be reversed.

Sincerely,

Mark Battaion

## Rebecca Rooney

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**From:** Emily Davis <edavis@kakeschools.com>  
**Sent:** Wednesday, January 23, 2013 1:03 PM  
**To:** Rep. Peggy Wilson; Representative\_Eric\_Feige@legis.state.ak.us; Rep. Lynn Gattis; Rep. Doug Isaacson; Representative\_Craig\_Johnson@legis.state.ak.us; Rep. Jonathan Kreiss-Tomkins; Senator\_Dennis\_Egan@legis.state.ak.us; Senator\_Hollis\_French@legis.state.ak.us; Senator\_Anna\_Fairclough@legis.state.ak.us  
**Subject:** Ferry Ideas from kids

Students have written responses in regards to the ferry changes. Please take a moment to read how students who ride the ferry often for personal and for sports travel feel about it.

### Student Responses to the Ferry System

#### Student 1

How often do you ride the Alaska State Ferry? Well for me, I usually ride it every few months or so. The ferry that I ride the most would probably be the Taku. The Taku is getting a little old now, so I think we should have one that has the same amount of cabins. It should also have a cafeteria, somewhere to just sit around, and public and private bathrooms. I think that the cafeteria is the most important place on the ferry.

The reason why I think we need a new ferry is because of how old the Taku is. It is over fifty years old. Private and public bathrooms are important because you need a private bathroom in the cabin and a public bathroom for when we are not in the cabins. Another reason why we need the ferry is because it gives you a place to sleep, eat, play, and use the bathroom. Planes cost a lot of money to travel on and ferries don't cost as much as air planes do.

In conclusion ferries are more fun than planes, this is why I think we need to a new ferry.

#### Student 2

The main topic I want to talk about is the ferry. I think that it is good that you guys are replacing the ferries with new ones because the ferries are about fifty years old and will start to break down rapidly.

What I think you guys should add to the new ferry is a bigger game room with new games. Also, you should make a separate room for basketball teams, and a room for the kids.

I think it would be better to have separate rooms for the basketball teams and the kids because the teams could probably bully the younger kids. What do you think should be done on the ferry? Overall, that is what I have to say.

#### Student 3

Did you know the Taku is over fifty years old? it was built around 1960. I think it's time to make a new ferry.

If I got to remodel the Taku, I would keep all of the staterooms and the lounges. However, I'd change the bathrooms, solarium, the game room, all of the doors, the cafeteria, the gift shop, and the floors. The bathroom stalls are old and they should get 2-ply tissue paper. I would remove the solarium and put a basketball court up there. I'd d' that because a lot of people in SE Alaska play basketball and especially during Gold Medal time. The Taku gets crowded when all the basketball teams are on there and it would keep kids/teens out of trouble. The cafeteria could use better tables and chairs too. On the taku, the floors are super hard. There are many people that have to sleep on the floor, so might as well make it comfortable. I'd also suggest wifi.

In conclusion, I really want to make the Taku a better ferry ride. Many people would love it!

## Rebecca Rooney

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**From:** jennifer talley <mellingbar@gmail.com>  
**Sent:** Tuesday, January 22, 2013 1:59 PM  
**To:** Sen. Anna Fairclough  
**Subject:** alaska class ferry comment

Hello,

My name is Jennifer Talley. I am a nurse who resides in Haines and works in Juneau. The ferries are an integral part of, not only my life, but of several others, who, like myself, commute to work from smaller Southeast Alaska communities.

Winter weather in Upper Lynn Canal can be hideous. There were a few times this winter when the ferry had to cancel due to weather and that was the LeConte. Originally, the Fairweather was "designed" to do sailings in the Upper Lynn Canal and that has not worked.

Obviously, Governor Parnell has never ridden the ferry in the winter, or, he would not have unilaterally made a decision to change the design of them, unless there is a hidden agenda here undermining the marine transportation system of Alaska. This is not representative of what the communities of Southeast Alaska want.

Creating a smaller ferry is a bad mistake and should not happen. There is no need to waste money on a ferry that will not be able to function in the winter. Nor is there a need to waste money on an access road which is not supported. With the money that would be needed to create a road from Juneau to, another ferry terminal, you could build at least two reliable, large, state of the art ferries. This seems like a more pragmatic use of money.

Our fleet of ferries is aging and they need work.

The ferry system is one of the best things about Southeast Alaska. It is part of the fabric of the culture and should be a priority to maintain. The ferries continue to see a steady rise in ridership.

As my representatives, I would like you to fight to maintain the original design of the Alaska Class Ferry. I want something that is reliable for me to get back and forth to work. I want funds going to the ferry system to be well spent and thought out. I want money to go into a transportation system that already exists.

Thank you for your time,

Jennifer Talley  
PO Box 1086  
Haines, Alaska  
99827  
907 314 0864

**Rebecca Rooney**

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**From:** Richard Folta <rjfolta@yahoo.com>  
**Sent:** Tuesday, January 22, 2013 2:48 PM  
**To:** Rep. Peggy Wilson  
**Subject:** alaska class ferries

Representative Wilson:

Having lived by Lynn Canal almost all my life and frequently traveling on the ferries during the often severe Canal winter weather, we were shocked by the Governor's unilateral action to ignore the public input and change the new ferry design to shuttles instead of building the Alaska Class ferries for Haines and Skagway destination.

Dick and Julie Folta, Haines

## Rebecca Rooney

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**From:** Rob Goldberg <artstudioalaska@yahoo.com>  
**Sent:** Monday, January 21, 2013 12:00 AM  
**To:** Rep. Jonathan Kreiss-Tomkins  
**Cc:** Rep. Peggy Wilson  
**Subject:** Shuttle ferries

To: Alaska State House and Senate Transportation Committee Members

Re: Shuttle Ferries

On Thursday, January 17th I listened with interest to the transportation committee's hearing on the Alaska Class ferry. As a bit of background, I am a business owner in Haines and chairman of the Haines Borough Planning Commission. I have been following, and commenting on, the Juneau Access project for twenty years or more. Here are my comments on what I heard at the meeting:

Shuttle Ferries – I was glad to hear Capt. Falvey say that the state is not considering open-decked Puget Sound type ferries. They will not work in Lynn Canal, and the concept should not be brought up again. I think the 280 foot ships he described can work, provided they are designed with ocean-type hulls and are powerful enough to fight the winter winds in Lynn Canal. Since a ship's size increases by a factor of the cube, a ship this size would have considerably more volume than the 235 foot LeConte.

The LeConte is a great ship, and has served Alaska well, but it is sometimes overmatched by the wind and sea conditions in Lynn Canal. As was mentioned at the meeting, four runs of the LeConte have been canceled so far this winter (two right before Christmas as Haines and Skagway residents were trying to make connections for holiday visits), and many more probably should have been. From October 15th through December 29th, 2012 Lynn Canal had incessant gale, storm and hurricane force winds. Many of the LeConte's runs from Juneau to Haines arrived late, with the ship heavily laden with ice and nearly everyone on board sick. As a passenger, it is not a fun experience. A larger ship is needed.

In these times of economic uncertainty it is very important that the State of Alaska make a well researched choice and a good investment. As a small business owner, I can't afford to buy an expensive tool that can't do the job. The state can't either. The mistakes that were made with the purchase of the fast ferries Fairweather and Chenega must not be repeated.

The fast ferries were advertised as being capable in all sea conditions, but early on, running against a gale in Lynn Canal, the Fairweather suffered structural damage. Friends of mine who were on that run said that the seas were breaking against the windows of the forward observation lounge. Now those ships are kept in port when the wind is greater than 35 kts. and the seas are 7 feet or more. They are not reliable even in summer in Lynn Canal.

Routing – The two ship concept brought up at the meeting is a new one to me. I don't remember it being in any of the Juneau Access documents. At the meeting it was said that one ship would run between Juneau and Haines and the other between Haines and Skagway.

I have long advocated for a ferry that would overnight in Haines. In addition to the employment for Haines residents, it also means convenient connections to the jet in Juneau. Currently, with the ferry leaving Juneau in the early morning and returning in the evening, travelers from Haines and Skagway have an expensive hotel stay in Juneau on both ends of a trip Outside.

Costs - If the cost of one, 350 foot Alaska Class ferry has exceeded the state's budget of \$120 million, how is it that DOT thinks we can buy two, 280 foot ships for that price? I understand from what I heard at the meeting that the smaller ships would not have staterooms, crew quarters or a galley. Does the omission of these items from the shuttle ferries really save enough money to buy an entire additional ship?

Rep. Kreiss-Tomkins asked a good question at the meeting about additional costs involved with the roll-on, roll-off design. Currently only the Juneau terminal can accommodate an end-loading ferry. How much will it cost to retrofit the existing terminals? Will the Haines terminal have to be greatly expanded to accommodate two ferries at once?

Fiscal Responsibility and the Road – If the newly designed shuttle ferries are capable of operating daily, year-round, between Juneau, Haines and Skagway, there is no reason to build a road. In these times of economic uncertainty it will be very difficult for DOT to justify spending \$520 million or more on a road if we have two new ferries operating efficiently with low maintenance and operating costs. As I stated in a previous letter, I am one of the few people who have spent time on the east side of Lynn Canal. I can tell you from my mountaineering experience there that it is no place to try to force a road. Rocks and boulders fall constantly. Avalanches roar all winter and spring. The road would be closed much of the winter. An East Lynn Canal road would consume vast quantities of the state's money that would be better used in other places.

In an early version of the Juneau Access EIS, DOT estimated the cost of the East Lynn Canal road at about \$260 million, but they had made their estimates without ever putting people on the ground. After repeated questions from myself, and others, the state hired Golder Engineering to analyze the proposed route. Their report detailed over one hundred major geologic hazards along the route. Largely because of Golder's report, the construction estimate for the road is now \$520 million. The Golder Engineering report should be required reading for all legislators.

Thank you for reading my comments.

Sincerely,  
Rob Goldberg

Rob Goldberg and Donna Catotti  
Catotti and Goldberg Art Studio  
PO Box 1154 Haines, AK 99827 USA  
907-766-2707  
artstudioalaska.com

## Rebecca Rooney

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**From:** Kathleen Menke <ci@akmk.com>  
**Sent:** Sunday, January 20, 2013 1:20 PM  
**To:** Senator\_Dennis\_Egan@legis.state.ak.us; Rep. Peggy Wilson  
**Cc:** Rep. Lynn Gattis; Sen Hollis French; Rep Bob Lynn; Sen Fred Dyson; Rep Craig Johnson; Rep Eric Feige; Sen Anna Fairclough; Rep Jonathan Kreiss-Tomkins  
**Subject:** Transportation/AMH

Dear Senator Egan and Rep. Wilson: (and copied to others on the Transportation Committees in the Senate and House):

Please include this written testimony as my official record of testimony before the Transportation Committee, as next Thursday afternoon I will be preparing to board the ferry to Juneau and will be unable to testify in person.

We, in Haines, appreciate the questions and oversight of the House Transportation Committee. I was one of the people watching from live videoconference your last meeting.

Items necessary for the Committee to address are public process, substantive issues such as carry capacity and safety, reliability, and flexibility, and costs.

I address each here below as a twenty year resident of Haines and a thirty-year traveler of the Alaska Marine Highway.

### #1 Public process

Public process is not being followed on appointments to oversight of AMH. The public being served requires that intent of state statute be applied with regard to appointment of Director, or Deputy Commissioner, or one accountable person in charge of AMH. The current change of organization actually makes no one clearly accountable or answerable to the public. That was clear at your last meeting when Reuben Yost said little, Pat Kemp alluded to the Governor (but not to another actually pulling many of the strings--Robin Taylor), and John Falvey was asked to speak on operations but was given neither title nor authority over decision making.

Following is an e-mail exchange between Robin Taylor and Pat Kemp that clearly shows decisions are being made without regard to public process. If our legislators won't ensure public process is followed and that we have one person clearly accountable for decisions made regarding the Alaska Marine Highway, who will? Clearly not our Governor.

Having Robin Taylor calling the shots out of the eye of any public accountability is disturbing. Questions should be asked as to why Mike Nuessl was asked to resign after Pat Kemp was appointed? Why someone with no ferry experience (Reuben Yost) is now the Deputy Director over the AMH? And about the Parnell, Taylor, Kemp, Yost avenue of communications with each other but not with the public? At the very least our legislators should be ensuring adequate public process.

----- Original Message

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**From:** taylorrk13@c  
omcast.net

## Rebecca Rooney

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**From:** mark and mardell <mardiz@aptalaska.net>  
**Sent:** Saturday, January 19, 2013 1:27 PM  
**To:** Rep. Peggy Wilson  
**Subject:** Please support Ak Class Ferry

Representative,

Please support the proposed Ak Class Ferry. I am against Gov. Parnell's unilateral decision to build a smaller vessel. A safe, reliable, large Ak Class Ferry is a better option for S.E. Alaska's severe winter weather.

Thank You very much, Mark S. Kistler

## Rebecca Rooney

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**From:** mark and mardell <mardiz@aptalaska.net>  
**Sent:** Saturday, January 19, 2013 1:14 PM  
**To:** Rep. Peggy Wilson  
**Subject:** Please support Ak Class Ferry

Representative,

Please support the proposed Ak Class Ferry that Gov. Parnell has unilaterally stopped in leu of a smaller vessel. A safe, reliable, large Ak Class Ferry will be a better option for the sometimes severe winter weather in S.E. Alaska.

Thank you very much, Mark S. Kistler Haines, Ak

## Rebecca Rooney

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**From:** John MacKinnon <John@agcak.org>  
**Sent:** Wednesday, January 16, 2013 7:51 PM  
**To:** Rep. Peggy Wilson; Rep. Bob Lynn; Rep. Craig Johnson; Rep. Eric Feige; Rep. Lynn Gattis; Rep. Doug Isaacson; Rep. Jonathan Kreiss-Tomkins  
**Cc:** Rep. Beth Kerttula; Rep. Cathy Munoz  
**Subject:** Shuttle Ferry

I had the honor of being a Deputy Commissioner of Transportation for Highways and Facilities from 2003 to 2008. During that time, I had the pleasure of working with the first two Deputy Commissioners for Marine Highways, Tom Briggs and John Torgerson. Tom Briggs was one of the principle founders of the Inter-Island Ferry Authority (IFA), and John Torgerson...well, he needs no introduction. Although in 2003 the Department had been split into three silos – Highways, Aviation and Marine Highways – there was considerable collaboration within the Department among the silos.

Budgets were lean in those years, and we all were looking for ways to keep services up and costs down, both short and long-term. In Marine Highways, Tom Briggs was a proponent of the two highly successful operations in southern Southeast Alaska – The IFA owned and operated M/V Prince of Wales operating between Ketchikan and Hollis on Prince of Wales Island, and the AMHS owned M/V Lituya operating between Metlakatla and Ketchikan. Both ships are considered “shuttle ferries”; they operate with smaller crews on 12 hours days; they have a “home port” they return to; they provide excellent service, and, most important, they have the lowest operating subsidy by just about any relevant metric.

We looked at operating costs, subsidies (operating and capital ) and the service levels. The decision and the direction then was to copy the successful shuttle ferry model of the IFA and the M/V Lituya in southern southeast and apply it to northern southeast. Funds appropriated to the vessel replacement fund were put on the street for the design of a shuttle ferry class vessel for southeast.

Like sometimes happens, this shuttle ferry changed course and became an “Alaska Class Ferry”, a larger and more expensive ship with a 24/7 crew. More expensive to build and more expensive to operate. a 50 year old model. If there were a commensurate increase in service with the increase in operating costs, then we should continue with the Alaska Class Ferry. But there isn't. It's the AMHS culture that drives it.

In the 1990's, when Canada changed some of their laws, it became difficult for some of our citizens to cross their border to travel from the contiguous US to Alaska. As a result, ferry travel from Bellingham increased significantly, the boat filled and they started leaving people behind. A business model would have been to increase the cost of fares until no traveler was left behind. A business model would have a ship on a route actually making a profit. The AMHS solution was to keep the ticket costs the same and add a second ship to the route. The result was two ships losing money on a potentially profitable route. It's the AMHS culture.

In conclusion, because of the volume of traffic and the length of the routes, the AMHS will always need a subsidy, but changes to the operating model can keep service levels at an acceptable level - or even improve them. The shuttle ferry model works and will help achieve a more sustainable transportation system. Apply a business model to the AMHS. DOT and the Administration did not hijack the "Alaska Class Ferry" they put the well thought out and sustainable "shuttle ferry" back on course.

John MacKinnon, Executive Director

ASSOCIATED GENERAL CONTRACTORS

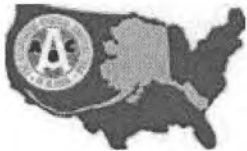
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## Rebecca Rooney

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**From:** Gerard Garland <garlandg@aptalaska.net>  
**Sent:** Friday, January 18, 2013 6:08 PM  
**To:** Rep. Peggy Wilson; Rep. Jonathan Kreiss-Tomkins  
**Subject:** Governor Parnell's Ferry Plan

Dear Representative Wilson and Representative Kreiss-Tompkins:

The governor's plan for two small, drive-on, drive-off ferries instead of a larger Alaska Class ferry is a bad idea. I live in Haines, and there are many days, especially in the winter, when anything smaller than the LeConte would not be up to the task. Some days, even the LeConte sailing is cancelled due to strong winds, heavy seas, and occasional icing conditions. Like 95 mph sustained winds at Eldred Rock.

Honestly, what is the matter with the man? Has he ever ridden the ferry to Haines in marginal conditions? If so, he would know that the smaller ferry would be inadequate.

Thanks so much for your consideration.

Sincerely,

Gerard Garland

Haines

## Rebecca Rooney

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**From:** Sherrie <riversidealaska@yahoo.com>  
**Sent:** Friday, January 18, 2013 11:44 PM  
**To:** Rep. Jonathan Kreiss-Tomkins; Rep. Peggy Wilson; Rep. Lynn Gattis;  
Representative\_Craig\_Johnson@legis.state.ak.us;  
Representative\_Bob\_Lynn@legis.state.ak.us; Representative\_Eric\_Feige@legis.state.ak.us  
**Subject:** SUPPORT ALASKA CLASS FERRY PURCHASE

Dear Chairman Wilson and Members of the House Transportation Committee,

I am writing to urge you to not support the Governor's recent proposal to purchase two small roll on-roll-off ferries rather than the Alaska Class ferry approved by the legislature to replace aging vessels.

If you have spent any time in the Lynn Canal in rough weather, especially in winter, you know why this is a ill conceived plan. There have been recent sailings, even on the smaller ferries in the current fleet, when nearly every passenger was ill from the rough seas. Imagine if they'd been sailing on a little ferry of the type you'd see in Seattle crossing mild Puget Sound.

The proposal would seem ludicrous except for the fact that it is a solution based on a need that doesn't exist today. The promoters hope to use these small ferries at the end of their dream of the Juneau Access Road. The State Department of Transportation has dreamed of building a road up the Lynn Canal since before I got here almost 40 years ago. Its been proposed, studied and studied again and it hasn't happened.

Now with the national debt and calls for reigning in discretionary spending it is unlikely the Juneau Access Road will be built with federal funds until after these small ferries purchased in 2013 are beaten up by winter in the Lynn Canal.

Please continue to support the purchase of an Alaska Class Ferry with a regular car deck to improve transportation in Southeast Alaska for the people living here now. Thank you for your support of southeast transportation needs and thank you for your consideration of my request.

Sincerely,

Sherrie Goll  
PO Box 261  
Haines, AK 99827

## Rebecca Rooney

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**From:** Gerard Garland <garlandg@aptalaska.net>  
**Sent:** Friday, January 18, 2013 6:08 PM  
**To:** Rep. Peggy Wilson; Rep. Jonathan Kreiss-Tompkins  
**Subject:** Governor Parnell's Ferry Plan

Dear Representative Wilson and Representative Kreiss-Tompkins:

The governor's plan for two small, drive-on, drive-off ferries instead of a larger Alaska Class ferry is a bad idea. I live in Haines, and there are many days, especially in the winter, when anything smaller than the LeConte would not be up to the task. Some days, even the LeConte sailing is cancelled due to strong winds, heavy seas, and occasional icing conditions. Like 95 mph sustained winds at Eldred Rock.

Honestly, what is the matter with the man? Has he ever ridden the ferry to Haines in marginal conditions? If so, he would know that the smaller ferry would be inadequate.

Thanks so much for your consideration.

Sincerely,

Gerard Garland

Haines

## Rebecca Rooney

---

**From:** Erv Hagerup <solo9619@yahoo.com>  
**Sent:** Saturday, January 19, 2013 9:15 AM  
**To:** Rep. Jonathan Kreiss-Tomkins; Rep. Peggy Wilson; lynncanalconservation@gmail.com;  
Rep. Lynn Gattis; Representative\_Craig\_Johnson@legis.state.ak.us;  
Representative\_Bob\_Lynn@legis.state.ak.us  
**Subject:** Alaska Class Ferry

Good Morning,

My name is Ervin L Hagerup, and I was employed by AMHS in May of 1966, and retiring in April of 2001. Twenty of those years were served as Master on all the AMHS ships sailing in SE Alaska.

My first Master's assignment in 1979 was on the M/V Chilkat, a 99 ft long ferry built by the Territory of Alaska in 1957. It replaced the Chilkoot on a run from Tee Harbor in Juneau to Haines.

Having been born and raised in Juneau, I spent my youth and subsequent career on the waters of Southeast Alaska, with fair amount of experience on the waters of Lynn Canal.

At present, I am Marine Pilot, licensed by the State of Alaska to Pilot Foreign Vessels on the waters of SE Alaska.

In all those years with AMHS, I ran in weather that slowed the Malaspina Class vessels to 6 knots in 80 to 90 knots of wind in Lynn Canal.

Now the political view of Juneau wanting a road connection to the Capital is understandable and even desirable. Someday that may actually happen.

But, to achieve that goal by having the State build inadequate vessels to deploy on the Lynn Canal run is counter to common sense and years of recommendations from the AMHS personnel and the Maritime Community in general.

I believe the best interest of the State of Alaska is served by building the Alaska Class Ferry that can be used on the Lynn Canal Run and if the road is ever built in Lynn Canal, then the Alaska Class Ferries could be used in other areas of Alaska. The State already has sold the M/V Chilkat, and the M/V Bartlett for that very reason. They were too small and not economically feasible to operate any longer. They were auctioned off to private owners at a fraction of their value.

On the other hand, the M/V Malaspina, which was scheduled to be scrapped a few years ago, is now being refurbished and put into service again with the ability to serve any where required by AMHS.

In my opinion to cancel the Alaska Class Ferry in favor of a couple smaller and less capable vessels is not the best use of limited State resources.

Thank you, I am,

Captain Ervin L. Hagerup, Master (retired 2001)  
AMHS.

**Rebecca Rooney**

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**From:** Bill Shattenberg <william@anchoralaska.com>  
**Sent:** Thursday, January 17, 2013 2:21 PM  
**To:** Rep. Peggy Wilson  
**Subject:** Lynn Canal ferries

Rep. Peggy Wilson

I would like to voice some concerns regarding the Lynn Canal ferry plan.

1, A new ferry terminal at Cascade Point would be about forty miles out of Juneau. An estimated cab fare for a walk on passenger to downtown Juneau would be about \$90.00 minimum. A walk on fare Haines to Juneau is \$37.00. A air flight Haines to Juneau is about \$125.00 This is not affordable transportation.

2, The State is already looking at vanishing oil dollars. Having to build, maintain, and manage two ferry terminals both on the North end of Juneau is not practical.

3, While the travel time may be less on board the ship the overall time with getting to and from the terminal will offset the shorter boat trip. What is the point of building something new that will not work better than what is already in place.

Basically it looks like DOT and the Governor want to build roads regardless of what local Alaskans may want or need.

Thank you for your time.

**Bill Shattenberg**

5362 Commercial Blvd.

Juneau, Alaska 99801

Ph.907-780-3690

Cell 907-321-3691

2wks  
Pam Varni

Fax 907-780-3692

E-mail [bill@anchoralaska.com](mailto:bill@anchoralaska.com)

"The ordaining of laws in favor of one part of the nation, to the prejudice and oppression of another, is certainly the most erroneous and mistaken policy. An equal dispensation of protection, rights, privileges, and advantages, is what every part is entitled to, and ought to enjoy." Benjamin Franklin, 1774.

## Rebecca Rooney

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**From:** george figdor <figdor@aptalaska.net>  
**Sent:** Friday, January 18, 2013 12:59 PM  
**To:** Rep. Peggy Wilson; Representative\_Eric\_Feige@legis.state.ak.us; Rep. Lynn Gattis; Representative\_Craig\_Johnson@legis.state.ak.us; Representative\_Bob\_Lynn@legis.state.ak.us; Rep. Jonathan Kreiss-Tomkins; Senator\_Dennis\_Egan@legis.state.ak.us; Senator\_Fred\_Dyson@legis.state.ak.us; Senator\_Anna\_Fairclough@legis.state.ak.us; Sen. Click Bishop; Senator\_Hollis\_French@legis.state.ak.us  
**Subject:** Support Alaska-class Ferries

Dear Members of the Senate and the House Transportation Committees:

i urge you to fight for the Alaska-class ferry and reject the governor's slight of hand in trying to undermine our ferry system and incrementally impose a road on communities that have opposed it for decades.

I am a 40 year resident of Haines. While people in Haines do not often agree on issues, improved ferry service is one of those things that virtually everyone in this town sees eye to eye on. Like most residents of Southeast communities, we love our ferries and over the years have found the service pretty darn reliable, despite often harsh weather. Much community input went into the concept of the Alaska-class ferry.

Marine transportation is basic to the culture of Southeast. And we are proud to have this well run mass transit system in place, when so many other places in our nation are struggling to retrofit road-based transportation with mass transit.

George Figdor  
Haines, Alaska

## Rebecca Rooney

---

**From:** hopkins@kpunet.net  
**Sent:** Friday, January 18, 2013 10:50 AM  
**To:** venables@aptalaska.net  
**Cc:** mark.eliason@ustravel.us; rbressette@bridgedeck.org; gerry.hope@sitkatriben-sns.com; josh@touralaska.net; timothyjoyce@yahoo.com; dkelly@lynden.com; mkorsmo@aptalaska.net; mayor@ci.unalaska.ak.us; jcc@alaska.com; twodmax@aol.com; Rep. Peggy Wilson  
**Subject:** Open Decks and Knighthood Bows

Dear Robert and MTAB:

I watched yesterday's meeting between D.O.T. and the Transportation Committee. It is very concerning that D.O.T. Commissioner Kemp bypassed MTAB, the sudden change in the Alaska Class Ferry Project, and the emphasis on smaller (less cargo carrying capacity), perhaps "open-deck" or "Knighthood bow roll on/roll off" type vessels, with an entire new dockside infrastructure to accommodate them.

If my memory is correct, the very reason the State of Alaska sold the M/V E.L. Bartlett was because of its Knighthood bow, roll on/roll off design.

It was shortly before the sale of the Bartlett on eBay that the Stena Line's ferry Estonia sank in the Baltic Sea due to a compromised Knighthood bow. When a Knighthood bow is compromised, water rushes in fast onto the car deck and the vessel sinks quickly.

There are also times when the Lituya covers for the IFA on the route between Ketchikan and Hollis. Crossing Clarence Strait with an open deck vessel assures a saltwater bath for the vehicles onboard. Passengers ride in their vehicles, and when going down a large wave, apply their brakes.

It was a sight to watch the brake lights coming on as the bow dropped over a large wave.

It is nearly the same story - D.O.T. not listening to their customers, in fact, somewhat mocking them, the landside highway part of the Department trying to subvert the marine side, resulting in an overall diminishment of the Alaska Marine Highway System. This tug-of-war within the Department never ends, regardless of changing hands.

MTAB should be aware, however, of reduced cargo carrying capacity, open car decks, and Knighthood bows and their history. I am no expert, but I do know that Lynn Canal, which seems to be everyone's focus for the 3700 mile long Marine Highway, can be a mean place in the winter for any vessel not designed to meet those conditions.

Yours truly,

Captain William M. Hopkins  
Ketchikan, Alaska

## Rebecca Rooney

---

**From:** Nick Olmsted <olmstedkemp@yahoo.com>  
**Sent:** Thursday, January 17, 2013 3:40 PM  
**To:** Rep. Peggy Wilson  
**Subject:** Ferry

Dear Representative Wilson,

As a 35-year resident of Tenakee Springs on Chichagof Island, I believe I can offer some insight regarding winter travel in Southeast Alaska. I've been aboard the Le Conte many times when screaming wind and heavy icing caused the wide-eyed passengers to say almost in unison "I wouldn't want to be on a boat even one inch smaller!" Typical winter storms in Lynn Canal and Chatham Strait would be an emergency nearly anywhere else in the world.

Nothing can replace a large, displacement hull vessel for safe, reliable transportation. The idea of a small, open deck ferry would be laughable if it were not so dangerous.

We have come to depend on ferry service for our island community. I don't care if the ferry schedule is frequent or convenient. I just want some fixed points in the calendar in order to schedule a dentist appointment, a wedding or an employment obligation. I have no objection to paying state employees to provide that service, any more than I object to my federal tax dollars supporting the US Coast Guard. Government exists to provide services that the private sector cannot.

Please press the "delete" button on Governor Parnell's harebrained scheme of an open-deck ferry, and reinstate the product of years of planning and discussion.

Sincerely,  
Molly Kemp

**To:** Pat J Kemp  
(DOT)  
**Cc:** al johnson ; John  
Sandor ; Ernie  
Christian  
**Sent:** Tuesday,  
January 15, 2013 3:28  
PM  
**Subject:** Re:

Dear Pat:

The shuttle ferries  
is the only way to go  
and if we only built  
30 miles of  
connecting road we  
could make the whole  
system ten times as  
efficient and generate  
a lot more  
revenue. ie: Haines  
to Cascade, point base  
the ferry in Haines  
and it can make two  
round trips per day  
morning and evening  
working only a ten  
hour day. Please  
revisit the taylor plan  
for connecting roads  
and shuttle ferries it  
will work. I'd love to  
help you on this one.

I don't know if  
you are aware of it  
but last January 16-  
17, 2012, the entire  
electrical grid for  
southern southeastern  
Alaska was maxed  
out for two  
days! The only thing  
that kept it from  
crashing was that  
each town Petersburg,  
Wrangell and  
Ketchikan all turned  
off those municipal  
facilities which they  
had converted from  
diesel to electricity

and put them back on diesel. Thus all the swimming pools, municipal and school buildings went back on diesel heat. The system was maxed out at 42 megawatts and thank God all systems worked and there was no failure. We have added significant additional electrical load to the system in the last year and already Ketchikan is paying huge diesel surcharges as they are operating the diesel -- Bailey power plant already -- they ran out of hydro power a lot earlier than expected. I'm told that Petersburg has already put one new "Cat in a Can" diesel generator on line and has ordered another. Pat, Southern southeastern is out of power and has no new generation even on the drawing board, as they continue to hold meetings and debate who will own and who will operate facilities that they only dream of building. All of which they believe will be funded by large state or federal grants. They don't understand that NO Money is available or likely to come their way.

The key to our economic future is cheap reliable energy and without it----- tell the last guy leaving town to turn off the lights. The only way that new generation will be developed is if there is a market to sell the excess power into and to buy needed power from when we run low. The only corridor for access into southern Southeastern Alaska is the Bradfield! The federal law (T-lue) requires the Feds to give Alaska the corridor as soon as we survey it and delineate it's boundaries. This corridor should accommodate a road, pipeline and electrical intertie. Once the right of way has been conveyed from the feds to the state, the State of Alaska, need only grant permits and the intertie will be built by the private sector! Just like the Alaska Pipeline was built without state or federal funds and without the huge cost overruns and delays that would result if we waited for the government to fund, design and build it for us. The Canadians are building the new powerline up Hy.37 and down to the

Forest-Kerr (run of river hydro project) on the Iskut. That puts the North American Electrical grid within 50 miles of Tyee Lake via the Bradfield Corridor.

I have met with Valard Const. (The contractor building the Hy 37 powerline) They are ready and willing to not only build the intertie to Alaska they are willing to help finance the project. I have also met with Puget Sound energy and they are also interested as is AP&T, and a whole series of other hydro developers. Pat we need to have the Bradfield corridor surveyed as soon as possible. It is a prerequisite that must occur before any new development of electrical energy can take place. Please let me know how I might assist you in getting this project (surveying the corridor) off the ground. Robin

---

**From:** "Pat J Kemp (DOT)"  
<pat.kemp@alaska.gov>  
**To:** taylork13@comcast.net  
**Sent:** Friday, January 11, 2013 9:11:21 PM  
**Subject:** Re:

Hey Robin. It is really good to hear from you. Yeah, I'm back and it's a great opportunity to do some things. One of the first things we did was change this Alaska Class Ferry back to the shuttle ferries we envisioned. It started out as a shuttle then changed to an oversized Aurora that does nothing for us. So, right off the bat there's controversy, oh well. Hope you and Kay are doing well, stay out of trouble, haha. Pat

On Jan 11, 2013, at 7:19 PM,  
"taylork13@comcast.net"  
<taylork13@comcast.net> wrote:

Dear  
Pat:  
Great  
to hear  
you  
got the  
DOT  
job. Now  
lets  
build  
the  
Bradfield  
Road,  
and  
Intertie  
. Best  
of luck  
Robin

#2 Substantive issues on the real need for the 350-foot, Alaska-class ferry or two or three more clones existing mainliner ferries.

Safety, reliability, and carrying capacity are essential to the health, safety, and economic stability of our SE Alaska communities. Flexibility for the entire AMH system can best be served by additional Alaska-class/mainliner ferries.

The health and safety of our children, elders, pets, and citizens of SE Alaska require no less than the 350-foot, Alaska-class ferry be built. Without clear safety and reliability and capacity, the economies of our SE Alaska communities is going to suffer. Last January I had a critically ill dog. The planes were not flying. The LeConte was cancelled. It was three days before I could get to Juneau on a ferry with the dog who subsequently died. It could just as easily been a person.

I recently was aboard the Taku with several regional wrestling teams from SE, heading from Juneau to Haines. Teams were from Metlakatla, Wrangell, Yakutat and elsewhere. The Taku is 352 feet. As we rounded the bend from Juneau heading north after a pleasant breakfast, we started rocking and rolling. Before long, the Captain announced, "Absolutely do not go out on the outer decks. We are locking down the elevator. Find something that is bolted down and hang on. We are in for some weather." Indeed we were in for five long hours of 70 knot winds and 14 foot waves. Most wrestlers and others, including myself, remained curled up on the floor somewhere, hanging on tightly to the nearest bolted down seat for the entire hard, hard ride that ensued.

Anyone who thinks anything less than a 350-foot, Alaska class ferry, will meet the safety and reliability needs of weather in the Upper Lynn Canal, or our capacity needs in the summer and frequently other times, really doesn't know what they are talking about.

As Senator Egan stated, any open-deck design is a recipe for failure. We already also know that the Fairweather and LeConte are not reliable for weather conditions in the Upper Lynn Canal.

#3 The cost factor seems to be a strawman, as Governor Parnell sent back to the feds money our Congressional delegation secured for the funding of this 350-foot, Alaska-class ferry.

In addition, if we are to be committed to picking one ship builder in Alaska for a project, then we must be willing to accept the cost overruns that will inevitably occur.

Third there are no actual costs tied to the change to smaller shuttle ferries. And budget and costs, as we learned from Comm. Kemp, are "fungible". Sometimes they include extra design costs, sometimes not. Sometimes they include costs for additional terminals or terminal modifications needed for the shuttle ferries, sometimes not.

We need to invest in the ferries that will meet our needs.

Thank you for your open-public processes and for taking testimony from Alaska communities affected by the recent decision by the Parnell Administration to abruptly change without public process. Please urge the Governor to restore both public process and the 350-foot, Alaska-class ferry that was developed through public process.

Regards, Kathleen Menke, Haines

Kathleen M.K. Menke  
Crystal Images Photography and Publishing  
Haines, Alaska  
<http://www.akmk.com>



THE STATE  
of **ALASKA**  
GOVERNOR SEAN PARNELL

Department of Transportation and  
Public Facilities

OFFICE OF THE COMMISSIONER  
Patrick J. Kemp, P.E., Commissioner

3132 Channel Drive  
P.O. Box 112500  
Juneau, Alaska 99811-2500  
Main: 907.465.3900  
Fax: 907.586.8365  
dot.state.ak.us

January 22, 2013

The Honorable Dennis Egan  
Chair, Transportation Committee  
State Senate  
Alaska State Capitol  
Juneau, Alaska 99801-1182

The Honorable Peggy Wilson  
Chair, Transportation Committee  
House of Representatives  
Alaska State Capitol  
Juneau, Alaska 99801-1182

- Peggy
- Chief
- Front
- Staff
- Intern

Dear Senator Egan, Representative Wilson, and members of the House and Senate Transportation Committees:

Recently you received a communication from a Haines resident that makes several allegations about the recent change to the Alaska Class Ferry (ACF). In order to facilitate a more thorough response to your constituent, I would like to share some additional factors for consideration.

The main three points that I would ask you to consider while evaluating her concerns are issues of public process, the need for a 350-foot ferry for Lynn Canal, and the associated costs.

The email from Senator Robin Taylor on January 11 was the first contact I have had with him since June of 2006. Senator Taylor has not offered advice to the change of the scope of the ferry nor was he consulted for advice.

Deputy Commissioner Reuben Yost has oversight of the Alaska Marine Highway System (AMHS) for the Department of Transportation and Public Facilities but, as described in my testimony at the January 17 Joint Transportation Committee meeting, I have eliminated the assignment of a transportation mode to describe the department's deputies. The department's three deputies and the commissioner will provide executive oversight for the department but will not be involved in the day-to-day management of a division or a system; that responsibility now rests at the director level. In the case of AMHS, that individual is Captain John Falvey and he will manage and have complete authority over the system from his Ketchikan office.

The ACF shuttles will be designed to handle the conditions in Lynn Canal, as well as other routes in Southeast Alaska. The vessel size will be based on the capacity needs of various routes. As I mentioned at the meeting last week, we are preparing a Design Concept Report that will address these and all other major aspects of the two-shuttle concept. While public involvement is important information for the

design process, the department needs to develop the vessel criteria using marine architects, based on marine engineering science, weather conditions, United States Coast Guard (USCG) regulations, masters input, etc. These parties are very well versed in regard to vessel length. These vessels will have the same or better sea keeping characteristics than the Motor Vessel (M/V) Taku, which rarely misses a scheduled sailing anywhere in the system.

Capital and operating costs concerns are never a "strawman" and particularly not given the state's current financial projections. The estimated cost of the previous Alaska Class Ferry far exceeded the funding available and that cost estimate was anticipated to grow even higher. Governor Parnell was very concerned with escalating costs and about a year ago warned the department to modify the vessel's design to bring it within budget or provide an alternative concept that would fulfill the vessel's intended mission. The department subsequently attempted to reduce costs by eliminating or modifying certain features but it was clear that even with significant modifications, the cost of this particular design could not be built for \$120 million.

As I testified, the original vessel concept in 2006 was to be a roll-on, roll-off with a bow door and would be operated as a day boat. Over a several year period the design morphed from that concept to a 350' vessel that can best be described as a class between an Aurora size and a mainliner (Malaspina, et.al.). The public involvement process was a factor in this morphing and it appears that budgetary constraints were not a significant factor as the scope of the vessel changed.

After determining that the 350' design could not be delivered within budget, the department next reviewed the needs for the system and concluded that the best course of action was to return to the original concept of constructing a roll-on, roll-off vessel. In 2006, the estimated cost to construct such a vessel was \$30 million. With inflation and other factors, we believe two of these vessels could be constructed within the \$120 million appropriated.

The Governor reviewed the information and made what I consider to be a very forthright decision by directing the Department to return to the concept envisioned in 2006. Fiscal considerations were, indeed, a significant factor for the Governor as well as his desire to have an Alaska ferry built in Alaska at a reasonable cost.

Returning the scope of this project to that originally envisioned, a day boat shuttle, will reduce capital costs and annual operating costs. A soon-to-be published Design Concept Report will provide a cost estimate for the ACF shuttles and the terminal modifications required. The ACFs will have an estimated useful life of approximately 60 years. Also, as explained, no funds were returned to the federal government in order to build the ACFs in Alaska. The federal funding originally programmed for the ACF were used for other Alaska transportation projects.

I have no idea what Ms. Menke is describing as fungible costs and the allegation that the department manipulates those estimates. The department always includes development and overhead costs in project estimates.

I trust this response will address many of the concerns that surround the change to the ACF concept. I look forward to providing additional information as it becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read 'P. Kemp', written over a horizontal line.

Patrick J. Kemp, P.E.  
Commissioner

Cc: Senator Dennis Egan  
Vice-Chair Senator Fred Dyson  
Senator Click Bishop  
Senator Anna Fairclough  
Senator Hollis French  
Representative Peggy Wilson  
Representative Doug Isaacson  
Representative Craig Johnson  
Representative Eric Feige  
Representative Bob Lynn  
Representative Lynn Gattis  
Representative Jonathan Kreiss-Tomkins

## Rebecca Rooney

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**From:** William M. Hopkins <hopkins@kpunet.net>  
**Sent:** Wednesday, January 23, 2013 10:20 AM  
**To:** Rep. Jonathan Kreiss-Tomkins  
**Cc:** Rep. Peggy Wilson  
**Subject:** Fw: Knighthood bows

**From:** William M. Hopkins  
**Sent:** Monday, January 21, 2013 10:58 AM  
**To:** Representative.Jonathan.Kreiss-Tomkins@akleg.gov  
**Subject:** Knighthood bows

Good morning, Representative Kreiss-Tomkins

Thank you for your inquiry. I will try to answer them in the order you gave them. I make no claims to be an expert.

1. I made a grammatical error by capitalizing the term "knighthood bow." This is a general term used by seamen to describe a visor bow, much like the visor on a knight's helmet that lifts upward above the eyes. The Bartlett had a visor-type bow, that is, it could be lifted so vehicles drove straight onboard to the car deck. There were no side doors on the Bartlett. Vehicles could also access the ship through the stern door, much like the Aurora or Le Conte. Both Aurora and Le Conte are expanded versions of the Bartlett without visor-type bows, but side doors instead.

See: [http://en.wikipedia.org/wiki/MV\\_Bartlett](http://en.wikipedia.org/wiki/MV_Bartlett)

The Bartlett was sold on eBay in August 2003. I no longer know anyone associated with the sale. They have all moved on, most down South. I do remember that Captain George Capacci was leading AMHS when this occurred, and he subsequently became a high official with the B.C. Ferries in Vancouver. This is one of the weaknesses of DOT management - they come and go, and institutional memory is lost. When the Bartlett was decommissioned, the reasons given were that it was "too expensive to upgrade." Press accounts point out expensive upgrades to the lifesaving equipment.

However, this is not completely true as a reason for selling the Bartlett. I would point out that all of the other older ships have upgraded lifesaving equipment. At the time of the sale (August 2003), I do remember that the driving force behind the sale was to avoid pending Federal regulations concerning visor-type bows. This was in response to the sinking of the Stena Line's ferry Estonia in the Baltic Sea with the loss of 852 lives in 1994. This ship had a visor bow, and traveling too fast in rough seas, the bow came open, and water filled the car deck. The

ship tried to turn to avoid the seas and capsized. Some say this was due to a procedural error in securing the visor bow for sea while in port.

See: [http://en.wikipedia.org/wiki/MS\\_Estonia](http://en.wikipedia.org/wiki/MS_Estonia)

A watertight bulkhead (wall) stands behind the visor bow, with watertight doors that vehicles must pass through to get on the car deck. If this second line of defense is not secured properly due to human error, bad things can happen in rough seas. There are a number of web sites detailing the ferry Estonia disaster.

2. Prior to the arrival of the the IFA's Stikine, the AMHS Lituya would relieve the Prince of Wales when it had to go into shipyard for annual maintenance. I made several voyages on the Lituya as a pilot with Captain Steve Booth between Ketchikan and Hollis in 2005. There was no vehicle damage because the weather was not severe enough to cause vehicles to slide, however, it was rough enough (wind SE 30 - 35 knots) that sea spray flew about the ship, and vehicles on the open deck were bathed in salt water. Passengers were riding inside their cars, and as the bow dipped while going over a wave, their automatic response was to apply their brakes. It was interesting to watch, to see the lights coming on almost in unison. Myself, if had a nice car, I would not want it soaked in salt water, but these folks had no other choice. I was serving as the pilot as I had also served as the Captain of the Aurora for eight years when it was on the "Hollis Run." If the weather was stronger than 30 - 35 knots, we probably would not have sailed. Additionally, wooden chocks are placed behind vehicle wheels to keep them from rolling fore and aft, but a wave overboard could wash those away, and a vehicle can slide sideways as well. On the Tustumena and Kennicott we lash every vehicle to the car deck, chocks would be of little help in the Gulf of Alaska.

Sincerely yours,

Captain William M. Hopkins, AMHS ret.  
Ketchikan

## Rebecca Rooney

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**From:** Paul Davis <gallantadventures@yahoo.com>  
**Sent:** Wednesday, January 23, 2013 3:16 PM  
**To:** Rep. Peggy Wilson; Representative\_Eric\_Feige@legis.state.ak.us; Rep. Lynn Gattis; Rep. Doug Isaacson; Representative\_Craig\_Johnson@legis.state.ak.us; Representative\_Bob\_Lynn@legis.state.ak.us; Rep. Jonathan Kreiss-Tomkins; Senator\_Dennis\_Egan@legis.state.ak.us; Senator\_Fred\_Dyson@legis.state.ak.us; Senator\_Anna\_Fairclough@legis.state.ak.us; Sen. Click Bishop; Senator\_Hollis\_French@legis.state.ak.us  
**Subject:** An Alaskan's comments on the upcoming Joint Transportation Committee Hearing

My wife and I are Alaskans who split our time between living in both Kake and Sitka. I was very disappointed to have heard that the Governor and the DOT changed the original plan of building the 350ft ferry for 2 smaller ferries that I feel will not properly serve SE Alaska. The integrity of the public process was not maintained and that decision was not warranted. Personally, I believe that the State should construct a ferry similar to the Taku. Alaska is a diverse and wonderful place. One of the things that makes us unique is our special and world-class ferry system. Often times during the winter I will travel from Kake to Juneau. This trip sometimes goes through Sitka and takes nearly 24hrs as the ferry travels through Peril Straits and back before completing its journey up Chatham and into Auke Bay. Where else in the World can a person travel in such a way where they can comfortably socialize with "real people" over a few Amber's in a quaint lounge, eat a wonderful meal made with love, sit in a cozy chair while basking in the beautiful surroundings and then go to their quaint stateroom for a good night's rest in preparation for the big day in our State's Capitol? No where but here! Our ferries are special and a unique part of our existence. And they're safe too. Our ferries are so special. I feel at home when I am on them. The workers are sincere, helpful, caring and treat both locals and visitors like family. I once received a Christmas card from a Taku bartender, out of the blue, hoping that winter life was treating us well in Kake. Now that's personable. Do we, as a State, want to diverge from this unique charming way of life that we live up here? I certainly hope not! Aside from our beautiful landscape, this is a trait that we possess that separates us from the disinterested and impersonal South. Many of us feel that our hard earned tax dollars are being squandered now a days and that our voices are small. Sure we can vote for someone who seems like they might have my interests in mind. But then what? I guarantee that our Governor doesn't use the ferry like my family does. What am I supposed to do on a long ferry ride in February when it's blowing NE 45kts and I'm trying to get to Juneau or Haines in order to work and put food on the table and our replacement ferry doesn't have the amenities and comforts that the Taku has? Does the State want a traveller from New Zealand to ride that ferry and have nothing to do while stepping over people sleeping on the floor while getting tossed around on a boat not quite made Alaskan Tough? I'd rather have that New Zealander take home a unique and special experience with them. And that unique and special experience is what I want to continue encountering as well. And let's not forget the safety of our school teams traveling these dangerous winter waters either. That's how I want my tax dollars spent.

-Paul Davis



## Organized Village of Kake

P.O. Box 316

Kake, Alaska 99830-0316

Telephone 907-785-6471

Fax 907-785-4902 / email KeexKwaan@KakeFirstNation.org

(Federally Recognized Tribal Government serving the Kake, Alaska area)



January 23, 2013

Representative Jonathan Kreiss-Tomkins

State Capitol Room 426

Juneau AK, 99801

Dear Representative Kreiss-Tomkins,

The Organized Village of Kake (OVK) is a federally recognized Indian Tribe under federal law organized pursuant to the authority of the Federal Indian Reorganization Acts of 1934 & 1936 with the IRA Council as the duly elected governing body formed under its *Constitution & By-Laws*. The Organized Village of Kake (OVK) was organized under the Indian Reorganization Act with the current *Constitution & By-Laws* ratified by the local native population in 1947. Our community is located on Kupreanof Island and depends on our weekly ferry service for medical and economic reasons. It is often our only option for travel when the weather does not permit the small commuter planes from Juneau and Sitka to fly to Kake.

Over the past five years, the Alaska Department of Transportation sought input from the public on what Southeast communities needed out of a new ferry. Over the course of those five years of public involvement, the Department of Transportation decided on a 350 foot Alaska Class Ferry. This ship would be safe, reliable, and comfortable in all seas in Southeast, including Lynn Canal, Chatham Strait, Frederick Sound, and Dixon Entrance. Those plans were approved by the Alaska Legislature, and money was given to DOT to build the new ship. This new ship was under contract with Alaska Ship and Drydock in Ketchikan, and its design was about half completed by this winter. Construction was scheduled to begin early this summer.

A couple weeks ago, Governor Parnell and DOT made a surprise announcement that they were terminating the contract to build the safe, reliable, 350 foot Alaska Class Ferry. Instead, the Governor announced that DOT will now build two smaller, partially open-deck "shuttle" ferries (around 280 feet) as a way to save money. These ferries would be a different design than most current ferries, and would require expensive ferry terminal renovations (about \$15 - \$ 20 million per terminal). The Governor wants us to believe that two 280 foot ferries and associated ferry terminal improvements would be less expensive than one 350 ferry.

In this decision, the Governor and DOT accepted no public input, and they ignored their own Marine Transportation Advisory Board. They also did not address any concerns for safety, reliability, or comfort in high seas.

For those of us who have taken a smaller ferry in Lynn Canal, Chatham Strait, or Frederick Sound, we know how uncomfortable they can be in high seas. Just this winter alone, the LeConte was canceled four times in Lynn Canal due to high winds and seas.

Letter from OVK regarding ferry service

Page 2

January 23, 2013

It is a disservice to Southeast Alaskans for the Governor to ignore all public involvement from the past 5 years and make a decision on his own to build smaller ferries for the region.

It is a legitimate concern to think that the state will build one of these shuttle ferries and then determine there is not enough money to build the second. If that is the case, Southeast Alaska will be left with one shuttle ferry that is less versatile and less reliable than the originally planned ship.

Our requests are:

- Southeast Alaska needs safe, reliable, comfortable ferries
- DOT needs to maintain the integrity of the public process
- DOT needs to consider *all* communities when building new ships, not just Juneau

Thank you in advance for your consideration of our comments.

Regards,



Joel Jackson  
OVK Vice-President

CC to:

House Transportation:

Representative Peggy Wilson (chair): [Representative.Peggy.Wilson@akleg.gov](mailto:Representative.Peggy.Wilson@akleg.gov)

Representative Eric Feige: [Representative\\_Eric\\_Feige@legis.state.ak.us](mailto:Representative_Eric_Feige@legis.state.ak.us)

Representative Lynn Gattis: [Representative.Lynn.Gattis@akleg.gov](mailto:Representative.Lynn.Gattis@akleg.gov)

Representative Doug Isaacson: [Rep.Doug.Isaacson@akleg.gov](mailto:Rep.Doug.Isaacson@akleg.gov)

Representative Craig Johnson: [Representative\\_Craig\\_Johnson@legis.state.ak.us](mailto:Representative_Craig_Johnson@legis.state.ak.us)

Representative Bob Lynn: [Representative\\_Bob\\_Lynn@legis.state.ak.us](mailto:Representative_Bob_Lynn@legis.state.ak.us)

Representative Jonathan Kreiss-Tomkins: [Representative.Jonathan.Kreiss-Tomkins@akleg.gov](mailto:Representative.Jonathan.Kreiss-Tomkins@akleg.gov)

Senate Transportation:

Senator Dennis Egan (chair): [Senator\\_Dennis\\_Egan@legis.state.ak.us](mailto:Senator_Dennis_Egan@legis.state.ak.us)

Senator Fred Dyson: [Senator\\_Fred\\_Dyson@legis.state.ak.us](mailto:Senator_Fred_Dyson@legis.state.ak.us)

Senator Anna Fairclough: [Senator\\_Anna\\_Fairclough@legis.state.ak.us](mailto:Senator_Anna_Fairclough@legis.state.ak.us)

Senator Click Bishop: [Senator.Click.Bishop@akleg.gov](mailto:Senator.Click.Bishop@akleg.gov)

Senator Hollis French: [Senator\\_Hollis\\_French@legis.state.ak.us](mailto:Senator_Hollis_French@legis.state.ak.us)

## Rebecca Rooney

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**From:** Linda Kadrlik <adventuresafloat@gci.net>  
**Sent:** Thursday, January 24, 2013 7:12 AM  
**To:** Rep. Peggy Wilson  
**Subject:** Ferries

Dear Rep. Wilson,

I am appalled at the actions of the DOT in regards to the plans to completely change the direction of our new ferry. I think very little thought has been put into this, especially when considering the southeast maritime weather and design of our present ferry terminals. There was no public involvement. How could the new commissioner NOT KNOW about the MTAB? It seems like an end run to get the road built up Lynn Canal, which is another environmental and costly disaster in the making. If the costs of the original Alaska Class ferry have risen, perhaps the design could be modified somewhat to reduce the costs and still have the originally planned ferry built. I can't attend the hearing today, but I hope my comments will be taken into consideration when the Transportation Committees discuss this problem. Thanks. Linda

Adventures Afloat  
Francis and Linda Kadrlik  
4950 Steelhead, Juneau, AK 99801  
(800) 3AFLOAT, (907) 789-0111  
FAX: (907) 789-3312  
<http://home.gci.net/~valkyrie>

January 24, 2013

To: Joint House and Senate Transportation Committees  
Re: Hearing on Alaska Class Ferry change in direction  
From: Paulette Simpson

I have been riding ferries in Southeast since 1976 and fully support of the Governor's decision to change direction with respect to the Alaska Class Ferry.

The mission of the Alaska DOTPF is to "Provide for the safe and efficient movement of people and goods." The department is also expected to "create more efficiencies in the current system." This decision implements the Mission.

While the final design of the proposed vessels is not yet complete, the outcome is expected to produce:

1. Two smaller shuttle ferries that will be less expensive for the state to construct and operate;
2. More frequent and more flexible ferry service;
3. Employment in Ketchikan where the smaller vessels can be constructed - and jobs in Haines or Skagway (where one ship will be based).

It would have been grossly irresponsible for the Governor not to cancel the bloated, over-priced Alaska Class Ferry that had grown from a basic day-boat to include crew quarters for 22.

The larger, more tricked-out Alaska Class Ferry that was scrapped had become so big, expensive and complex that the ability of the Ketchikan shipyard to construct this 350' vessel was at risk. Losing those jobs to an Outside shipyard was not acceptable.

As a user, one of the most annoying and frustrating aspects of taking the ferry is the length of time it takes to stage, load and unload. If a ferry departs at 7 am (for a 70-mile, 4.5 hour trip from Juneau to Haines) the required check-in time is 5:00 am. That means from door-to-door, it takes nearly eight hours to travel 70 miles. My understanding is that the two proposed vessels will be roll-on, roll-off ferries designed for faster, more efficient loading of vehicles. That is a very good thing.

It is also my understanding that because two smaller vessels will be built, one of them will be based in Haines (or possibly Skagway) providing employment for our neighbors to the North. That too is a very good thing.

Having two ferries – instead of just one – doubles the ability of the AMHS to meet demand when necessary, respond to emergencies and have a back-up boat when another is down.

Any mariner can tell you that seaworthiness is not just about size and a 280' vessel – designed with better seakeeping ability than the 350' Taku – does not pose a safety concern.

We need new ferries in the system and these smaller purpose-built vessels fill that need. The Governor and the Department of Transportation should be commended.

*Paulette Simpson*  
*paulette.majci.net*