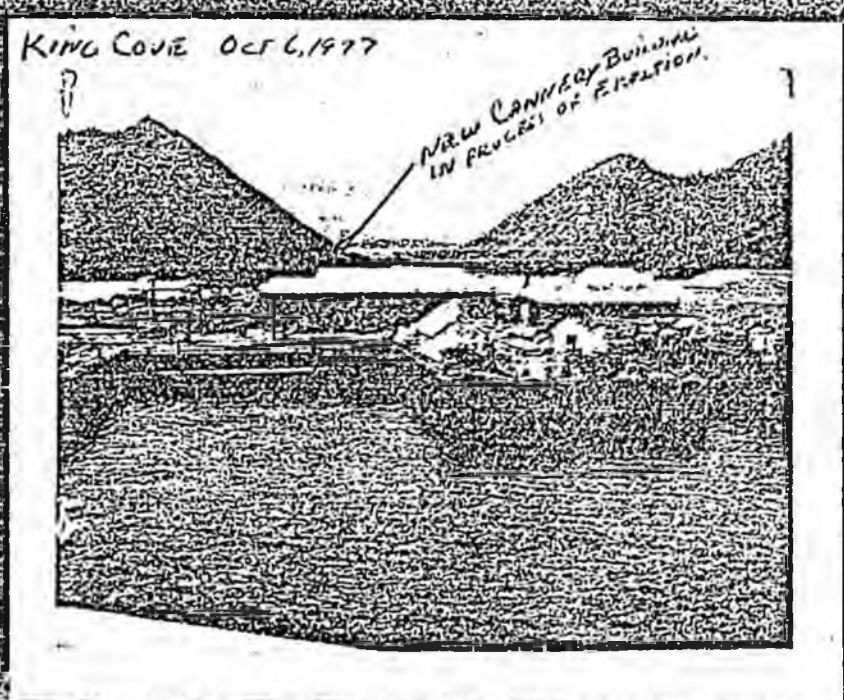
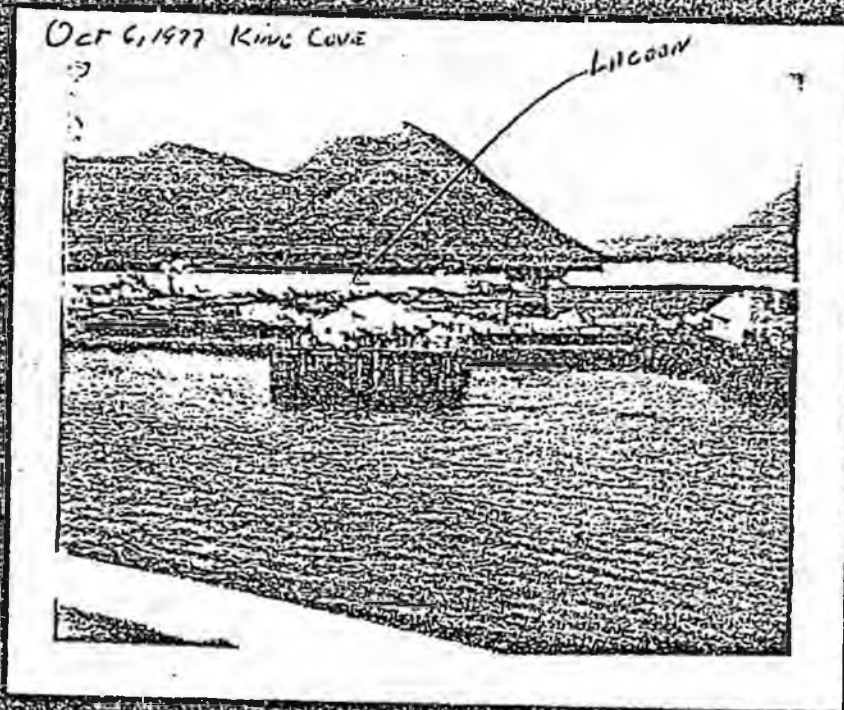
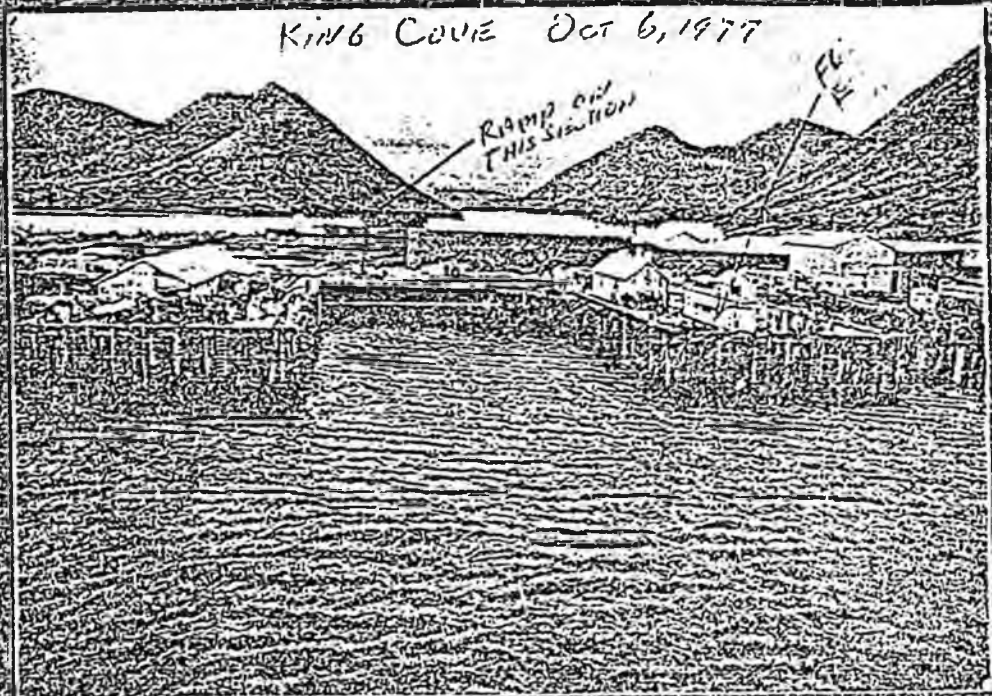


LEG. FINANCE - BILLS 1977 - 1978

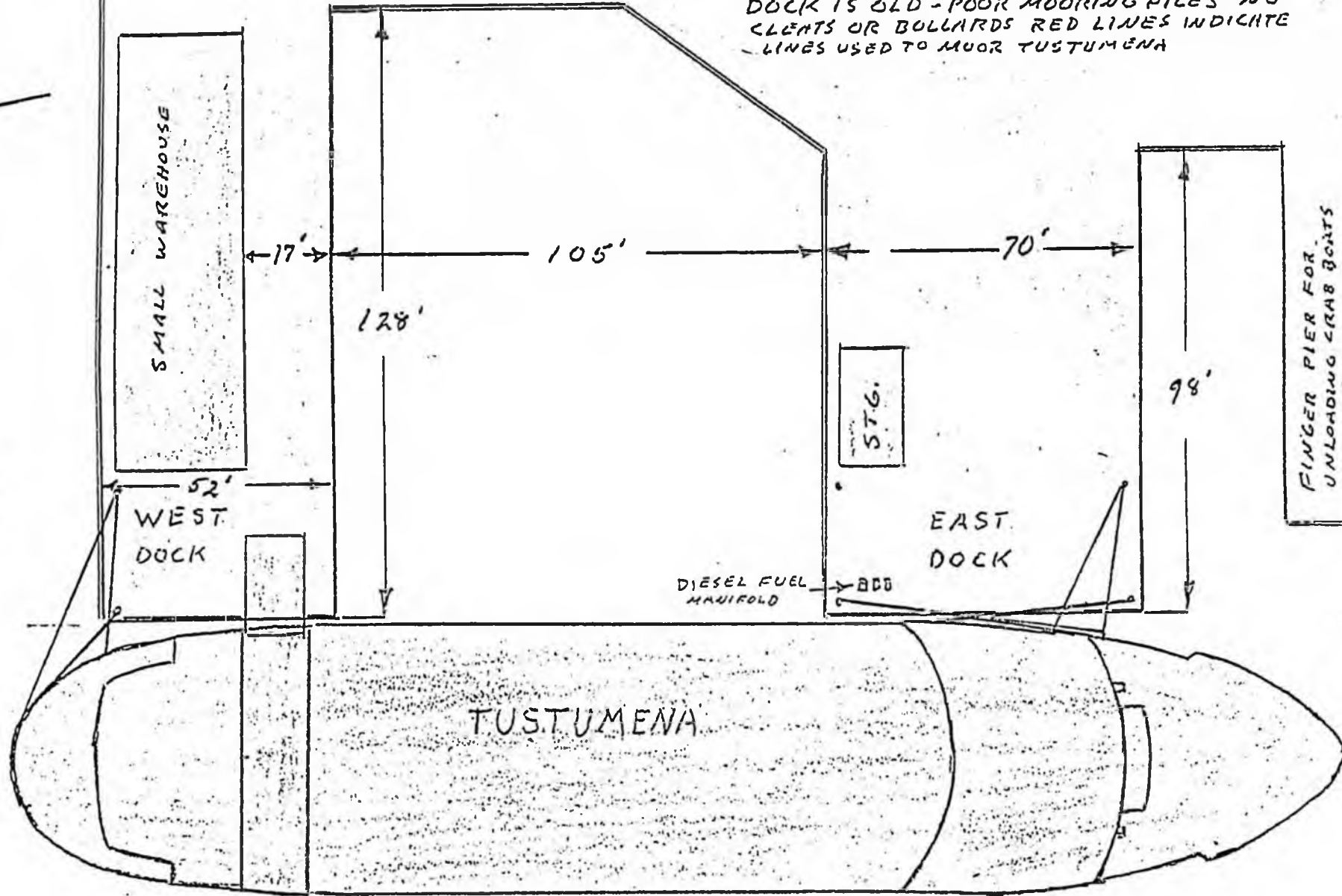
HB 701 cont. thru HB 704 783





PETER PAN FISHERIES CO. DOCK
KING COVE, ALASKA

W. FACE = 52', OPEN SPAN = 105'
E. FACE = 70' FOR TOTAL OF 227'
DEPTH AT BOTH FACES IS 26' AT MLLW
DOCK IS OLD - POOR MOORING PILES NO
CLEATS OR BOLLARDS RED LINES INDICATE
- LINES USED TO MUOR TUSTUMENA



STRONG GUSTY
PREVAILING WINDS
BLOW OFF DOCK

STRONG
EBB
CURRENTS
FROM
LAGOON

DOCK HEADING 102° TRUE

SCALE 1/16" = 2'
J. V. J.
10/2/77

OCT 19, 1977

RECEIVED

OCT 20 1977

Honorable Don Harris
 Commissioner
 Department of Transportation
 c/o Division of Marine Highways
 Pouch R
 Juneau, Alaska 99811

DIVISION OF
 MARINE TRANSPORTATION

The City Council wishes to express our embarrassment for those few inconsiderate and and childish persons, unknown to us and who are residents of our city, who caused damage to the M/V TUSTEMENA on her current voyage between King Cove and Sand Point. The persons responsible for any vandalism, I am certain, did so while under the influence of intoxicants and were carried away with the festive spirit. At any rate, most certainly, they do not represent the majority of fine citizens of Sand Point, who I know, share our embarrassment.

We look forward to the day we can benefit from services provided by the marine Highway System and would not want to see that possibility even remotely jeopardized by the actions of a few inconsiderate persons. On that basis, the city council would like to extend an offer of restitution for damages sustained to the M/V TUSTEMENA... may we hear from you in that regard.

On a more happy note, Captain Hofsted and the entire crew of the M/V TUSTEMENA are to be commended for their professionalism. The citizens of Sand Point were profoundly impressed by the vessel itself and the crew's courtesies. On behalf of the city -- Thank You.

Sincerely,

JACK ROBERTSON
 Mayor, City of Sand Point

cc: Mr. William R. Hudson
 CPT Herb Statson
 CPT Hofsted
 Crew - M/V Tustemena

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF PUBLIC WORKS

DIVISION OF MARINE TRANSPORTATION

POUCH R - JUNEAU 99311
(TELEX 45-312)

December 27, 1975

Mr. Ron Bernsten
Area Community Developer
Kodiak Area Community
Development Corporation, Inc.
Box 27
Old Harbor, Alaska 99643

Dear Mr. Bernsten:

Commissioner Harris has asked me to research and reply to your letter of December 3, concerning the possibility of the ferry TUSTUMENA serving Old Harbor. Frankly, I must say that initiating service to Old Harbor utilizing the M/V TUSTUMENA does not appear to be feasible.

The main reasons for this position are detailed in the enclosed memorandum dated August 27, 1974. Captain Oldow's comments are supported by Captain Herb Stetson, our present Port Captain who served on the M/V TUSTUMENA.

Fortunately to offset the bad news, there is some good news. You may already know that the engineering firms of Harold H. Galliett Jr. and George C. Silides are jointly conducting a Port and Vessel Study for the State of Alaska, Department of Public Works. The extensive study considers service to Old Harbor and several other Kodiak Island communities utilizing a modified, offshore open deck ship of some 200 feet length, 40 feet beam and a passenger area for 16 persons.

I am enclosing one copy of Volume I, Kodiak Island, Alaska and one copy of Volume II, Vessels, both reports are the most relevant to your interests.

Two complete sets of the Phase I reports have been sent to the Kodiak Island Borough. I assume that the Borough will loan volumes III and IV to you if requested. The two volumes concern the Alaska Peninsula, Lake Iliamna, Kvichak River and Bristol Bay areas and are probably of little interest to Old Harbor.

Mr. Ron Bernsten

-2-

December 27, 1976

Upon completion of Phase II of the Galliett and Silides' study, this Division will evaluate the consultants' recommendations and prepare our recommendations. If recommended by us and approved by the Administration we will request funds in our Capital improvements budget for implementing the extension of the Southwest ferry system.

Mr. Don Statter, Director of the Division of Water and Harbors has advised me that Commissioner Harris has already responded to that portion of your letter concerning the condition of the present dock and the request for construction of a major addition.

Best Regards.

Respectfully,

W. R. Hudson
M. R. Hudson
Director *reg. M. G.*

Enclosures (3)

cc: Donald Harris
Don Statter
Kevin Waring
James Deagen
Keith Hart ✓

PLANNER KTT

MEMORANDUM

State of Alaska

RECEIVED

TO: Capt. H. J. Lockert
Director,
Alaska Marine Highways

9-1-74
XUL

T.M. DB

P.C. RK 1.0. MY

AUG 29 1974

DIVISION OF
MARINE TRANSPORTATION

FILE

DATE : 27 August 1974

FROM: D. J. Oldow
Master,
M.V. TUSTUHENA

SUBJECT: Comments - Old Harbor

Dear Capt.

Sorry that I have not answered your letter sooner regarding information about a weekly trip to Old Harbor. Have some information gathered now and also a respite from the chartering business which has kept me on the water every day - will soon have to take a vacation from my vacation.

Most of this information I am sure you are already aware of, having sailed in this area for years.

The distance from Kodiak to Old Harbor is approximately 95.5 miles one way - all but 10 to 12 miles in the open sea. Sitkalidak Pass, which would cut off some distance cannot be used because of the 12 ft. controlling depth. The minimum running time would have to be figured at 7.5 hrs. or a total of about 17 hrs. round trip including docking and cargo operation time - this under ideal conditions.

In the winter there would be many times that the trip would have to be cancelled because of weather. We are talking about an area, the East Coast of Kodiak, that can be very vicious during SE and Ely gales, which are numerous, and it would be a dereliction of duty for anyone to knowingly take a vessel into that area during these periods because of being on a lee shore with nothing between you and Dixon Entrance, some 700 miles away, with no place to hide. Also, during periods of NW weather in the Shelikof Straits - screaming gales with severe ice conditions - the wind funnels across Kodiak Island through the passes and especially through Uyak Bay to the Three Saints Bay area which is the approach to Old Harbor.

In the summer, while we do not have the wind conditions, we have other problems - to quote the Coast Pilot - "During June and July thick white fogs occur around the south end of Kodiak Island which sometimes last for several days." This would not be conducive to keeping on schedule.

Speaking of schedules - it would seem to me that a decision would have to be made time-wise. Taking approximately 18 hrs. time out of the week to go to Old Harbor, either winter or summer, would necessarily mean that it would be taken away from the other areas of operations. These other areas are very productive, used much and as

MEMORANDUM

State of Alaska

TO: [Capt. H. J. Lockert, continued

DATE :

FROM:

SUBJECT:

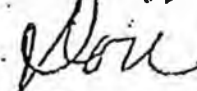
Page 2

basic access to Kodiak and are necessary to the people and businesses there. The traffic as reported to me last week has been very heavy this summer with near capacity loads from all points to and from Kodiak and P.W.S. so I fail to see how this can be deleted in favor of a trip to Old Harbor. TUSTUMENA is getting too tired, too small and too slow to handle many more miles in a weekly schedule than is being done now. Even in the winter during periods of reduced schedule with the 2 months in Seattle, 2 months P.W.S. relief, extra and special trips and delays because of weather conditions it would be a near impossibility to include the additional trip into the area in question and still keep the vessel operational.

I do not wish to seem unnecessarily negative on this subject but quite frankly do not see how this additional schedule would be possible and still do a job up here with some semblance of regularity for the majority of the people, however, if it comes to pass you can rest assured that we will do the best possible.

Best personal regards to you and your family and will hope to see you soon.

Sincerely,

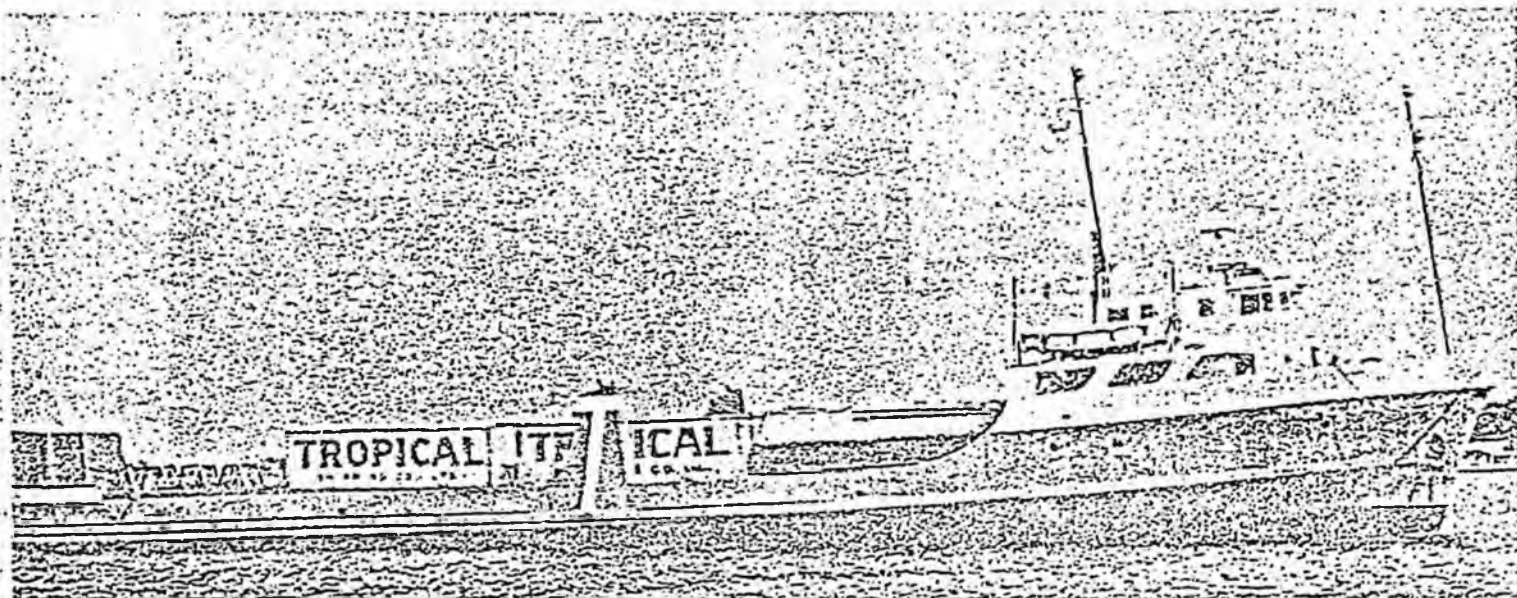

D.J. Oldow

2-28-75

*I concur with Capt Oldow's
negative statements*



Inland and offshore



Growing RO/RO-containership fleet features fast turnarounds

A small, fast and extremely maneuverable RO/RO-containership, designed nearly eight years ago by Rudolph F. Matzer & Associates of Jacksonville, FL, proved so successful on the short run between the port of Palm Beach and Freeport in the Bahamas, that her owner built a second vessel of identical design and presently has a third under construction.

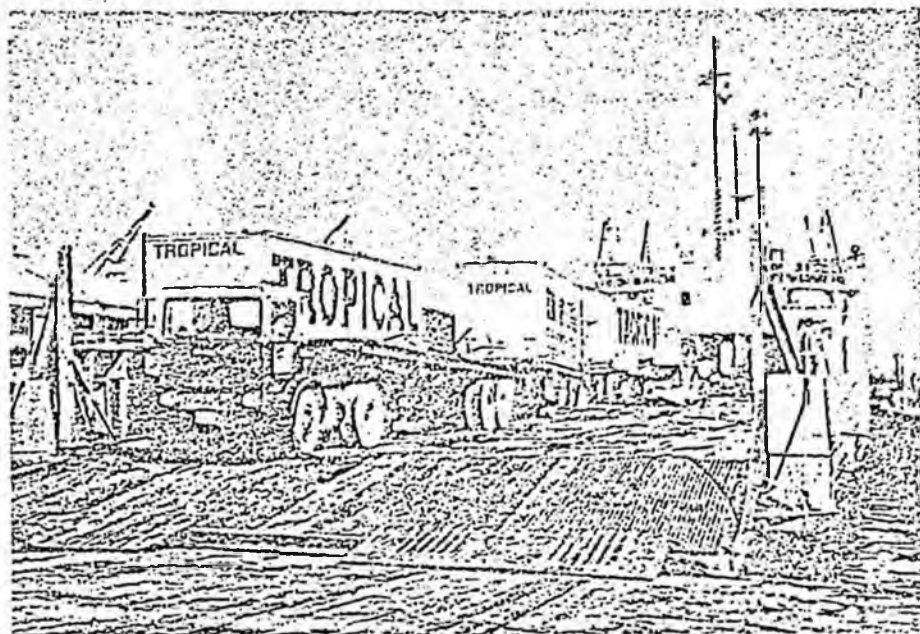
The original ship, the 225-ft *Tropic Day*, was able to make one trip a day carrying 16 40-ft trailers at more than 15 knots, and with a turnaround time of only one hour.

The secret of the fast turnaround is a 38-ft wide hydraulically operated stern ramp that permits the trailers to be backed directly into position in the ship, four abreast. The *Tropic Day* also is equipped with special deck sockets to accommodate 48 20-ft containers.

A remote control station aft of the pilot house enables the helmsman to move the vessel backwards into the dock without the use of tugboats.

Like the *Tropic Day* and the *Tropic Flyer* which followed her, the new ship, the *Tropic Isle*, is being built for Birdsall Shipping Company Ltd. of West Palm Beach, FL. The *Day* and *Flyer* were constructed at Bellinger Shipyards Inc., Jacksonville, FL.

The third in the successful series is under construction at Ishikawajima Ship & Chemical Plant Company Ltd. in Tokyo, Japan. The keel was laid in



TRAILERS CAN be loaded four abreast on wide ramp for fast turnaround of 225-ft vessel

August, 1976, and she is scheduled to be delivered about the end of March, 1977.

The design is a twin-screw, stern loading, flush deck RO/RO or containership with a length of 235 ft OA, a beam of 48 ft and a molded depth of 14 ft. Her draft loaded (mean) is 11 ft 9 in. and she has a dwt of 946 long tons.

The main engines are General Motors 8-645E2, which produce 975 hp each, giving the ship a speed of more than 15.5 knots with the engines running at 900 rpm.

The heavy-duty stern ramp is 15 ft long and is hinged to the transom. It is operated by two hydraulic rams mounted above the bulwarks, port and starboard, and is designed to withstand the rolling loads of the trucks and trailers, and to compensate for uneven loading.

The new vessel will have a capacity of 110 tons of fuel and 42 tons of fresh water. An Aurora Model 411 pump will handle her 269 tons of ballast to facilitate the large degree of dockside trimming for varying trailer loads and tide changes.

ORIG: JNU FROM: JNU HSG #: 09942
DATE: 27-SEP TO: ALL
TIME: 12:56 SUBJECT: TUST REV SKED

ATTACHMENT 9
DIR
P/CAPT ✓
P/ENG
P/stwd
Jco-6
m/supt
9R1995

ATTN TRML MGRS

TO ACCOMMODATE A SPECIAL SAILING NHB/SAND POINT/
KING COVE/NHB WED OCT 5, 1977, THE M/V TUSTUMENA
SCHEDULE IS REVISED AS FOLLOWS:
THE TUSTUMENA WILL ARR NHB ON POSTED SCHEDULE
WED OCT 5TH, THEN -

LV KODIAK 0300 WED OCT 5TH
AR SAND POINT 0700 THU OCT 6TH
LV SAND POINT 1000 THU OCT 6TH
AR KING COVE 1700 THU OCT 6TH
LV KING COVE 1900 THU OCT 6TH
AR SAND POINT 0200 FRI OCT 7TH
LV SAND POINT 0400 FRI OCT 7TH
AR KODIAK 0800 SAT OCT 8TH
LV KODIAK 1000 SAT OCT 8TH
AR SEWARD 2400 SAT OCT 8TH

-- RATES --

	ITEM600	ITEM601		
	DVR 11 YRS	6 THRU 11 YRS		
KODIAK/SANDPOINT	34.00	17.00		
KODIAK/KING COVE	41.00	20.00		
KING C/SAND P	12.00	6.00		
VEHICLES	ITEM610	615	616	618
	TO 19'	19'-22'	22'-25'	25'-28'
KODIAK/SAND P	105.00	132.00	160.00	190.00
KODIAK/KING C	121.00	153.00	185.00	218.00
SAND P/KING C	31.00	40.00	49.00	55.00
	ITEM620	621	625	645
	28'-31'	31'-36'	36--41'	MTR/CICLES
KODIAK/SAND P	220.00	252.00	285.00	25.00
KODIAK/KING C	252.00	288.00	327.00	30.00
SAND P/KING C	62.00	71.00	82.00	9.00

-- CABINS --

	2-BERTH		4-BERTH	DORM
	SOLD AS UNITE		SOLD AS UNIT	PER BERTH
	STD	DEL		
KODIAK/SAND P	44.00	54.00	63.00	26.00
KODIAK/KING C	54.00	66.00	75.00	32.00
SAND P/KING C	20.00	24.00	27.00	12.00

CONTACTS:

SAND POINT	KING COVE
WAKEFIELD FISHERIES	PETER PAN SEAFOODS
BOB GOLOVIN	JERRY VOSBERG
PHONE/ 383-2321	PHONE/ 497-2234

REMARKS:

KING COVE - NO ACROSS THE DOCK CHARGES.

SAND POINT - LIMITED TO PASSENGER VEHICLES ONLY
UNLESS CLEARED WITH THE CANNERY, PROBLEM IS LOCAL
ROADS. ACROSS THE DOCK CHARGES 1/2 CENT PER POUND
COMMERCIAL VEHICLES.

RESERVATIONS ARE NOT IN COMPUTER. RESERVATIONS
KODIAK/SAND P/KING C/KODIAK CONTROLLED AT KODIAK.

REQ SEWARD RELAY COPY OF MSG TO M/V TUSTUMENA
MASTER, C/PURSER, C/STEUARD.

ADVISE ALL CONCERNED AND ACK RECEIPT OF MESSAGE.

OSHEA/JNU

THE LEGISLATURE OF THE STATE OF ALASKA
TENTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. 701

Title An Act providing for ferry service to the Alaska Peninsula and Aleutian Islands

Requested by Osterback and Snider Date January 27, 1978

II. FISCAL DETAIL

Agency Affected Department of Transportation and Public Facilities

Program Category Affected Division of Marine Highway Systems

Budget Request Unit(s) Affected Southwest Vessels

HB 701

EXPENDITURES (Thousands of Dollars)

	FY 78	FY 79	FY 80	FY 81	FY 82	FY 83
100 PERSONAL SERVICES	101.3	243.0	257.6	273.1	289.5	306.9
200 TRAVEL	0.0	0.0				
300 CONTRACTUAL	144.7	153.4	162.6	172.4	182.7	193.7
400 COMMODITIES	25.0	60.0	63.6	67.4	71.4	75.7
500 EQUIPMENT	0.0	0.0				
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	271.0	456.4	483.8	512.9	543.6	576.3

FUNDING (Thousands of Dollars)

GENERAL FUND	271.0	456.4	483.8	512.9	543.6	576.3
FEDERAL FUNDS						
OTHER (Specify)						

POSITIONS

FULL TIME	18					
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Assumptions:

- Increased operating costs -
- Additional crew costs -
- Support costs -
- Commodities -
- All other -

6% inflation factor

IV. DATE 2/14/78

PREPARED BY Merv. C. [Signature]
AGENCY Division of Marine Highway Systems
PHONE 586-6411

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

BILL ANALYSIS

ASSIGNMENT DATE _____
 UNASSIGNED _____

DEPARTMENT: Department of Transportation and Public Facilities
 SPONSOR (PRINCIPAL): Osterback & Snider
 BILL NO.: HB 701

DEPARTMENT POSITION: Negative

DIVISION DIRECTOR: *[Signature]* DATE: February 15, 1978
 COMMISSIONER: _____ DATE: _____
 N. R. Hudson

GOVERNOR'S OFFICE USE
 POSITION NOTED POSITION APPROVED POSITION DISAPPROVED
 BY: _____ DATE: _____

SUMMARY
 (1) RELATED BILLS (SIMILAR OR CONFLICTING)
 SB 270, HB 382

(2) a. ORGANIZATIONAL SUPPORT FOR BILL	(2) b. ORGANIZATIONAL OPPOSITION TO BILL
--	--

(3) PROGRAM EFFECTS OF BILL
 The distance from Kodiak to King Cove is approximately 400 nautical miles. This distance results in a 2-1/2 day vessel run each round trip. The increased running time will reduce time available for regular shoreside maintenance by about twelve hours each week and result in increased annual overhaul and maintenance cost around \$.140. Crew cost will be increased by virtue of overtime and reliefs by an estimated \$.60. Vessel revenue will be reduced by about \$ 500 (May through October) because of cancellations of reserved space on present schedule.

(4) FISCAL IMPACT: NONE FISCAL ANALYSIS ATTACHED

(5) AMENDMENTS PROPOSED

(6) COMMENTS: The M/V TUSTUMENA is certificated for ocean voyages but is not designed for regular trafficking in the type seas encountered in the Alaska Peninsula area during winter months. The vessel would be marginally safe if only operating during mild weather but no schedule could be maintained.
 One trip was made into the King Cove area in September 1977, with scheduled trips in May and September 1978 to determine traffic needs and check on shore facilities.
 For a regular schedule on the Southside of the Alaska Peninsula a study is recommended to determine the best vessel design for the area both because of the weather conditions and inadequate shore facilities.

COMMITTEE REPORT

HOUSE

2/27/78

FURTHER: _____

Date: _____

Mr. Speaker:

The Committee on FINANCE has had HB 701
"An Act providing for ferry service to the Alaska Peninsula and Aleutian Islands;
e.d."

under consideration and (a majority of the committee) (the committee reports it back as follows)

- recommends it do pass recommends it do not pass
- recommends it do pass with attached amendment(s)
- recommends it be replaced with CS for _____

and _____ new title same title

- AND attaches a Letter of Intent New Fiscal Note
- reports it back without recommendation
- and recommends it be referred to the _____ Committee

MEMBERS SIGNING DO PASS:

OTHER RECOMMENDATIONS:

Chairman

COMMITTEE REPORT

HOUSE

1/27/78

FURTHER: FINANCE

Date: Feb. 24, 1978

Mr. Speaker:

The Committee on STATE AFFAIRS has had HB 701
"An Act providing for ferry service to the Alaska Peninsula
and Aleutian Islands; eff. date."

under consideration and (^{2 members} a majority of the committee) (~~the committee~~
~~reports it back as follows~~)

recommends it do pass () recommends it do not pass

() recommends it do pass with attached amendment(s)

() recommends it be replaced with CS for _____

and _____ () new title () same title

() AND attaches a Letter of Intent () New Fiscal Note

() reports it back without recommendation

() and recommends it be referred to the _____ Committee

MEMBERS SIGNING DO PASS:

OTHER RECOMMENDATIONS:

① B. Bradley - Do Pass

1022207 DO PASS

B. Mills no Rec

② Tom Kelly No Rec

Dan... .. No Rec

R.P. Bradley
Chairman

Introduced: 1/27/78
Referred: State Affairs and
Finance

4734
Utermohle

1 IN THE HOUSE

BY OSTERBACK AND SNIDER

2 HOUSE BILL NO. 701

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act providing for ferry service to the Alaska
7 Peninsula and Aleutian Islands; and providing for an
8 effective date."

9 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 * Section 1. AS 19.65 is amended by adding a new section to read:

11 ARTICLE 2. STANDARDS OF SERVICE.

12 Sec. 19.65.020. LEVEL OF SERVICE. Ferry service to the Alaska
13 Peninsula and Aleutian Islands shall be provided at least once each
14 month.

15 * Sec. 2. This Act takes effect immediately in accordance with AS 01.10.-
16 070(c).

ALASKA STATE LEGISLATURE	
LEGISLATURE	SECOND Session
HOUSE BILL	NO. ..701..
By ..OSTERBACK.. & SNIDER.....	
<p>"An Act providing for ferry service to the Alaska Peninsula and Aleutian Islands; and providing for an effective date."</p>	
<p>Ferry service to Ak. Pen. & Aleut. Is.</p>	
<p>Introduced in the House ..1-27...., 19..78</p>	

HISTORY IN THE HOUSE													
19 78	Read first time and referred to Committee on												
Jan. 27	State Affairs & Finance												
	Reported back with recommendation that												
	Read second time and												
	Read third time and												
	<table border="0"> <tr><td>PASS</td><td>Effective Date</td></tr> <tr><td>Yeas</td><td>Yeas</td></tr> <tr><td>Nays</td><td>Nays</td></tr> <tr><td>Absent</td><td>Absent</td></tr> <tr><td>Excused</td><td>Excused</td></tr> </table>	PASS	Effective Date	Yeas	Yeas	Nays	Nays	Absent	Absent	Excused	Excused		
PASS	Effective Date												
Yeas	Yeas												
Nays	Nays												
Absent	Absent												
Excused	Excused												
	<table border="0"> <tr><td colspan="2">Reconsideration</td></tr> <tr><td>PASS</td><td>Effective Date</td></tr> <tr><td>Yeas</td><td>Yeas</td></tr> <tr><td>Nays</td><td>Nays</td></tr> <tr><td>Absent</td><td>Absent</td></tr> <tr><td>Excused</td><td>Excused</td></tr> </table>	Reconsideration		PASS	Effective Date	Yeas	Yeas	Nays	Nays	Absent	Absent	Excused	Excused
Reconsideration													
PASS	Effective Date												
Yeas	Yeas												
Nays	Nays												
Absent	Absent												
Excused	Excused												
	Reported correctly engrossed												
	Signed by Speaker												
	Sent to Senate												
CHIEF CLERK OF THE HOUSE													

HISTORY IN THE SENATE													
19	Read first time and referred to Committee on												
	Reported back with recommendation that												
	Read second time and												
	Read third time and												
	<table border="0"> <tr><td>PASS</td><td>Effective Date</td></tr> <tr><td>Yeas</td><td>Yeas</td></tr> <tr><td>Nays</td><td>Nays</td></tr> <tr><td>Absent</td><td>Absent</td></tr> <tr><td>Excused</td><td>Excused</td></tr> </table>	PASS	Effective Date	Yeas	Yeas	Nays	Nays	Absent	Absent	Excused	Excused		
PASS	Effective Date												
Yeas	Yeas												
Nays	Nays												
Absent	Absent												
Excused	Excused												
	<table border="0"> <tr><td colspan="2">Reconsideration</td></tr> <tr><td>PASS</td><td>Effective Date</td></tr> <tr><td>Yeas</td><td>Yeas</td></tr> <tr><td>Nays</td><td>Nays</td></tr> <tr><td>Absent</td><td>Absent</td></tr> <tr><td>Excused</td><td>Excused</td></tr> </table>	Reconsideration		PASS	Effective Date	Yeas	Yeas	Nays	Nays	Absent	Absent	Excused	Excused
Reconsideration													
PASS	Effective Date												
Yeas	Yeas												
Nays	Nays												
Absent	Absent												
Excused	Excused												
	Reported correctly engrossed												
	Signed by President												
	Returned to House												
SECRETARY OF THE SENATE													

HISTORY IN THE HOUSE	
19	Received from Senate
	Concurred in Senate amendment thus adopting:
	Failed to concur in Senate amendment; asked Sen. to recede
	Senate receded from amendment
	Senate failed to recede from amendment
	FCC appointed by House
	FCC appointed by Senate
	FCC adopted
	To enrolling
	Reported correctly enrolled
	Sent to Governor
 by Governor
	Filed with Lt. Governor
	Chapter No.

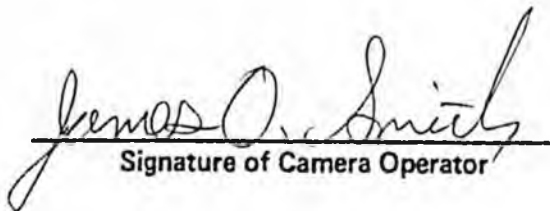


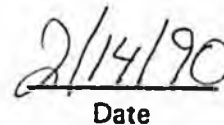
RECORDS



CERTIFICATION

I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.


Signature of Camera Operator


Date

Introduced: 1/27/78
Referred: State Affairs and
Finance

1 IN THE HOUSE

BY OSTERBACK AND SNIDER

2 HOUSE BILL NO. 702

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation to the Depart-
7 ment of Transportation and Public Facilities for the
8 construction of a 'Tustumena' class ferry; and pro-
9 viding for an effective date."

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

11 * Section 1. The sum of \$15,817,000 is appropriated from the general fund
12 to the Department of Transportation and Public Facilities for the construc-
13 tion of a "Tustumena" class ferry to serve the Alaska Peninsula and Aleutian
14 Islands.

15 * Sec. 2. This Act takes effect immediately in accordance with AS 01.10.-
16 070(c).

17

18

19

20

21

22

23

24

25

26

27

28

29

CITY OF KING COVE

P. O. Box 37 • King Cove, Alaska 99612 • (907) 497-2340

February 23, 1978

Honorable Alvin Osterback
Representative
Alaska State House
Pouch V
Juneau, AK 99811

HB 701
702

Dear Representative Osterback:

The City of Sand Point and the City of King Cove equally share the problems created by a growing local economy and a lack of local transportation. As City Manager of Sand Point and King Cove I am closely acquainted with each city's particular needs.

The U.S. Fishing Industry is expanding and growing, partly as a result of the passage of the two hundred mile fisheries zone, partly as a result of a worldwide need for more food and partly as a result of other impressive events both internationally and nationally. The Aleutian Chain is significantly affected by these recent developments in the fishing industry.

New England Fish Company will locate a new processor in Sand Point this year. Pacific Pearl Seafoods is expanding their facilities in Sand Point. Peter Pan Seafoods is currently rebuilding their facility in King Cove, which I am told, will be one of the largest canneries in the U.S. The city councils in each city expect to see new people, new jobs and increased demands on local services.

For example, we know that the new processor in Sand Point is primarily for the processing of ground fish or bottom fish. This particular type of fishing requires the use of trawlers and they will become a part of the local fishing fleet. With these vessels we will see new families and people desiring new housing and municipal services.

The most significant problem involved in the foregoing scene is the lack of general transportation. Currently, the Aleutian Chain is served exclusively by Reeve Aleutian Airways for air service, such service is generally adequate considering the weather and limitations on the type of aircraft used.

The problems in transportation revolves around the movement of freight and commodities necessary for community growth. Items such as fuel, lumber, pipe, construction equipment, pumps, dry goods and other such freight items are not easily handled by air carriers.

Honorable Alvin Osterback
February 23, 1978
Page 2

Currently, Sea-Land serves Sand Point and King Cove with freight service. However, for a number of reasons Sea-Land shows little concern for individual citizens.

Sea-Land is containerized cargo shipping. Sea-Land does not like to carry items that cannot be containerized. For example, Sea-Land refused to carry a road grader to Sand Point because it used up more space than one container occupies. The road grader was needed in Sand Point for road repairs and maintenance. (The grader was subsequently moved to Sand Point by the inaugural run of the M/V Tustemena.)

Since freight is carried in containers a citizen cannot move large personal items from the dock to his residence because the average citizen does not have the capability to move heavy freight and it is his responsibility to do so. Roll on and off trucks loaded with freight are the logical answer.

Additionally, I would like to note that Sea-Land has a contract with the Department of Defense to supply material and commodities to the military at Adak, sometimes to the exclusion of citizens in King Cove and Sand Point. For example, this summer a Sea-Land vessel carried desperately needed housing parts destined for King Cove within several miles of the city twice without stopping so that the vessel could make its scheduled appearance in Adak. To my chagrin, when the Sea-Land vessel did stop in King Cove, with the needed housing parts, the crew did not unload the housing parts instead unloaded other items and left to make a scheduled appearance in Kodiak. Since Sea-Land deals with containerized cargo, citizens are forced to rent barges to carry personal equipment such as autos and trucks. There are few barges available for rent. Recently, the city of Sand Point paid \$97,000 for barge rental to move road equipment to Sand Point. That cost is staggering, it represents almost 40% of road construction costs.

My purpose in noting all of the above facts is to request that members of the legislature favorably consider provisions for Alaska Marine Highway Service to the Aleutian Chain communities. In the Port and Vessel Study Extension of the Marine Highway System Volume V prepared for the State by Galliett and Salides recommendations were made on page 113 that the Marine Highway System should be extended to include the Alaska Peninsula and near Aleutian Islands.

I will not restate all of the reasons for the Galliett - Salides recommendations as they are capably stated in report Volume V. I would like to add one salient reason that was not noted in the report for provision of ferry service to Aleutian communities.

Presently, marine freight service is through Seattle; there is little in the way of marine freight connection to Anchorage (Alaska's largest freight distribution center). It is in the interest of the State to create a condition wherein commerce can occur between Alaskan distribution points and Alaskan communities. Aleutian Communities should have opportunity to be served from the Alaskan Market. However, at this time, only minimal marine service provides an Alaskan connection to Aleutian Communities.

Honorable Alvin Osterback
February 23, 1978
Page 3

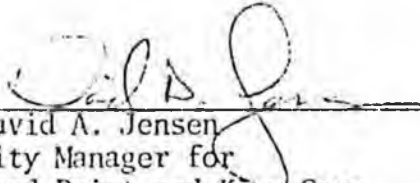
I was fortunate to have traveled on the first run of the M/V Tustemena to Sand Point and King Cove. From conversations with the vessel master and other officials within the Alaska Marine Highway System I have learned that the trial run was a success. I personally took two pick-up trucks and one road grader on the Tustemena. There were several other autos and pick-ups. It should be noted that only weeks of notice preceeded the trial run so in effect the voyage was remarkable in than any vehicles at all were aboard with such short notice.

Time is now for the legislature to look at the Weatern Alaska Coastal Communities and consider the effect of growth to those communities and its impact on the State. The communities of King Cove and Sand Point are sorely in need of more transportation. Service by ferries of the Alaska Marine Highway System can and will provide the needed transportation all residents of the chain are asking for.

I will be submitting resolutions from the councils of Sand Point and King Cove requesting favorable consideration of Legislation which will provide residents with scheduled ferry service. I am enclosing a copy of the resolutions adopted by the Alaska Conference of Mayors. The Alaska Municipal League and Alaska Federation of Natives have adopted similar resolutions and are on record.

Should you need additional information or if I may be of assistance to you please feel free to call at any time.

Thank you.



David A. Jensen
City Manager for
Sand Point and King Cove

cc: Hon. Chancy Croft
Hon. Kay Poland
Hon. Steve Cooper
Hon. Sally Smith
Hon. Fred Brown

RESOLUTION

ALASKA CONFERENCE OF MAYORS

A Resolution of the Alaska Conference of Mayors endorsing the efforts of Western Alaska Coastal Communities to expand the Alaska Marine Highway System.

WHEREAS, the Alaska Marine Highway System is established to provide public transportation to coastal communities; and

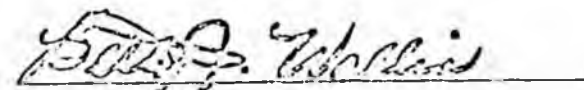
WHEREAS, coastal communities in Western Alaska are not served by the Alaska Marine Highway System, and

WHEREAS, Alaska coastal communities are experiencing significant coastal economic impact resultant from increases in Alaskan fisheries which has occurred as a result of the recent adoption of a 200-mile territorial fisheries zone, and

WHEREAS, Western coastal communities require transportation to meet community and governmental needs that result from accelerated economic growth,

NOW THEREFORE BE IT RESOLVED, that the Alaska Conference of Mayors supports Western Alaska Communities in their effort to expand the Alaska Marine Highway System to include Western Alaska.


Chairman
11/3/77


Sec. Treas.

Oct. 23.

6 The Anchorage Times, Thursday

Tustumena Is Leased To Shipper

JUNEAU (AP) — The state ferry Tustumena has been leased to a private shipper to ease a temporary crisis in freight service to Cordova, Gov. Jay Hammond's office said yesterday.

The governor's office said the ocean-going ferry has been leased to Sea-Land Freight Service to transport essential goods and supplies Cordova during the four-day period each week when the vessel is not used on its regular run between Kodiak and the Kenai Peninsula.

A spokesman said use of the ferry to haul freight would not interfere with its normal schedule.

The governor's announcement said it is necessary to use the ferry to carry freight to the Gulf Coast community because Sea-Land vessels and barges which normally serve Cordova will be tied up by a predicted large crab harvest in Aleutian waters.

One major cargo to be shipped by ferry to Cordova, Hammond's office said, will be supplies of propane gas essential to the city. But because the vessel will be hauling gas, passengers will not be allowed on the trips between Seward and Cordova.

The governor's office said Sea-Land tentatively plans to charter the Tustumena during her weekly lay-up periods until the end of the year when the vessel is scheduled for annual overhaul and maintenance work.

"The state is pleased that the use of this marine highway vessel is possible to insure that the city of Cordova receives essential goods during this period of extra need," Hammond was quoted as saying in a prepared statement released by his office.

The governor was scheduled to return today from Denmark, where he has been for two weeks on a fisheries trade mission.

*All — the above article appeared Oct. 23
in the Anch. Times. Seems to me that
the 4 extra days could serve the claim.*

Dave

STATE
of ALASKA

MEMORANDUM

TO: J. H. Hogan
Director
Legislative Finance Division
Legislative Affairs Agency

DATE: February 24, 1978

FILE NO: 100H

TELEPHONE NO: 465-3990

FROM: Patrick P. Ryan *P.P.R.*
Deputy Commissioner/Administration
Department of Transportation and
Public Facilities

SUBJECT: Fiscal Note for HB 702.

Attached is copy of fiscal note and bill analysis for HB 702, which provides for a special appropriation for construction of a 'Tustemena' class ferry to serve the Alaska Peninsula and Aleutian Islands.

This fiscal note was requested by the House State Affairs Committee, and original was sent to them.

Attachments.

THE LEGISLATURE OF THE STATE OF ALASKA
TENTH LEGISLATURE

FISCAL NOTE

HB 101

I. REQUEST

Bill/Resolution No. H. B. 702

Title An Act making special appropriation to the D.O.T. & P.F. for the construction of a
Requested by 'Tustumena' class ferry. Date _____

Osterback and Snider

II. FISCAL DETAIL

Agency Affected Department of Transportation and Public Facilities

Program Category Affected Division of Marine Highway Systems

Budget Request Unit(s) Affected Southwest Vessels

EXPENDITURES (Thousands of Dollars)

	FY 78	FY 79	FY 80	FY 81	FY 82	FY 83
100 PERSONAL SERVICES						
200 TRAVEL						2930.4
300 CONTRACTUAL						12.9
400 COMMODITIES						387.3
500 EQUIPMENT						485.8
600 LAND & STRUCTURES						31.5
700 GRANTS, CLAIMS, ETC.						
TOTAL						3,847.9

FUNDING (Thousands of Dollars)

GENERAL FUND						3,847.9
FEDERAL FUNDS						
OTHER (Specify)						

POSITIONS

Regular Crew 39
Relief Crew 25

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

A. Assumptions: Since the proposed legislation calls for a 'Tustumena' class vessel we have used FY 79 budget requests for crewing costs and have adjusted operating costs to our estimates for the area involved.

B. Program summaries:
Positions required -

- Other expenditures
1. Support costs
 2. Crew food, linen, etc.
 3. Annual maintenance, parts.
 4. Shore support costs.

C. Assuming 6% inflation factor per year compound

IV. DATE February 9, 1978

PREPARED BY W. Hudson
AGENCY Division of Marine Highway Systems
PHONE 586-6411

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)



JUNEAU ALASKA

HOUSE FINANCE COMMITTEE
Alaska State Legislature
House

Thursday, March 2

1:30 - HB 133

2:00 - Court System budget, Arthur Snowden

Friday, March 3 at 8:30 a.m.

HB 133

HB 701 Ferry Service; Ak Peninsula & Aleutian Islands

HB 702 Spec. approp. to DOT; Ferry Construction
*Rep. Osterback

Saturday, March 4 at 9:30 a.m.

Transportation category of the budget will be closed.

Old Harbor City Council

100 Old Harbor, Alaska 99804

February 2, 1978

State Affairs

Representative Alvin Osterback
Alaska State Legislature
House of Representative
Pouch V
Juneau, Alaska 99811

Dear Mr. Osterback

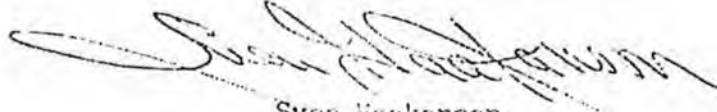
The Old Harbor City Council, The Native Corporation and the people directed me to wire you in support house bill number 701 regarding extending ferry system and House bill 702.

The importance of passage of this legislation is imperative for benefits involving, making better living standards of all the communities it will serve. It will have impact on our economic growth. The benefits of moving equipment and vehicles, at this time we have eleven (11) pick-ups, One grauer, and boom truck which has been waiting since August to be transported to Old Harbor, if transportation were available this amount would more than double, the food being supplied here by air is 13 cents per pound with that plus mark-up oldsters and big families have to do with out.

Can you please convey some of my very limited reasons to the yellow house members and ask there kind support.

Sincerely;

OLD HARBOR CITY COUNCIL



Sven Haakanson
Mayor

January 20, 1978

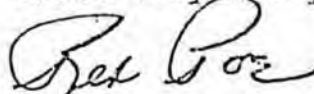
Rep. Alvin Osterback
House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Rep. Osterback:

I am writing about the problem of getting freight shipped in to my home town of King Cove. At present, the Coast Guard has required of all but one of the boats that used to ship freight into King Cove to close down. There will be one more run, scheduled for February 14, but then that boat will have to go into dry dock for about 6 months, and our town will be left without any marine freight.

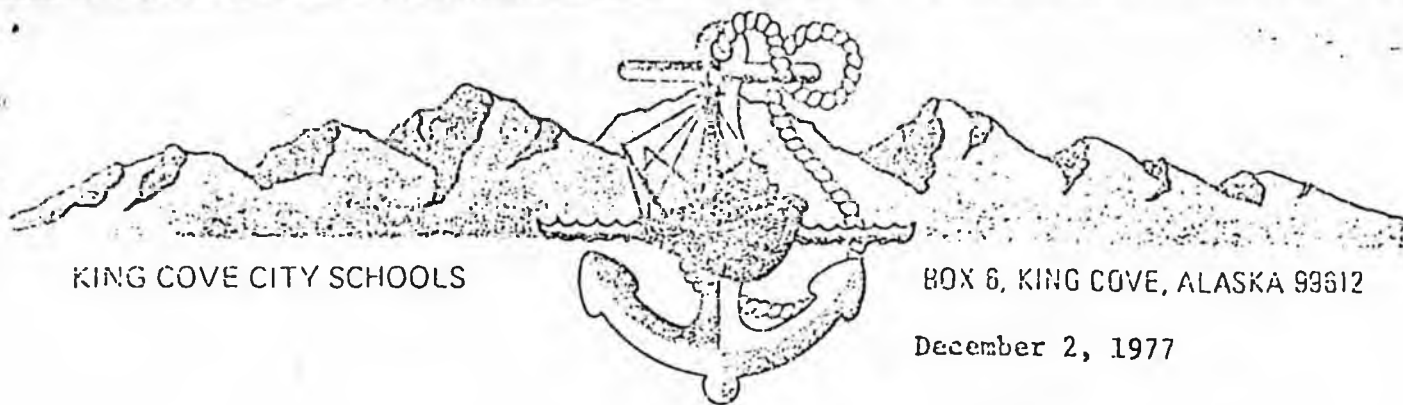
This does not create as much of a problem for the canneries as it does for the small business man or the private citizen. The canneries can charter a boat to haul in their freight, but the small business man cannot afford to do that. I run a night club and even if I could make that sort of arrangement for my supplies, the wholesalers who supply my liquor cannot ship my orders unless the carrier is licensed to ship and the person to whom the shipment is consigned is licensed to receive the shipment. Therefore, I have to depend on air freight, which is too expensive. I urgently request that you do all you can to help us get a ferry run into King Cove once a month so that King Cove will not have to suffer.

Yours very truly,



Rex Poe
Box 18
King Cove, Alaska 99612

cc: Don Harris
Commissioner of Transportation



KING COVE CITY SCHOOLS

BOX 6, KING COVE, ALASKA 99612

December 2, 1977

Mr. H. Phillip Hubbard, Commissioner
Department of Commerce & Economic Development
Office of the Commissioner
Pouch D
Juneau, Alaska 99811

Dear Mr. Hubbard:

This is to confirm our telephone conversation today. I declared the many and extreme difficulties involved in trying to ship to the Aleutians, specifically to King Cove.

The shipping firms attempting to serve from Seattle, are unable to respond because of equipment not meeting Coast Guard Standards (Alaska Marine Shipping); or because of previous commitments are unable to handle freight to King Cove (the Aleut Corporation's sharing of its ship the Pribilof).

Shipping of frozen items has long been a need met only partially by any shippers.

Another very serious problem too often left unmentioned is that of loss of items in transit. This appears to be the result of ship and dockside pilferage, together with a carelessness in record keeping of shipped material by shipping firms.

Damage to items shipped is declared to be no responsibility of the shipping firm. I know of no in-transit insurance available for shipment of any items, such as frozen meats.

I have also been informed by Alaska Marine that in order to ship with their firm, my supplies would need to be consigned to some ship or ship captain. This appears to me to be highly discriminating.

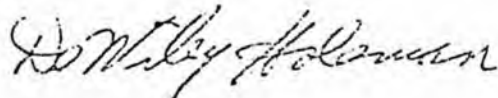
Items of the U. S. Department of Agriculture surplus food commodities shipped from Seattle via Western Pioneer have never arrived at King Cove. (note attachment).

Air shipments to King Cove are limited by price (38¢ per pound from Anchorage to King Cove via Beeve Aleutian Airlines), and by size to that of such small airplanes as Widgeons, Cherokees, and Cossas. Thus, building supplies, refrigerators, etc. must come by ship from Seattle.

Many of us here believe the extension to the Aleutians of the Alaska Marine Highway System would return many fold the investment in increased gross area product from the Aleutian consumers and producers!

Thank you for your courteous attention in wrestling with these difficult problems.

Yours truly,

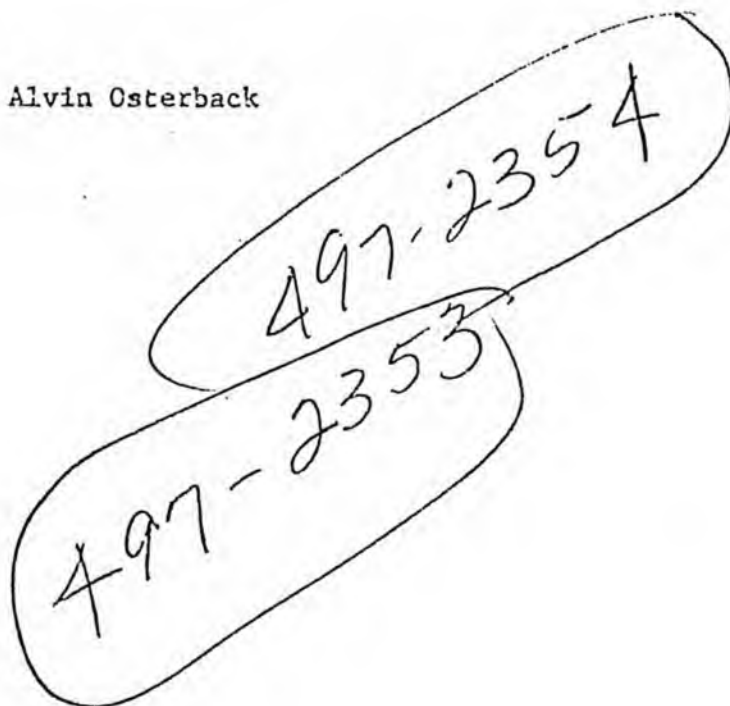


DeWiley Holeman
Superintendent

DH:lh

Enclosure

cc: Representative Alvin Osterback



497-2354
497-2353

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION and PUBLIC FACILITIES

MAINTENANCE AND OPERATIONS

Pouch 6900
Anchorage, Alaska 99502

August 24, 1977

*Tustumena
King Cove*

Honorable Alvin Osterback
State Representative, District 15
P. O. Box 61
Sand Point, Alaska 99661

Dear Representative Osterback:

This letter is in reply to your August 12, 1977 telephone call to Mr. Doug Berton, Marine Highway Traffic Manager, regarding extension of the M/V TUSTUMENA's routing to King Cove and Sand Point.

The Alaska Marine Highway Systems (AMHS) is continuing its evaluation of the Galliett-Silides report which recommends extending AMHS to several of the Southwestern communities not now served. The vessel proposed would probably be similar to the off shore utility vessels utilized by the oil industry.

Our preliminary thought is that the 13-year old M/V TUSTUMENA may have to be replaced within the next three to five years because of the severe operating conditions that prevail in the Gulf of Alaska and the nearly continual battering that the ship is now exposed to. A year around extension of service to Sand Point and King Cove would nearly double the ship's open ocean travel thus further shortening its remaining service life.

I have asked Director Bill Hudson to plan a couple trips with the M/V TUSTUMENA later this fall and before the winter weather sets in.

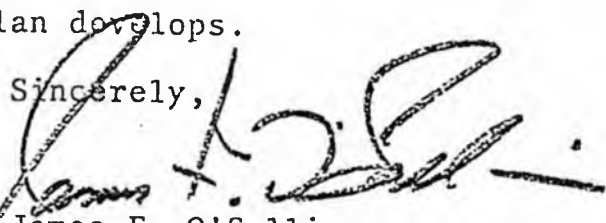
Honorable Alvin Osterback -2-

August 24, 1977

We will survey the running times, navigation problems, dock facilities and conditon, and traffic opportunities at that time.

We will keep you advised as this plan develops.

Sincerely,



James F. O'Sullivan
Deputy Commissioner

cc: Donald Harris, Commissioner
W. R. Hudson, Director

Bill
FILE
HB 701

February ²⁸ 14, 1978

re: M/V TUSTUMENA Trial Voyage
To Sand Point and King Cove

Honorable Merle G. Snider
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Dear Representative Snider:

For your information, I have enclosed a report prepared by Captain H. A. Stetson, Port Captain, Division of Marine Highway Systems, on the above captioned trial voyage of the M/V TUSTUMENA that was made in early October, 1977.

Please note that while the report is very comprehensive, it is the result of one trial voyage only. Also that the recommendations made by the Port Captain are based on his own observations and all do not have the concurrence of Director Hudson.

Sincerely,

Donald Harris
Commissioner

Enclosure

cc: J. F. O'Sullivan
Deputy Commissioner, Maintenance & Operations
W. R. Hudson
Director, Division of Marine Highway Systems
V. Metcalf
Legislative Liaison

DH:NRH:MMH:rim

28
February 14, 1978

re: M/V TUSTUMENA Trial Voyage
To Sand Point and King Cove

Honorable Kay Poland
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Dear Senator Poland:

For your information, I have enclosed a report prepared by Captain H. A. Statson, Port Captain, Division of Marine Highway Systems, on the above captioned trial voyage of the M/V TUSTUMENA that was made in early October, 1977.

Please note that while the report is very comprehensive, it is the result of one trial voyage only. Also that the recommendations made by the Port Captain are based on his own observations and all do not have the concurrence of Director Hudson.

Sincerely,

Donald Harris
Commissioner

Enclosure

cc: J. F. O'Sullivan
Deputy Commissioner, Maintenance & Operations
H. R. Hudson
Director, Division of Marine Highway Systems
V. Hatcalf
Legislative Liaison

DH:WRH:WJ:rla

February ²⁸ 14, 1978

re: H/V TUSTUMENA Trial Voyage
To Sand Point and King Cove

Honorable Alvin Osterback
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Dear Representative Osterback:

For your information, I have enclosed a report prepared by Captain H. A. Stetson, Port Captain, Division of Marine Highway Systems, on the above captioned trial voyage of the H/V TUSTUMENA that was made in early October, 1977.

Please note that while the report is very comprehensive, it is the result of one trial voyage only. Also that the recommendations made by the Port Captain are based on his own observations and all do not have the concurrence of Director Hudson.

Sincerely,

Donald Harris
Commissioner

Enclosure

cc: J. F. O'Sullivan
Deputy Commissioner, Maintenance & Operations
W. R. Hudson
Director, Division of Marine Highway Systems
V. Metcalf
Legislative Liaison

DH:WRH:MDH:rim

TO: W. H. O'Shea
Assistant Traffic Manager
Division of Marine Highway Systems

DATE: September 13, 1977

Oct 5

FILE NO:

TELEPHONE NO:

FROM: *[Signature]*
H. A. Stetson
Port Captain
Division of Marine Highway Systems

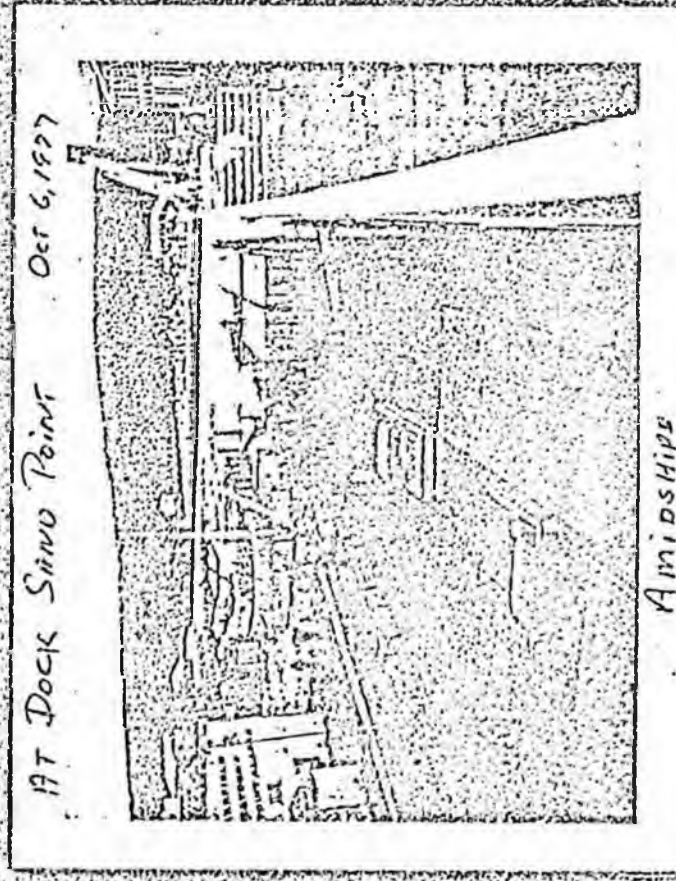
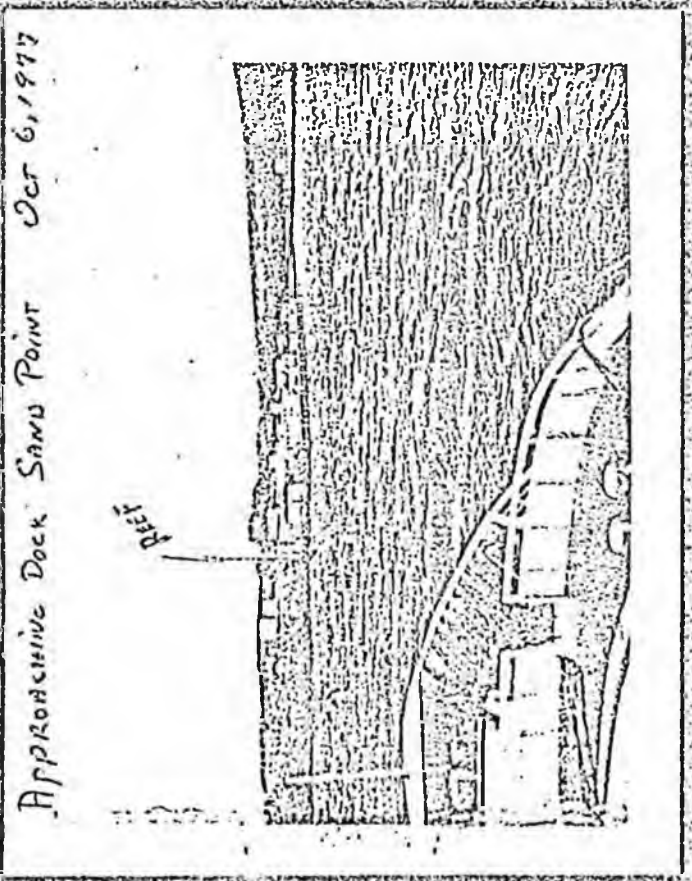
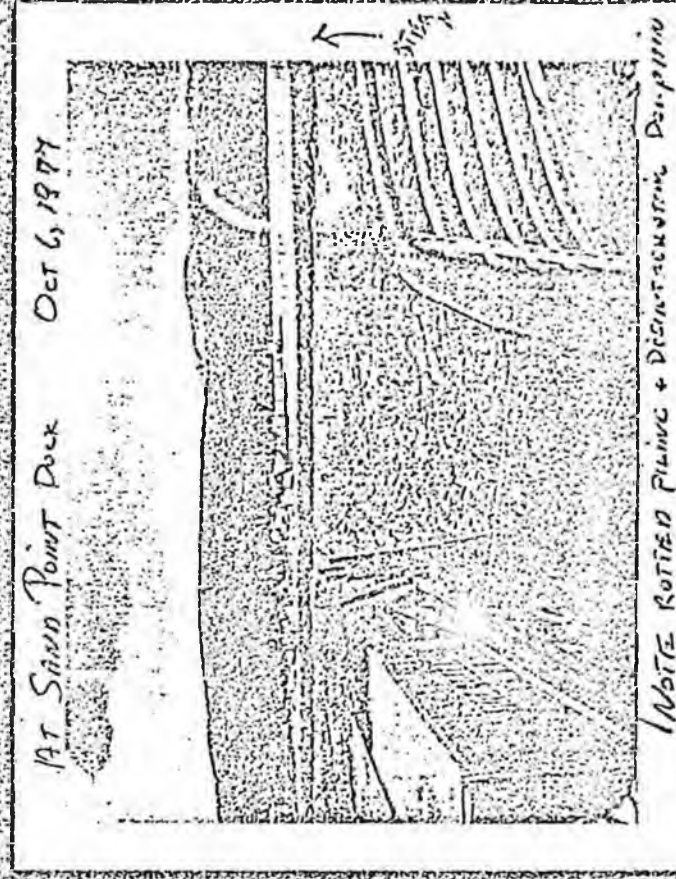
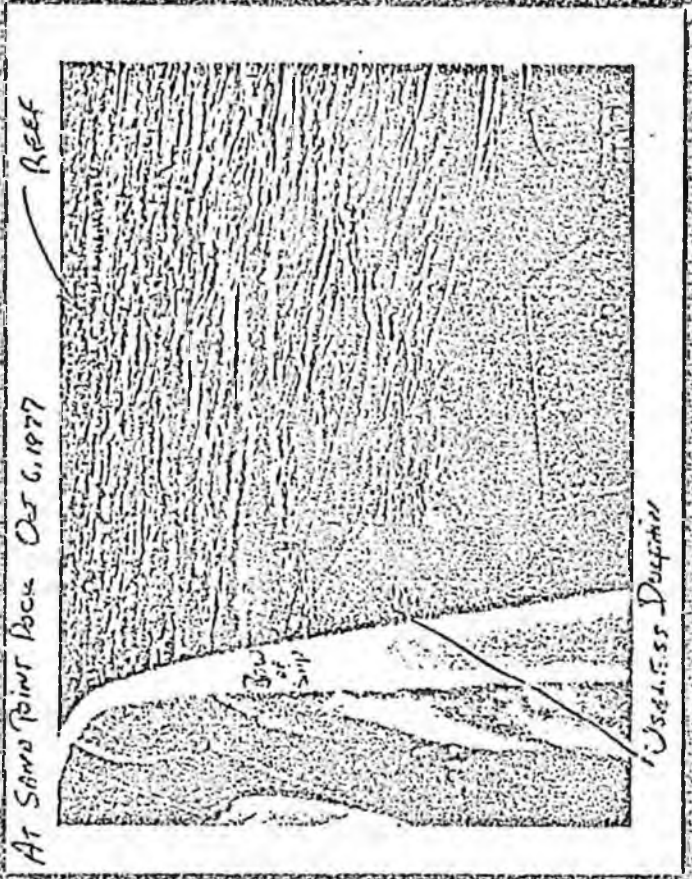
SUBJECT: M/V TUSTUMENA - Exploratory Voyage
Sand Point/King Cove

Further to our discussions, and with the ships' Masters, the following schedule is proposed, based on a 12.5 knot speed:

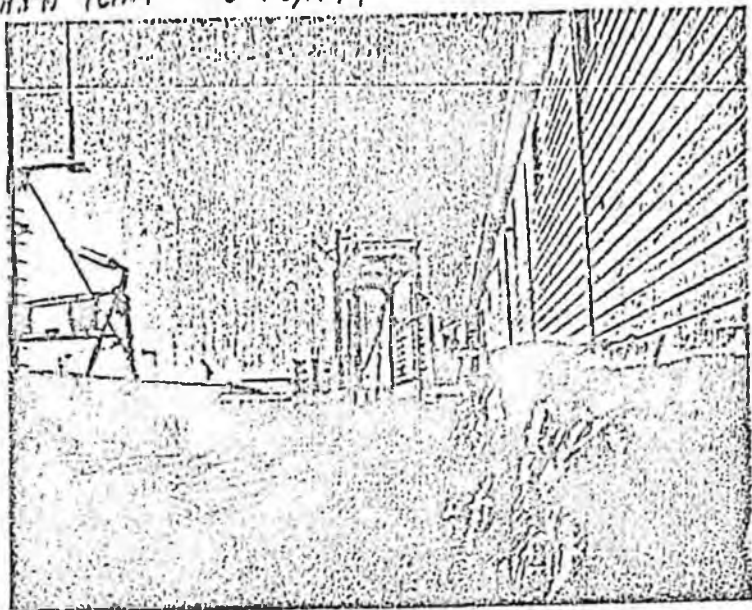
Seward	Leave 0755	Monday
Port Lions (Flag Stop)		Monday
Kodiak	Leave 2255	Monday
Seldovia	Leave 1155	Tuesday
Homer	Leave 1545	Tuesday
Seldovia	Leave 1730	Tuesday
Kodiak	Leave 0300	Wednesday
Sand Point	Arrive 0700	Thursday
Sand Point	Leave 1000	Thursday
King Cove	Arrive 1700	Thursday
King Cove	Leave 1900	Thursday
Sand Point	Arrive 0200	Friday
Sand Point	Leave 0400	Friday
Kodiak	Arrive 0800	Saturday
Kodiak	Leave 1000	Saturday
Seward	Arrive 2400	Saturday

Oct 5th

Due to the fact heavy winter weather can set in at any time after September 15, I am advised that only one voyage will be scheduled. This voyage should be planned as early as possible, and certainly no later than the second week in October.

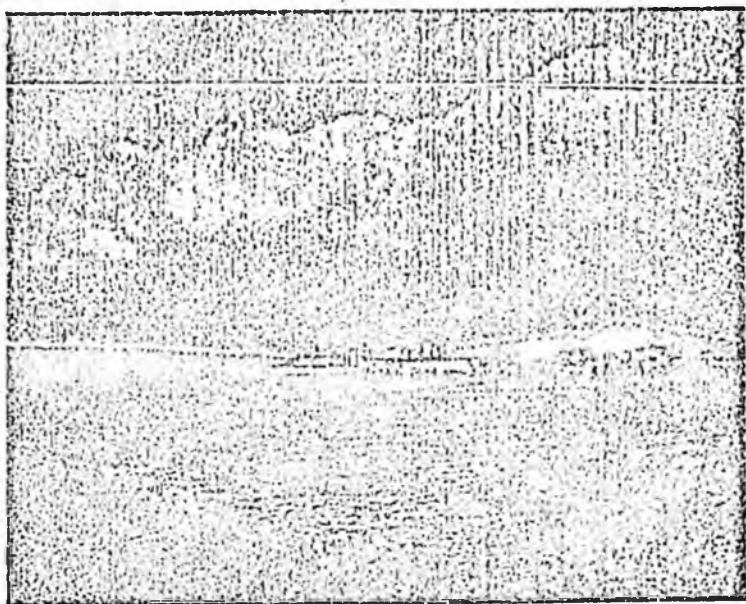


SAND POINT Oct 6, 1977

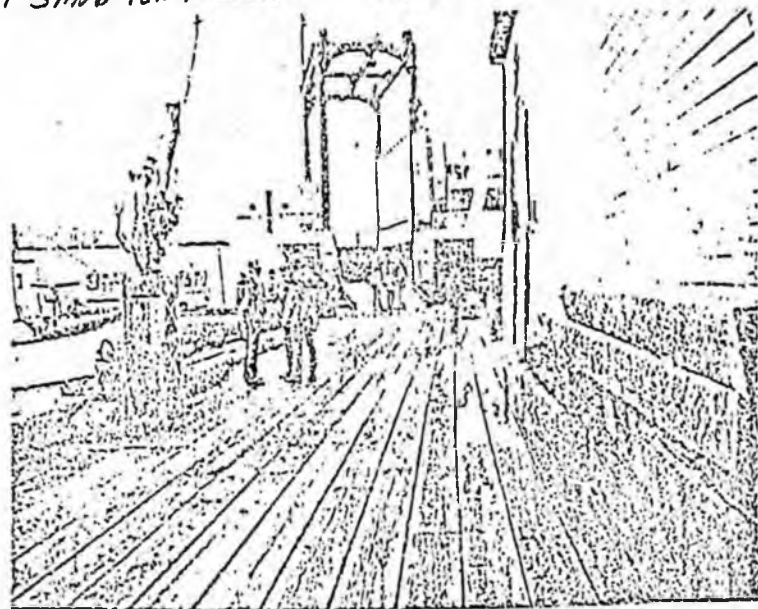


TO SHIP RAMP

TUSTUMANA AT SAND POINT CANNERY DOCK Oct 6, '77

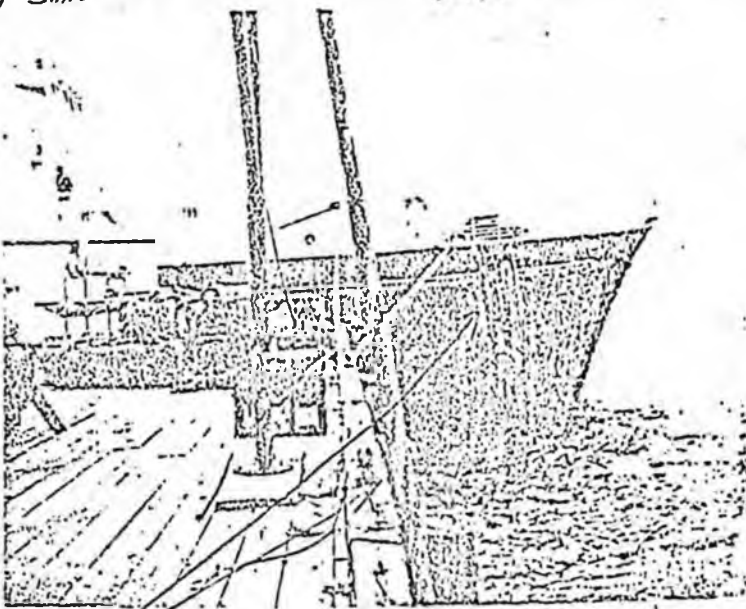


AT SAND POINT DOCK Oct 6, 1977



DOCK ACCESS TO SHIP RAMP

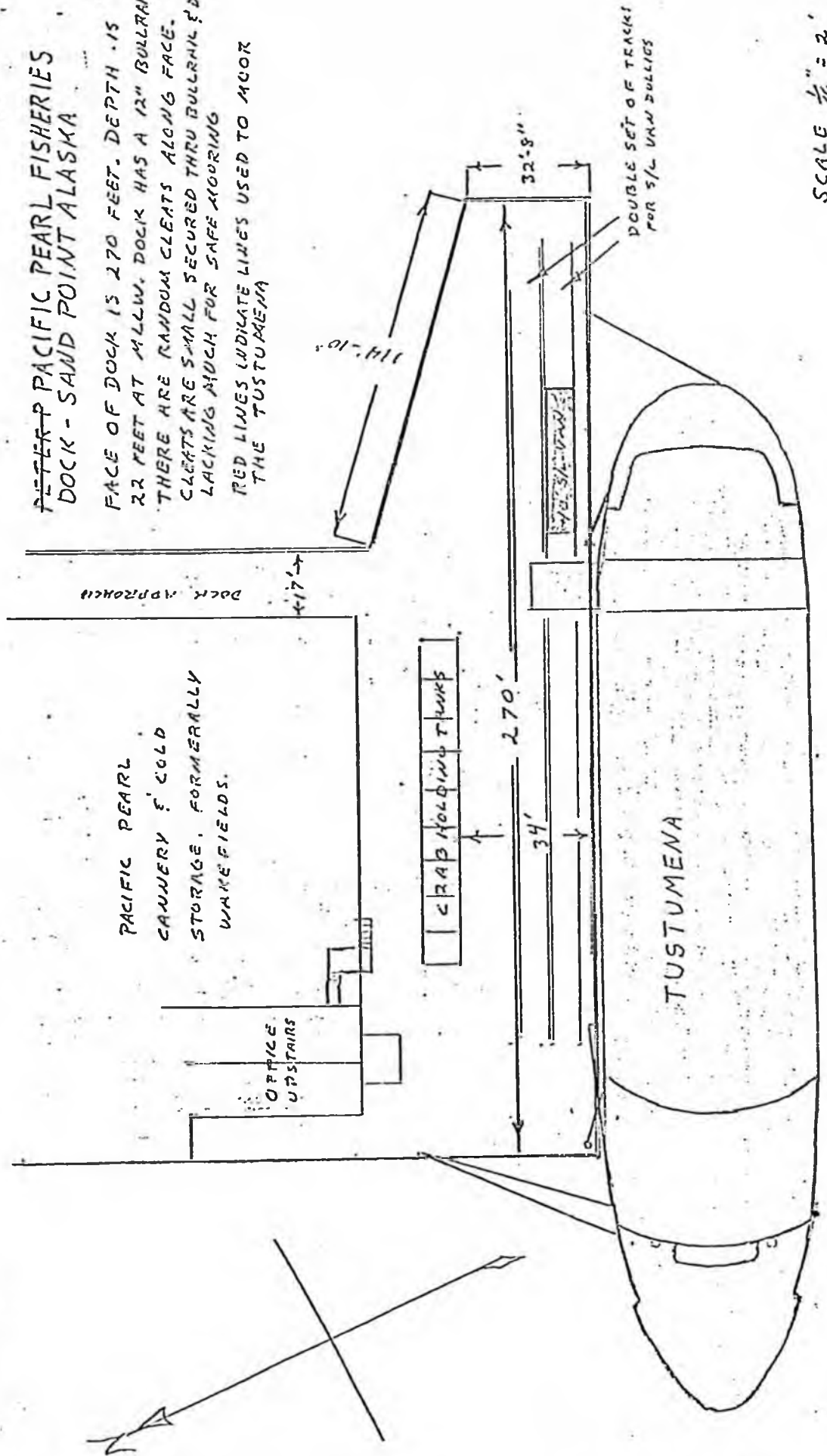
AT SAND POINT DOCK Oct 6, 1977



NOTE ROTTED BULK GAIL AND DISINTEGRATED DOLPHIN

PETERPACIFIC PEARL FISHERIES
DOCK - SAND POINT ALASKA

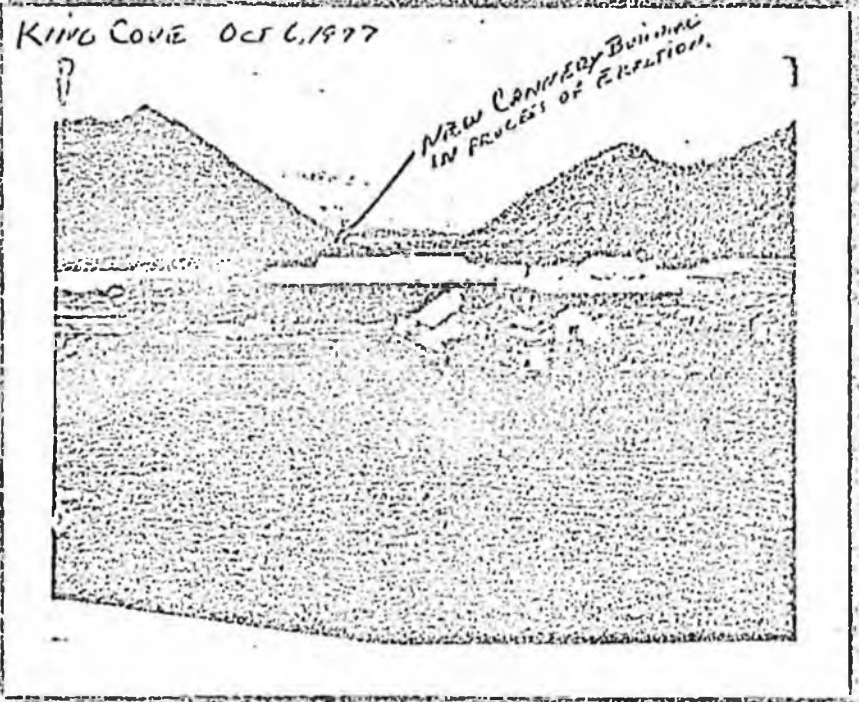
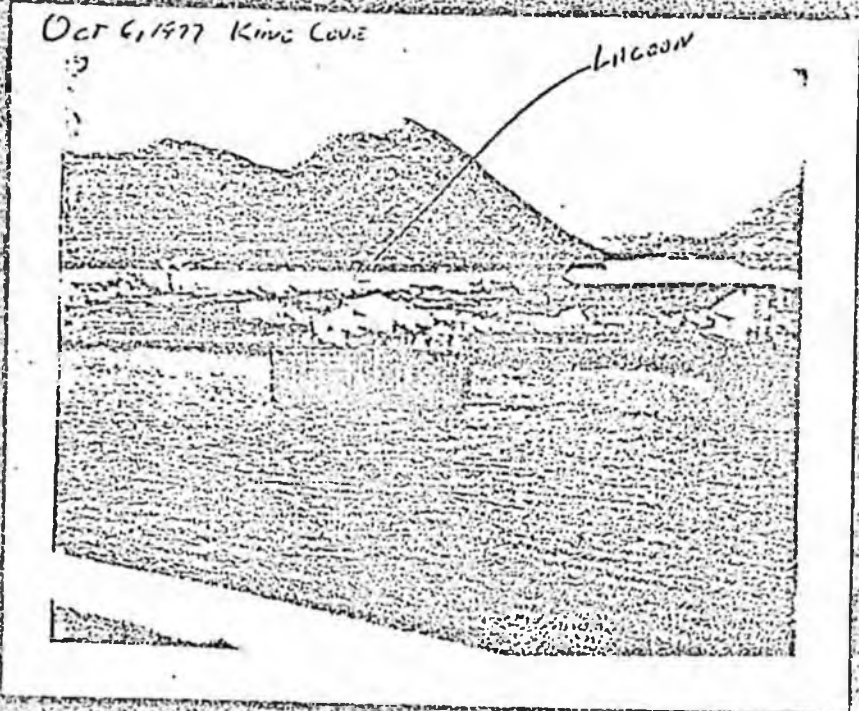
FACE OF DOCK IS 270 FEET. DEPTH IS
22 FEET AT MLLW. DOCK HAS A 12" BULLRAIL.
THERE ARE RANDOM CLEATS ALONG FACE.
CLEATS ARE SMALL SECURED THRU BULLRAIL & DOCK
LACKING MUCH FOR SAFE MOORING
RED LINES INDICATE LINES USED TO MOOR
THE TUSTUMENA



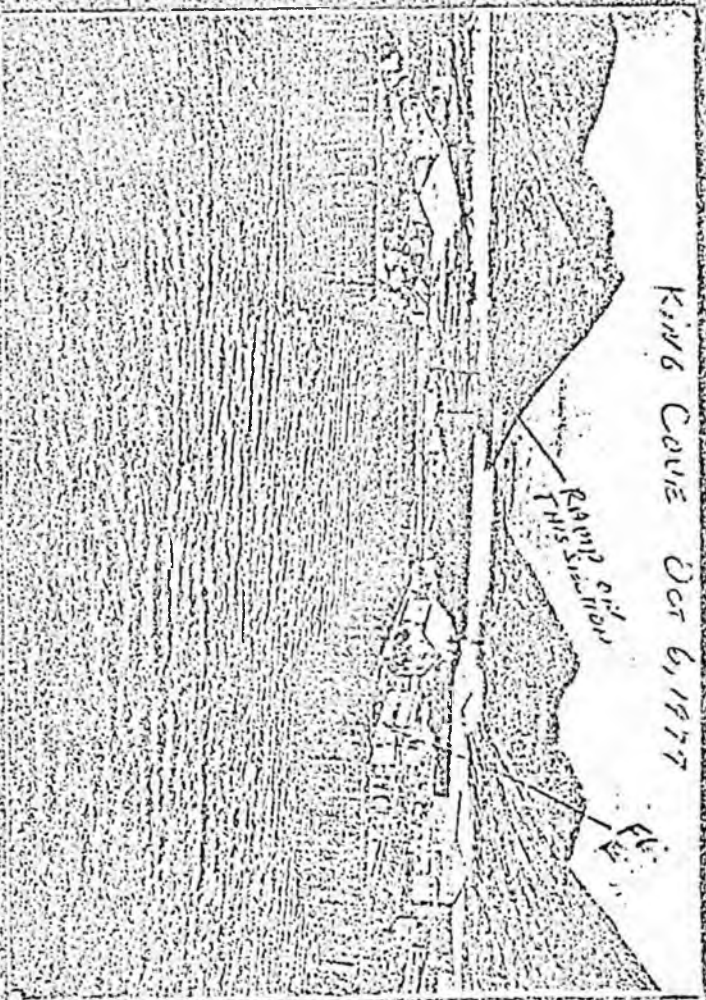
SCALE 1/8" = 2'

J. V. P.

10/17/22



KING CAVE OCT 6, 1977



PETER PAN FISHERIES CO. DOCK
KING COVE, ALASKA

W. FACE = 52', OPEN SPAN = 105'

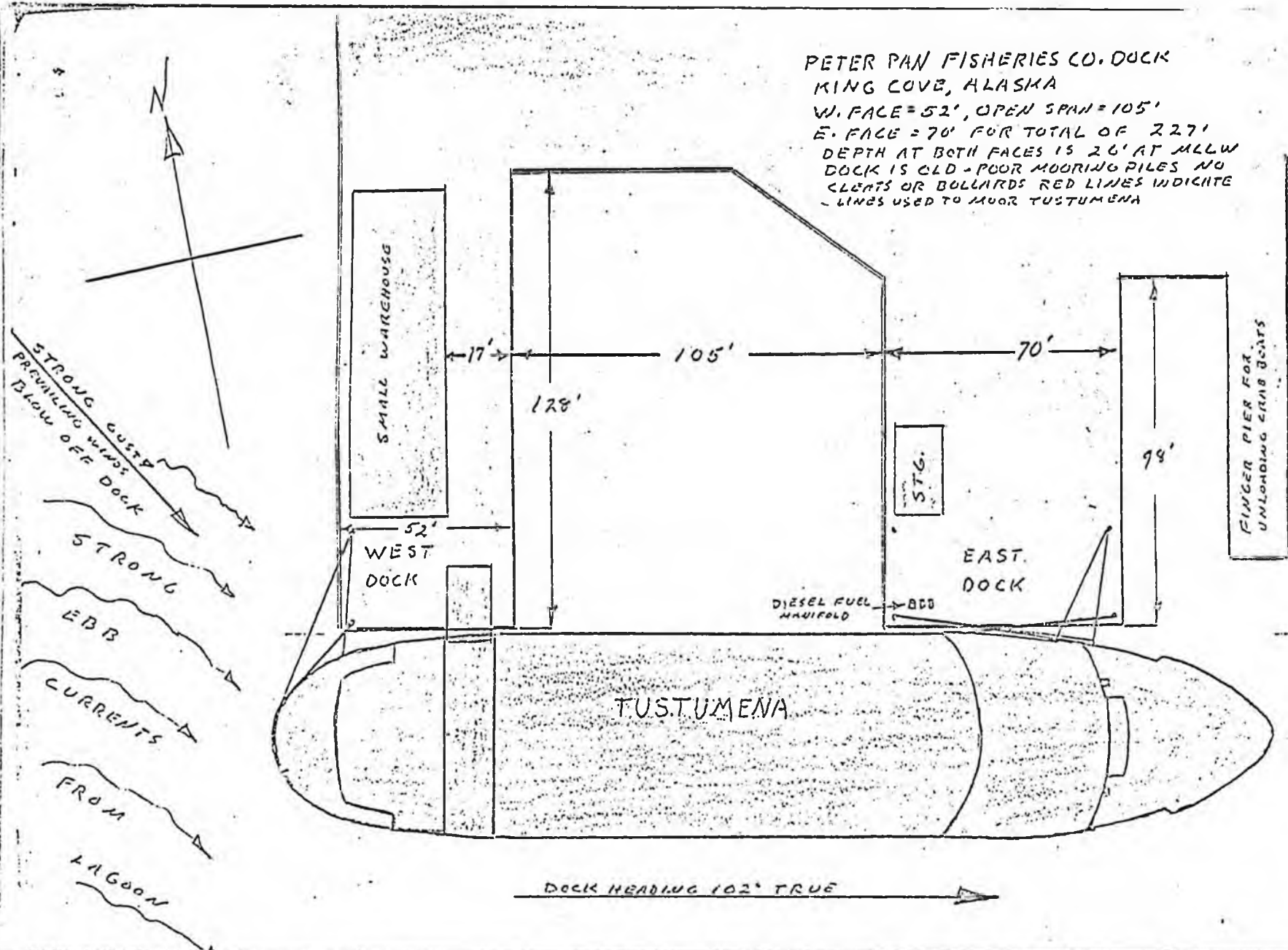
E. FACE = 70' FOR TOTAL OF 227'

DEPTH AT BOTH FACES IS 26' AT MLLW

DOCK IS OLD - POOR MOORING PILES NO

CLEATS OR BOLLARDS RED LINES INDICATE

LINES USED TO MOOR TUSTUMENA



RECEIVED

OCT 13, 1977

OCT 20 1977

DIVISION OF
MARINE TRANSPORTATION

Honorable Don Harris
Commissioner
Department of Transportation
c/o Division of Marine Highways
Fouch B
Juneau, Alaska 99811

The City Council wishes to express our embarrassment for those few inconsiderate and and childish persons, unknown to us and who are residents of our city, who caused damage to the M/V TUSTEMENA on her current voyage between King Cove and Sand Point. The persons responsible for any vandalism, I am certain, did so while under the influence of intoxicants and were carried away with the festive spirit. At any rate, most certainly, they do not represent the majority of fine citizens of Sand Point, who I know, share our embarrassment.

We look forward to the day we can benefit from services provided by the marine highway system and would not want to see that possibility even remotely jeopardized by the actions of a few inconsiderate persons. On that basis, the city council would like to extend an offer of restitution for damages sustained to the M/V TUSTEMENA. May we hear from you in that regard.

On a more happy note, Captain Hofsted and the entire crew of the M/V TUSTEMENA are to be commended for their professionalism. The citizens of Sand Point were profoundly impressed by the vessel itself and the crew's courtesies. On behalf of the city -- Thank You.

Sincerely,

JACK FOSTER SR.
Mayor, City of Sand Point

cc: Mr. William R. Hudson
CPT Herb Stetson
CPT Hofsted
Crew - M/V Tustemena

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF PUBLIC WORKS

DIVISION OF MARINE TRANSPORTATION

POUCH R - JUNEAU 99311
(TELEX 45312)

December 27, 1976

Mr. Ron Bernsten
Area Community Developer
Kodiak Area Community
Development Corporation, Inc.
Box 27
Old Harbor, Alaska 99643

Dear Mr. Bernsten:

Commissioner Harris has asked me to research and reply to your letter of December 3, concerning the possibility of the ferry TUSTUMENA serving Old Harbor. Frankly, I must say that initiating service to Old Harbor utilizing the M/V TUSTUMENA does not appear to be feasible.

The main reasons for this position are detailed in the enclosed memorandum dated August 27, 1974. Captain Oldow's comments are supported by Captain Herb Stetson, our present Port Captain who served on the M/V TUSTUMENA.

Fortunately to offset the bad news, there is some good news. You may already know that the engineering firms of Harold H. Galliett Jr. and George C. Silides are jointly conducting a Port and Vessel Study for the State of Alaska, Department of Public Works. The extensive study considers service to Old Harbor and several other Kodiak Island communities utilizing a modified, offshore open deck ship of some 200 feet length, 40 feet beam and a passenger area for 16 persons.

I am enclosing one copy of Volume I, Kodiak Island, Alaska and one copy of Volume II, Vessels, both reports are the most relevant to your interests.

Two complete sets of the Phase I reports have been sent to the Kodiak Island Borough. I assume that the Borough will loan volumes III and IV to you if requested. The two volumes concern the Alaska Peninsula, Lake Iliamna, Kvichak River and Bristol Bay areas and are probably of little interest to Old Harbor.

Mr. Ron Bernsten

-2-

December 27, 1975

Upon completion of Phase II of the Galliett and Silides' study, this Division will evaluate the consultants' recommendations and prepare our recommendations. If recommended by us and approved by the Administration we will request funds in our Capital improvements budget for implementing the extension of the Southwest ferry system.

Mr. Don Statter, Director of the Division of Water and Harbors has advised me that Commissioner Harris has already responded to that portion of your letter concerning the condition of the present dock and the request for construction of a major addition.

Best Regards.

Respectfully,

W. R. Hudson
M. R. Hudson
Director *leg. M. G.*

Enclosures (3)

cc: Donald Harris
Don Statter
Kevin Waring
James Deagen
Keith Hart ✓

MEMORANDUM

PLANNER K11

State of Alaska

RECEIVED

TO: Capt. H. J. Lockert
Director,
Alaska Marine Highways

9-1-74
HOL

T.M. DB

P.C. R/L I.O. MC

AUG 29 1974

DIVISION OF
MARINE TRANSPORTATION

FILE

DATE : 27 August 1974

FROM: D. J. Oldow
Master,
M.V. TUSTUMENA

SUBJECT: Comments - Old Harbor

Dear Capt.

Sorry that I have not answered your letter sooner regarding information about a weekly trip to Old Harbor. Have some information gathered now and also a respite from the chartering business which has kept me on the water every day - will soon have to take a vacation from my vacation.

Most of this information I am sure you are already aware of, having sailed in this area for years.

The distance from Kodiak to Old Harbor is approximately 95.5 miles one way - all but 10 to 12 miles in the open sea. Sitkalidak Pass, which would cut off some distance cannot be used because of the 12 ft. controlling depth. The minimum running time would have to be figured at 7.5 hrs. or a total of about 17 hrs. round trip including docking and cargo operation time - this under ideal conditions.

In the winter there would be many times that the trip would have to be cancelled because of weather. We are talking about an area, the East Coast of Kodiak, that can be very vicious during SE and Ely gales, which are numerous, and it would be a dereliction of duty for anyone to knowingly take a vessel into that area during these periods because of being on a lee shore with nothing between you and Dixon Entrance, some 700 miles away, with no place to hide. Also, during periods of NW weather in the Shelikof Straits - screaming gales with severe ice conditions - the wind funnels across Kodiak Island through the passes and especially through Uyak Bay to the Three Saints Bay area which is the approach to Old Harbor.

In the summer, while we do not have the wind conditions, we have other problems - to quote the Coast Pilot - "During June and July thick white fogs occur around the south end of Kodiak Island which sometimes last for several days." This would not be conducive to keeping on schedule.

Speaking of schedules - it would seem to me that a decision would have to be made time-wise. Taking approximately 18 hrs. time out of the week to go to Old Harbor, either winter or summer, would necessarily mean that it would be taken away from the other areas of operations. These other areas are very productive, used much and as

MEMORANDUM

State of Alaska

TO: [Capt. H. J. Lockert, continued

DATE :

FROM:

SUBJECT:

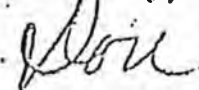
Page 2

basic access to Kodiak and are necessary to the people and businesses there. The traffic as reported to me last week has been very heavy this summer with near capacity loads from all points to and from Kodiak and P.W.S. so I fail to see how this can be deleted in favor of a trip to Old Harbor. TUSTUMENA is getting too tired, too small and too slow to handle many more miles in a weekly schedule than is being done now. Even in the winter during periods of reduced schedule with the 2 months in Seattle, 2 months P.W.S. relief, extra and special trips and delays because of weather conditions it would be a near impossibility to include the additional trip into the area in question and still keep the vessel operational.

I do not wish to seem unnecessarily negative on this subject but quite frankly do not see how this additional schedule would be possible and still do a job up here with some semblance of regularity for the majority of the people, however, if it comes to pass you can rest assured that we will do the best possible.

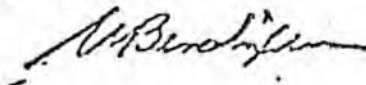
Best personal regards to you and your family and will hope to see you soon.

Sincerely,

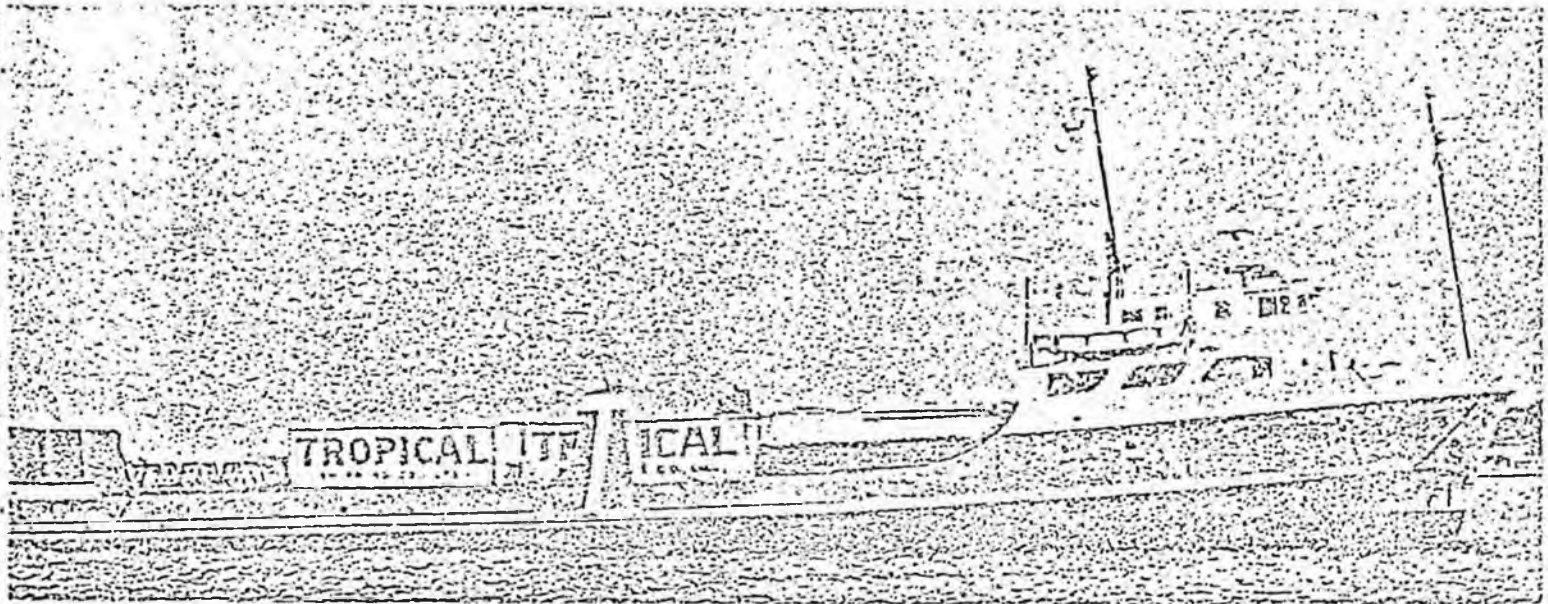

D. J. Oldow

2-28-75

I concur with Capt Oldow's
negative statements



Inland and offshore



Growing RO/RO-containership fleet features fast turnarounds

A small, fast and extremely maneuverable RO/RO-containership, designed nearly eight years ago by Rudolph F. Matzer & Associates of Jacksonville, FL, proved so successful on the short run between the port of Palm Beach and Freeport in the Bahamas, that her owner built a second vessel of identical design and presently has a third under construction.

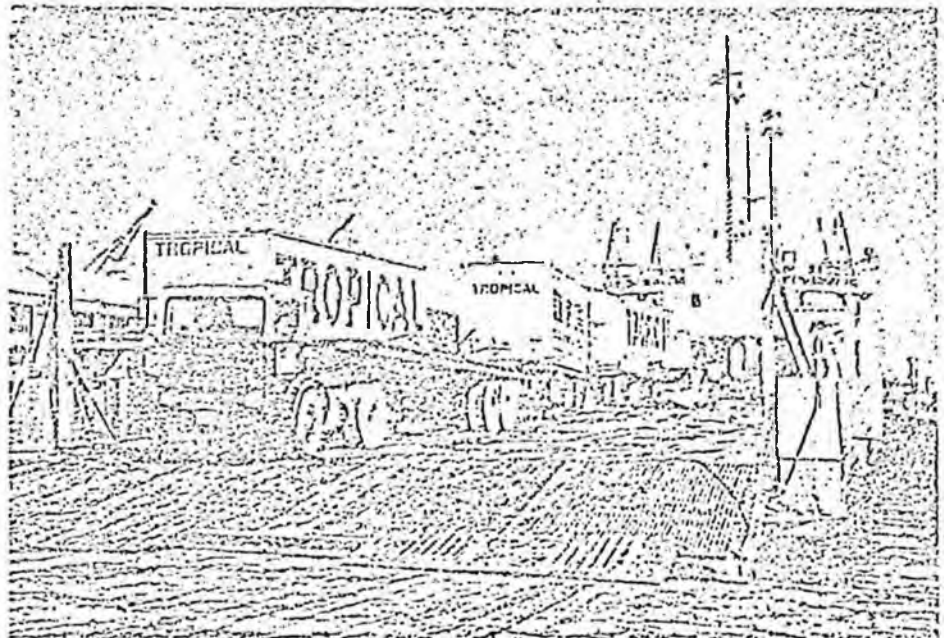
The original ship, the 225-ft *Tropic Day*, was able to make one trip a day carrying 16 40-ft trailers at more than 15 knots, and with a turnaround time of only one hour.

The secret of the fast turnaround is a 38-ft wide hydraulically operated stern ramp that permits the trailers to be backed directly into position in the ship, four abreast. The *Tropic Day* also is equipped with special deck sockets to accommodate 48 20-ft containers.

A remote control station aft of the pilot house enables the helmsman to move the vessel backwards into the dock without the use of tugboats.

Like the *Tropic Day* and the *Tropic Flyer* which followed her, the new ship, the *Tropic Isle*, is being built for Birdsall Shipping Company Ltd. of West Palm Beach, FL. The *Day* and *Flyer* were constructed at Bellinger Shipyards Inc., Jacksonville, FL.

The third in the successful series is under construction at Ishikawajima Ship & Chemical Plant Company Ltd. in Tokyo, Japan. The keel was laid in



TRAILERS CAN be loaded four abreast on wide ramp for fast turnaround of 225-ft vessel

August, 1976, and she is scheduled to be delivered about the end of March, 1977.

The design is a twin-screw, stern loading, flush deck RO/RO or containership with a length of 235 ft OA, a beam of 48 ft and a molded depth of 14 ft. Her draft loaded (mean) is 11 ft 9 in. and she has a dwt of 946 long tons.

The main engines are General Motors 8-645E2, which produce 975 hp each, giving the ship a speed of more than 15.5 knots with the engines running at 900 rpm.

The heavy-duty stern ramp is 15 ft long and is hinged to the transom. It is operated by two hydraulic rams mounted above the bulwarks, port and starboard, and is designed to withstand the rolling loads of the trucks and trailers, and to compensate for uneven loading.

The new vessel will have a capacity of 110 tons of fuel and 42 tons of fresh water. An Aurora Model 411 pump will handle her 269 tons of ballast to facilitate the large degree of dockside trimming for varying trailer loads and tide changes.

ORIG: JNU FROM: JNU HSG #: 09942
 DATE: 27-SEP TO: ALL
 TIME: 12:56 SUBJECT: TUST REV SKED
 ATTN TRAL MGRS

ATTACHMENT 9

TO ACCOMMODATE A SPECIAL SAILING RHR/SAND POINT/
 KING COVE/NHR WED OCT 5, 1977, THE N/V TUSTURNA
 SCHEDULE IS REVISED AS FOLLOWS:
 THE TUSTURNA WILL ARR NHR ON POSTED SCHEDULE
 WED OCT 5TH, THEN -

DIR
 P/CAPT
 P/ENG
 P/STWB
 JCO-6
 M/SUPT
 981995

LV KODIAK 0300 WED OCT 5TH
 AR SAND POINT 0700 THU OCT 6TH
 LV SAND POINT 1000 THU OCT 6TH
 AR KING COVE 1700 THU OCT 6TH
 LV KING COVE 1900 THU OCT 6TH
 AR SAND POINT 0200 FRI OCT 7TH
 LV SAND POINT 0400 FRI OCT 7TH
 AR KODIAK 0800 SAT OCT 8TH
 LV KODIAK 1000 SAT OCT 8TH
 AR SEWARD 2400 SAT OCT 8TH

-- RATES --

ITEM600	ITEM601
OVR 11 YRS	6 THRU 11 YRS
KODIAK/SANDPOINT 34.00	17.00
KODIAK/KING COVE 41.00	20.00
KING C/SAND P 12.00	6.00

VEHICLES	ITEM610	615	616	618
KODIAK/SAND P	TC 19'	19'-22'	22'-25'	25'-28'
KODIAK/KING C	105.00	132.00	160.00	190.00
SAND P/KING C	121.00	153.00	185.00	218.00
	21.00	40.00	49.00	55.00

KODIAK/SAND P	ITEM620	621	625	645
KODIAK/KING C	28'-31'	31'-36'	36'-41'	NR/CICLES
SAND P/KING C	252.00	252.00	285.00	25.00
	62.00	288.00	327.00	30.00
		71.00	82.00	9.00

-- CABINS --
 2-BERTH
 SOLD AS UNIT
 STD DEL
 4-BERTH
 SOLD AS UNIT
 DORM
 PER BERTH

KODIAK/SAND P	44.00	54.00	63.00	26.00
KODIAK/KING C	54.00	66.00	75.00	32.00
SAND P/KING C	20.00	24.00	27.00	12.00

CONTACTS:
 SAND POINT KING COVE
 WAKEFIELD FISHERIES PETER FGH SEAFOODS
 FOR GOLOVIN JERRY VOSEBERG
 PHONE/ 303-2321 PHONE/ 497-2234

REMARKS:
 KING COVE - NO ACROSS THE DOCK CHARGES.
 SAND POINT - LIMITED TO PASSENGER VEHICLES ONLY
 UNLESS CLEARED WITH THE CARRIERY, PROBLEM IS LOCAL
 ROADS, ACROSS THE DOCK CHARGES 1/2 CENT PER POUND
 COMMERCIAL VEHICLES.

RESERVATIONS ARE NOT IN COMPUTER. RESERVATIONS
 KODIAK/SAND P/KING C/KODIAK CONTROLLED AT KODIAK,
 NEW SEWARD RELAY COPY OF HSG TO H/V TUSTURNA
 HASTER, C/PURSER, G/SICWARD,
 ADVISE ALL CONCERNED AND ACK RECEIPT OF MESSAGE.
 OSHEA/JNU

Harry Leckwold
Post Office Box 335
Palmer, Alaska 99645
February 11, 1978

Rep. Alvin Osterback
House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Rep. Osterback

May I first offer my sincere hope you and your family are well. Here at home we are enjoying the blessings of good health.

You may not remember my name, but you may remember the committee, chaired by Nels Andersen at Palmer, upon Al Ose request, concerning the Hatcher Pass Park. Well I am the one who asked each panel member the location he represented, big fellow, short hair, much noise.

To continue, House Bill 702, requesting construction of a Tustumena class Ferry for the Alaska Peninsula and Aleutian Islands, a bill by yourself and Rep. Snider, is most commendable.

I do feel that further work should be extended to all people of south central and western Alaska. We have many things in common, and public information and understanding will help when support is needed from other Representatives. Personally I have spent time in the Peninsula and Islands, and know this great need. Remember to use such a ferry system, also comes the tourist, and accomidations will be needed.

As great farring people, I feel crews of the ferry, as proposed, should be of those who know this violent part of Alaska. Further, the name of such vessel should be of the Aleuts, in honor of those fallen in time, by white man invasion, disease, war, foreign invasion, and to the tanacity of these proud people to live and exist this harsh environment.

It may be possible, a corporation of the native corporations, could subsidize this great effort, functioning under contract for mail, education, medical, subsistance and other requirements.

I might go a bit further since there is grave world food shortages. The reviving of the Aleutian Reef ranches could establish an offset cost on back haul, not to mention the sheep-wool ranches, since cars are not the real need of such a ferry, then temperature controlled vans or packing units for perishable and backhaul could be recommended.

As usual, the sea food market is dependent only on foods shipped back from Seattle, never from Alaska. Here is an area for economics for the people of the south-western region to fulfill, an offset cost to such a vessel is good business.

Feb. 11, 1978

You may count on all the support I can muster. Please go over my subject with your co-sponsor Rep. Merle Snider. I am sure Rep. Al Ose has keen interest in this subject also.

Again my heart felt respect to your project. As an Alaskan of fifty four years, my understanding is most vivid.

Our best to you and yours,

Sincerely yours,



Harry Leckwold

COMMITTEE REPORT

HOUSE

2/27/78

FURTHER: _____

Date: _____

Mr. Speaker:

The Committee on Finance has had HB 702

"An Act making a special appropriation to the Department of Transportation and Public Facilities for the construction of a 'Tustumena' class ferry; e.d."

under consideration and (a majority of the committee) (the committee reports it back as follows)

- recommends it do pass recommends it do not pass
- recommends it do pass with attached amendment(s)
- recommends it be replaced with CS for _____

and _____ new title same title

- AND attaches a Letter of Intent New Fiscal Note
- reports it back without recommendation
- and recommends it be referred to the _____ Committee

MEMBERS SIGNING DO PASS:

OTHER RECOMMENDATIONS:

Chairman

COMMITTEE REPORT

HOUSE

1/27/78

FURTHER: FINANCE

Date: Feb 24, 1978

Mr. Speaker:

The Committee on STATE AFFAIRS has had HB 702
"An Act making a special appropriation to the Dept. of Transportation and
Public Facilities for the construction of a 'Tustumena' class ferry;
effective date."
under consideration and (a majority of the committee) (~~the committee~~
~~reports it back as follows~~)

- recommends it do pass () recommends it do not pass
- () recommends it do pass with attached amendment(s)
- () recommends it be replaced with CS for _____
- and _____ () new title () same title
- () AND attaches a Letter of Intent () New Fiscal Note
- () reports it back without recommendation
- () and recommends it be referred to the _____ Committee

MEMBERS SIGNING DO PASS:

OTHER RECOMMENDATIONS:

① J. S. Bradley - Do Pass
Do Pass
Do Pass
Do Pass

② Keely
No Rec

J. S. Bradley
Chairman

4733
Utermohl

Introduced: 1/27/78
Referred: State Affairs and
Finance

1 IN THE HOUSE

BY OSTERBACK AND SNIDER

2 HOUSE BILL NO. 702

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation to the Depart-
7 ment of Transportation and Public Facilities for the
8 construction of a 'Tustumena' class ferry; and pro-
9 viding for an effective date."

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

11 * Section 1. The sum of \$15,817,000 is appropriated from the general fund
12 to the Department of Transportation and Public Facilities for the construc-
13 tion of a "Tustumena" class ferry to serve the Alaska Peninsula and Aleutian
14 Islands.

15 * Sec. 2. This Act takes effect immediately in accordance with AS 01.10.-
16 070(c).

ALASKA STATE LEGISLATURE

TENTH Legislature SECOND Session

HOUSE BILL NO. 702...

By OSWALD SMIDJE

"An Act making a special appropriation to the Department of Transportation and Public Facilities for the construction of a 'Tustumena' class ferry, and providing for an effective date."

CONSTRUCTION OF 'TUSTUMENA' FERRY

Introduced in the House 1-27, 1978

HISTORY IN THE HOUSE

1978

Jan. 27 State Affairs & Finance

Read first time and referred to Committee on

Reported back with recommendation that

Read second time and

Read third time and

PASS	Effective Date
Yeas	Yeas
Nays	Nays
Absent	Absent
Excused	Excused

Reconsideration

PASS	Effective Date
Yeas	Yeas
Nays	Nays
Absent	Absent
Excused	Excused

Reported correctly engrossed
Signed by Speaker
Sent to Senate

CHIEF CLERK OF THE HOUSE

HISTORY IN THE SENATE

19

Read first time and referred to Committee on

Reported back with recommendation that

Read second time and

Read third time and

PASS	Effective Date
Yeas	Yeas
Nays	Nays
Absent	Absent
Excused	Excused

Reconsideration

PASS	Effective Date
Yeas	Yeas
Nays	Nays
Absent	Absent
Excused	Excused

Reported correctly engrossed
Signed by President
Returned to House

SECRETARY OF THE SENATE

HISTORY IN THE HOUSE

19

Received from Senate

Concurred in Senate amendment thus adopting;

Failed to concur in Senate amendment; asked Sen. to recede

Senate receded from amendment

Senate failed to recede from amendment

FCC appointed by House

FCC appointed by Senate

FCC adopted

To enrolling

Reported correctly enrolled

Sent to Governor

..... by Governor

Filed with Lt. Governor

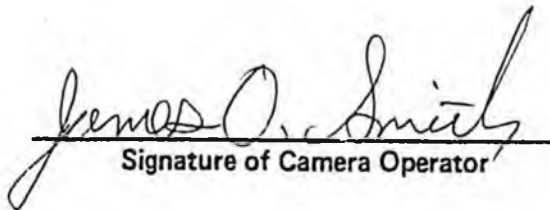
Chapter No.

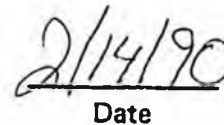


RECORDS CERTIFICATION



I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.


Signature of Camera Operator


Date

COMMITTEE REPORT
HOUSE

2-19-78

FURTHER: _____

Date: 2-21-78

Mr. Speaker:

The Committee on FINANCE has had HR 766
"An Act making an appropriation to the Dept. of Natural Resources, division of land and water management; eff. date."

under consideration and (a majority of the committee) (the committee reports it back as follows)

- recommends it do pass recommends it do not pass
- recommends it do pass with attached amendment(s)
- recommends it be replaced with CS for _____
- and _____ new title same title
- AND attaches a Letter of Intent New Fiscal Note
- reports it back without recommendation
- and recommends it be referred to the _____ Committee

MEMBERS SIGNING DO PASS:

OTHER RECOMMENDATIONS:

[Signature]
[Signature]
[Signature]
[Signature]
[Signature]
[Signature]
[Signature]
[Signature]

[Signature]

[Signature]

 Chairman

Introduced: 1/30/78
Referred: Resources and
Finance

1 IN THE HOUSE

BY COWPER

2 HOUSE BILL NO. 704

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act making an appropriation to the Department of
7 Natural Resources, division of land and water manage-
8 ment; and providing for an effective date."

9 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 * Section 1. The sum of \$1,200,000 is appropriated from the general fund
11 to the Department of Natural Resources, division of land and water manage-
12 ment, for the purpose of reducing the backlog of land and water applications.

13 * Sec. 2. The unexpended and unobligated portion of this appropriation
14 lapses into the general fund June 30, 1979.

15 * Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-
16 070(c).

17

18

19

20

21

22

23

24

25

26

27

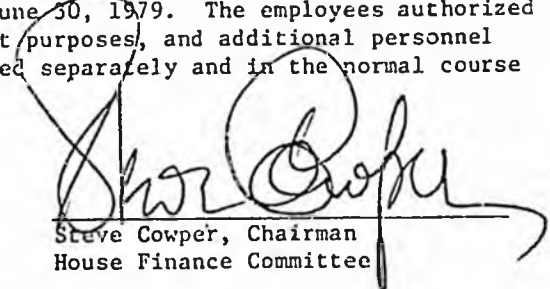
28

29

HOUSE JOURNAL

LETTER OF INTENT
TO ACCOMPANY HOUSE BILL 704

The purpose of this bill is to provide a one-time only appropriation for the Division of Land and Water Management in order that they may clear up their backlog by June 30, 1979. The employees authorized will be separated out for budget purposes, and additional personnel for the future will be considered separately and in the normal course of budget proceedings.



Steve Cowper, Chairman
House Finance Committee



Alaska State Legislature

HOUSE CALENDAR

OFFICIAL BUSINESS OF THE HOUSE

SIXTY-EIGHTH DAY

Friday



March 17, 1978
Convenes: 10:00 a.m.

Chaplain: Reverend Al Wakefield
Presbyterian Church

SECOND READING OF HOUSE BILLS

- HB 491 "An Act relating to the use of social security account numbers by a state department, agency, board, commission, public corporation or other subdivision of state government; and providing for an effective date."
(Judiciary report w/CS (same title), p. 522, 1978 journal;
Held until today's calendar)
- HB 704 "An Act making an appropriation to the Department of Natural Resources, division of land and water management; and providing for an effective date."
(Resources report, p. 278, 1978 journal;
Fiscal Note, H. Suppl. No. 11, pp. 1 - 4;
Letter of Intent, p. 299, 1978 journal;
Finance report w/Letter of Intent, p. 393, 1978 journal;
Held over until today's calendar)

THIRD READING OF HOUSE BILLS

- CSHB 25 "An Act relating to accrued medical and annual leave of (Finance) state employees."
(Reconsideration brought up & held in third)



CITATIONS

- * In Memoriam - Clara Hickman Rust, by All Members of the Senate
- * Commending the Pet Pride Association, by Senators Colletta, Butrovich, Hackney and Huber

ANNOUNCEMENT

Alaska Logger's Association
Reception - Legislators
& Spouses invited

Baranof Hotel

6:30 p.m.
March 17

Committee Announcements on Back -- Subject to Change.

HOUSE

DAILY COMMITTEE ANNOUNCEMENTS

DATE: March 17, 1978

*Prepared by the Office of the
Chief Clerk*

	Room	TIME	TOPIC
COMMERCE 465-3889 3824	COURT 628	8:00 a.m. 3/17	HB 778 Regulation of ski facilities CONFIRMATION HEARING: for Cheri Jacobus, Alaska Pipeline Commission
FINANCE 465-3795	CAP. 411	8:30 a.m. 3/17	HB 596 Nonrenewable resource revenues
HESS 465-3797 3777	CAP. 110	3:00 p.m. 3/17	HB 410 Establishing the Alaska Community Colleges HB 415 Decentralization of the U of A HB 493 Organization of the U of A HB 891 Reorganization of the U of A SSHB 666 Creating the U of A structure and Fiscal Rev. Committ
JUDICIARY 465-3718 3882	CAP. 124	3:00 p.m. 3/17	Criminal Code -- sentencing
LABOR & MGT. 465-4981	ASBLY 207		
C&RA 465-3870	COURT 647	9:00 a.m. 3/17	HB 584 Providing equivalent property tax payments to senior citizen renters HJR 67 Release of secretarial contingency funds for CETA programs in Alaska
RESOURCES 465-3715 3781.	CAP. 118	1:30 p.m. 3/17	HB 854 Leasing and exploration of state land for oil and gas development (w/Dr. Gaffney)
STATE AFFAIRS 465-3832 4988	CAP. 123-A	1:15 p.m. 3/17	HB 804 Legislative Board of Retirement Benefits HB 396 Including employees of Pub. Employees organiza- tions with the PERS HB 757 Organization of certain executive commission
RULES 465-3764	CAP. 101		

Original sponsors: Parr, Brown,
Chatterton, et al

Offered: 3/9/78
Referred: Rules

1 IN THE HOUSE

BY THE JUDICIARY COMMITTEE

2 CS FOR HOUSE BILL NO. 491

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to the use of social security account
7 numbers by a state department, agency, board, commis-
8 sion, public corporation or other subdivision of state
9 government; and providing for an effective date."

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

11 * Section 1. AS 44 is amended by adding a new chapter to read:

12 CHAPTER 4. GOVERNMENTAL INVASION OF PRIVACY.

13 Sec. 44.04.010. PROHIBITED USE OF SOCIAL SECURITY ACCOUNT NUMBERS.

14 (a) In the absence of authorization granted by law no state department,
15 agency, board, commission, public corporation or other subdivision of
16 state government, including the University of Alaska, may request or
17 require that a person reveal his social security account number in order
18 to obtain services or assistance, nor may any state department, agency,
19 board, commission, public corporation or other subdivision of state
20 government, including the University of Alaska, use, for any purpose,
21 numbers which correspond to the social security account number of any
22 person.

23 (b) If a federal department or agency issues a formal ruling that
24 the requirements of (a) of this section relating to the use of social
25 security account numbers cannot be given effect without causing this
26 state's plan for the delivery of services or assistance to be out of
27 conformity with federal requirements and state participation in the
28 program for delivery of services or assistance is authorized by law, (a)
29 of this section shall become inoperative to the extent that it is not in

1 conformity with federal requirements.

2 (c) No state department, agency, board, commission, public corpora-
3 tion or other subdivision of state government, including the University
4 of Alaska, may furnish information indexed by social security account
5 number unless required by law or specifically authorized to do so by the
6 holder of the social security account number or another person authorized
7 by law to consent to the use of the social security account number.
8 This section does not apply to a report produced by a state agency of
9 monetary payments made to any state official or employee from state
10 treasury funds or accounts.

11 * Sec. 2. This Act takes effect July 1, 1979.

Introduced: 4/21/77
Referred: Judiciary

BY PARR, BROWN, CHATTERTON,
COWPER, DANKWORTH, MILES AND
SPECKING

1 IN THE HOUSE

2 HOUSE BILL NO. 491

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to the use of social security account
7 numbers by a state department, agency, board, commis-
8 sion, public corporation or other subdivision of state
9 government; and providing for an effective date."

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

11 * Section 1. AS 44 is amended by adding a new chapter to read:

12 CHAPTER 4. GOVERNMENTAL INVASION OF PRIVACY.

13 Sec. 44.04.010. PROHIBITED USE OF SOCIAL SECURITY ACCOUNT NUMBERS.

14 (a) In the absence of authorization granted by law no state department,
15 agency, board, commission, public corporation or other subdivision of
16 state government may request or require that a person reveal his social
17 security account number in order to obtain services or assistance, nor
18 may any state department, agency, board, commission, public corporation
19 or other subdivision of state government use, for any purpose, numbers
20 which correspond to the social security account number of any person.

21 (b) If a federal department or agency issues a formal ruling that
22 the requirements of (a) of this section relating to the use of social
23 security account numbers cannot be given effect without causing this
24 state's plan for the delivery of services or assistance to be out of
25 conformity with federal requirements and state participation in the
26 program for delivery of services or assistance is authorized by law, (a)
27 of this section shall become inoperative to the extent that it is not in
28 conformity with federal requirements.

29 (c) No state department, agency, board, commission, public corpora-

1 tion or other subdivision of state government may furnish information
2 indexed by social security account number unless required by law or
3 specifically authorized to do so by the holder of the social security
4 account number or another person authorized by law to consent to the use
5 of the social security account number. This section does not apply to a
6 report produced by a state agency of monetary payments made to any state
7 official or employee from state treasury funds or accounts.

8 * Sec. 2. This Act takes effect July 1, 1978.

Introduced: 1/30/78
Referred: Resources and
Finance

1 IN THE HOUSE

BY COWPER

2 HOUSE BILL NO. 704

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act making an appropriation to the Department of
7 Natural Resources, division of land and water manage-
8 ment; and providing for an effective date."

9 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 * Section 1. The sum of \$1,200,000 is appropriated from the general fund
11 to the Department of Natural Resources, division of land and water manage-
12 ment, for the purpose of reducing the backlog of land and water applications.

13 * Sec. 2. The unexpended and unobligated portion of this appropriation
14 lapses into the general fund June 30, 1979.

15 * Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-
16 070(c).

17

18

19

20

21

22

23

24

25

26

27

28

29

HOUSE
JOURNAL SUPPLEMENT

February 10, 1978

Friday

No. 11

FISCAL NOTE

HB
704

I. REQUEST
Bill/Resolution No. House Bill No. 704
Title An Act Making an Appropriation to the Department of Natural Resources
Requested by Pat Conheady Date 2-3-78

II. FISCAL DETAIL
Agency Affected Department of Natural Resources
Program Category Affected Division of Land & Water Management
Budget Request Unit(s) Affected District Operations, Coastal Engineering, Classification, Land and Water Management

EXPENDITURES (Thousands of Dollars)

	FY 78	FY 79	F '80	FY 81	FY 82	FY 83
100 PERSONAL SERVICES	1,012.0					
200 TRAVEL	59.9					
300 CONTRACTUAL	74.8					
400 COMMODITIES	14.2					
500 EQUIPMENT	21.5					
600 LAND & STRUCTURES	21.6					
700 GRANTS, CLAIMS, ETC.						
TOTAL	1,200.0					

FUNDING (Thousands of Dollars)

GENERAL FUND	1,200.0					
FEDERAL FUNDS						
OTHER (Specify)						

POSITIONS

FULL TIME	41					
PART TIME	1					
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

A. Assumptions:

- I. The backlog that will be reduced consists of:
 1. Serialized case files.
 2. Request for timber (firewood, house logs and sales)
 3. Un-serialized requests that are waiting for some kind of action.
- II. The backlog as of December 31, 1977 is:
 1. Southeast District - 625 (Up from 549 as of 4-1-77)
 2. Southcentral District - 3,622 (Up from 3,212 as of 4-1-77)
 3. Northcentral District - 1,026 (Up from 928 as of 4-1-77)

IV. DATE 2-8-78 (Continued on attached sheet) PREPARED BY Don L. Hillert
AGENCY Division of Land Water Management
PHONE 214-5577
Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

HB
704

Land and Water			
1 - Land Management Officer II	for 12 months each	-	\$ 28,313
1 - Land Management Officer I	" " " "	-	24,725
1 - Clerk Typist III	" " " "	-	<u>16,315</u>
3			\$ 69,353

Travel: Total \$ 55,900

Southeast District	-	\$ 18,500
Southcentral " "	-	20,000
Northcentral " "	-	15,400
Classification " "	-	2,000

Contractual Total \$ 74,800

Southeast District, Air charter & office rental	-	\$ 28,000
Southcentral " " " "		30,000
Northcentral " " " "		16,000

Commodities Total \$ 14,200

Southeast District - Office supplies	-	\$ 2,000
Southcentral " " " "	-	5,000
Northcentral " " " "	-	2,700
Cadastral Engineering " " " "	-	2,000
Classification " " " "	-	500
Land and Water " " " "	-	2,000

Equipment Total \$ 21,500

Southeast District - Desk & Chair	-	\$ 4,000
Southcentral " " " "	-	6,000
Northcentral " " " "	-	6,000
Cadastral Engineering " " " "	-	3,000
Classification " " " "	-	1,000
Land and Water " " " "	-	1,500

Land & Structures Total \$ 21,600

Southeast District - Space rent - \$ 21,600

\$ 1,199,920

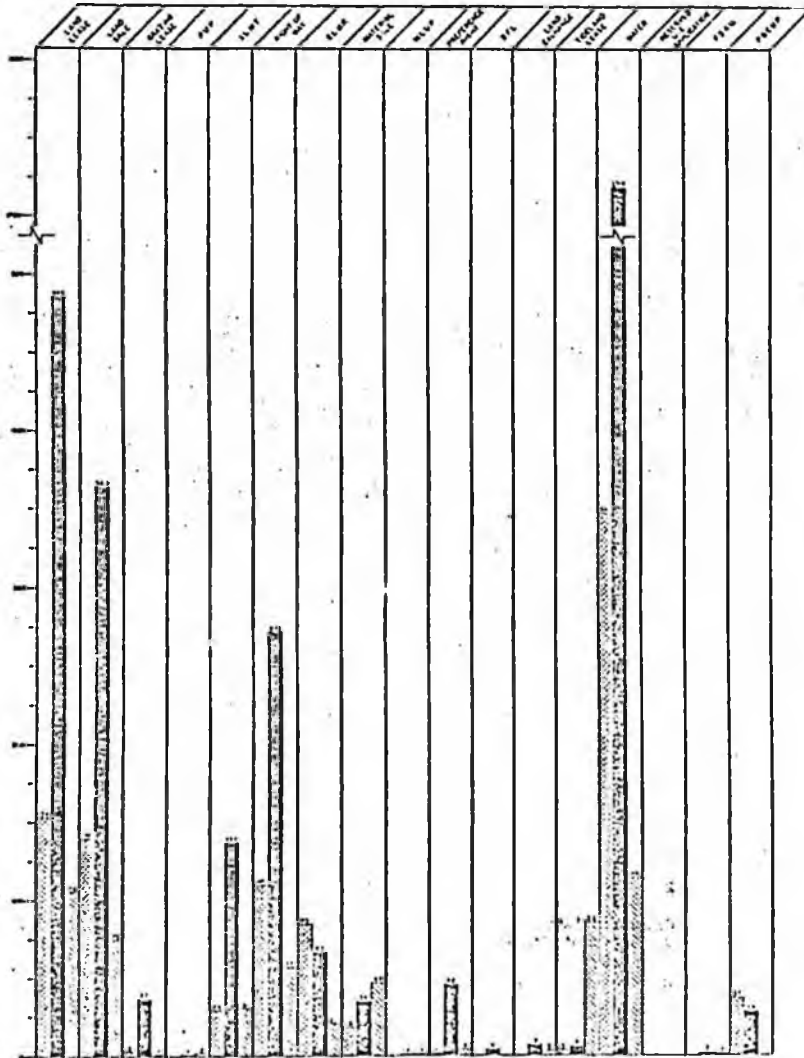
III. That it takes approximately three man days per case by the District personnel.

IV. That a large number of Southcentral District cases will take less than the three man days due to the old practice of accepting applications with no pre-adjudication.

B. Program Summary ->

Personal Service:	Total	\$1,011,960
Southeast District		
2 - Land Management Officer II	for 12 months each	\$ 56,626
1 - Appraiser II	" " " "	32,323
1 - Research Analyst II	" " " "	27,666
1 - Engineering Geologist II	" " " "	32,323
2 - Land Management Technician I	" " " " each	49,450
1 - Clerk Typist III	" " " "	16,315
8		\$214,703
Southcentral District		
2 - Land Management Officer II	for 12 months each	\$ 56,626
5 - Land Management Officer I	" " " "	123,625
3 - Land Management Technician I	" " " "	67,590
3 - Research Analyst I	" " " "	62,103
1 - Clerk Typist III	" " " "	16,315
2 - Clerk Typist II	" " " " each	32,510
16		\$358,769
Northcentral District		
2 - Land Management Officer II	for 12 months each	\$ 60,060
2 - Land Management Officer I	" " " "	56,626
1 - Forester I	" " " "	28,313
1 - Research Analyst II	" " " "	30,030
2 - Land Management Technician I	" " " "	47,368
2 - Clerk Typist II	" " " " each	41,446
1 - Forest Technician II	" " " "	10,258
11		\$274,101
Cadastral Engineering		
2 - Drafting Technician II	for 12 months each	\$ 38,962
2		\$ 38,962
Classification		
2 - Associate Planner	for 12 months each	\$ 56,092
2		\$ 56,092

HB
704



STATE OF ALABAMA
DIVISION OF LAND & WATER MANAGEMENT
LAND USE DATA

■ NORTHCENTRAL DISTRICT ■ SOUTHCENTRAL DISTRICT □ SOUTHEAST DISTRICT

Original sponsors: Duncan and Miller

Offered: 3/2/78

Referred: Rules

1 IN THE HOUSE

BY THE FINANCE COMMITTEE

2 CS FOR HOUSE BILL NO. 25 (Finance)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to accrued medical and annual leave of
7 state employees."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 * Section 1. AS 39.20.260(f) is amended to read:

10 (f) Upon his termination [SEPARATION] from state service, and
11 unless he reenters employment of the state within three years [SIX
12 MONTHS] of his termination, the unused medical leave of an officer or
13 employee is automatically canceled without pay for it for any purpose
14 except computation of service credit under AS 39.35.365. If an officer
15 or employee when terminated by the state reenters the state service
16 within three years [SIX MONTHS] after his termination, he is entitled to
17 full credit for [ONE-HALF OF] the medical leave he had accrued at the
18 time of his termination.

19 * Sec. 2. AS 39.35 is amended by adding a new section to read:

20 ARTICLE 5. SERVICE.

21 Sec. 39.35.365. ACCUMULATED ANNUAL AND MEDICAL LEAVE COMPUTED AS
22 SERVICE CREDIT. (a) Upon retirement, an employee of the state shall
23 have the option to receive service credit for his accumulated annual or
24 personal leave if the employee did not receive cash payment for his
25 accumulated annual or personal leave under AS 39.20.250(a).

26 (b) An employee of the state who retires after July 1, 1978 may
27 receive service credit for the total number of days of unused medical
28 leave accrued under AS 39.20.260. The employee must apply to receive
29 service credit for unused medical leave within one year after

1 appointment to retirement. Unused medical leave shall be credited on a
2 day-for-day basis. No credit may be granted for fractional days of
3 unused medical leave. No employee contribution may be required for
4 credited unused medical leave.

5 (c) Benefits payable under (b) of this section accrue from the
6 first day of the month after which all of the following requirements are
7 met: (1) the employee meets the eligibility requirements of this
8 section; (2) the employee's written application for unused medical leave
9 is verified and received by the administrator; and (3) a period of time
10 has elapsed since the date of retirement equal to the amount of verified
11 unused medical leave. The benefits are payable the last day of the
12 month. If payment is delayed, a retroactive payment shall be made to
13 cover the period of deferment.
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29

Original sponsors: Duncan and Miller

Offered: 5/7/77
Referred: Finance

1 IN THE HOUSE

BY THE STATE AFFAIRS COMMITTEE

2 CS FOR HOUSE BILL NO. 25

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to accrued medical and annual leave of
7 state employees."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 *Section 1. AS 39.20.260(f) is amended to read:

10 (f) Upon his separation from state service, and unless he reenters
11 employment of the state within three years [SIX MONTHS] of his termina-
12 tion, the unused medical leave of an officer or employee is automati-
13 cally canceled without pay for it for any purpose except computation of
14 service credit under AS 39.35.365. If an officer or employee when
15 terminated by the state reenters the state service within three years
16 [SIX MONTHS] after his termination, he is entitled to full credit for
17 [ONE-HALF OF] the medical leave he had accrued at the time of his termi-
18 nation.

19 * Sec. 2. AS 39.35 is amended by adding a new section to read:

20 ARTICLE 5. SERVICE.

21 Sec. 39.35.365. ACCUMULATED ANNUAL AND MEDICAL LEAVE COMPUTED AS
22 SERVICE CREDIT. (a) Upon retirement, an employee of the state shall
23 have the option to receive service credit for his accumulated annual or
24 personal leave if the employee did not receive cash payment for his
25 accumulated annual or personal leave under AS 39.20.250(a).

26 (b) An employee of the state who retires after July 1, 1977 may
27 receive service credit for the total number of days of unused medical
28 leave accrued under AS 39.20.260. The employee must apply to receive
29 service credit for unused medical leave within one year after

1 appointment to retirement. Unused medical leave shall be credited on a
2 day-for-day basis. No credit may be granted for fractional days of
3 unused sick leave. No employee contribution may be required for credited
4 unused medical leave.

5 (c) Benefits payable under (b) of this section accrue from the
6 first day of the month after which all of the following requirements are
7 met: (1) the employee meets the eligibility requirements of this
8 section; (2) the employee's written application for unused medical leave
9 is verified and received by the administrator; and (3) a period of time
10 has elapsed since the date of retirement equal to the amount of verified
11 unused medical leave. The benefits are payable the last day of the
12 month. If payment is delayed, a retroactive payment shall be made to
13 cover the period of deferment.

Introduced: 1/12/77
Referred: State Affairs and
Finance

1 IN THE HOUSE

BY DUNCAN AND MILLER

2 HOUSE BILL NO. 25

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to sick leave credited as service
7 credit in the Public Employee's Retirement System of
8 Alaska."

9 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 * Section 1. AS 39.35 is amended by adding new sections to read:

11 Sec. 39.35.355. REINSTATED SICK LEAVE. If an employee's employ-
12 ment is terminated for any reason before he becomes eligible for a
13 retirement benefit and the employee is subsequently reemployed within
14 three years by the same participating employer, the employee is entitled
15 to have reinstated in full the sick leave he had accumulated at the
16 time of his last termination.

17 Sec. 39.35.365. SICK LEAVE COMPUTED AS SERVICE CREDIT. Upon
18 retirement, a participating employee is entitled to receive service
19 credit for his accumulated sick leave. For purposes of determining
20 his service credit for the entire period of employment, the employee's
21 sick leave shall be computed as service credit at the same rate of pay
22 as his salary on retirement.

23 Sec. 39.35.370. OPTION FOR ANNUAL LEAVE COMPUTED AS SERVICE CREDIT
24 Upon retirement a participating employee shall have the option to receive
25 service credit for his accumulated annual or personal leave or receive
26 cash payment for his accumulated annual or personal leave. For pur-
27 poses of determining his service credit for the entire period of employ-
28 ment, the employee's annual or personal leave shall be computed as
29 service credit at the same rate of pay as his salary on retirement.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29

Sec. 39.35.375. SERVICE CREDIT FOR SICK LEAVE. An employee who completes five years of service and whose employment is terminated for any reason except retirement is entitled to receive service credit for his accumulated sick leave.

1000000
4000
25

Bill Analysis

Bill Number: *HB704*

Sponsor: *Cooper*

Assigned to: *TED SMITH*

Summary

1) Program Effects of Bill

Will allow for the present staff to just about hold its own on new cases coming in each month by taking care of the backlog. We will then begin to give the public service that should be instead of making people wait three, five or up to ten years for the completion of their application.

2) Comments

We believe the backlog is due to perennial understaffing and not inefficiency. With the many new procedures that we must go through before a case is finished there is no way the backlog will be reduced without additional help.

3) Proposed Amendments

None

4) Fiscal Impact

None

Fiscal Note Attached

5) Other Departments Effected: None

6) Related Legislation

None

Prepared by: *George K. Hollist*

Director Approval _____

Commissioner's Approval _____

THE LEGISLATURE OF THE STATE OF ALASKA
TENTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. House Bill No. 704

Title An Act Making an Appropriation to the Department of Natural Resources

Requested by Pat Conheady Date 2-3-78

II. FISCAL DETAIL

Agency Affected Department of Natural Resources

Program Category Affected Division of Land & Water Management

Budget Request Unit(s) Affected District Operations, Cadastral Engineering, Classification, Land and Water Management

EXPENDITURES (Thousands of Dollars)

	FY 78	FY 79	FY 80	FY 81	FY 82	FY 83
100 PERSONAL SERVICES	1,012.0					
200 TRAVEL	59.9					
300 CONTRACTUAL	74.8					
400 COMMODITIES	14.2					
500 EQUIPMENT	21.5					
600 LAND & STRUCTURES	21.6					
700 GRANTS, CLAIMS, ETC.						
TOTAL	1,200.0					

FUNDING (Thousands of Dollars)

	FY 78	FY 79	FY 80	FY 81	FY 82	FY 83
GENERAL FUND	1,200.0					
FEDERAL FUNDS						
OTHER (Specify)						

POSITIONS

	FY 78	FY 79	FY 80	FY 81	FY 82	FY 83
FULL TIME	41					
PART TIME	1					
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

A. Assumptions:

- I. The backlog that will be reduced consists of:
 1. Serialized case files.
 2. Request for timber (firewood, houselogs and sales)
 3. Un-serialized requests that are waiting for some kind of action.

II. The backlog as of December 31, 1977 is:

1. Southeast District - 625 (Up from 549 as of 4-1-77)
2. Southcentral District - 3,622 (Up from 3,212 as of 4-1-77)
3. Northcentral District - 1,026 (Up from 928 as of 4-1-77)

(Continued on attached sheet)

IV. DATE 2-8-78 PREPARED BY *George A. Hall*
AGENCY Division of Land Water Management
PHONE 279-5577

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

Land and Water					
1 - Land Management Officer II	for 12 months each	-	\$	28,313	
1 - Land Management Officer I	" " " "	-		24,725	
<u>1</u> - Clerk Typist III	" " " "	-		<u>16,315</u>	

3				\$	69,353
---	--	--	--	----	--------

Travel:			Total		\$ 55,900
---------	--	--	-------	--	-----------

Southeast	District	-	\$	18,500
Southcentral	" "	-		20,000
Northcentral	" "	-		15,400
Classification	" "	-		2,000

Contractual			Total		\$ 74,800
-------------	--	--	-------	--	-----------

Southeast	District, Air charter & office rental	-	\$	28,800
Southcentral	" " , " " "			30,000
Northcentral	" " , " " "			16,000

Commodities			Total		\$ 14,200
-------------	--	--	-------	--	-----------

Southeast	District - Office supplies	-	\$	2,000
Southcentral	" " - " " " "	-		5,000
Northcentral	" " - " " " "	-		2,700
Cadastral Engineering	- " " " "	-		2,000
Classification	" " - " " " "	-		500
Land and Water	" " - " " " "	-		2,000

Equipment			Total		\$ 21,500
-----------	--	--	-------	--	-----------

Southeast	District - Desk & Chair	-	\$	4,000
Southcentral	" " - " " "	-		6,000
Northcentral	" " - " " "	-		6,000
Cadastral Engineering	- " " "	-		3,000
Classification	- " " "	-		1,000
Land and Water	- " " "	-		1,500

Land & Structures			Total		\$ 21,600
-------------------	--	--	-------	--	-----------

Southeast District	- Space rent	-	\$	21,600
--------------------	--------------	---	----	--------

\$ 1,199,980

3805

III. That it takes approximately three man days per case by the District personnel.

IV. That a large number of Southcentral District cases will take less than the three man days due to the old practice of accepting applications with no pre-adjudication.

B. Program Summary -7

<u>Personal Service:</u>		Total	\$1,011,980
<u>Southeast District</u>			
2 - Land Management Officer II	for 12 months each	-	\$ 56,626
1 - Appraiser II	" " " "	-	32,323
1 - Research Analyst II	" " " "	-	27,666
1 - Engineering Geologist II	" " " "	-	32,323
2 - Land Management Technician I	" " " " each	-	49,450
<u>1 - Clerk Typist III</u>	" " " "	-	<u>16,315</u>
8			\$214,703
<u>Southcentral District</u>			
2 - Land Management Officer II	for 12 months each	-	\$ 56,626
5 - Land Management Officer I	" " " "	-	123,625
3 - Land Management Technician I	" " " "	-	67,590
3 - Research Analyst I	" " " "	-	62,103
1 - Clerk Typist III	" " " "	-	16,315
<u>2 - Clerk Typist II</u>	" " " " each	-	<u>32,510</u>
16			\$358,769
<u>Northcentral District</u>			
2 - Land Management Officer II	for 12 months each	-	\$ 60,060
2 - Land Management Officer I	" " " "	-	56,626
1 - Forester I	" " " "	-	28,313
1 - Research Analyst II	" " " "	-	30,030
2 - Land Management Technician I	" " " "	-	47,368
2 - Clerk Typist II	" " " " each	-	41,446
<u>1 - Forest Technician II</u>	" " " "	-	<u>10,258</u>
11			\$274,101
<u>Cadastral Engineering</u>			
<u>2 - Drafting Technician II</u>	for 12 months each	-	\$ <u>38,962</u>
2			\$ 38,962
<u>Classification</u>			
<u>2 - Associate Planner</u>	for 12 months each	-	\$ <u>56,092</u>
2			\$ 56,092

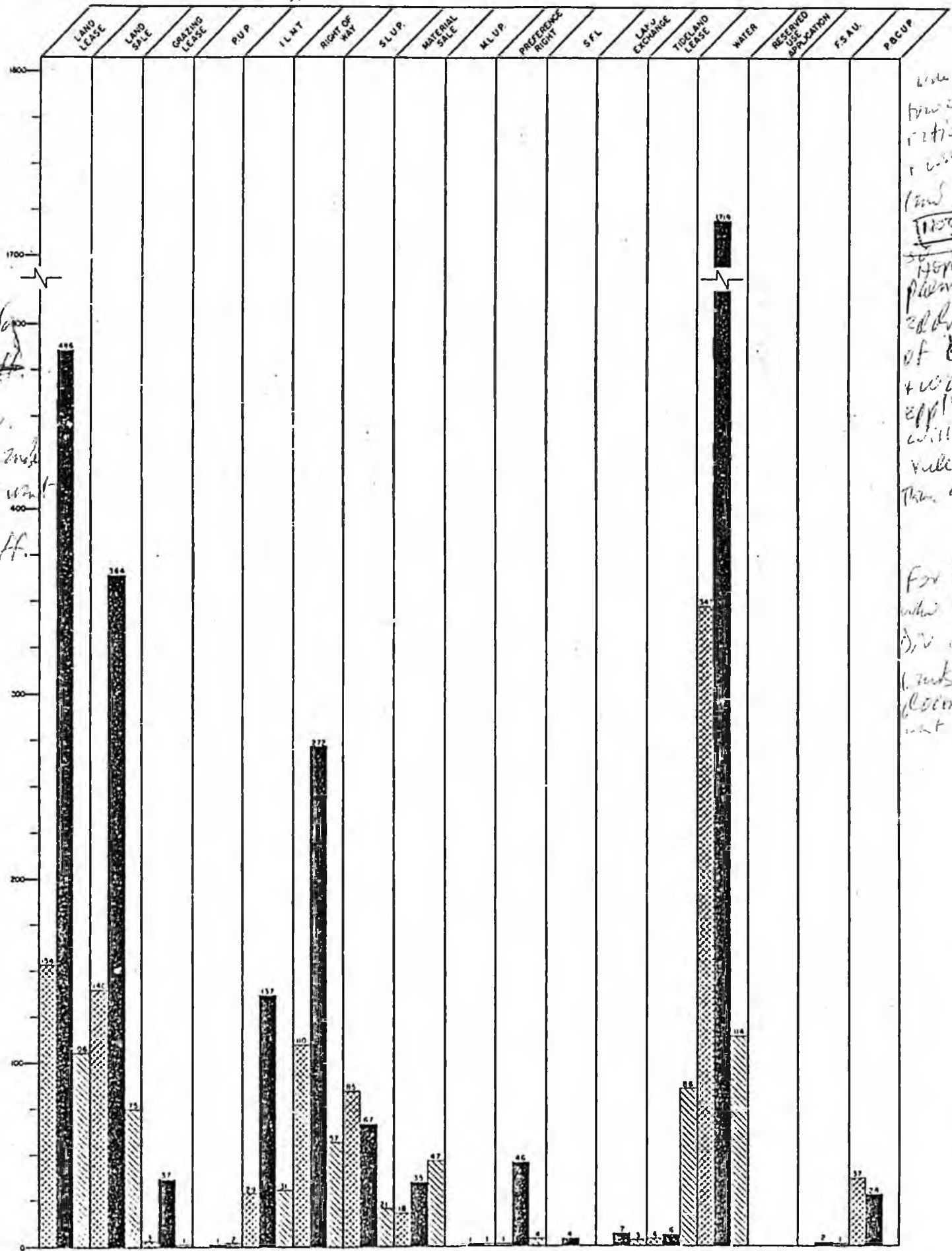
*Discontent - Bredley
Land Affairs Timber rights*

Small operators

*1. Bredley
2. Dis. of Land
Dissent want
3. Ineff.*

*also stop
timber
national
& available
land files
so that
prompt
addressing
of land
with
applicants
will be
value added
than excise*

*For those
who believe
Div of
lands just
discriminate
want*



STATE OF ALASKA
DIVISION OF LAND & WATER MANAGEMENT
PENDING CASE FILES
*TIMBER SALES NOT INCLUDED

NORTHCENTRAL DISTRICT
 SOUTHCENTRAL DISTRICT
 SOUTHEAST DISTRICT