

ALASKA LEGISLATURE COMMITTEE FILES 1987-1988 8672

4976 HRES HB 423

548

**Maintenance requirements**

- seasonal removal and installation if business costs during part of year.
- cost of vandalism and accident repair
- whom is responsible?
- removal if business becomes ineligible or closes.

**Recommendations:**

A signing system based on the Tourist Oriented Directional Signing program is recommended for Alaska to meet the identified needs of motorists and businesses catering to motorists for the following reasons:

1. Little or no need for changes to existing Federal and State statutes and regulations is created, and Federal acceptance seems likely for all roadway classes.
2. A broad range of businesses (such as gift shops, gold panning, lodges, guide services, etc.) can be accommodated which cannot with other programs of official highway signing.
3. Costs would be no greater, and sometimes less, than other feasible alternatives.
4. Motorists nationwide expect blue signs with white lettering to contain information in their interest, such signs convey an image of "official signing", and a neat and orderly appearance of our roadside signing can be maintained.
5. The integrity of sound traffic engineering principles can be maintained and the required relationship of the Alaska Traffic Manual to the Federal Manual on Uniform Traffic Control Devices can remain intact.
6. A wealth of solid experience has been gained in other States that we can learn from in developing a program to suit our own particular needs.

It is recommended that signs of other State agencies that seem to be in the best interests of the State (but which do not meet the engineering technical requirements of traffic control devices, and which only extend or replace devices already in official manuals) be accepted on a case by case basis as encroachments in the public interest.<sup>3</sup>

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<sup>3</sup>The divisional FHWA office has recently informed us of their intent to disallow the Eagle logo sign now being used by the State Division of Parks on some routes. Their decision will require further thought as to how best provide for the special signage requirements of the Alaska Division of Parks.

**Conclusion:**

The Department believes that the needs of motorist-oriented businesses can be met through a cooperative program of Tourist Oriented Directional Signing complying with Federal standards for use on all roadways which preserves the integrity of sound traffic engineering principles and has minimal impact on Alaska's renowned roadside aesthetics.

**ATTACHMENTS**

1. FHWA TOD Proposal
2. Laws and Regs. on Signing
3. 23 CFR655-F
4. AS 28.01.010
5. AS 19.10.040
6. P&P 70-7000
7. MUTCD Section 1A-3.1
8. TODS Report (Iowa)
9. 23CFR750
10. AS19.25.080-.180
11. State-federal agreement on control of outdoor advertising
12. 23CFR 1.23
13. AS19.25.200-.250
14. 17AAC20.010-.040
15. P&P 10-0020

**Section 23**

Project: Alaska Aviation Heritage Museum - Waterline

Location: Anchorage (Lake Hood)

Amount: \$160,000

Description: The scope of this project would include the installation of a waterline to the museum property in order to develop a fire prevention sprinkler system.

See attachments.



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ALASKA  
AVIATION HERITAGE  
MUSEUM

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BOARD OF DIRECTORS

Ted M. Spencer  
Dr. Don Rogers  
James Herrick  
Richard Benner  
Craig Ketchum  
William E. Brooks  
Lillie G. Buckbee

January 12, 1988

The Alaska State Legislature  
c/o Representative Kay Brown and  
Representative John Ellis  
Pouch Y, State Capitol  
Juneau, Alaska 99811

Dear Ladies and Gentlemen of the Legislature:

The following information relates to the "Draft Tourism/Recreation Development Proposal" dated November 4, 1987.

The role that Alaskan aviation pioneers played in the evolution of world aviation is both legendary and important. Conquering and developing Alaska's vast land mass has been made possible in the 20th century by the courageous efforts and sacrifices of these pioneers. Aviation has had more of an impact on Alaska's people and culture than any other single factor. Aviation has taken Alaska from a remote far-flung wilderness to a strategic air crossroads for the world. Aviation has also made it possible for Alaskans to benefit from and enjoy all the amenities of our modern world in expedient transportation, quality food and supplies, education and health care.

Today, even as small Third World countries and major nations are working to preserve their aviation heritage, Alaska is losing hers. The record of this great saga is in poor condition. The pioneers that made this history are rapidly passing away, leaving but a handful of survivors. Archival materials in the form of photographs, films and written accounts are deteriorating annually, are widely scattered or lost altogether. Alaska has been stripped over the last several decades of the historical aircraft and many now are centerpieces in Outside museums or with private collections.

In short, Alaskans for many generations to come are losing a significant and irreplaceable heritage.

Air Museum Project

In order to reverse this situation, construction of an air museum facility is underway on the south shore of Lake Hood at Anchorage International Airport.

The facility, located on 2.06 acres of land, will include an archival research library, two exhibit galleries that depict the evolution of pioneer, commercial

and military aviation using photographs, models and memorabilia, an "old-time" 75-seat video theater showing 15 films on Alaskan aviation history, a gift shop, a historical aircraft restoration facility and 15 historical aircraft on outside display.

#### Benefits

1. Cultural. The air museum will accomplish the specific purpose of preserving and presenting Alaskan aviation history in a comprehensive and professional manner.
2. Educational. The museum aircraft, films and exhibits will educate visitors and Alaska residents as to Alaska's rich aviation heritage. The research library will be a depository for documentation and photographs on the history and it will serve as an ongoing source of information for researchers, authors and other interested parties seeking to develop printed information on Alaskan aviation pioneers and events.

The museum will also develop an educational program oriented towards Alaskan school-age children which will supplement public school programs. The museum program will include a "Young Astronauts Program" which grooms young people for participation in the space program. The pioneering efforts of early Alaskan aviators will serve as a backdrop in inspiring Alaska's youth to take up careers in aviation.

3. Economic. The addition of a major tourist attraction in the Anchorage area will encourage visitors to spend more time in the Anchorage area, thus contributing to the local economy. Revenues generated by the museum will be spent in Alaska as well. The museum shall also be employing youth and retired people to staff the facility, providing jobs for two groups that chronically suffer from the lack of employment opportunities.

#### Itemized Funding Request

The funds requested for use by the Alaska Aviation Heritage Museum will remove the burden of debt and operating expense which will cripple the growth and refinement of the museum for at least the next five years. Should our funding request be granted, the success of the museum is assured and growth can start immediately.

1. Retirement of existing debt	\$ 250,000
2. Acquisition of lease and buildings	650,000
3. Waterline (fire control)	160,000
4. Youth-oriented educational program and exhibit enhancement	<u>200,000</u>
TOTAL REQUESTED	\$1,260,000

#### Sponsoring Organization

The Alaskan Historical Aircraft Society was established in 1977 as a non-profit Alaska corporation. Its purpose is to promote, preserve and protect all aspects

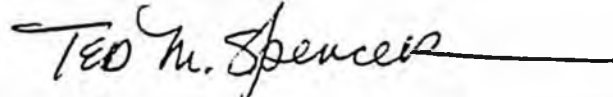
of Alaska's aviation history.

To that end, the AHAS has embarked on a wide range of projects. These projects include the archival collecting of historical photographs, film, aircraft, memorabilia, oral histories and documents; public information and education as to the value of the Alaska aviation heritage; establishment of monuments; documentary film productions and publications on Alaska aviation history; and an active advocacy program with local state and Federal agencies for the preservation of this heritage.

The corporate name was changed to the Alaska Historical Aviation Committee in 1986, and will shortly again be changed to the Alaska Aviation Heritage Museum to reflect our latest efforts to preserve and present Alaska's aviation history to the public.

The AHAS received its 501(C3) tax-exempt status from the Internal Revenue Service on September 10, 1979.

Very truly yours,

A handwritten signature in cursive script that reads "Ted M. Spencer". The signature is written in dark ink and is followed by a horizontal line that extends to the right.

Ted M. Spencer

TMS:jah

# Museum to preserve heritage

**N**ot quite 10 years after the Wright Brothers made aviation history did James Martin make it into Alaska's aviation history books by being the pilot of the first aircraft flown in the state. Since that day in July, 1913, Alaskan aviators have repeatedly traced their legacy across the skies of the Last Frontier.

The Alaska Aviation Heritage Museum hopes to preserve that history—both through archival and aircraft preservation, and ongoing presentations and aviation projects.

## Sponsoring Organization

The Alaskan Historical Aircraft Society was established in 1977 as a non-profit Alaska corporation. Its purpose is to promote, preserve and protect all aspects of Alaska's aviation history. Projects on line include: archival collecting of historical photographs, film, aircraft, memorabilia, oral history; public information; and an active advocacy program with state and federal agencies.

## New home at Lake Hood

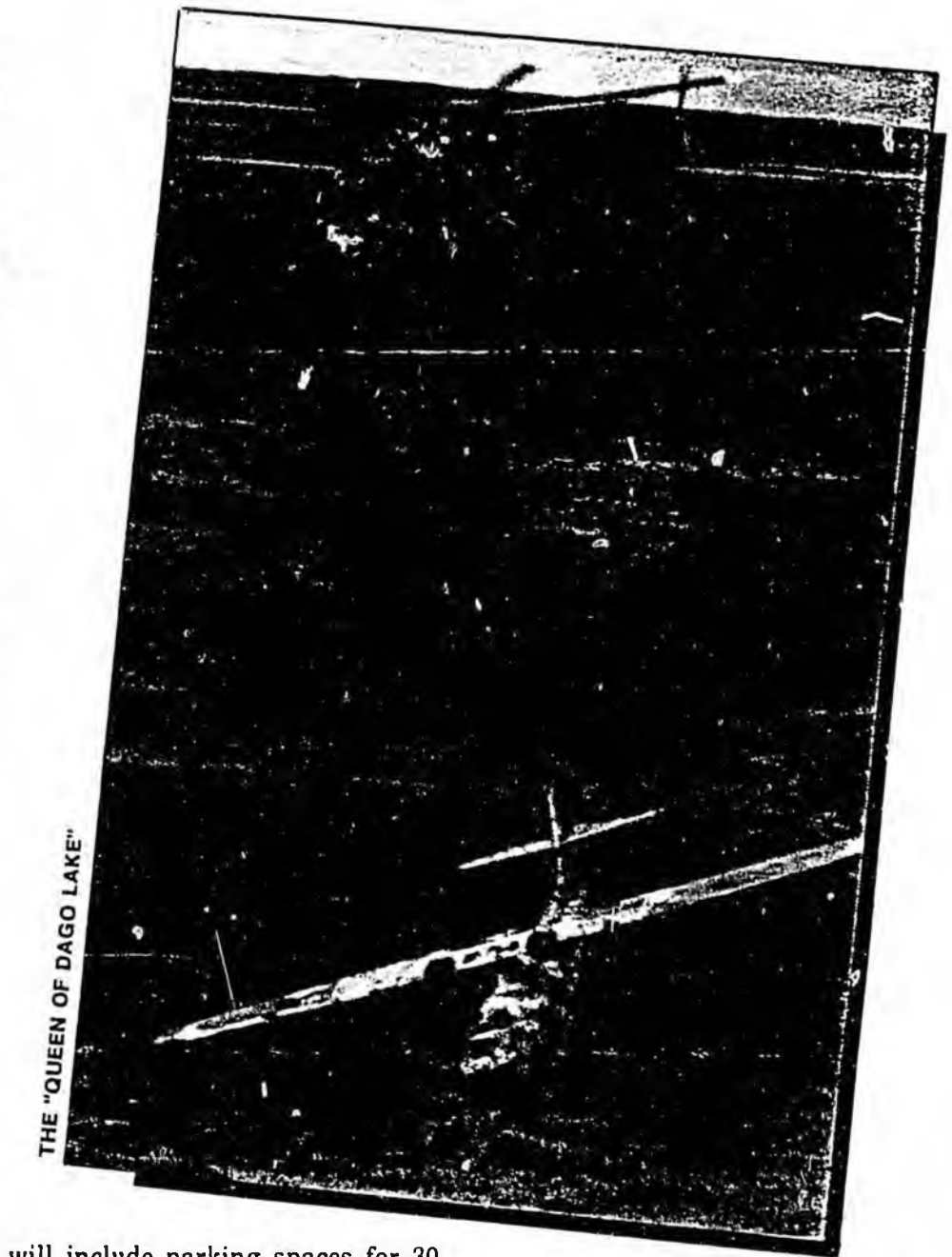
The museum site on the south shore of Lake Hood is the former location of the now defunct AAI commuter airline company. The 2+ acre site includes two buildings, fourteen tie-down areas, and a concrete seaplane ramp. The buildings, a two story office complex and an all-metal hangar, will be fully utilized to house the museum.

The hangar facility is a two-sectioned, 4,800 square foot structure complete with forced air gas heat, air compressor, and full concrete floor. Three of the museum's most prized aircraft will be housed there. The 1,800 square foot lean-to area will be used for restoring aircraft.

The lower level of the two-story building will be remodeled to include a gift shop, a 100 seat theatre, and 700 square feet of exhibit area featuring aviation memorabilia from 1913 through to the present.

The building's top floor will house a conference room, exhibit construction area, library and archives, general office space and a photographic dark room.

The grounds around the museum



will include parking spaces for 30 vehicles and will feature an observation deck overlooking Lake Hood. The grounds will be enclosed by a fence with 75 foot gates to allow for aircraft access.

## Exhibits and Programs

Over 50 hours of archival films and productions will be awaiting visitors on their tour through the museum when completed. The 1929 film, *Icebound in the Siberian Arctic*, featuring the search for Carl Ben Eielson will be coupled with a 1986

film on the USAF's interceptions of Russian aircraft off Alaska's coast entitled *The Eagle and the Bear*.

The evolution of Alaska aviation history will be depicted through a series of static displays—of photos, maps, paraphernalia, newspaper accounts, flight gear—from 1913 to present. Mannequins will be used to display the fashions of aviation throughout its 75-year history in Alaska.

The exhibits will feature three main eras of Alaskan aviation heritage: pioneers, commercial and military

airpower/government operations.

The pioneer section will focus on the period from 1913 to the 1930s and will honor the great aviators of Alaska's past: Martin, Eielson, Jones, Grosson, Merrill and others. Besides pilots of yesteryear, the mechanics who miraculously kept the birds flying will also be remembered.

Women aviators will be honored, partly through a cooperative effort of the Alaska 99s.

Commercial aviation was going strong in Alaska in the late Thirties with over 60 air services vying for passengers and freight. The exhibit will begin with the period in 1922 and trace the lineage and mergers of companies that were the forerunners of today's air carriers. The total evolution of aviation will be touched upon as part of the commercial exhibit.

A significant portion of Alaska's aviation history was made by military aircraft. The museum will focus on several around-the-world flights in which Alaska played a major role. The air war over the Aleutians during WWII (captions at the museum will also feature Japanese subtitles) will be vividly presented as will several post-WWII incidents in which Alaska again was a significant player.

Also, the story of the work done by the Civil Air Patrol and the Alaska National Guard will be presented at the museum.

In addition to full scale aircraft, the museum will present a collection of true-to-life models crafted by Alaskan model builders. When completed, over 150 models will be on display in scales ranging from 1/72 to 1/16 scale. The models will be fabricated from a variety of materials and will enable visitors to envision many of the pioneer aircraft which played vital roles in Alaska's aviation history.

### Vintage Aircraft

The heart of any museum worth its salt is the actual display of the main subject. In this case, the subjects are a collection of 14 original aircraft from yesterday's skies over Alaska. A number of the aircraft are currently being restored (two are still in the recovery process); several are genuine Alaska heirlooms; and others are from private collections both within and outside of Alaska.

The museum hopes to purchase several of the aircraft and because of the rarity and quantity of the aircraft exhibited, it is expected to be one of the best museums on historical Alaska aviation in the world.

### Aircraft Roll Call

**STINSON SRJR:** Owned by Fred Walatka—flown by "Babe" Alsworth, circa 1944.

**TRAVELAIR 6000:** Owned by Bill Magnuson—part of Woodley Air Service, eventually evolving into Western Airlines.

**FAIRCHILD AMERICAN PILGRIM 100A, #N7097:** Owned by Ball Brothers—a sole survivor of its type, it was designated as a historical object by the National Register of Historic Places in 1986—one of four aircraft in Alaska with that designation.

**CURTIS ROBIN:** Owned by Robert Piatt—used extensively throughout Alaska over a 10-year period, few remain anywhere. Alaska has one.

**CONSOLIDATED PBY CATALINA:** Owned by the Alaska Historical Aircraft Society—currently at King Salmon, the *Queen of Dago Lake* will soon be airlifted to the museum site where extensive restoration will get underway.

**GRUMMAN J2F DUCK:** Owned by Ketchum Air Service—the last of the Loening "slipper" seaplanes, it is being restored by the Ketchum's at Lake Hood.

**FAIRCHILD 24W:** Owned by Planes of Fame Museum—used extensively in Alaska by the CAA and other government agencies, this aircraft is on loan. It was formerly owned by Gil Scheff of Anchorage.

**NORTH AMERICAN SNJ/AT-6:** Owned by SNJ Inc. of Anchorage—a popular trainer for the military, the Navy version saw action in the Aleutians during WWII.

**STINSON AT-19:** On loan from Planes of Fame Museum—this famed gull-wing aircraft became popular with bush airlines in postwar Alaska.

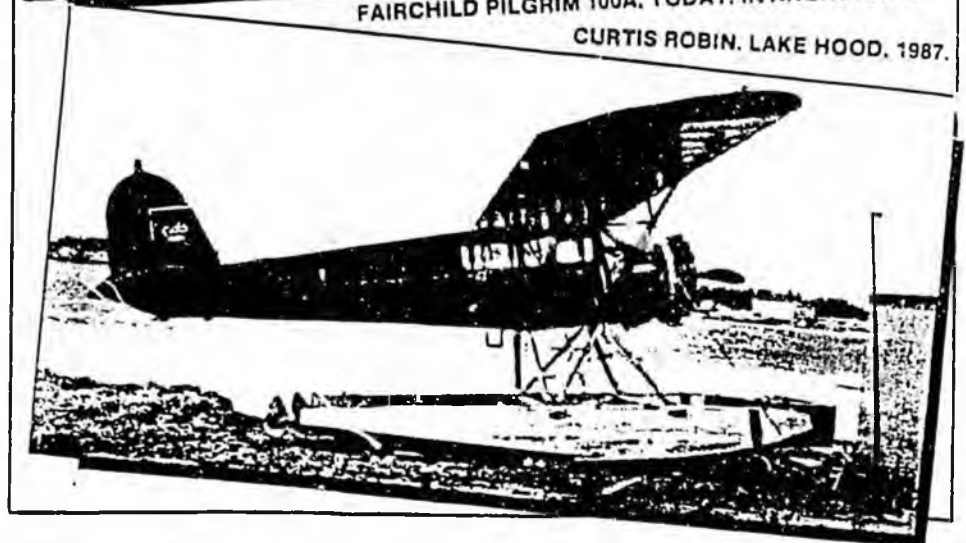
**BEECH C-45:** On loan from Planes of Fame Museum—early versions introduced to Alaska in 1941 and flown from Elmendorf. After the war, they were used for air rescue missions and are still flying Alaska's skies today.

**WACO YKC CABINPLANE NC-14066:** Owned by Dennis and James Branham—in service at Dillingham in 1947, and throughout the Southeast.

**CONSOLIDATED LB-30 LIBERATOR II M92MK:** Owned by the Museum—fore-runner of the famed B-24 bomber, this one was brought to Alaska to work on the construction of the DEW Line. It is currently in need of recovery near Galena.



FAIRCHILD PILGRIM 100A, TODAY, IN ANCHORAGE.



CURTIS ROBIN, LAKE HOOD, 1987.

**STINSON VOYAGER 108:** Owned by Planes of Fame Museum—a favorite post war bush plane in Alaska, it can still be seen flying in Alaska today.

#### Other Activities at the Museum

Museum facilities will be available for several southcentral aviation groups: CAP Cadet Programs, Alaska Airmen's Association, Alaska Chapter EAA, the 99s, Scale Model Group, Seaplane Pilots Association, National Guard and military groups.

The museum will be initiating and maintaining other programs as well and will be featuring guest speakers, special exhibits and fund raisers. An antique air show is also being proposed as a regular museum event.

#### Administration

A board of directors has been selected as the museum's governing body: Ted Spencer/President; Don Rodgers/Vice President; Tracy Spencer/Secretary; Grace Buckbee/Treasurer; Jim Ruotsala/Executive Director; Richard Benner/Recovery & Restoration; James Herrick/Restoration & Logistics; Craig Ketchum/Promotional Advisor.

#### Museum Revenue Projections

The museum is hoping to garner some of the estimated 1 million visitors coming to Anchorage each year. That, coupled with Anchorage's population of a quarter million, is expected to provide at least 100,000 visitors to the museum annually. Admission to the museum will be \$4 per person thereby bringing over \$400,000 in revenue to the site each year.

The museum projects net profits to reach over \$200,000 annually. Those monies will be used to repay loans associated with museum start-up costs. Once the museum has satisfied its debts, profits will be divided equally between exhibit acquisition/restoration and a trust fund. The trust fund is earmarked for the building of a structure to eventually house the museum's entire aircraft collection.

#### A call for help

In order to make the museum fully operational by April, 1988, there remains much work to be done—and funds to be secured. "We need to raise another \$25,000 to \$30,000 in interim funding," says museum president, Ted Spencer. The museum is also looking for long term, low interest loans to finish the project.

What is really needed, stresses Spencer, are volunteers. "We need clerical,

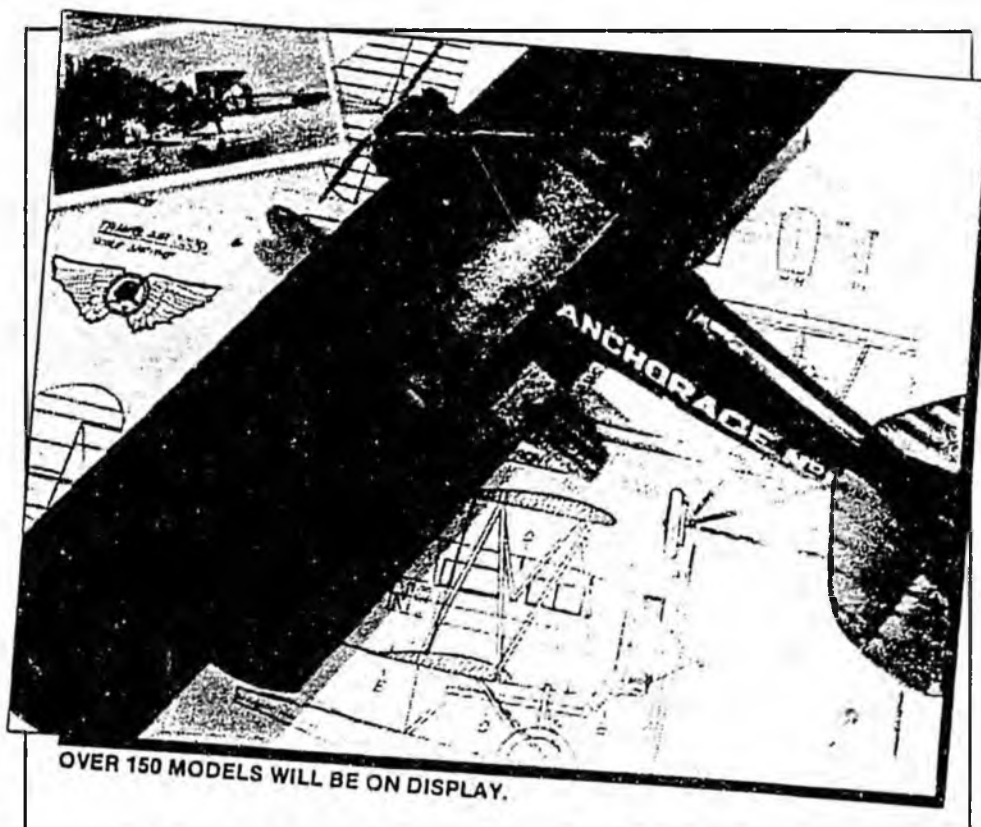
people to help restore aircraft, help cutting the lawn"—everything to get the museum up to snuff, he says. People wishing to volunteer any type of skill or service should contact Ted Spencer or Del Sparks at 248-5325.

Donations of any kind are also needed. Spencer encourages people to become members of the museum for \$25 per year. It's tax deductible, and will eventually include a patch, certificate of membership and a newsletter. You can send donations or

request membership information by writing to the museum in care of: 7317 Michelin Place, #5, Anchorage, AK 99518.

Spencer is anticipating that the museum's theatre will be open this winter. "We still need volunteers," he says.

*This article compiled from the "Prospectus for the Alaska Aviation Heritage Museum. Thanks to Ted Spencer for his assistance.*



ALL PHOTOS, GRAPHICS COURTESY THE ALASKA AVIATION HERITAGE MUSEUM.

*Reprinted from:*

**Air Alaska, August, 1987.**

**Section 24**

Project: Klukwan Bald Eagle Observatory and Cultural Center

Location: Klukwan

Amount: \$1,500,000

Description: See attached project description.

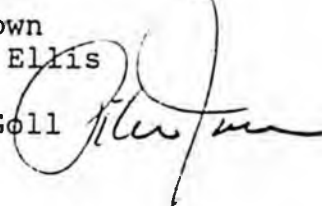
REPRESENTATIVE  
PETER GOLL



P O BOX V  
JUNEAU, ALASKA 99811  
(907) 465 4925

STATE OF ALASKA  
HOUSE OF REPRESENTATIVES

TO: Representative Kay Brown  
Representative Johnny Ellis

FROM: Representative Peter Goll 

DATE: February 2, 1988

SUBJECT: Tourism/Recreation Development Proposal

Regarding the draft legislation, titled, "An Act making appropriations for tourism and recreation related capital projects, grants, and expenses of state government; and providing for an effective date", I am recommending the following changes to Section 20, page 3:

The sum of \$1,500,000 is appropriated from the general fund to the Department of Education for final engineering and construction plans, working drawings, site preparation, environmental assessment, and facility and exhibit construction of the Klukwan Bald Eagle Observatory and Cultural Heritage Center at Klukwan.

The information requested under the evaluation criteria format is attached for your review.

If you have any questions or comments, please contact me.

DRAFT TOURISM/RECREATION DEVELOPMENT PROPOSAL

Project Title: Klukwan Bald Eagle  
Observatory/Cultural  
Heritage Center

Location: Klukwan

Agency: Department of Education  
State Museums

Comment: Cooperative development, between  
the Department of Education (Alaska  
State Museum) and the Chilkat Indian  
Village at Klukwan, of the Klukwan  
Bald Eagle Observatory/Cultural  
Heritage Center.

Phase II (\$500,000) includes the  
final engineering and construction  
plans, working drawings, and site  
preparation.

Phase III (\$1,000,000) includes  
facility and exhibit construction,  
operational staff training, and  
beginning of operations.

Requested Amt.: \$1,500,000.

The purpose of this project is to develop a diversified and  
stable economic base in the Klukwan Community which would  
provide long term employment, income, economic opportunity,  
individual selfworth and dignity, while maintaining the  
culture and heritage of the Chilkat Tlingits of Klukwan.

Since 1971, the IRA Council of the Chilkat Indian Village at  
Klukwan has been pursuing the development of a Bald Eagle  
Observatory/Cultural Heritage Center, which would provide a  
facility for the display protection and preservation of  
Chilkat Tlingit artifacts, in addition to offering to the  
visitor industry a center for the viewing of bald eagles  
nesting and feeding grounds.

The Chilkat Indian Village at Klukwan has gained national  
and international recognition because of two factors:

- (1) Klukwan traditional art and artifacts are  
renowned world wide and have been in  
demand by museums and collectors for  
generations.

- (2) The village's prominent location in the newly established Chilkat Bald Eagle Preserve, which in the fall and winter host the largest concentration of American Bald Eagles in the world.

The project has been encouraged and assisted by Representative Peter Goll, the Klukwan Heritage Foundation, the Alaska State Museum, the Alaska Division of Parks, the Alaska Department of Community and Regional Affairs, the Alaska Division of Tourism, the National Audubon Society and a number of private tourism enterprises.

The Chilkat Bald Eagle Preserve as an Alaska visitors' destination, currently ranks 30th of 47 state wide visitor attractions. Within Southeast Alaska region, the Chilkat Bald Eagle Preserve ranks 8th in the summer, and 6th in the fall, winter and spring of all attractions. Five year projections on visitor volume and expenditures establish that the center is economically feasible and can be self-supporting.

This project, in addition to being labor intensive during development and construction, will provide long term employment, tourism income, secondary economic opportunities and small business development. The economic impacts of this facility will benefit the 2,300 people in the Klukwan-Haines area through longer visitor stays, more visitor spending, direct employment, and indirect (multiplier) local employment and expenditures by existing and newly created business. The facility will stimulate more international, national and state visitation to the Klukwan-Haines area, positively impacting visitor volume in Southeast Alaska.

The project is being developed in three phases and is scheduled to be completed in 1990. The timing and cost estimates of the three phases are as follows:

- Phase I: (begun in 1985-to be completed by 4/88)
- \* Development of an OEDP (completed)
  - \* Comprehensive Market Demand Study (completed)
  - \* Environmental Analysis (completed)
  - \* Permit from Army Corps of Engineers (obtained)
  - \* Site Analysis (on going)
  - \* Economic Feasibility Study including Capital Budget, Capital Equipment lists and Construction Costs estimates (on going)

- \* Preliminary Architectural and Engineering plans (completed)
- \* Marketing Plan & Budget (completed)

Total Cost - \$135,000 (actual)

Funded By - Administration for Native Americans  
Klukwan Heritage Foundation  
Alaska State CIP Funds

Phase II: (beginning 5/88 - to be completed in 1989)

- \* Final Architectural and Engineering drawings and working plans
- \* Site Preparation - clearing & fill
- \* Research and Develop appropriate inventory for Centers Cultural displays & programs
- \* Research and Develop Bald Eagle Exhibits and Programs
- \* Implementation of Business Plan
- \* Training of Center Staff

Total Cost - \$648,000 (estimated)

Funded By - (\$150,000)

Administration for Native Americans  
Klukwan Heritage Foundation  
Alaska State CIP Funds

Phase III: (beginning 1989-to be completed in 1990)

- \* Construction of Facility
- \* Exhibits Construction
- \* Implementation of Marketing Plan
- \* Development of Management Team
- \* Beginning of Operations

Total Cost - \$2,500.00 (estimated)

Funded By - (\$100,000)

Administration for Native Americans  
Klukwan Heritage Foundation

The costs of Phase II and III were estimated in 1985 and projected in FY88 dollars. More accurate costs will be available with completion of the Economic Feasibility Study in March of 1988.

Proposals are currently being developed for additional funding, potential sources are:

Community Development Block Grant (HUD)  
Private Foundations  
National Endowment For The Arts

Appropriation from the State of Alaska for this project will contribute to the protection of the 3500 bald eagles, by reducing the disturbance caused by vehicular traffic and visitors to the feeding birds. It will also provide physical protection to the valued cultural and artistic treasures of the Chilkat people, while making these treasures visually accessible to the visiting public.

**Section 25**

Project: State Maritime Museum/Feasibility Study

Location: Ketchikan

Amount: \$50,000

Description: See attached material.

**JOHN SUND, REPRESENTATIVE**

*2504 2nd Avenue  
Ketchikan, Alaska 99901  
(907) 225-5552*

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*While in Juneau  
P. O. Box V  
Juneau, Alaska 99811  
(907) 465-4919*

MEMORANDUM

TO: Rep. Brown

FROM: Rep. Sund

DATE: February 9, 1988

RE: Maritime Museum Feasibility Study  
.....

The McKay Marine Ways building captures the essence of our community, and its preservation as a maritime museum will enrich the life of current and future residents by helping keep the past alive.

An appropriation of \$50,000 to study the feasibility of restoring this building into a maritime museum is a good tourism investment. A museum would enhance Ketchikan as a visitor destination, as no one building in the community embodies the character of Ketchikan more than McKay Marine Ways.



## OUTDOOR ALASKA

POST OFFICE BOX 7814  
KETCHIKAN, ALASKA 99901  
(907) 225-6044 • 247-8444

1-29-88

Representative John Sund  
Alaska State Legislature  
P.O. Box V (MS 3100)  
Juneau, Alaska 99811

Dear Representative Sund:

As you have doubtless heard, McKay Marine Ways will likely be destroyed, and the property developed unless an effort is mounted to save the structure.

Loss of this building would indeed be tragic. I speak both as a long time commercial fisherman and now as a tour operator. This building very much captures the essence of our community, and its preservation as an historic building and/or a museum will enrich the life of current and future residents by helping keep the past alive. From a practical perspective however, the building will much enhance Ketchikan as a visitor destination. Having operated guided tours of Ketchikan for the last 7 years, I have been distressed by the fact that Ketchikan is losing its character. No one building in Ketchikan embodies the character of Ketchikan more than McKay Marine Ways. As you know I do boat tours of the waterfront. There is no site or structure on the waterfront that is more photographed than the Marine Ways.

If funding for the purchase, restoration and initial operation as a museum were at all possible either as an addition to existing legislation or through targeted legislation, I'm sure your community would be appreciative of the effort.

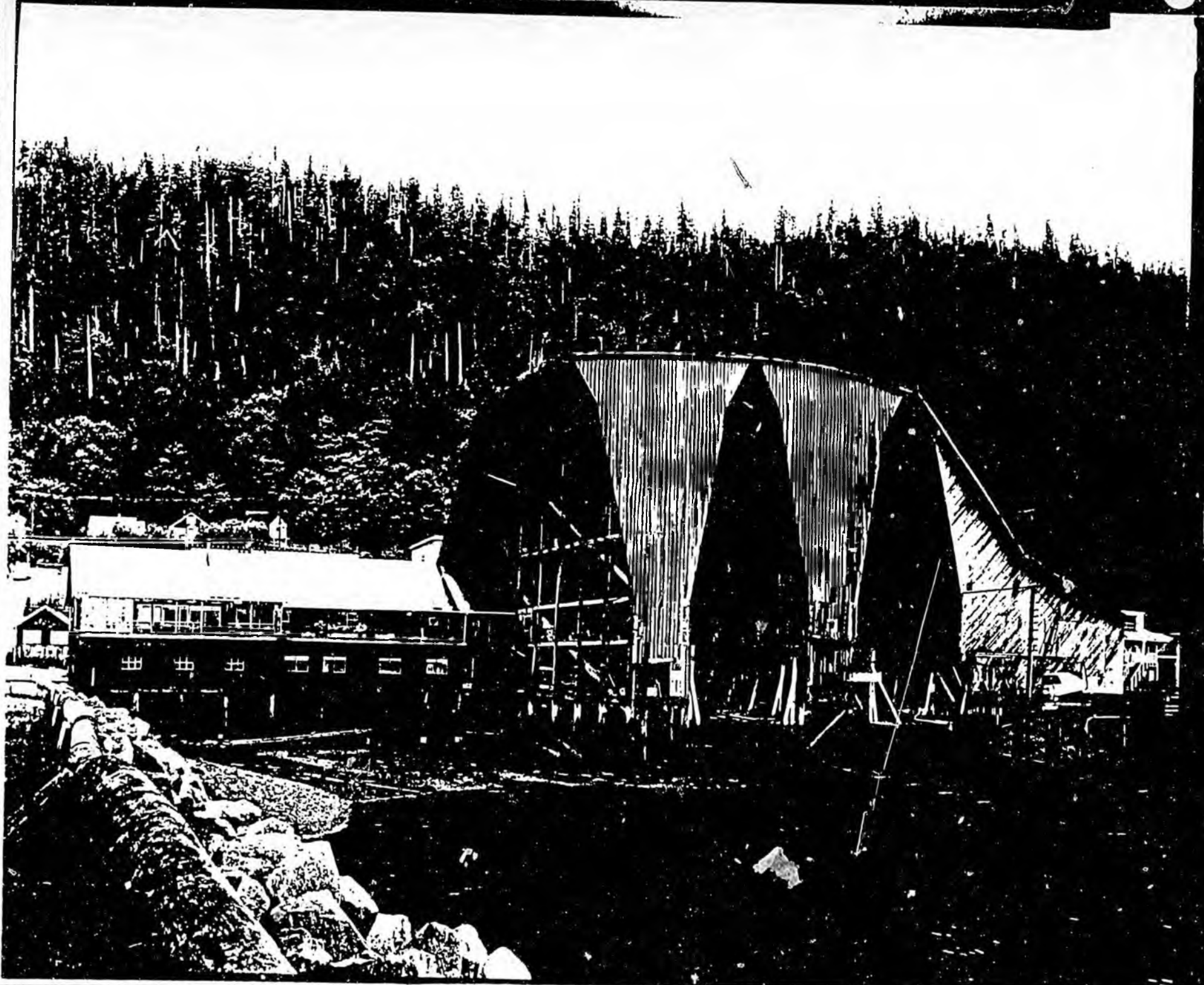
Sincerely,

Dale Pihlman

cc Reps Kay Brown  
Lloyd Jones  
Robin Taylor  
Johnny Ellis



MISTY FJORDS, HARBOR AND METLAKATLA TOURS • CUSTOM CHARTERS



# Shipyards building unique artifact

By JUNB ALLEN  
Daily News Staff Writer

McKay Marine Ways, probably the most photographed landmark in Ketchikan, faces a 20th Century question: should the historic shipyard be restored to be used possibly as a maritime museum and visitor attraction, or should the venerable but slowly decaying structure be torn down to make way for development in an district of high property values?

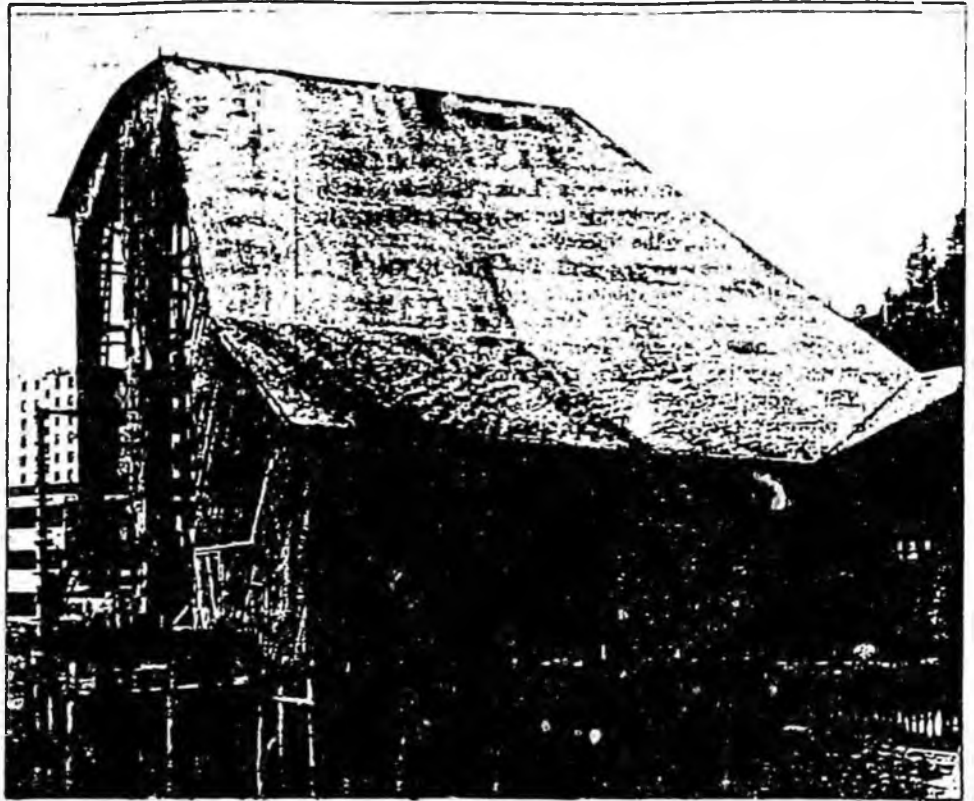
Scotsman Lens McKay built the ship yard in 1926 during the heyday of the canned salmon industry which was destined to begin its decline shortly after. McKay's was said to be the only covered shipyard in Alaska, possibly on the West Coast, able to handle tall-masted ships.

He sold the shipyard to Ed Winston who operated the facility for many years. At Winston's death the property came to his son Wally Winston whose interests lay in other directions. Winston sold McKay's to the late Harry Ludwigsen.

Ludwigsen was a shipbuilder, son of a master shipbuilder born in Germany, transplanted to Southeastern Alaska. For many years Harry Ludwigsen built fishing vessels, primarily wooden trollers, at a boatyard on floats on Water Street. Then the market and demand for wooden vessels declined and Ludwigsen bought McKay's. At his death the shipyard passed to his children.

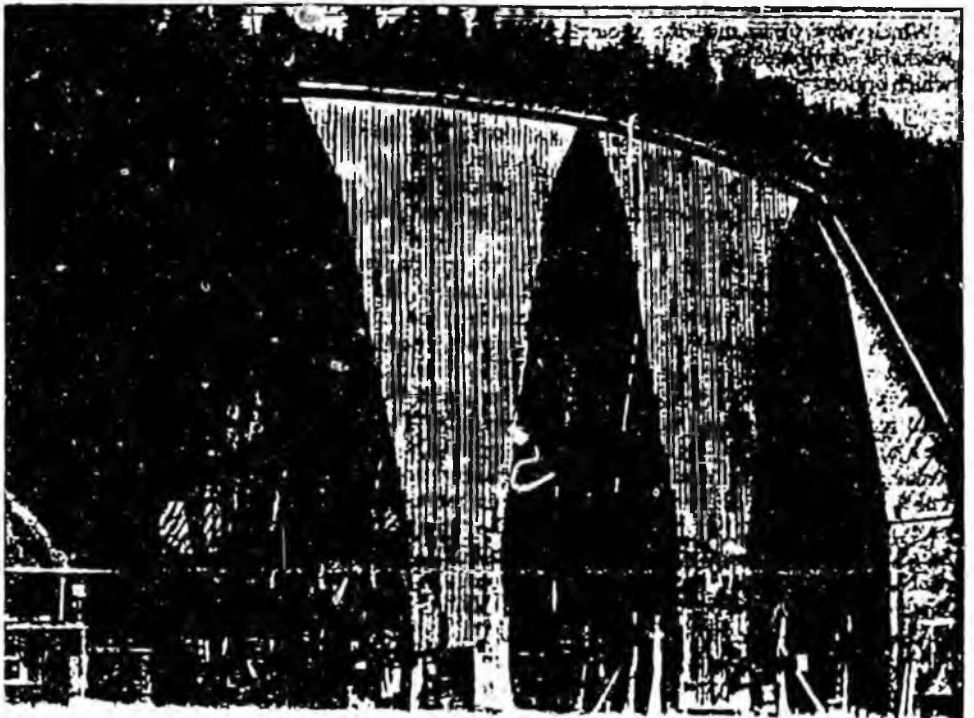
Son Don Ludwigsen now faces the challenge of saving the historic structure. In his lifetime Harry Ludwigsen wouldn't sell McKay's without a promise that it would remain a shipyard. His widow Esther respected that sentiment and wouldn't sell without the same promise.

Now Ludwigsen faces foreclosure on the yard and hopes to enlist enough community support to save the ship yard from sale and probable demolition. He has engaged the interest of



Two aspects of McKay Marine Ways.

Photos by Doug Charles



**Section 26**

Project: Development of Tourism-Related Facilities at State Hatcheries

Location: See attached material.

Amount: \$167,400

Description: See attached material.

## FRED Division Draft Tourism/Recreation Development Proposal

FRED Division hatcheries have been contributing, in some cases greatly, to the tourism activities in their areas. Deer Mountain Hatchery in Ketchikan has been visited by between 130 and 160 thousand summer visitors to the Ketchikan area for the past three years. These visitors are predominantly out-of-state tourist from the many tour ships which dock in Ketchikan. Most of the Ketchikan visitors take a "walking tour" of the city which includes a stop at the hatchery. Elmendorf Hatchery in Anchorage has set up a viewing area of falls and ladder area at the hatchery that attracts some thirty thousand tourists annually. Other FRED facilities such as Klawock, Big Lake, Ft. Richardson and Crooked Creek have been attracting visitors and as such are becoming recognized in their areas, not only for their fish production, but also for their impact or potential impact on local tourist trade.

FRED Division, in attempting to adhere to legislative intent to find alternative funding strategies for operation of its hatchery facilities, has been devising ways of using tourism to add to program receipts for hatchery funding. In some hatcheries, particularly Deer Mountain, Elmendorf, Big Lake, and Crooked Creek, the potential for supplementing hatchery operations is very good. There are several basic needs at each facility at which tourism impacts are thought to be good. First there needs to be something for the visitors to see. Fortunately the tourism season generally coincides with the return of adult salmon which, of course, are the major attraction. Each facility needs a self guiding tour complete with adequate access, explanatory signs, and ancillary exhibits such as aquaria and/or ponds for close visitor approach to salmon juveniles and and/or adults as available. There is a need to be able to show visitors the "sights" of the facility without their actually entering the facility because of potential for transfer of disease, stress to fish populations in the hatchery, and interference with work within the facility. The visitor season also coincides with the busy season of juvenile release, adult returns and egg takes. A final need, which may vary from hatchery to hatchery, is that of trained personnel to act as guides and interpreters at each site. If an adequate self guiding facility is in place, there may be no need for a guide if visitor numbers are relatively small. With larger crowds, a guide may become essential. Again because hatchery personnel are at the busiest, this role is a difficult one for them.

January 27, 1988

Plans for basic self guiding presentations have been made with costs as follows:

Crooked Creek Hatchery	\$22,000
Ft. Richardson Hatchery	\$25,000
Elmendorf Hatchery	\$37,200
Big Lake Hatchery	\$25,200
Deer Mountain Hatchery	\$32,000
Klawock Hatchery	\$26,000

With these presentations in place, FRED facilities would become much more able to show the many visitors they are already attracting the salmon hatchery story effectively and would undoubtedly become much greater attractions.

# STATE OF ALASKA

## DEPARTMENT OF FISH AND GAME

OFFICE OF THE COMMISSIONER

STEVE COWPER, GOVERNOR

P.O. BOX 3-2000  
JUNEAU, ALASKA 99802-2000  
PHONE: (907) 465-4100

February 2, 1988

The Honorable Kay Brown  
Alaska State Legislature  
P. O. Box V  
Juneau, AK 99811

Dear Representative Brown:

Listed below, please find budgetary details of the six state hatchery projects that have been proposed for inclusion in your tourism/recreational development bill your office is considering. As Dr. Johnny Holland of the Fisheries Rehabilitation, Enhancement and Development (FRED) Division staff reported to your committee on January 28, the amounts listed are the FRED Division hatchery managers' estimates of their needs to provide basic access, interpretive displays and signs for visitors. We are very pleased by the interest and support you have afforded the proposal.

The Big Lake Hatchery, located near Wasilla, has a plan for a self-guided tour that will form a loop around the hatchery. The following items are proposed:

<u>Item</u>	<u>Cost</u>
Boardwalk	\$2,800
Bridge	3,200
Sidewalk	3,250
Signs/Displays	5,000
Wheelchair ramps	4,800
Brochures	500
Portable displays	2,000
Picnic tables	650
Display room	<u>3,000</u>
TOTAL	\$25,200

The Fort Richardson Hatchery in Anchorage has the following proposed items:

<u>Item</u>	<u>Cost</u>
Landscaping	\$5,000
Road	5,000
Visitors' kiosk and displays	<u>15,000</u>
TOTAL	\$25,000

The Elmendorf Hatchery in Anchorage has the following needs:

<u>Item</u>	<u>Cost</u>
Viewing platform	\$17,000
Interpretive signs	12,000
Stairway	<u>8,000</u>
TOTAL	\$37,000

The Crooked Creek Hatchery near Soldotna has the following needs:

<u>Item</u>	<u>Cost</u>
Directional signs	\$2,000
Parking lot and fencing	5,000
Viewing bridge at weir	5,000
Foot paths and inter- pretive signs	<u>10,000</u>
TOTAL	\$22,000

The Deer Mountain Hatchery in Ketchikan has the following needs:

<u>Item</u>	<u>Cost</u>
Directional signs	\$2,000
Interpretive signs	10,000
Audio/visual displays	12,000
Display aquaria	6,000
Wheelchair ramp	<u>2,000</u>
TOTAL	\$32,000

The Honorable Kay Brown

February 2, 1988

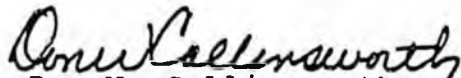
The Klawock Hatchery near the community of Klawock on Prince of Wales Island has the following needs:

<u>Item</u>	<u>Cost</u>
Directional signs	\$1,000
Visitor kiosk	12,000
Interpretive displays	8,000
Foot paths and signs	<u>5,000</u>
TOTAL	\$26,000

If additional information is needed, please contact Dr. Johnny Holland in the FRED Division's Headquarters Office at 465-4160.

Thank you for your interest in the FRED Division's tourist program.

Sincerely,

  
Don W. Collinsworth  
Commissioner

cc: Johnny Holland

## MEMORANDUM

State of Alaska

Tom Krom, Chief of Operations  
 Division of Fisheries Rehabilitation  
 Enhancement and Development  
 Department of Fish and Game

DATE: January 7, 1988

FILE NO:

TELEPHONE NO:

THRU:

SUBJECT: Fish Hatchery Site  
Visitation

FROM:

Mary B. Klugherz, Marketing Coordinator  
 Division of Tourism  
 Department of Commerce &  
 Economic Development

MK

RECEIVED

JAN 12 1988

F.R.E.D.  
ANCHORAGE REGIONAL OFFICE

The purpose of this memo is to outline my preliminary observations and identify issues regarding the development of Crooked Creek Fish Hatchery and Elmendorf Fish Hatchery as revenue generating visitor facilities. These comments are based upon my discussions with you, Tim McDaniel and your staff at both these facilities, and my site visitation the week of December 14.

Overview

The Legislature has put intent language on your division's budget to work with the Division of Tourism to begin developing the potential for generating tourist receipts within the state hatchery program. Since many of the state operated hatcheries already receive many thousands of visitors each year, both resident and nonresident, program receipts generated as the result of a fee charged could represent several thousand dollars. In addition, these hatcheries are not marketing themselves as visitor facilities, yet are still attracting substantial numbers of visitors, particularly those on the highway system. It is within the realm of possibility that visitation of selected sites could increase dramatically with some basic marketing efforts. However, marketing these sites should not occur until basic visitor amenities are provided at these sites. The question then becomes, which sites should be targeted for potential development and what will be the cost for the development. In addition, how does your division collect fees both before and after development.

In our discussions, we reviewed the location and facilities of the state operated hatcheries and agreed to concentrate on those facilities on the

road system with large numbers of current visitors, and potential to attract more visitors. During my recent trip to Anchorage, I was able to visit the Crooked Creek Hatchery and the Elmendorf Hatchery. I will discuss each individually.

### Crooked Creek Hatchery

This site, located approximately 12 miles south of Soldotna, receives approximately 50,000 visitors per year. This facility currently has no road signage, visitor parking, restroom facilities, or interpretive displays to speak of, yet still receives this large number of visitors each year, primarily between June and August. Visitors are both resident and nonresident, as many residents bring visiting friends and relatives to see the hatchery. This represents several hundred visitors each day.

The current situation at the hatchery, with this high visitation and no visitor facilities, raises several issues which the state should address. It is understandable that the state sees an opportunity here to generate revenue from the hatchery visitor. In order to charge for a visit, though, the facility should offer the visitor something - whether it is a self-guided tour with interpretive displays, or a tour guided by a knowledgeable individual. In addition, several improvements should be considered for both safety and ease of visitor flow. Among these improvements are a parking lot, restroom facilities and visitor paths.

During our visit, the manager of the Crooked Creek site indicated that several years ago a consultant was hired from Washington State to look at several hatchery sites and make recommendations for development of visitor facilities. The recommendations for Crooked Creek included drawings of a parking lot, pedestrian bridge, visitor information center and interpretive displays. These drawings and recommendations should be located and studied to see if they can be used today. In addition, costs associated with developing such facilities may be included to give an idea of investment capital necessary to pursue this direction. At a minimum, this facility needs a parking lot and restroom facilities, just to handle the current visitor volume.

Then there is the issue of generating revenue. Unless there is a controlled situation, where there is one entrance with an attendant to collect the fees, visitor donations must be relied upon. This could be as simple as a donation box with adequate signage requesting donations and explaining their use (i.e. donations help maintain the facility, etc.). The donation box must be in a secure place, so as not to encourage vandalism and theft. The recommended amount of donations or fees needs to be discussed as well.

January 7, 1988

The Crooked Creek Hatchery site has tremendous potential as a visitor facility, but it is in desperate need of visitor facilities. It has the potential to accommodate more people than are currently visiting the site, with some minimum site improvements. It is up to the Department of Fish and Game as to whether the capital investment is worth the revenue generated.

#### Elmendorf Hatchery

This hatchery, located five minutes from downtown Anchorage, also has tremendous potential for visitor use. The site has no road signage, no interpretive displays, or restroom facilities. It does have a parking lot, however. The large viewing area for the waterfalls to observe the fish jumping is ideal for large groups of visitors. However, for safety, the area needs additional railing and handicapped accessible paths, as well as interpretive displays and perhaps a self-guided tour.

As with the Crooked Creek Hatchery, this site receives thousands of visitors (approximately 30,000), with no marketing efforts. Given its proximity to downtown Anchorage, this site's potential for visitor use is tremendous. Recommendations for visitor facility development were also made by the Washington State consultant regarding this site. These should be located and studied as well.

This site could immediately install a donation box in a secure area to begin to generate program receipts while it is undergoing further development.

#### Issues

During my site visitations and discussions with the staff, several issues came to mind with regard to the development of state operated fish hatcheries as a visitor attraction. The development of this resource into a visitor attraction has many positive benefits including providing additional visitor attractions, generation of program receipts and providing a means to educate the public (both resident and non-resident) about the state's valuable fisheries resource. Several concerns come to mind, however, which need to be addressed. These are as follows:

1. Fee collection - Until the fish hatchery facilities have a controlled situation, collection of a fee from individuals is very difficult. An interim measure is a donation box, located in a safe, secure area. To collect a fee, the facility should offer something to the visitor, such as a self-guided tour and interpretive displays at a minimum. In addition, basic visitor amenities should be provided (i.e. restrooms).

Who do you charge for fees? Visitors only? Visitors and residents? It is my understanding that many residents visit the fish hatcheries regularly. Do you charge them for each visit? Do you risk damaging relationships with local residents who may consider, as taxpayers, that they already support the hatchery? Other state agencies have faced a similar situation - that is, the need to generate revenues and have instituted fees (i.e. Alaska State Museum in Juneau). Lessons can be learned from these agencies by contacting them and discussing the challenges and issues they faced when initiating fees.

How much do you charge? What is the value of the experience? Do you charge adults one fee, children another, senior citizens another?

Requiring fees from tour operators who may feature a fish hatchery on an itinerary is a sensitive issue. While tour operators may understand the need for a fee to be charged, that fee gets passed along to the consumer and eventually increases the cost of the tour. As tour operators get charged more and more fees by state and federal agencies, the cost of tours increases and lends to the image that Alaska is a high-priced destination. In the long run this is not constructive for anyone in the industry. However, tour operators should be kept informed of the possibility that fees for fish hatchery visitation may be implemented. These operators should be encouraged to include the hatchery on itineraries and at the same time a negotiated agreement with regard to fees could be worked out. Ketchikan is a good example of a fee structure that meets everyone's satisfaction. In addition, the planning cycle for tour operators should be acknowledged when discussing fees. Most large operators are finalizing their summer 1989 tariffs (retail tour rates) by February and March of 1988. If operators are not informed until May 1989 that a fee for hatchery visitation for summer 1989 is to be charged, they will not only be upset, but also may drop the hatchery from the itinerary. This doesn't serve anyone's purpose.

2. Capital Investment Needed - It is clear that the two facilities visited need some capital improvements to serve current visitors as well as encourage increased visitation. In addition, due to the large number of visitors at Crooked Creek, without improvements or limitations on visitation, the state may be faced with a liability problem. Improvements can be made in stages, with the initial investment kept to a minimum and

January 7, 1988

subsequent improvements made out of revenue generated. Whether money is available for improvements prior to revenue generation is a question which I can't answer. However, I would encourage creative solutions to this situation, (i.e. local service clubs providing assistance with project development, etc.).

3. Staffing - The current staff at the fish hatchery sites have become very involved in dealing with the visitor. Some enjoy it, some don't. Spending time with visitors may decrease the time the staff should spend on their primary function. The self-guided tour is one solution to this situation. Another is to utilize university students as guides - either tourism students or fisheries students. Train them and pay them out of program receipts. This could not only provide a positive visitor experience, but also valuable job training and experience for Alaska's future tourism and fisheries professionals.

#### Next Steps

Since most fish hatchery sites were not built with generating visitor traffic in mind, each site poses unique challenges. The following next steps are recommendations to the FRED Division for proceeding with these challenges.

1. Address issues - I've pointed out a few issues which need to be addressed in the context of each site. In addition, you may have identified additional areas of concern.
2. Previous Plan - It is important to find the previous consultants' visitor development plans for the facilities analyzed at that time. These plans may provide many answers to questions regarding improvements and costs.
3. Other States - There are several other states who have built fish hatcheries and incorporated visitor flow into their facilities (Oregon and Washington in particular). A review of their work would be worthwhile.

From these steps, you can formulate plans unique to each site which can be implemented soon. Focus must be kept on the main objective, which is to generate revenue through program receipts. Program receipts can't be generated without some site improvements. Once site improvements are made and a little marketing is done, program receipts should increase, therefore accomplishing the main objective.

MBK/cw6947c  
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**Section 27**

Project: Tok Gold Dredge

Location: Tok

Amount: \$688,000

Description: See attached material.

1/31/85

PROJECT: PRESERVATION OF THE HISTORIC "FORTY MILE DREDGE"

PROJECT STAGES: DISASSEMBLY OF THE DREDGE IN CHICKEN  
TRANSPORTATION TO TOK  
ASSEMBLY IN TOK  
WAYSIDE LANDSCAPING  
RESTORATION AND DREDGE DISPLAY

PROJECT NARRATIVE:

As most Alaskans know, the era of gold dredging in Alaska has all but vanished. With the onset of environmental controls, these awesome pieces of equipment used to move millions of yards of gold rich gravel, are scattered about remote areas of Alaska rusting into oblivion.

As these leviathans deteriorate, our opportunity to provide tourists with a fascinating aspect of Alaskan history disappears with them. Not only do Alaskan dredges have historical significance, they also have by virtue of their immense proportions, tremendous appeal to the eyes and cameras of tourists.

Our Division of Tourism has done an admirable job of creating an Alaska showcase image in the minds of potential visitors. As many of those visitors arrive over our highway system at the Alcan border, their first major stop is in Tok. In the last few years, over 12,000 guests per month sign the register in the visitor center located there. Consequently, the potential for stimulating these guests through first impressions is maximized at the junction of the only highway routes to Anchorage and Fairbanks.

Not far from Tok in the historic "Forty Mile" mining district, a fully assembled gold dredge is available for purchase at an extremely attractive price. Under the terms of this project, local labor would be used to disassemble the dredge, transport it, and reassemble it at the Tok visitors center. In conjunction, a small display of other mining equipment and artifacts would be efficiently displayed on and about the dredge. To further build interest in the mining display, the project will call for the placement of some of the huge buckets from the dredge at each road side pull-off area between the Canadian border and Tok. On each bucket a small plaque describing historical facts on the "Forty Mile" will be attached. Each message would end by encouraging visitors to; "See the massive machine which moved this bucket through the golden gravel of the Forty Mile".

The potential for permanent placement of a unique historical artifact while creating temporary local jobs in doing so, combine to make this the right project at the right time. Alaska's future as well as it's history should capitalize on it's "Golden" history.

PROJECT COSTS:

1. PURCHASE OF THE DREDGE	\$ 75,000.00
2. DISASSEMBLY	\$ 120,000.00
3. TRANSPORTATION	\$ 135,000.00
4. REASSEMBLY	\$ 120,000.00
5. SITE DISPLAY	\$ 30,000.00
6. WAYSIDE DISPLAYS	\$ 24,000.00
7. RESTORATION AND LANDSCAPING	\$ 184,000.00

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\$ 688,000.00

JOBS CREATED:

PURCHASE	N/A	
DISASSEMBLY	4 LOCAL PERSONS	
TRANSPORTATION	6 LOCAL PERSONS	
REASSEMBLY	4 LOCAL PERSONS	
SITE DISPLAYS	2 LOCAL PERSONS	
WAYSIDES	2 LOCAL PERSONS	
REST. & LAND	2 LOCAL PERSONS	TOTAL 20 PERSONS

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ECONOMIC BENEFITS:

LOCAL ECONOMY (WAGES, EQUIP. ETC.)	<u>SHORT TERM</u>	\$ 544,000.00
LONG TERM STATE		INCALCULABLE
LONG TERM COMMUNITY		INCALCULABLE
OTHER (NON LOCAL)	<u>SHORT TERM</u>	\$ 64,000.00

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TOURISM BENEFITS

The true benefits of this project are more of a long term nature and a part of a building block approach for our "Alaskan Showcase" image. It is no secret that tourists are disappointed in Alaska before they begin because we have a lack of interesting things to see along many miles of our highway routes.

The net effect of having visitors with positive, inquisitive attitudes, is perhaps impossible to measure, however if one reflects on trips made to other states or areas it is the combination of a lot of small but interesting items that make a visit memorable.

Tok considers itself the Gateway to Alaska, and from the Interior prospective that is true. As part of our ongoing tourism effort, we need to consider the importance of positive first impressions. That is what the long term benefit of this project is all about.

OPERATING COSTS: NONE

ONCE THE DREDGE IS IN PLACE AND RESTORED AS PROVIDED IN THE PROJECT COSTS, THERE WILL BE NO OPERATING COSTS.

VISITORS WILL FOLLOW A STEP BY STEP ROUTE THROUGH THE DREDGE STOPPING AT POINTS OF INTEREST DESCRIBED ON INFORMATIONAL PLAQUES. THE TOTAL TIME INVOLVED FOR A COMPLETE CIRCUIT WILL TAKE APPROXIMATELY 20 MINUTES PER 4 PERSON GROUPS.

AT THAT RATE, OVER 800 VISITORS A DAY COULD DO THE WALK THROUGH THE DREDGE.

OTHER INFORMATION AND HISTORICAL FACTS ABOUT THE DREDGE WILL BE PROVIDED VIA INFORMATIONAL STATIONS AROUND THE SITE. IN ADDITION A VIDEO CAN BE PRODUCED OF A WORKING DREDGE AND SHOWN IN THE VISITOR CENTER VIEWING ROOM.

FUTURE UP-KEEP SUCH AS PAINTING AND CLEANING, WILL BE HANDLED BY THE RESIDENTS, AND BUSINESSES OF TOK THROUGH THE TOK UMBRELLA CORPORATION.

January 29, 1988

Rep. Dick Shultz  
Pouch V  
Juneau, Alaska 99811

*Dick*  
Dear ~~Representative~~ Shultz:

As you know we are hard at work planning the 1992, 50th Anniversary celebration of the Alcan Highway. We are encouraged that you are making progress in the effort to acquire the gold dredge available in Chicken. As you know it will be a major part of the Tok contribution to the celebration.

In reviewing the logistics and scope of this project we can assure you that the manpower and equipment to successfully complete it are here and ready to go. Dick, you know the state of our economy. There are more people out of work and more idle pieces of equipment in our community than any one can remember. On top of that, the usual volume of summer work just isn't materializing.

In closing let us again emphasize that we need this project. The state will benefit from it as well as our community, and it will help many of our local people through the slump we are now experiencing.

We appreciate the attention the Legislature has given to the proposal, and stand ready to answer any questions they may have about the details.

Sincerely,  
*Gary Kranenburg*  
Gary Kranenburg  
Project Director / Tok Chamber of Commerce

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Tok community. Thank you for all your

Sincerely,  
*William Simmons*  
William Simmons, President

# **CORRECTION**

**THIS DOCUMENT  
HAS BEEN REPHOTOGRAPHED  
TO ASSURE LEGIBILITY**

January 29, 1988

Rep. Dick Shultz  
Pouch V  
Juneau, Alaska 99811

*Dick* :  
Dear Representative Shultz :

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Sincerely,

*Gary Kranenburg*

Gary Kranenburg  
Project Director / Tok Chamber of Commerce

# *Tok Community Umbrella Corporation*

---

P. O. Box 547, Tok, Alaska 99780

January 29, 1988

Representative Richard Shultz  
P.O. Box V (Mail Stop 3100)  
Juneau, Ak. 99811

Dear Representative Shultz;

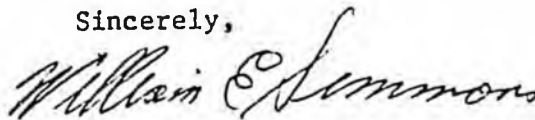
It has been brought to the attention of our Board of Directors that there is a good possibility that funds may be available in the form of a grant thru the Legislature to purchase, disassemble, move from Chicken to Tok, reassemble and finally restore the Chicken Creek Gold dredge. At a Board of Directors meeting held January 28, 1988 a motion was made and unanimously approved to accept the administration of this Legislative grant should the funds be made available by our Legislature and Governor Cowper.

As you are aware the Tok Community Umbrella Corp. has now been in existence for approximately five years and has been very efficient in the administration of the grants to the Tok area. We feel very strongly that our purpose is to work for the betterment of our community and if this historical Chicken Creek dredge were moved to Tok, not only would this project provide numerous jobs for local people, it could very well become one of the greatest tourist attractions in Interior Alaska.

If this historical gold dredge could be renovated and located in Tok along the Alaska Highway, where every land traveling tourist must pass by, we feel that this will most certainly benefit all the tourist related businesses in our area and may even encourage travelers to specifically come to Tok to see this outstanding historical example of Alaska's mining past.

Once again, we, as a non-profit corporation, would be happy to accomplish this project for the betterment of the Tok community. Thank you for all your help in this endeavor.

Sincerely,



William Simmons, President

January 29, 1988

Representative Kay Brown  
P.O. Box "V"  
Juneau, Alaska 99811

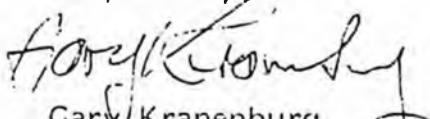
Dear Representative Brown,

i wish to personally thank you for the efforts and attention you have put into the "Historic Dredge Project". When Dick informed me that the support for this important undertaking was needed immediately, I confess I was caught short. The only reason I can offer is that we in Tok had geared our timing for a push later in the session. With the move on to get our people back to work through the jobs bill, all that of course changed in a hurry.

In closing, let me offer any further assistance you may need as you consider the merits of this project.

I look forward to helping in any way I can.

Respectfully,

  
Gary Kranenburg  
(Tok Chamber of Commerce  
Box 321  
Tok, AK. 99780)

**Section 28**

Project: Visual Arts Center of Alaska

Location: Anchorage

Amount: \$350,000

Description: See attached material.

January 27, 1988

Ms. Joyce D. Peterson  
Administrative Assistant  
Senator Rick Uehling  
PO Box V  
Juneau, Alaska 99811

JAN 29 1988

Dear Joyce:

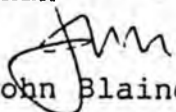
Thank you for calling. Attached is the budget for the renovation project here at the Visual Arts Center. I have cut out all of the equipment, furniture, administration and less-than-essential renovation labor and materials to reduce the total request from \$500,000 to \$291,101. We will administer the project out of Center operating funds.

The criteria suggested for the "Jobs Bill" seem to fit our project very well:

- 1) It meets a need. We've saved a derelict building in downtown Anchorage, making it a productive, attractive space. We'll lose it if we can't finish the renovation. We're more than half way there.
- 2) It minimizes operational costs: Once completed, the studios will provide space for up to 50 artists who pay a monthly fee (\$45) which pays for upkeep, utilities, rent. And it allows artists a cheap place to work.
- 3) It should be labor-intensive: Most of the \$291,101 is for labor and goes immediately to the people who will do the work.
- 4) The project will be done by Alaskan companies: Our main contractor, HARCO, Alaska, has sub-contracted with several local construction firms. These same people will finish the job for us.
- 5) After completion, we plan to hire a new studio manager, workshop leaders for children's and adults' art classes, a gallery technician and sales gallery manager; thus, it provides jobs for the long-term as well as the short-term.

We'll also be eligible for federal support through the National Endowment for the Arts, another plus for the project.

Thanks for your assistance, and best wishes,

  
John Blaine

Visual Arts Center of Alaska

713 West 5th Avenue • Anchorage, Alaska 99501 • 907 • 274-9641

Capital Grant Request  
 Visual Arts Center of Alaska  
 713 West 5th Avenue  
 Anchorage, AK 99501  
 907/274-9641 Contact: John Blaine

	Square Feet	Walls/partitions/ doors	Floor Coverings	Lighting/ electrical	Plumbing/ ventilation	Life safety	TOTAL
Print/Painting Studio	4,800	3850	7700	17600	25987	1100	\$ 56,237
Photography Studio	350	1650	1100	3300	6380	550	12,980
Sculpture Studio	3,800	23100	6270	18700	36828	2750	87,648
Mixed-Media Studio	1,750	4950	3850	9900	23100	1100	42,900
Children's Art Studio	450	2750	1100	1650	1650	550	7,700
Public Bathrooms	400	2750	1100	2750	9650	-	16,250
Administrative Offices	1,600	-	3520	1650	1100	-	6,270
Gallery	3,200	6600	9800	16500	-	-	31,900
Storage/Gallery Prep	<u>450</u>	<u>1650</u>	<u>1100</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>2,750</u>
TOTAL	16,800 sq. ft.	<u>47300</u>	<u>34540</u>	<u>72050</u>	<u>104698</u>	<u>6050</u>	<u>\$264,638</u>
						Contingency @ 10%	<u>26,463</u>
						GRAND TOTAL =	<u>\$291,101</u>

January 15, 1988

Hon. Kay Brown  
House of Representatives  
Alaska State Legislature  
PO Box V  
Juneau, Alaska 99811

Copies to: Johnny Ellis  
Joe Josephson  
Rick Uehling  
Pat Pourchot

Dear Kay:

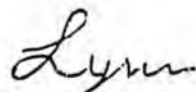
We've been following the news about the Governor's proposed "jobs bill," and wished to list some of the reasons our request for a \$500,000 capital grant seems to fit:

1. The grant would provide immediate jobs for a host of contractors, i.e., electrical, HVAC, plumbing and carpentry
2. Once completed, the space will provide room for artists to work in, education space for the continuation of our children's art education program, and space for other workshops attended by the public.
3. The completed project will allow for four full-time jobs in studio and gallery management.
4. The Visual Arts Center has brought in over \$100,000 in out-of-state funds for the project already. Once the project is completed, we will be eligible for up to \$200,000 in federal funds, (National Endowment for the Arts/Challenge Grant II), as well as other private out-of-state funds to create an endowment for the Center.
5. As a "visitor destination point," the Center will be able to generate significant new earned income through admissions and sales. Such funds will enable the Center to become more self-sufficient, able to survive the loss of State and Municipal operating support.

Please let us know if we can do anything to encourage the addition of our request to the bill, and thank you for your interest and support.

Yours,

  
John Blaine



Lynn Chambers

Visual Arts Center of Alaska

713 West 5th Avenue • Anchorage, Alaska 99501 • 907 • 274-9641

January 6, 1988

Hon. Kay Brown  
State Representative/District 12-A  
PO Box 20-2661  
Anchorage, Alaska 99520

Dear Representative Brown:

Several years ago, the Visual Arts Center of Alaska was slated to move into a "Project 80's" facility to be built for roughly \$20 million at the corner of 6th and G Street in downtown Anchorage.

That project was never implemented, but frankly, we're not all that unhappy it wasn't. We've found something that's better and cheaper. We are halfway finished preserving a part of our history by restoring the old Anchorage Buick Center building at 5th and G St., across from the Westmark Hotel and adjacent to the new Performing Arts Center. And we're doing it for about 1/20th the cost: \$1 million.

We've raised and spent nearly \$500,000 to renovate what had become a derelict building, empty for three years and about to become a flea market. We've given THE IMAGINARIUM a home and they're doing well, bringing youngsters in by the thousands. We've finished renovating their half of the 35,000 sq. ft. here, and begun work on our space.

Our gallery and office space is usable but unfinished, lacking proper lighting, floor covering and furniture. Artists' studios, children's art workshop space, bathrooms and all finish work are yet to be done.

We're in the best place we could be as a "visitor destination point," with potentially spectacular gallery space as well as wonderful space for studios and workshops to serve Alaskan artists from every part of the state. With completed facilities, we'll have the energy to help boost the sagging spirits that attend this moment in our history.

We're asking that you sponsor a one time capital grant to the Visual Arts Center in the amount of \$500,000 so that we can complete this building and let it serve the public at its full potential. The money will be spent right here; it will put people to work, and it will make the Visual Arts Center capable of sustaining basic, no frill programming through earned and privately contributed revenues.

Thank you for considering our request. With your sponsorship we will have strong support both at legislative and executive levels. We believe this project is good for Alaska and we're eager to make some great things happen.

Yours sincerely,

*Lynn Chambers*

Lynn Chambers 243-8212  
Board of Directors

*Bob Walp*

Robert M. Walp 265-5600  
Board of Directors

Visual Arts Center of Alaska

713 West 5th Avenue • Anchorage, Alaska 99501 • 907 • 274-9641

*John Blaine*

1/6/88

Memo To: Representative Kay Brown  
From: Lynn Chambers; Robert M. Walp  
Visual Arts Center of Alaska  
Re: Request for One-Time Capital Grant: \$500,000

This is to request your sponsorship of a Capital Budget Item for FY89 in the amount of \$500,000 for building renovation and equipment for the Visual Arts Center of Alaska, the grant to be directed through the Alaska State Council on the Arts.

Downtown Renovation  
Project:

\*Cost - \$1 million for renovation/equipment

\*Space - 35,000 square feet @ 25¢/sq. ft.

\*Owner - Nelson Bunker Hunt; building has been leased to the Visual Arts Center of Alaska for TEN YEARS, with a TEN YEAR RENEWAL OPTION.

\*sub-lease - to THE IMAGINARIUM (17,000 sq. ft. offsetting lease payments by 82%)

\*Funding - \$500,000 raised to date from:

State of Alaska (FY87)	\$120,000
Muni. of Anchorage (88)	50,000
Federal Funds (FY87)	37,500
Seattle (foundations)	52,000
Local private donations	58,500
Secured loans (private)	165,000
Sales of artwork	<u>17,000</u>

TOTAL      \$500,000

\*Location - Corner of 5th Avenue and G St., adjacent to Performing Arts Center, one block from Captain Cook, Egan Convention Center, Westmark Hotel

\*Benefit - Capital Grant of \$500,000 will  
\*provide immediate jobs for Alaskans  
\*save historic (1939) building  
\*provide a home for THE IMAGINARIUM and VISUAL ARTS CENTER OF ALASKA  
\*serve projected 150,000 visitors in year one of full operation  
\*increase artist and public membership from current 780+ to 2,000+ by 1990

January 6, 1988

page 2

Past Performance:

- \*originally selected as part of Project '80's; slated to occupy new facility at projected cost of nearly \$20 million in public funds (1982)
- \*has served as work/training place for hundreds of Alaskan artists
- \*founded SKY ART FESTIVAL (with Center for Advanced Visual Studies/MIT) in 1986
- \*founded ART & ADVENTURE AUCTION in 1986
- \*maintained and expanded audience, membership and program through decline of State Operating Support from \$225,000 in FY85 to current level \$87,000 FY88
- \*recognized by National Endowment for the Arts as one of 36 arts organizations nationwide to receive prestigious Advancement Grant in 1986
- \*founded VACANAW (Visual Arts Center Alaska Native Artists Workshop) in 1985 with Susie Bevins and Joe Senungetuk
- \*Nationally recognized by press (ARTnews, ART IN AMERICA, ARTFORUM, ARTWEEK, etc.)
- \*supported by ARCO Foundation, STANDARD ALASKA PRODUCTION, FORD and ROCKEFELLER foundations, SKINNER Foundation, KREIEL-SHEIMER Foundation, NBA, FIRST NATIONAL BANK OF ANCHORAGE, CHEVRON USA, SKAGGS Foundation, K & L Distributors, GCI, ALASCOM, and hundreds of business, family and individual members
- \*STATEWIDE in scope, providing gallery shows, workshops, other services to artists living in Anchorage, Fairbanks, Juneau/Douglas, Nome, Bethel, Ketchikan and more

One-Time Capital Grant Request Budget  
 Visual Arts Center of Alaska

Total Requested: \$500,000

Print Studio: sheetrock; ventilation; floor covering; lighting/electrical; equipment	\$ 87,500
Photography Studio: sheetrock; ventilation; floor covering; lighting/electrical; plumbing; equipment	21,500
Sculpture Studio: sheetrock; ventilation; floor covering; lighting/electrical; plumbing; equipment	124,000
Mixed-Media Studio (includes Hand-Made Paper): sheetrock; ventilation; floor covering; lighting/electrical; plumbing; equipment	78,000
Children's Art Workshop Space: sheetrock; ventilation; floor covering; lighting/electrical; plumbing; equipment	22,000
Public Bathrooms: sheetrock; ventilation; floor covering; lighting/electrical; plumbing; fixtures	32,500
Offices: floor covering; electrical; furniture and equipment	26,000
Gallery: lighting; floor covering; furniture and equipment for maintenance	<u>66,000</u>
	<u>Total</u> \$457,500
Administration and contingency @ 10%	<u>45,750</u>
	<u>Grand Total</u> \$503,250

**Section 29**

Project: Juneau City Museum

Location: Juneau

Amount: \$490,000

Description: See attached material.

STATE OF ALASKA



REPRESENTATIVE  
FRAN ULMER

P.O. Box V  
JUNEAU, ALASKA 99811  
(907) 465-4947

HOUSE OF REPRESENTATIVES

M E M O R A N D U M

February 8, 1988

TO: Representative Kay Brown

FROM: Representative Fran Ulmer

SUBJECT: HB 423 - Tourism Development Bill

House Bill 423, section 29, provides an appropriation of \$490,000 to the City and Borough of Juneau for relocation and rehabilitation of the Juneau City Museum.

A. Basic Statement of Purpose and Scope of Work:

This project would take the existing Juneau Memorial Library building (which will be vacated in late 1988) and install energy efficient insulation in walls and ceilings; double glazing of windows; addition of a new mechanical system with ventilation, heating, humidity, and pollutant controls; the installation of a halon fire suppression system; and security. Also included would be new interior finishes and exhibit cases for the museum collections. After renovation, the building will be occupied by the City Museum.

B. Cost Estimate and Breakdown

The project is proposed at \$490,000; this amount would complete all phases of the project. A separate grant would be used for the design phase of the project.

C. Identification of Authorized Agency and /or Grant Recipient

The project would be funded as a municipal grant to the Department of Administration. The City and Borough of Juneau would be the recipient.

D. Responsiveness to Criteria

Due to the size of the project, all work could be completed in FY 89. The project would provide employment for a variety of

crafts such as mechanics, laborers, carpenters, electricians, plumbers, painters, masonry workers, sheetrockers and carpet layers at a time when construction work is generally in its winter slow-down period. It is anticipated that the contractor and all subcontractors would be Alaskan.

Maintenance and operation cost will be the responsibility of the museum and the city. There will be no long-term impact to the State.

The museum's present level of use is 30,000 visitors per year and this level is increasing.

A project of this size and scope is expected to generate jobs throughout the construction industry as indicated above.

Obtaining adequate space and exhibit areas for the museum's collection will increase its usage. The museum with its historical collection on hardrock mining could lead to expansion of the ElderHostel program through the University of Alaska Southeast. Additional courses in the history of mining which could be scheduled outside the peak summer tourism months would attract more tourists to the city. This project would complement the local tourism industry and the efforts of local volunteers for preservation of Alaska's Capital City history. The museum is currently operated by part-time staff and an ever-increasing number of local volunteers.

The State has made a significant investment in the tourism industry and has already identified museums as an integral part of this industry through funding of the Transportation Museum, the Alaska State Museum System, House of Wickersham, Sheldon Jackson and other numerous interpretive sites.

The potential to leverage non-state investments is high. Non-state funds which may be identified for future acquisitions include a local Leslie Murray Museum Fund, grants from the National Endowment for the Humanities and local museum assistance funds. The potential for corporate support will improve when a permanent well designed and adequate facility is provided for the museum.

Public support for the local museum has been demonstrated by an increasing number of local, year-round volunteers. Donations both in dollars and local history artifacts have been received. The City and Borough has annually appropriated funds for the operation of the museum. The number of visitors to the museum has been steadily increasing.

Thank you for a favorable consideration of this project.

**Section 30**

Project: Willow Creek Road Access

Location: Mat-Su Borough

Amount: \$100,000

Description: This appropriation would only fund a small portion of the work that needs to be done on this project. See attached material.

TO: Rick Davidge  
Mat-Su Borough

DATE: February 5, 1988

FROM: Daryl Haggstrom  
Alaska State Parks

RE: Backup information as per your request for possible Jobs Bill  
project: \$50k to \$100k for Willow Creek Road.

Project Name: Willow Creek Road  
Project Amount: \$50,000+

Description of Work

Top the existing Willow Creek Road with a crushed aggregate base course to provide a good driving surface.

Justification

Approximately 2.2 miles of the 3.9 mile Willow Creek Road, Parks Highway to Susitna River, has been constructed. The initial construction provided for the road embankment constructed of gravelly sand. The driving surface is loose and requires a cap of crushed aggregate base material to provide an acceptable driving surface. This project would result in the upgrade of the first mile of Willow Creek Road. Although Willow Creek Road does not provide driving access to the Susitna River and the mouth of Willow Creek, it is used for park and hike fishing access to this popular fishing site. The soft, sandy driving surface has become of increasing public safety concern as the fishing access becomes more popular. An additional \$50,000 would provide for upgrade of the entire 2.2 miles of existing road.

PROJECT TITLE: Willow Creek Recreation Area Development

PROJECT DESCRIPTION: Development of 1.7 mile access road to Susitna River, boat launch area, parking, day use area, and campground facilities.

DISCUSSION: This project is a cooperative recreational resource and economic development project supported by State Parks, Department Fish & Game and the Mat-Su Borough. The project will have an immediate significant impact on the Borough economy by creating construction jobs. This major project will provide access to one of the State's finest salmon fisheries. The total project will eventually provide facilities for boating, fishing, camping, hiking, day use, long-term parking, historical and natural interpretation and concessions.

A tri-agency cooperative management plan is being developed by the Borough, State Parks and ADF&G. Willow Creek is the Borough's and ADF&G's number one resource development capital project and is supported by the Willow Area Community Organization, the Borough Parks & Recreation Advisory Board, Planning Commission and Assembly.

A concessionaire system will help to construct additional facilities and provide associated services which will attract residents, regional visitors and tourists. This project is a superb model showcasing public-private sector cooperation in proper recreation resource planning, development and operation. It surely will be the "Gateway to the Susitna".

ANTICIPATED COST: \$2,000,000

MATANUSKA-SUSITNA BOROUGH  
CAPITAL PROJECT NOMINATIONS FY89

PROJECT NAME: Willow Creek Recreation Area

(Willow)

COMMUNITY: MSB/Anchorage Region POPULATION: 300,000

DESCRIPTION: Development of access road, boat launch, parking day use area, and campground facilities.

SKETCH ATTACHED (?)

JUSTIFICATION: Cooperative recreational resource and economic development project supported by state parks, Fish & Game and MSB; #2 priority of MSB Parks & Rec. Advisory Board.

ANTICIPATED COSTS (if known)

TOTAL	\$ <u>2,000,000</u>	<u>100%</u>
ENGINEERING/ADMINISTRATION	\$ <u>150,000</u>	<u>          </u>
LAND	<u>State/MSB</u>	<u>          </u>
MATERIAL	<u>1,850,000</u>	<u>          </u>
ANTICIPATED FUNDING, TOTAL	\$ <u>2,000,000</u>	<u>100%</u>
MSB	<u>155,000</u>	<u>          </u>
STATE	<u>1,225,000</u>	<u>          </u>
SPECIAL ASSESSMENTS	<u>          </u>	<u>          </u>
OTHER	<u>620,000</u>	<u>          </u>

ANTICIPATED SCHEDULE	START DATE	FINISH DATE
PLANNING	<u>July 1988</u>	<u>July 1988</u>
DESIGN	<u>July 1988</u>	<u>August 1988</u>
CONSTRUCTION	<u>September 1988</u>	<u>June 1989</u>

ANNUAL M & O COSTS ANTICIPATED \$ 50,000  
TO BE PAID BY: \_\_\_\_\_  
EXPECTED PROJECT LIFE 100 YEARS

NOMINATED BY: MSB Parks & Rec. Advisory Board #2 DATE: 10-15-87

JCS/pmg/040

MATANUSKA-SUSITNA BOROUGH  
Willow Creek Recreation Area

PARKS & OUTDOOR REC. DIV.

FY89 Cost Estimate - Phase I

I. BOAT LAUNCH

2 boat ramps	\$ 120,000
1/2 mile gravel road	230,000
Parking lot (50 spaces)	100,000
2 double vaulted latrines	50,000
Misc. signs, site improvements	50,000
	<hr/>
Total	\$ 550,000
	<hr/>

II. ACCESS ROAD

1.1 mile to bluff	\$ 620,000
.6 mile over swamp	580,000
D-1 surface 1.7 mile	100,000
	<hr/>
Total	\$1,300,000
	<hr/>

III. Engineering & Contingency

	\$ 150,000
	<hr/>
	<hr/>

**Section 31**

Project: City of Nome/Tourism Related Improvements

Location: Nome

Amount: \$160,400

Description: See attached material.



# Alaska State Legislature

## REPRESENTATIVE DISTRICT 23 HEINRICH "Henry" SPRINGER

HOME:  
P.O. Box 352  
Nome, AK 99762  
(907) 443-2854

WHILE IN JUNEAU:  
P.O. Box V  
Juneau, AK 99811  
(907) 465-3789/4984

### COMMITTEES:

CHAIR:  
Community and  
Regional Affairs

VICE-CHAIR:  
Transportation

MEMBER:  
Resources

January 29, 1988

TO: Representative Kay Brown, Co-Chair  
Representative Johnny Ellis, Co-Chair  
Tourism Promotion Group

FROM: Rep. Henry Springer *HS*  
District 23

Subject: Request for Tourism Related Projects Funding

Per our discussion yesterday, I hereby submit the following projects for inclusion in the tourism related appropriation bill.

As you know Western Alaska is among the most economically depressed areas in the State. The Nome situation is especially grave because of its dependency on government expenditures (which have been greatly reduced in the past years at both the Federal and State levels) and its lack of diversified economic possibilities. Expansion of tourism is one of the very few feasible possibilities to improve the situation.

The following projects are modest and have the support of the Nome Visitors Association and the City of Nome.

1. Welcome and information signs at the Nome Airport, Perkins Plaza, Visitors Center and along the highway system.

(7) at \$1,000 - \$7,000

2. Nome Cemetary cleanup, brushcutting, paths cleanup, boardwalks and signing. \$45,000

This can all be done with local manpower and equipment, materials; it is labor intensive, does not incur any maintenance costs.

The Nome Cemetary dating back to early pioneer days is unique in its historic value and could serve as one of the few available tourist attactions. It is in deplorable shape now, overgrown and neglected.

3. Nome Visitor Center improvements.

Showcases, information boards, porch \$2,000

4. Nome sidewalk along seawall, at Visitor Center and observation platform. \$25,000

5. King Island Community Stairways to beach.

Many tourist watch the King Island people in their hunting endeavors; rock bank protection between the beach and the road prevents easy access. Two stairways over the rock riprap would provide safe and easy access.

(2) at \$10,000 - \$20,000

6. King Island Community boat launch close to No. 5. The sandy/murky beach make boat launching prohibitive and difficult. \$20,000

7. Lindeblom Cabin; historic cabin that needs to re-erected. It has been taken dwon and stored.

\$41,400

All of these projects can be locally handled without much overhead and redtape expenditures, they are local - labor intensive, do not incur any significant maintenance responsibilities and would have immediate impact.

Your favorable consideration is appreciated.

cc: Senator Hensley

**Section 32**

Project: Snake Lake Access Road

Location: Dillingham

Amount: \$55,000

Description: See attached material.

# MEMORANDUM

DEPARTMENT OF NATURAL RESOURCES

State of Alaska  
DIVISION OF LAND & WATER MANAGEMENT

TO: Sharon Barton  
Director

DATE: January 27, 1988

FILE NO: 10-525

TELEPHONE NO: 762-2426 465-2406

THRU:

SUBJECT: Snake Lake Access Road  
Dillingham Area

FROM: Jerome A. Pape <sup>for</sup>  
Chief Cadastral Surveyor

These funds will be used to construct 1800 feet of public access, including culverts, boat ramp and minimal parking areas to Snake Lake.

The access to the lake and boat launching facilities are needed so individuals can get to the Snake Lake Subdivision and homestead areas which the state offered through its land disposal program.

In 1983 the upper region of the Snake Lake was nominated for land disposal as a dispersed subdivision and homestead area. In 1985 the design and surveying of the Snake Lake Subdivision and Weary River Homestead was completed and lots were sold.

Access to the subdivision is via float plane and boat. There is road "trail" access (10 miles) from the Dillingham to Aleknik road to Snake Lake. However this road goes through Choggiung Corporation improvements near the lake. Temporary access was permitted until the access to the lake could be relocated around the improvements.

The road access offers the residents of the Dillingham area the most economical means of transportation to the area so they could deliver building materials for their improvements.

The alternative to re-routing the access would be to remain fly-in which greatly restricts those able to afford it.

## SNAKE LAKE ACCESS ROAD

1800 feet access road

60 feet of culverts

Boat Ramp

Minimum Parking Area

\$55,000

# STATE OF ALASKA

## DEPARTMENT OF NATURAL RESOURCES

### DIVISION OF LAND AND WATER MANAGEMENT

STEVE COWPER, GOVERNOR

CADASTRAL SURVEY SECTION  
P.O. BOX 107028  
ANCHORAGE, ALASKA 99510-7028  
PHONE: (907) 782-2425

February 4, 1988

The Honorable Adelheid Herrmann  
Alaska State Legislature  
Room 108, Capitol Bldg.  
P.O. Box V  
Juneau, AK 99811

Attn: Rena Bukovich

File: 10-525  
Subj: Snake Lake Access Road

Dear Ms. Bukovich:

#### Basic Statement of Work:

These funds will be used to construct 1800 feet of public access, including culverts, boat ramp and minimal parking areas to Snake Lake.

The access to the lake and boat launching facilities are needed so individuals can get to the Snake Lake Subdivision and homestead areas which the state offered through its land disposal program.

In 1983 the upper region of the Snake Lake was nominated for land disposal as a dispersed subdivision and homestead area. In 1985 the design and surveying of the Snake Lake Subdivision and Weary River Homestead was completed and the lots were sold. The subdivision contains 68 lots and 25 homestead entries are authorized.

Access to the subdivision is via float plane and boat. There is road "trail" access (10 miles) from the Dillingham to Aleknik road to Snake Lake. However this road goes through Choggiung Corporation improvements near the lake. Temporary access was permitted until the access to the lake could be relocated around the improvements.

Ms. Rena Bukovich

-2-

02/04/88

The road access offers the residents of the Dillingham area the most economical means of transportation to the area so they could deliver building materials for their improvements.

The alternative to re-routing the access would be to remain fly-in which greatly restricts those able to afford it.

**Cost:**

Snake Lake Access Road	\$45,000 to \$55,000
1800 feet access road	
60 feet of culverts	
Boat Ramp	
Minimum Parking area	

**Project Readiness and Timing:**

This is a very basic road with minimal design needed. We anticipate authorizing construction during the summer of calendar year 88 but construction could be extended to summer of 89 if contractors can't meet that schedule for some reason.

**Long Term Operation and Maintenance:**

Discussions have been held between DOT/PF and the Department regarding maintenance. To date they have no interest in adding to their maintenance schedule. By a copy of this letter I am alerting Clyde Stolzhus, DOT/PF of your interest.

**Present Level of Use and Need:**

Both areas have been offered to the public. With time allotted I can't confirm how many parcels or permits have been taken. This project will also provide lake access to the general public.

Ms. Rena Bukovich

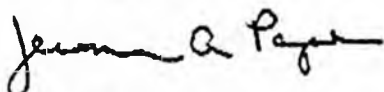
-3-

02/04/88

## Economic Impact:

This project would primarily involve some heavy equipment and operators and other construction types. With the size project I don't think anyone not situated in the Dillingham area could underbid locals. Otherwise if there is a way to target local hire I'm game.

Sincerely,



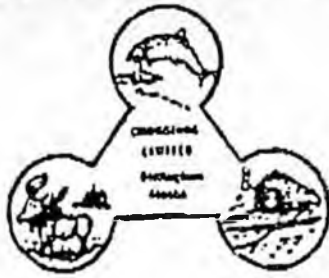
Jerome A. Pape  
Chief Cadastral Surveyor  
762-2424

JAP:leh

## Enclosures

Choggiung Limited Correspondence

cc: Clyde Stolfus, Special Assistant, Office of the Commissioner,  
Department of Transportation and Public Facilities



1. Tom TH
2. Meg W/S
3. Jerome J

# CHOGGIUNG LIMITED

P.O. BOX 330 • DILLINGHAM, ALASKA 99575 • PHONE (907) 842-5218

September 11, 1987

RECEIVED

SEP 22 1987

DLWM  
Director's Office

Ms. Janet George  
Department of Transportation and  
Public Facilities  
4111 Airport Way  
Pouch 6900  
Anchorage, Alaska 99502

Dear Janet:

Thank you for making the time available to meet with us during your visit to Dillingham. As we discussed at that time, property owners in the Snake Lake Area as well as the General Public have a genuine need for access to the Lake. Unfortunately, though Choggiung Ltd. recognizes the need, we cannot provide that access. Consequently, as the need was created by the State, we turn to the State for assistance. As we have indicated in the past, in light of the funding constraints that the State is currently experiencing, we are more than willing to make a cooperative effort to complete the road.

During our meeting several options were presented and discussed. Among these were the construction of a "volkswagen version" spur road which was roughly estimated at \$50,000.00, the construction of a "cadillac" version which was roughly estimated at \$225,000.00, the availability of funds at the present time and the possibility of seeking a legislative appropriation. Though the need for maintenance of the road was discussed, little was concluded.

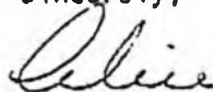
At the close of our meeting, we understood that the following had been accomplished. The Department of Transportation indicated the willingness to do the design work. Choggiung indicated a desire to see the development of a "no frills" "volkswagen version". As well we voiced a willingness to cooperate if an adjustment (to the south) of a portion of the road would decrease the cost of the road construction. The Department of Natural Resources will research funding possibilities for the construction of the road. Choggiung Ltd. will research the availability of gravel (including a reasonable royalty rate) as well as assist in the search for funds and other ways of decreasing the cost of construction.

Page 2  
September 11, 1987

As yet we have not received word on the success of the Department of Natural Resources efforts. We understand that DOI/PF is pulling together some construction information. We are researching gravel availability and cost.

Again, thank you for your time and interest. We look forward to hearing from you in the future.

Sincerely,



Alice Ruby  
Land Manager

/ar

cc: Tom Hawkins ✓  
Norman Heyano  
Representative Adelhide Herrmann  
Senator Fred Zharoff

Letter sent to: Janet George, DOT/PF  
John Tolley, DOT/PF  
Dan Morefield, DOT/PF  
Rick Nelson, DOT/PF  
Ed Mulcahey, DOT/PF  
Larry Ostrowski, DNR  
Gary Hennigh, City of Dillingham

**Section 33**

Project: Unalaska Pictorial Display

Location: Unalaska

Amount: \$54,200

Description: See attached material.

CITY OF UNALASKA

P.O. BOX 89  
UNALASKA, ALASKA 99685  
(907) 581-1251

"Capital of the Aleutians"



January 26, 1988

Adelheid Herrmann  
Alaska State Legislature  
Pouch V (MS 3100)  
Juneau, AK 99811

Dear Adelheid,

The purpose of this letter is to request \$54,175. for research, design and construction of a rotating display depicting Unalaska's history.

Unalaska is a community rich in history. It was the first Russian settlement in the new world; it was the site of the first Russian Orthodox Church; it has been a sealing and fur trading post; it was once a refueling point for gold rush ships on their way to Nome; it was a strategic site for the armed forces during WW II and was bombed twice by the Japanese; it is currently a refueling port for ships headed for the far east and a bustling fishing and refueling port for foreign and American vessels fishing in the Bering Sea. As rich as Unalaska's history is there is currently no organized way to present Unalaska's history to the many visitors who come here each year.

Last year 24,000 people came through the Unalaska airport. There were 3,500 visitors alone just from Russian vessels refueling in our port. Many of these visitors stopped at City Hall asking for information about Unalaska's history. City Hall has a small display of historical photographs which has received a very positive response and a great deal of interest. It is our hope that a well designed and professionally organized display will provide the City of Unalaska with a way to educate its own residents about its very rich history as well as provide Unalaska with an opportunity to share our history with the many visitors who visit Unalaska each year.

Unalaska is currently making an effort to increase tourism revenues. The basic stumbling block in our ability to attract more tourists is a lack of an organized display to show off the community. It has been a community goal for some years and is listed in the Parks and Recreation Master Plan to have a museum for displaying our history and artifacts. It is our hope that this display will be a starting point which we will be able to develop further as funds become available for creating more display space at a later date.

The panel displays will be organized to depict Unalaska's history era by era. The displays will include a visual depiction of the era by artist renderings or photographs, copy to accompany the pictures giving significant dates, people places and events, and a revolving narrated slide show. For example, the early Russian explorer era would have approximately four paintings depicting significant events from that era as well as eight photographs exhibiting artifacts from that time period. The visual display would be accompanied by copy describing the pictures as well as worded panels in large type describing the history of the era. In addition, a nearby table would display a narrated slide show depicting the history of the era.

We anticipate a total of six displays each featuring a significant era in the history of Unalaska which could be rotated throughout the year on a monthly basis by simply changing the pictures, copy, slides and accompanying tape.

## BUDGET

Narrative writing and research	\$ 3,200.00
3 panel displays (6 displays @ 6 panels each)	28,000.00
3 free standing panels	1,200.00
6 2-5 minute slide presentations with taped narrative	16,000.00
slide projector with built in screen	850.00
contingency 10%	4,925.00
Total	<u>54,175.00</u>

In summary, a display exhibiting the history of Unalaska would be of great value to this community by providing a way that Unalaska could educate its own residents as well as its visitors on its rich and varied past.

Sincerely,

*Nancy Gross*  
Nancy Gross, City Manager  
City of Unalaska

ADDITIONAL INFORMATION  
REGARDING  
ROTATING HISTORICAL DISPLAY  
CITY OF UNALASKA

The City of Unalaska has been gathering historic photographs for several years, from both the State Library in Juneau and the University of Alaska in Fairbanks. We now have several hundred pictures, ranging from drawings of 18th century vessels similar to those used in the discovery of Alaska by the Russians, traditional dwellings, clothing, and utensils, to photos of Alaska King Crab and World War II Activities. These photos are displayed annually during the summer months on room divider panels at City Hall. They are subject to marring from handling and actual loss because they are displayed in plastic folders.

The city and the local historical society, St. Innocent Museum and Historical Society, are working towards a community museum at some time in the future. At this time there is no facility in the community where the community's history can be displayed, and understanding by the public increased of the unique place this is, except for the annual City Hall display.

There is space in City Hall for the display and it is anticipated that the panels produced by this grant would be located in City Hall until such time as the community can support a museum. Each year there are many visitors to the exhibit, local people to reminisce as well as visitors to the community. This community is also highly transient with large numbers of people coming in on four month contracts to work in processing plants or on vessels. At present these people have little or no understanding of the cultural heritage, and the history of the community.

Each year Unalaska serves as host to crews from hundreds of fishing, processing and transportation vessels from as many as fourteen nations, as well as two or three tourist cruise vessels traveling between the west coast of the U.S. and the Orient. There could be literally thousands of visitors to this exhibit.

We anticipate using local labor to construct the cases, as well as to research the explanations for the various photographs. There is a local typesetter who would be able to actually lay out and paste up the texts, as well as print them on her laser printer.

It seems very appropriate to us for the State of Alaska to provide funds for this project which would greatly enhance the understanding of and appreciation for the community, by residents, transients, and visitors. It could also foster a feeling of pride in this community which has existed for about seven thousand years.

The exhibit would be available to the public at all hours that City Hall is open. These hours are 8:00AM to 5:00PM weekdays. We can also open in the evenings or on weekends upon request.

**Section 34**

Project: King Cove Town Center Park

Location: King Cove

Amount: \$23,500

Description: See attached material.

**CITY OF KING COVE**

P.O. Box 37 • King Cove, Alaska 99812 • (907) 497-2340

January 26, 1988

The Honorable Adelheid Herrmann  
Alaska State House  
P.O. Box V  
Juneau, Alaska 99811

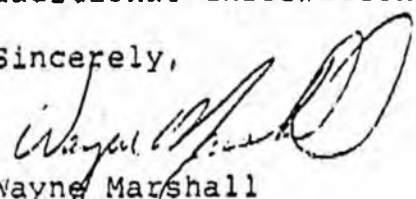
RE: Tourism Project Requests

Dear Representative Herrmann:

Enclosed is descriptive information on two projects which the City has been trying to secure funds for to assist in tourism development. The projects are the Town Center Park, with a construction cost estimate of \$23,500, and the King Cove Coastal Trail, which is estimated to cost \$31,000. Both are high priority tourism projects for the City. The City is prepared to contribute \$5,000 of its monies to construct the coastal trail.

We greatly appreciate the conscientious work of your staff to inform us of the potential availability of these funds and any work you can do to have either of these projects included in the tourism project bill being discussed. Also, these projects are lesser priorities than the projects identified in the City's Jobs Bill request. The City wants to ensure that these funding requests do not negatively affect our prior project requests. Please contact me if you need additional information.

Sincerely,



Wayne Marshall  
City Manager  
1007 W. 3rd., Suite 201  
Anchorage, Alaska 99501  
274-7555

Enclosures

Project Title: KING COVE TOWN CENTER PARK

Project Description: The proposed Town Center Park consists of a covered picnic shelter, grassy open space with bench seating, pedestrian boardwalk, a welcome to King Cove sign surrounded by raised flower beds, and an information board which identifies tourist attraction, and services and upcoming events. The planned park is centrally located in downtown King Cove, is across the street from the town's 12 room hotel and restaurant complex, and is within 75 feet of the City's mile long coastal boardwalk. Future plans include construction of a small museum which will feature information the community's and area's history. The City owns the land for the park and has identified the park's construction as a priority project in the King Cove Park Master Plan, adopted by the City in September 1987. A map which identifies the Park's location is attached.

Project Benefit/Need to Assist Tourism: King Cove is a coastal fishing community that is diligently working to capitalize on its potential for increased tourism/recreation development. Most tourists/visitors who travel to King Cove come to experience the area's salmon fishing, hunting, and wilderness sightseeing. The City has identified the need to provide ancillary facilities and services that will make a tourist's stay in King Cove more pleasurable and informative. The Town Center Park is one of the City's main projects to accomplish this goal.

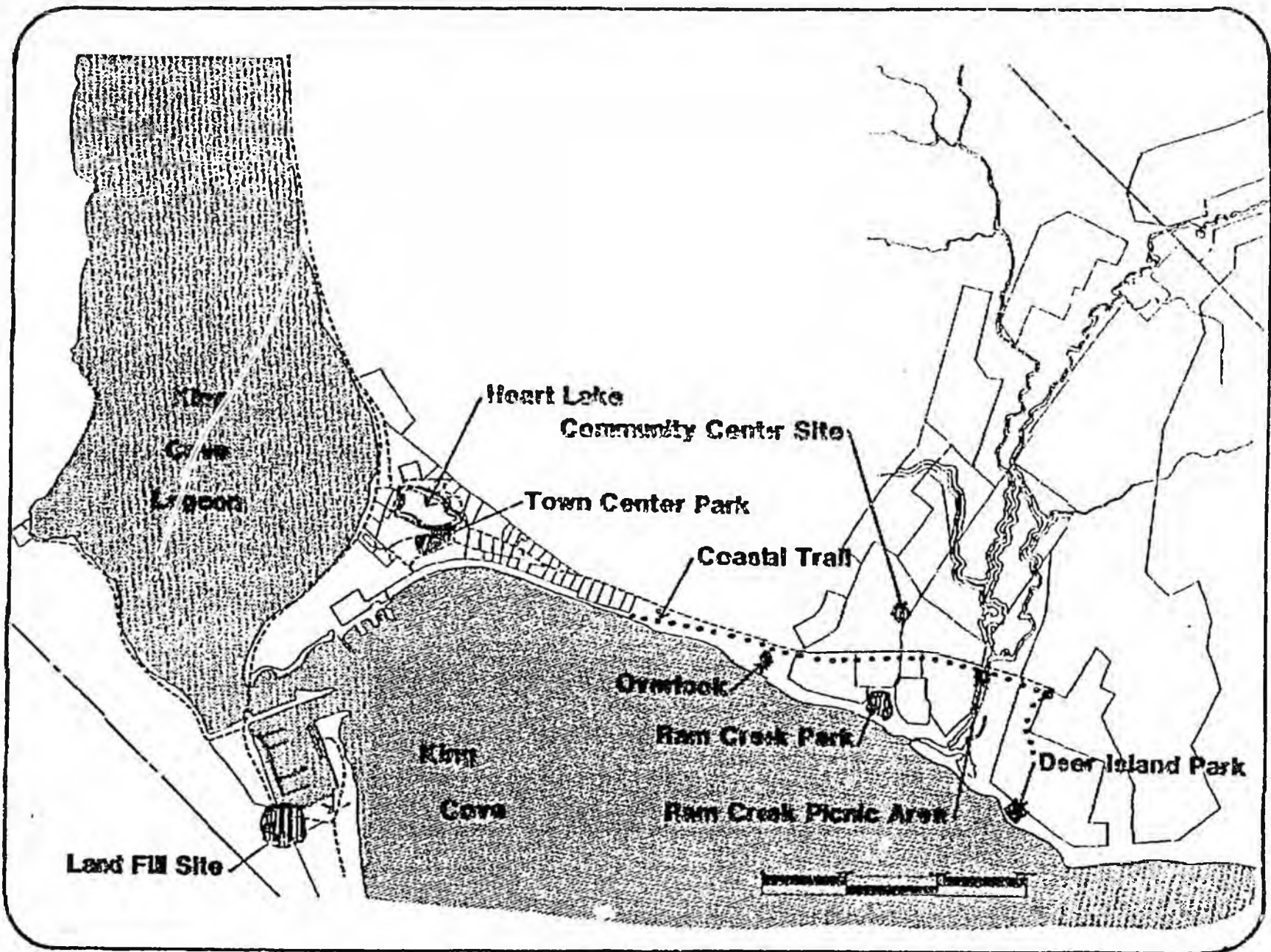
At present, King Cove lacks outdoor recreation structures to provide opportunities for short-term use. The Town Center Park will provide an attractive area for tourists to have a picnic, relax outdoors and obtain information on local attractions. This park will serve as a centerpiece for the City's present and long-term development plans to provide support services and structures for tourism development.

Project Cost: Construction cost of the facilities identified in the project description have been estimated at \$23,500 by the firm of Land Design North. Estimated costs include the following:

o Boardwalk & Fence rail construction	- \$4,500
o Topsoil & Seeding	- \$4,500
o Welcome Sign & Planter	- \$2,500
o Covered Information Board	- \$2,000
o Covered picnic shelter & Tables	- <u>\$10,000</u>
TOTAL	\$23,500

Project Schedule: The project will take about 2-3 months to complete once funds have been secured. All project work will be done by local force account labor through the City.

Project Operations/Maintenance: The City will pay all project O&M costs through its general fund monies, and will use its Public Works Department to do the work.



# King Cove Park Master Plan

Primary Recreation Sites

**Section 35**

Project: Newhalen Historic Site Restoration

Location: Newhalen

Amount: \$9,000

Description: See attached material.

## RENOVATE CHURCH AS TOURIST ATTRACTION

The enclosed photographs are pictures of the church of the Holy Transfiguration of Our Lord, at Newhalen Alaska. The Church is located on the land belonging to the Orthodox Church of America, Dioceses of Sitka and all Alaska. The main building was built in 1980 with limited funds donated by the parisheners, the bell tower was built in 1986.

We are now requesting funds to start a community project, to renovate the Holy Transfiguration of Our Lord Church as a tourist attraction. Iliamna and Newhalen are one of Alaska's well known areas for sports fishing and hunting and vacation spots for outside tourists. We are located right in the middle of all surrounding villages and have one of the biggest churches in this area so we have our yearly conferances held here in Newhalen.

Even at the present condition of the Church we have tourists coming and taking pictures. We think that they would be more attracted to the Church if we had it more presentable both inside and outside. The Church does not have insulation on the roof and the floor, the rafters are made with 2 X 4's and are beginning to shage.

With funds made available to renovate the church we would remove the roof and replace with 2 X 6's to strengthen the roof to support the new couplas we wish to built, complete with framing. Also we would have the roof and the flooring insulated to keep heat in and winter cold out. The porch roof needs to be done correctly, when it was rebuilt in 1986 it was done with what ever lumber donated to have it fixed. We would like to have it fixed so that it would be well insulated and built so that it will not drip any rain in when it rains outside. We would also have a storage place made on the north side of the porch and a stand for phamplets and church items for sale.

The inside of the church would be beautified. The roof would be raised to give better icustics the icon screen will be framed. Panneling for the interior will be put on instead of plywood. We also would like to purchase a new stove for heating the building. The stove we now own must be about 20 years old and does not throw off much heat. We would like to buy some lineoleum and rug to keep the floor warm and neater looking.

Once we get the funds to renovate the church it will probably take

Page 2

3 to 4 months to get it all fixed up the way a nice tourist church should look and the way the Priest wants his Church to look like.  
Thank you for your time and effort in this matter.

Sincerely,

*Rev. Fr. David Askoak*

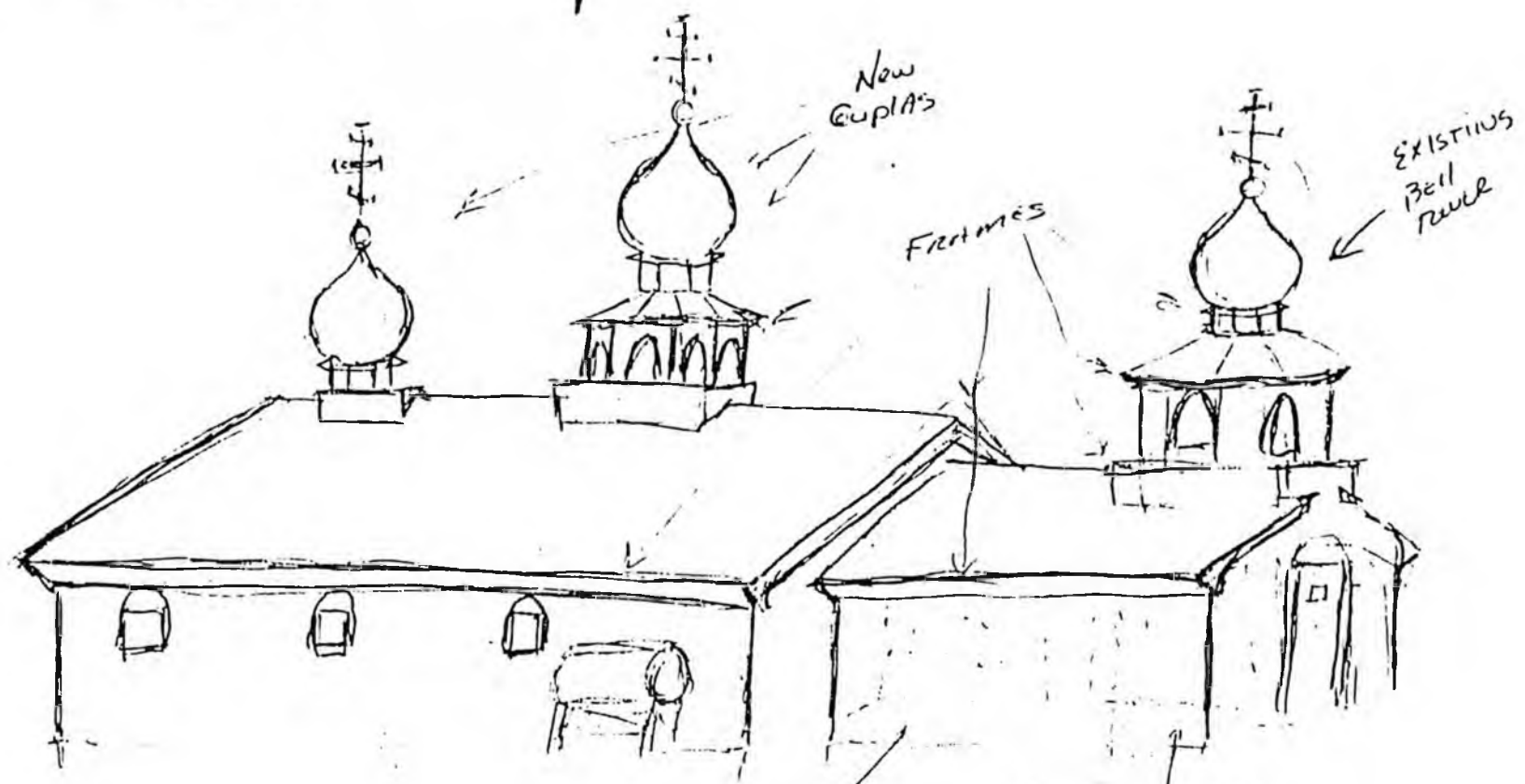
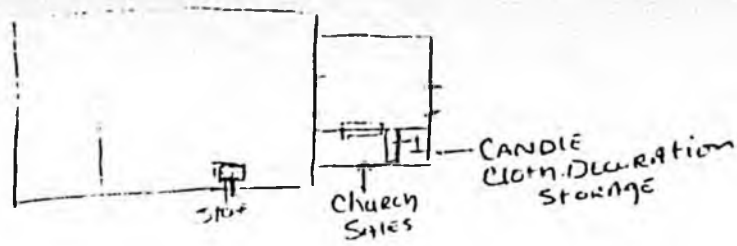
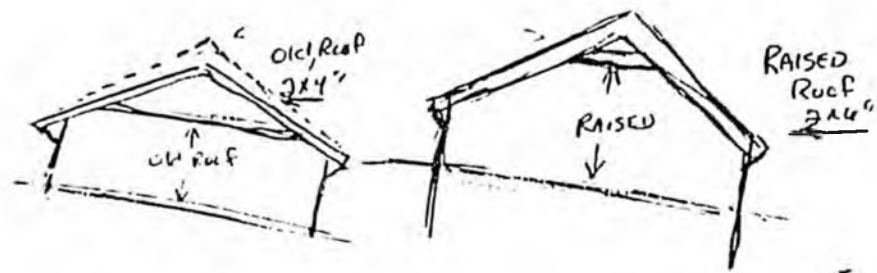
Rev. Fr. David Askoak  
Holy Transfiguration of Our Lord Church  
Newhalen

Renovate Church

2x4x18' = 68 pieces @ 7.74	550.00	Cost
1/2 plywood = 20 sheets @ 11.00	820.00	
3'x2' window = 7 window @ 20.00	560.00	
6 rolls 16" Framing Insulation @ 50.00	300.00	
12 rolls 12 Framing	912.00	
1 Box - 16lb nails	20.00	
1 Box - 8 nails	22.00	
Panel	180.00	
Alter, G. 9 sheets @ 20.00	180.00	
A.W. 12 sheets	240.00	
(M.C. 46 sheet	920.00	
Wine W. 60. sheets	1200.00	
Carpet	700.00	
Linoleum	700.00	
Vacuum cleaner	500.00	

7484.00  
1500.00  
8984.00

Freight



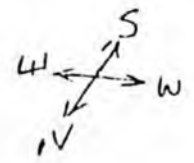
New  
Guplas

FRETTINES

EXISTING  
Bell  
TOWER

STORC

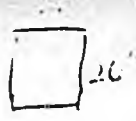
STORAGE



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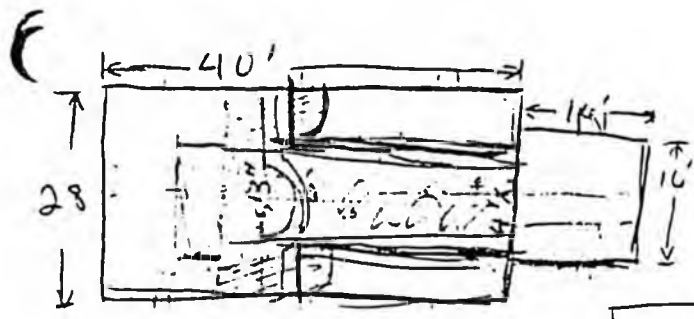
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E



240 15  
12  
15

8 x 5 = 40  
4 x 3 = 12



PANEL

Alter C 9 Sheets 19.00  
A W's 12 "  
Nave C 46 "  
NAVE W 20 "

2 x 6" x 15' 68 pc. + 7.742

1/2" ply wh = 80 STS 10.89

Windows 24" x 24" = 2 (1) 80.00

CARPET =

\$ 2000.00 (4' x 40')

CARPET CLEANER + VACUUM

500.00

C-4'

Insulation 6 rolls 16" framing x 12" thick

50.00

12 rolls 24" framing x 9 1/2" x 4"

75.10

16/16 Nails 1 Box

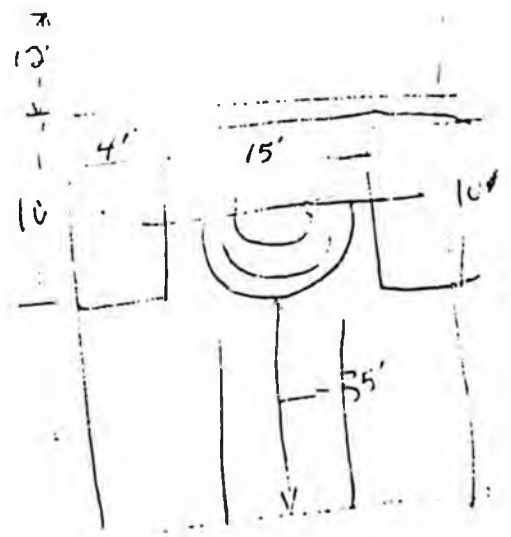
20.00

8/16 1 Box

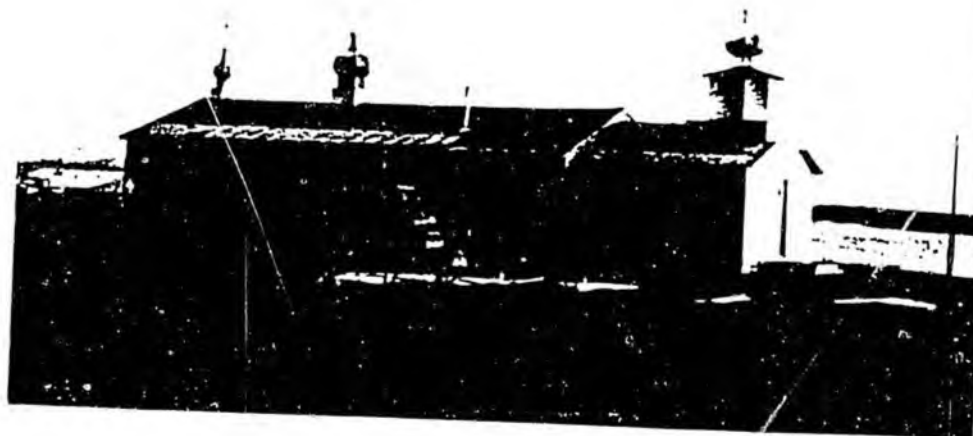
2.50

SHEET ROCK NAILS

FINISH ( PANEL )



NEW HALEN RUSSIAN ORTHODOX CHURCH



HOLY TRANSFIGURATION OF OUR LORD CHURCH  
REV. FR. DAVID ASKOAK  
P.O. BOX 225  
ILIAMNA, ALASKA 99606

February 3, 1988

Dear Legislators:

If funded the \$ 8984.00 for the renivation of the Holy Trans-  
figuration of Our Lord Church in Newhalen we the church and  
the parishioners of the Holy Transfiguration Church will be  
responsible for any bills that are sent to the church, such  
as any future repairs, electricity, oil to heat the church,  
etc., The State will not have to worry about any bills that  
are sent to the church.

Sincerely,

*Rev. Fr. David Askok*

Rev. Fr. David Askok  
Pastor of the Holy Transfiguration Church

P.S.

*On the budget we asked for 8984.00. I forgot to put in that we  
would also need fencing for around the church which would total  
up to \$ 9984.00. \$ 1000.00 for fencing. Thank you.*

# Newhalen City Council

RECEIVED FEB - 8 1988

P.O. Box 165  
Hemna, Alaska 99606  
Phone (907) 571-1226

## Resolution 88-76

A resolution to support Newhalen Transfiguration Church to obtain funds from the Alaska State Legislature.

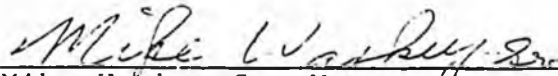
WHEREAS: Newhalen Transfiguration Church is requesting funds to renovate the church for tourist attraction. and,

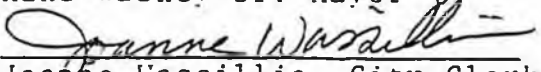
WHEREAS: Newhalen is a well known attraction for sports fishing and hunting., and

WHEREAS: Newhalen's population is 173 and growing. The church needs to be renovated because of poor insulation and leaking from the roof when it rains. The tourist take alot of pictures of our church when they come.

NOW THEREFORE BE IT RESOLVED THAT NEWHALEN CITY COUNCIL HEREBY SUPPORTS THE NEWHALEN TRANSFIGURATION CHURCH IN OBTAINING FUNDS TO RENOVATE THE CHURCH.

PASSED and approved by a duly constituted quorum of the Newhalen City Council this 3rd day of February 1988.

  
Mike Waskey Sr. Mayor

  
Joanne Wassillie -City Clerk

**Section 36**

Project: Togiak Marine Tourism Center

Location: Togiak

Amount: \$48,500

Description: See attached material.

## TOGIAK CITY COUNCIL

P.O. Box 99  
Togiak, Alaska 99678  
(907) 483-6820

RECEIVED JAN 27 1988

1007 W. 3rd Ave. #201  
Anchorage, Alaska 99501

January 26, 1988

Representative Adelheid Herrmann  
House District 26  
Box V  
Juneau, Alaska 99811

Dear Representative Herrmann:

The City of Togiak is excited to participate in tourist-related projects for the region.

**TITLE:** Marine Tourism Center

**OBJECTIVE:** Construction of a public boat launching ramp and adjacent tour embarkation facility. The facility would provide easy launching for small craft to transport visitors to Round Island, Wallis Island, Togiak National Wildlife Refuge and the Togiak River. This project would provide seed money for a central tourist facility in Togiak. Small tour boats could leave from this facility. The spinoff effects include the provision of locally operated eating establishments and the sale of local crafts.

**RELATION TO OTHER PROJECTS:** Facility may be constructed in tandem with fishery wharf currently under construction since labor and equipment would already be mobilized.

**NUMBER OF CONSTRUCTION JOBS:** Five short-term construction jobs. Completion of this project could lead to several year-round positions.

**BUDGET:** Materials (Gravel): \$3/yard x 3500 yards = \$10,500  
Labor:

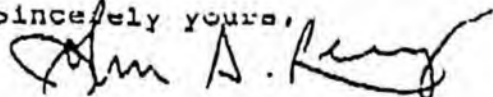
2 Drivers \$18/hr. x 175 hours = \$6300  
2 Laborers \$12/hr. x 175 hours = \$4200

Equipment Rental (2 Dumptrucks) \$150/hr. x 175 hours = \$26,250  
Pavilion (Including Tables) = \$1200

**TOTAL PROJECT COSTS = \$48,450**

Please call me at 274-7555 if I can provide you with any further information or if I can clarify any of the above-listed costs.

Sincerely yours,



# TOGIAK CITY COUNCIL

P.O. Box 99  
Togiak, Alaska 99678  
(907) 493-5820

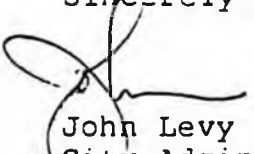
February 2, 1988

Rena Buckavich  
Representative Adelheid Herrmann  
Pouch V  
Juneau, Alaska 99811

Dear Rena:

As you requested I am sending you the attached supplemental information regarding Togiak's proposed Marine Tourism Center. Under separate cover I am sending you a resolution endorsing the project by the Togiak City Council. Should you have any further questions give me a call.

Sincerely yours,



John Levy  
City Administrator  
1007 W. 3rd., Suite 201  
Anchorage, Alaska 99501  
274-7555

cc: Steven Gossuk, Mayor