

ALASKA LEGISLATURE COMMITTEE FILES, 1989-1990 8672
6755 SENATE TRANSPORTATION

1159

6,000 tons of coal to Seward, where coal is loaded onto ships bound for the Korean Electric Power Co. in Honam, South Korea.

Korea continues to be Alaska's primary destination for coal exports, at a minimum of 650,000 tons a year from Usibelli. Two other major developers of coal reserves, Diamond Alaska Coal Co. and Placer U.S., are seeking buyers for large reserves in Southcentral Alaska.

The advantage of some Alaskan coal is its bituminous quality, a higher-grade than the sub-bituminous. New coal explorations of bituminous coal include the Wisi bone Hill coal field near Palmer. Usibelli is considering a coal-drying process that could reduce the high moisture content and upgrade the heat value of sub-bituminous coal.

A recent report by the state Division of Geological & Geophysical Survey estimates Alaska's identified coal reserves at 171 million tons. Yet the hypothetical estimate sets coal reserves at approximately 6 trillion tons. "Areas are still available to exploration, but the primary problem is the lack of markets—the situation with coal exporters in other countries and the grade of some Alaska coal," says Kerwin Krause, geologist with the Department of Natural Resources' Division of Mining.

With reserves of 85 million tons, Red Dog, northwest of Kotzebue, will be the largest operating zinc mine in the Western world. Mineral commodities developed by Cominco and NANA Regional Corp. will be on line from Red Dog in 1990. Marketing agreements have been worked out with countries in Europe, Canada and the Pacific Rim, says Cominco spokesperson Lisa Parker. Red Dog expects to be producing annual yields of 750 tons of lead concentrate, zinc concentrate and a bulk concentrate for foreign and domestic markets.

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PORT OF ANCHORAGE

From the oilfields of Alaska's North Slope to the state's densely populated Railbelt, the Port of Anchorage is the key link between suppliers and Alaskan consumers and industry. Over 75 percent of all Alaskans depend on the port for their freight needs.

As Alaska's largest city, Anchorage houses nearly half the state's population. This fact alone assures a tonnage base large enough to benefit Interior Alaska and Railbelt shippers. As the focal point for all transportation into the state, Anchorage offers convenient rail, truck and air connections to all Interior and northern Alaska points.

What started as a simple 600-foot terminal in 1961 now encompasses more than a half mile of efficient deep draft berthing area. The Port of Anchorage has developed into the most active

and flexible general cargo port in Alaska. In its two decades of operation the Port of Anchorage has grown in size, stature and capability. It currently enjoys over five million tons per year of cargo handling capacity with additional expansion planned to meet future requirements.

Carefully engineered container, roll-on/roll-off and break bulk terminals allow operating efficiencies that result in transportation savings for all port users. Each terminal has tailored traffic flow patterns and specialized material handling equipment to speed handling and reduce ship waiting time.

The port's modern petroleum/liquid bulk terminal can handle more than three million tons of bulk liquid product per year. This terminal is connected to all major petroleum storage areas in

Anchorage, including military bases and Anchorage International Airport.

To enhance further the orderly and efficient movements of cargo from ship to user the port offers a 110-acre Port Industrial Park adjacent to the terminal facility. Within this area lies 27,000 cubic feet of heated inside storage and sufficient public cargo staging area to serve all nonscheduled port users.

The Port of Anchorage also provides ready access to facilities of the Alaska Railroad for Interior and North Slope-bound cargo. There is convenient rail access onto the dock and an adjacent trailer-on-flat-car loading facility to speed handling. With one in every two Alaskans living within the Anchorage city limits, the Port of Anchorage is at the center of Alaskan life.

TECHNICAL DATA

Location: 61°13'N, 149°53'W. On Knik Arm of Cook Inlet.

Approaches: Via Cook Inlet

Pilotage: Compulsory. Pilots Board at Homer

Dock Facilities: Petroleum (multi-use) Terminal: 612' x 47', 35' draft (MLLW); Breakbulk/Dry Bulk Terminal: 600' x 47', 35' draft (MLLW); Container/Ro-Ro Terminals (2): 610' x 69', 1011' x 69', 35' draft (MLLW).

Cargo Staging Area: 37 acres

Cargo Handling Equipment: 6 cranes, 17.5 to 40 ton.

Warehousing: 52,000 sq. ft. heated

Stevedoring: North Star Terminal & Stevedoring (907) 272-7537; Sea Star (907) 276-6978

Water/Fuel: Both available

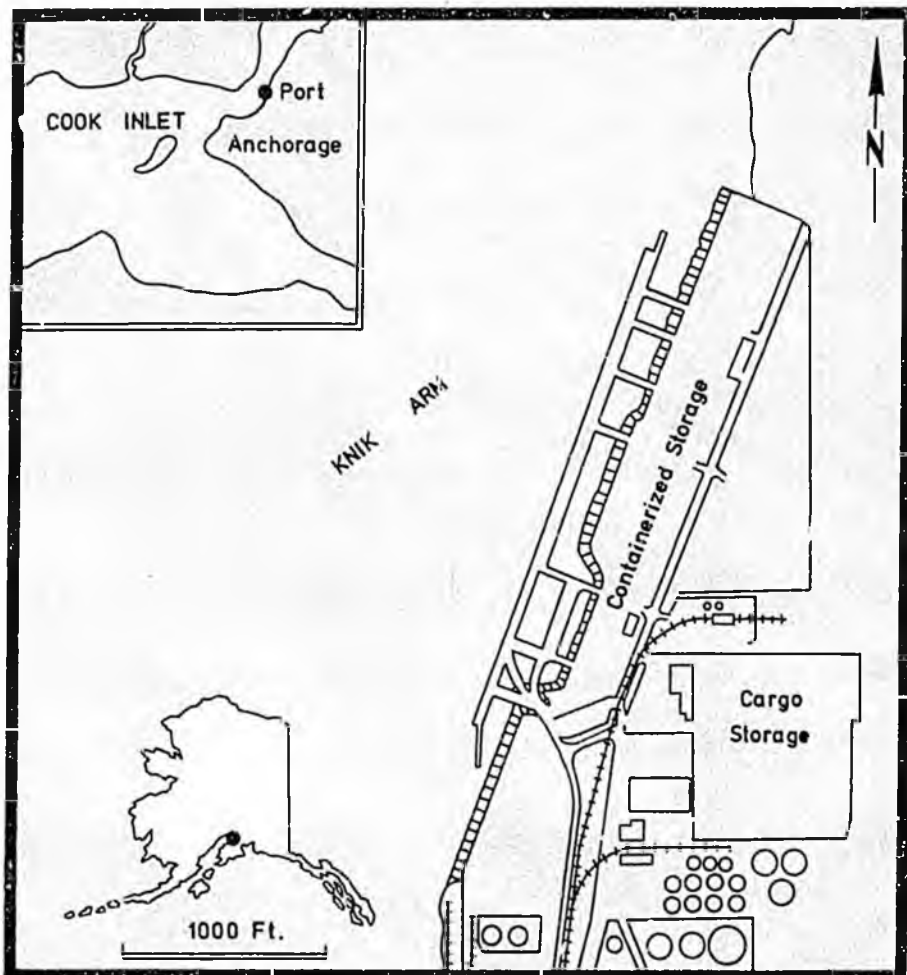
Industrial Area: 110 acres

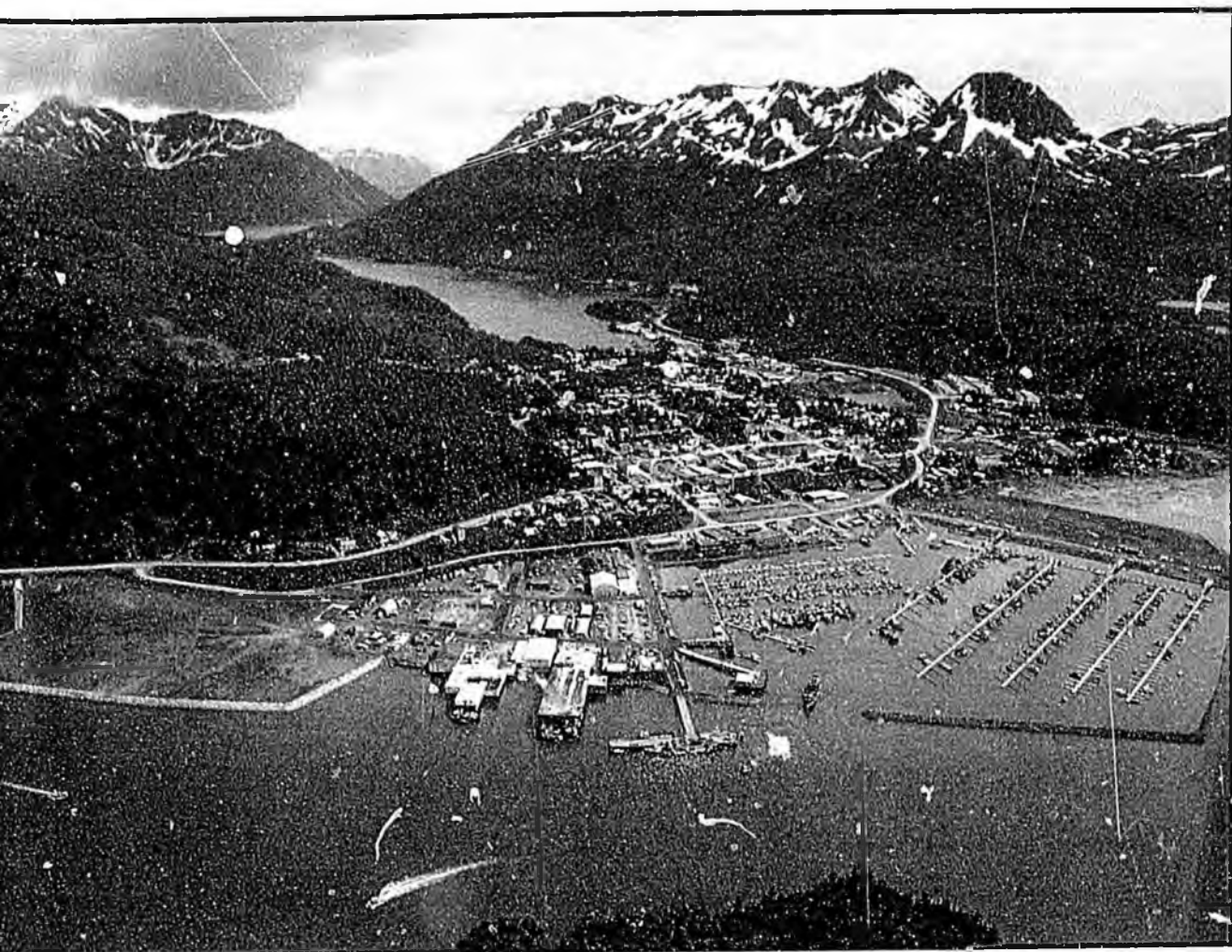
Port Director: Larry Dinneen

Address: 2000 Anchorage Port Rd., Anchorage, AK 99501

Telephone: (907) 272-1531

Fax: 277-5636





PORT OF CORDOVA

Located at the southeastern edge of Prince William Sound, Cordova grew as a center for copper mining, and later, commercial fishing activities. With its proximity to the Copper River's sockeye salmon runs, Cordova is ideally located as a home port for Sound fishing fleets and for export of their products.

Cordova has daily commercial jet service to Anchorage and Juneau, as well as scheduled commuter airline and charter air services. A new 23-bed hospital was completed in 1976. After the 1964 earthquake, they rebuilt the harbor breakwaters, relocated docks and inner harbor facilities, built a ferry slip, and looked forward to the future. As a result of a joint project with the Alaska Department of Transportation & Public Facilities and the Corps of Engineers, Cordova's harbor is among the best in Alaska.

Cordova's small boat harbor has a capacity of 850 boats, making it one of the five largest in Alaska. Among the amenities at the harbor are 160- and 180-foot tidal grids, a launch ramp and a crane for boat haulouts up to 45 tons. Dry storage for boats and gear are available, as well as electricity, potable water and fuel.

The Municipal Dock north of the small boat harbor is Cordova's main commercial port facility. The dock's

outside face is 408 feet long, with an average draft of 25 feet. The inside face of the dock is 325 feet long, with an average depth of 16 feet.

The dock is equipped with a mobile crane, potable water and gasoline and diesel fuel. The Alaska State Ferry Terminal is located at the southwest end of the pier. The Municipal Dock is used primarily for the transfer of petroleum products and general cargo, as well as for freight and passengers via the ferry system. Adjacent to the dock on the north is the Ocean Dock subdivision, a 12 acre staging and storage area for shipping containers and fishing vessels.

The City Dock is used primarily for moorage of the U.S. Coast Guard's buoy-tender "Sweetbrier." A third dock is under construction at the North Waterfront Industrial Park, a 17-acre complex with lots available for marine-related industrial development.

With container and roll on-roll off facilities, staging, storage and industrial development space, Cordova is prepared to expand in its present role as a center for Prince William Sound's commercial fishing fleet. Its proximity to both the Copper River and the outer waters of the Sound means Cordova is ideally located to serve the growing needs of Alaska's expanding seafood industry.

TECHNICAL DATA

Location: 60°33'N, 145°46'W

Approaches: NE of Hinchinbrook Island to Orca Inlet

Pilotage: Compulsory. Sheeps Point.

Dock Facilities: Municipal Dock: 408' x 72', 25' (MLLW); City Dock: 300', 19' to 29' (MLLW)

Cargo Staging Area: Approx. 12 acres

Cargo Handling Equipment: 45 ton crane, municipal dock

Warehousing: Available

Stevedoring: ILWU #66 Phone: (907) 424-5447

Water/Fuel: Both available

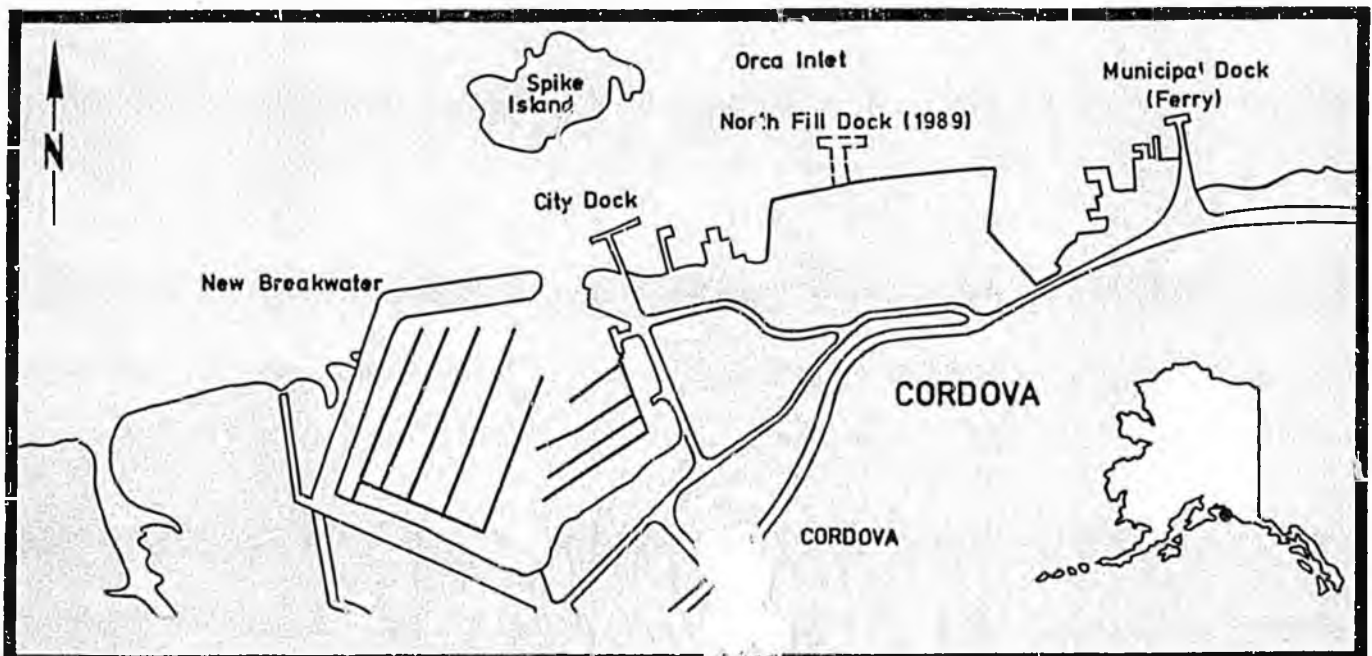
Industrial Area: 17 acres available for development

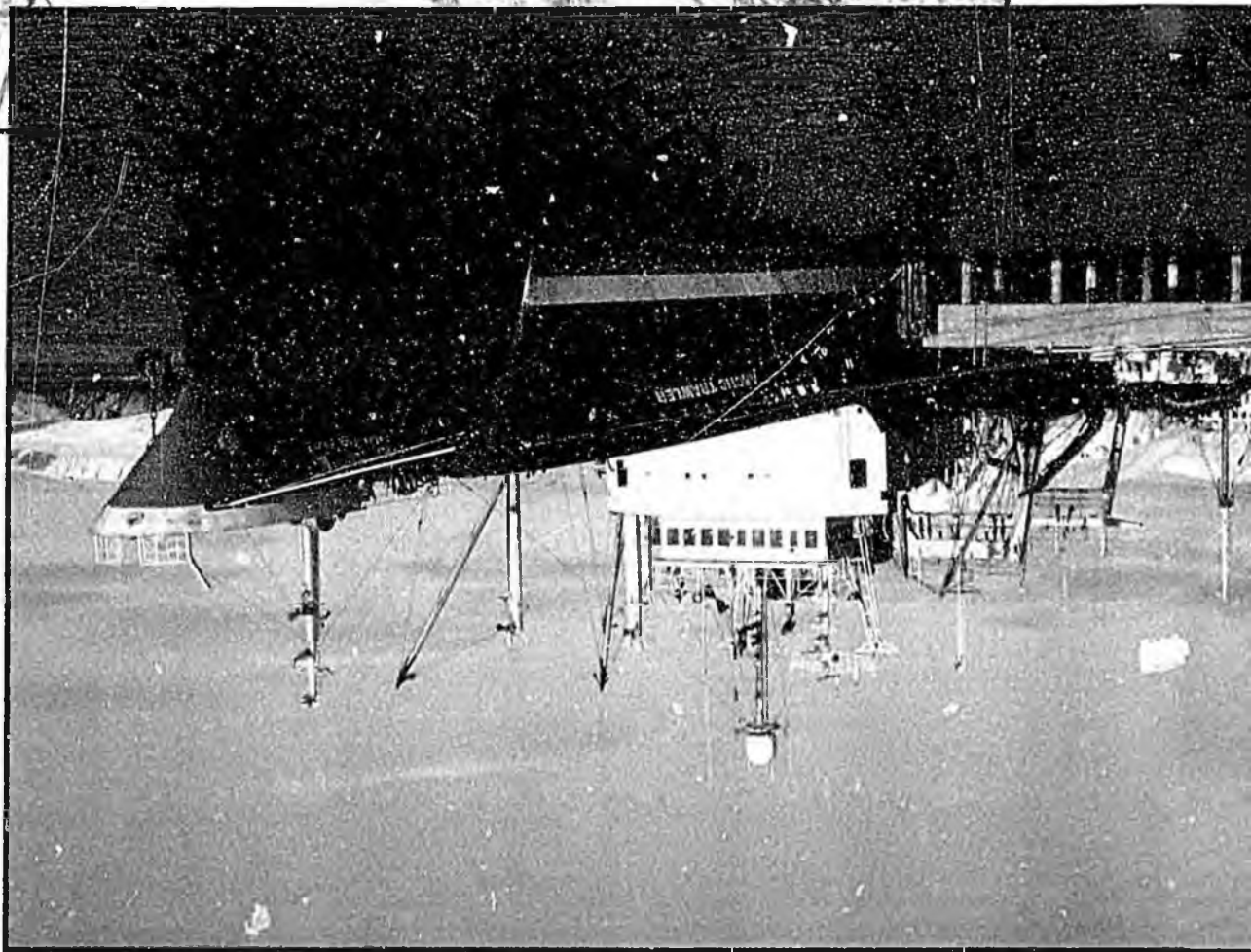
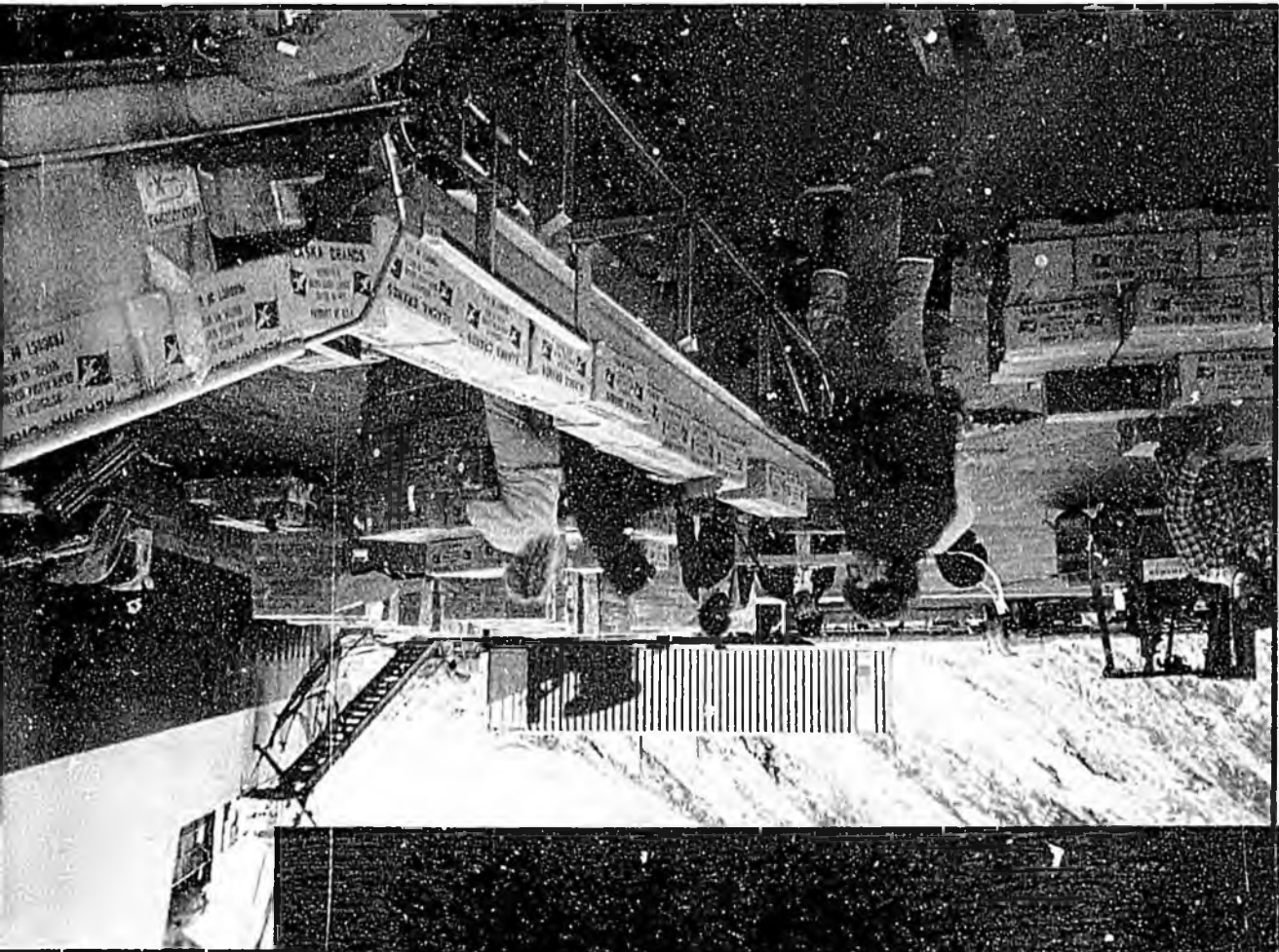
Port Director: Dale R. Muma

Address: Box 1210, Cordova, AK 99574

Telephone: (907) 424-6400

Fax: 424-6000





PORT OF DUTCH HARBOR

The town of Unalaska at Dutch Harbor lies in Alaska's Aleutian Islands.

Strategically located just 50 miles from the Great Circle Route to the Orient on the Bering Sea coast of Unalaska Island, the City of Unalaska is 800 air miles southwest of Anchorage and 2,235 miles from Seattle.

Unalaska/Dutch Harbor is in the heart of the North Pacific and Bering Sea fisheries and has virtually every support service for an ideal port. The area encompasses about 27 miles of ports and harbors, and is possibly the busiest and most prosperous stretch of coastline in Alaska.

The seafood industry is at the core of Unalaska's economy. The port has consistently been a top ranking port in the United States for the amount and value of commercial fish landed.

Another vital segment of Unalaska/Dutch Harbor's economy is service, repair and maintenance of the foreign and domestic fishing fleet, plus service to both on and offshore processors. Marine services include chandlery sales

and a variety of services from certified welding to hydraulic and refrigeration repair.

Within the community, municipal and private facilities offer general cargo and container service ranging from a 50-ton Paceco container crane at the American President Lines Dock to mobile cranes with up to 150 tons lifting capacity at the City Ballyhoo Dock.

Three companies, with a combined capacity of more than 20 million gallons of marine, aviation and automotive fuels, sold approximately 80 million gallons of diesel fuel in 1987.

Since the 1700s, when Russian fur traders used Unalaska as a base of operations, it has been a central part of life in the resource-rich Aleutian Islands. Times have changed and the fur trade is no longer an element of the economy, but Unalaska/Dutch Harbor has adapted to the changes and as Pacific Rim trade with Alaska and the West Coast grows, its location between the Northwest and the Orient means it will always be an important port of call.

TECHNICAL DATA

Location: (several) Dutch Harbor: 53°54'N, 166°31'20'W on Unalaska Island in the Bering Sea

Approaches: Unalaska Bay to Illiuliuk Bay

Pilotage: Compulsory. Ulatka Head.

Dock Facilities: Ballyhoo Dock: 420', 30' (MLLW)

Cargo Staging Area: 130-40 ft. vans capacity

Cargo Handling Equipment: 50 ton Paceco Crane, other cranes up to 150 tons available

Warehousing: 5,000 sq. ft.

Stevedoring: All Alaska Line Handlers; American President Lines; North Star Terminal & Stevedoring Co.

Water/Fuel: Both available

Industrial Area: 80 square miles:

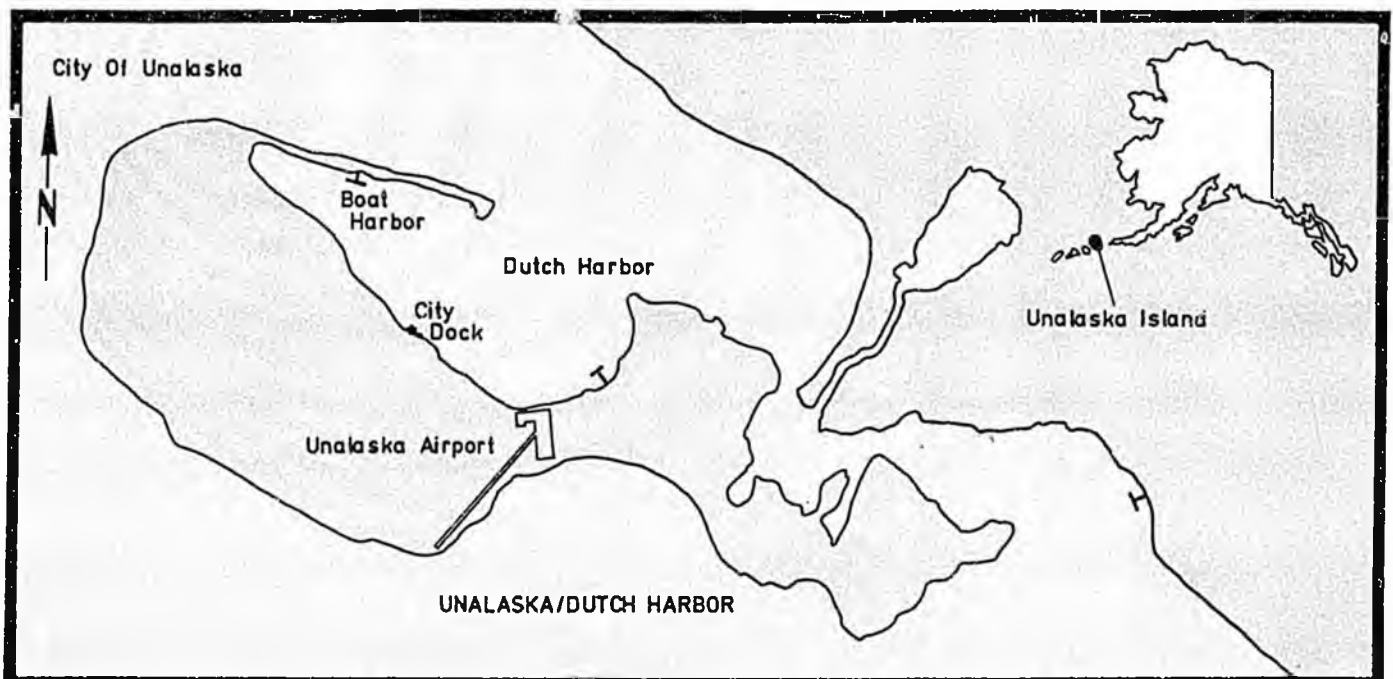
Contact port director

Port Director: Gary Daily

Address: P.O. Box 89, Unalaska, AK 99685

Telephone: (907) 581-1254

Fax: 581-1417





PORT OF HOMER

Located on spectacular Kachemak Bay at the southern end of the Kenai Peninsula, Homer is a mecca for commercial and recreational boating. With over 750 stalls in its 60-acre small boat harbor, and with the facilities and services to handle the growing fleet, Homer's popularity both with commercial and recreational fishermen continues to grow.

The City of Homer is making great strides in responding both to the local and statewide fisheries markets, and to increasing worldwide interest in Alaska's rich marine resources. The port is host to a growing bottomfish industry, including factory trawlers, and the city is negotiating to bring three surimi processing ships to Homer.

More than 400 fishing vessels make Homer their home port. With good reason: Homer provides modern transfer and processing support, from forklifts and dock equipment to hoists and the largest ice production capability on the West Coast, with an output of 100 tons a day and storage for 200 tons.

The Port of Homer ensures that the fishing fleet is ready for the openings too, with a 400 ton steel tidal grid with crane. Complete sandblasting and painting, welding and mechanical services, haul-out and dry storage are also available, along with divers for underwater maintenance and repair.

With a modern year-round highway to Anchorage, a 7,400-foot runway and a 300-foot float and ski plane landing area, access to Homer's ice-free port is easy and convenient. The Alaska Marine Highway System serves Homer, along with commercial ferries to the nearby fishing villages of Halibut Cove and Seldovia. Homer is also served by commercial airlines, charter services and a helicopter service.

The center of activity in Homer is the Spit, which stretches halfway across Kachemak Bay. More than 30 acres of land on the Spit is available for commercial and industrial development. These sites include areas for fish processors, commercial retail outlets, repair and service facilities, tourism businesses

and other marine-oriented businesses. Available land includes level, well-drained areas, overslope areas, and raw land for cargo staging. All land has water and electricity, and a sewer system will be completed by 1989.

Homer is also one of the most popular tourist attractions in Alaska. People from all over the world come to Homer to visit its art galleries and shops, fish for salmon or halibut, or just walk along the Spit and take in the magnificent scenery from Kachemak Bay to Augustine volcano across Cook Inlet. In fact, many people find it very hard to leave, once they have seen this friendly little community, and the population has grown from a little over 2,500 in 1981 to more than 4,000 in 1988, and an area population of over 12,000.

With mild temperatures year-round and only 24 inches of annual precipitation, Homer claims to have the "best climate in Alaska." As the fisheries industry grows, it is developing port facilities to match.

TECHNICAL DATA

Location: 59°38'n, 151°0'W.

At mouth of Kachemak Bay

Approaches: Kennedy Entrance to Kachemak Bay

Pilotage: Compulsory. Homer Spit.

Dock Facilities: City Pier: 480' x 50', 24' (MLLW); 324' x 40', 40' draft (MLLW)

Cargo Staging Area: 30 acres

Cargo Handling Equipment: 70 ton crane, 8 cranes (fish dock)

Warehousing: Cold storage, gear storage

Stevedoring: Stevedoring Services of Alaska

Water/Fuel: Both available

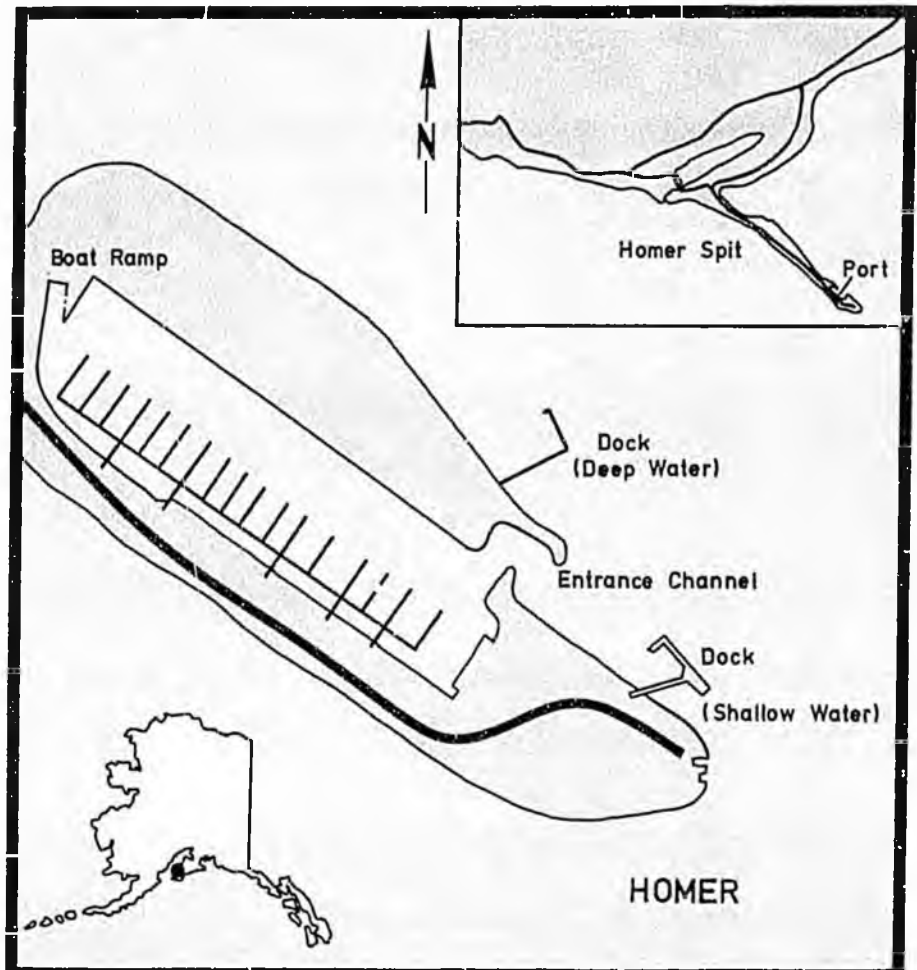
Industrial Area: 30 acres

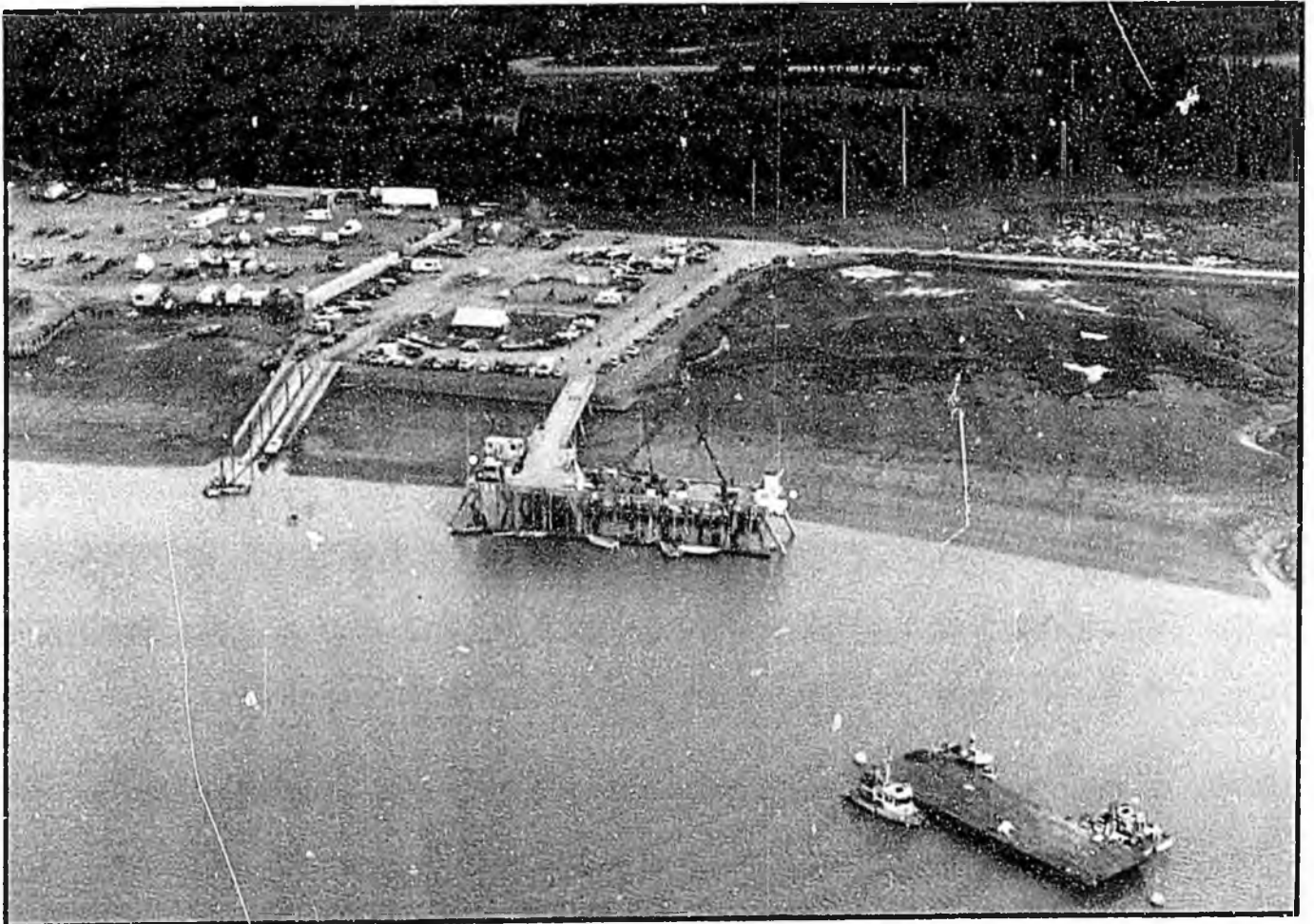
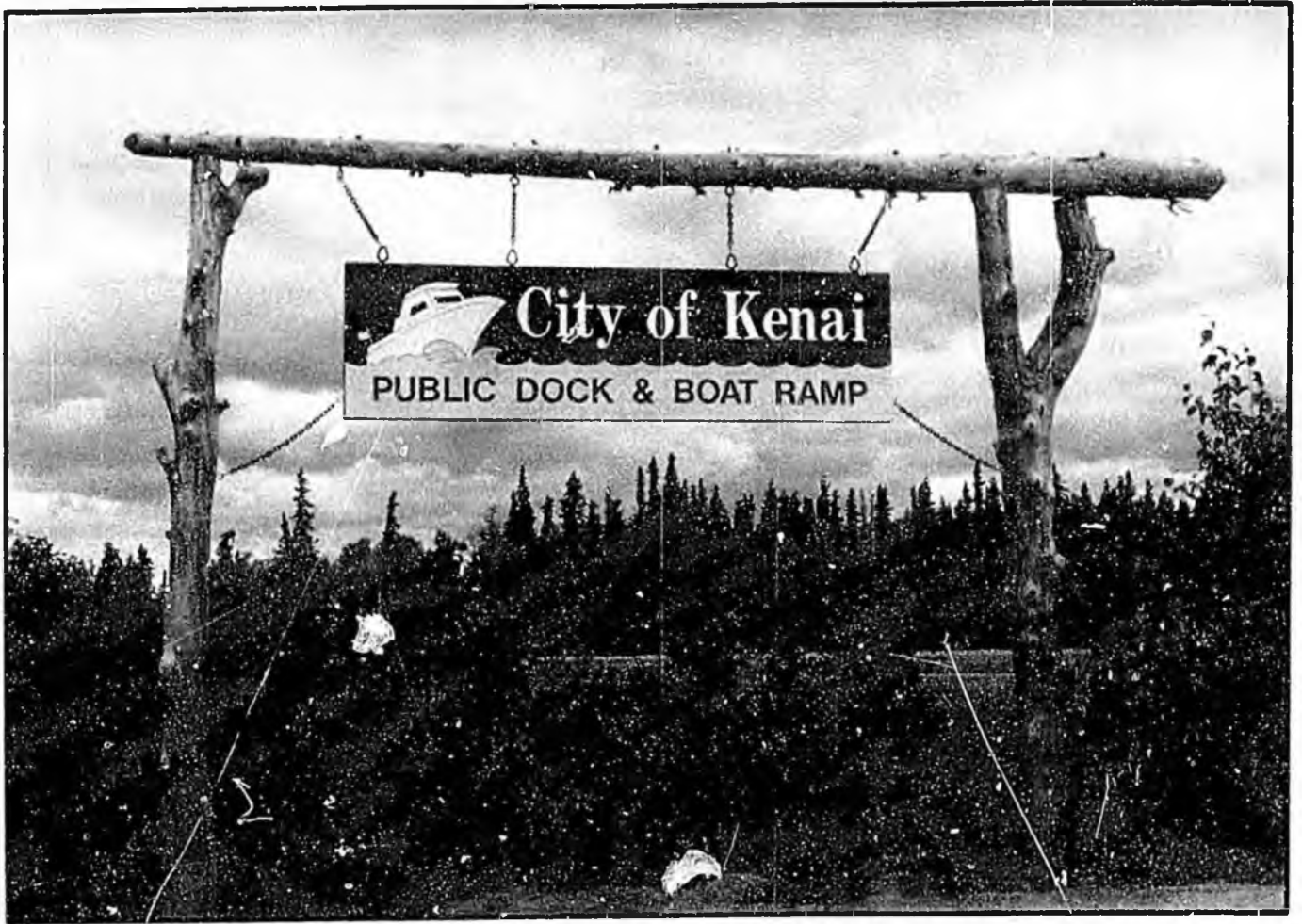
Port Director: Bill Toskey; contact also: Philip Shealy

Address: 4350 Homer Spit Rd., Homer, AK 99603

Telephone: (907) 235-3160 or 235-8121

Fax: 235-3140





PORT OF KENAI

Kenai is the second oldest European settlement in Alaska. A post was established by Russian fur traders in 1791, and later the U.S. Army built a fort where the modern city of Kenai now stands. With the coming of oil exploration in the Swanson River area and Cook Inlet in the 1950s, Kenai grew as an important locus of the petrochemical industry.

The Kenai River, below the southern bluffs of Kenai, is a very special river. In the spring, the largest strain of chinook or king salmon in the world swim mightily upstream to spawn. The river has an international reputation as the home of the world record (97 pound 4 ounce) chinook and legendary coho,

sockeye and pink salmon sportfishing.

Kenai is an important commercial fishing area as well, with a large and active fleet plying the waters of Cook Inlet just offshore. The Kenai City Dock is a convenient and busy place during the fishing season, providing a variety of services to the seafood industry.

The dock presently has three loading stations, two of which are leased to processing companies. Cranes on the dock can handle loads up to eight tons for loading and unloading of fish and supplies. There also are two ramps for launching boats.

Both gas and diesel fuel are available at the dock, along with septic and waste oil holding facilities, water wash-

down and steamcleaning, and showers and restrooms. There is a 50-ton tidal repair grid for boats up to 40 feet in length. The dock office has telephones and CB and VHF communications.

The City of Kenai, which owns and operates the dock, has plans to expand the present 600-foot square staging and parking area. It also is applying for a grant to build a \$1.8 million cold storage facility with a capacity of 5 million pounds of fish.

With all-year highway links to the Kenai Peninsula and the Railbelt and close proximity to a jet port, Kenai City Dock is conveniently located for quick transport of perishable seafood cargoes.

TECHNICAL DATA

Location: East side of Cook Inlet, approx. 1 mile upstream from mouth of Kenai River.

Approaches: Cook Inlet

Pilotage: NA

Dock Facilities: 170' x 36', 4' (MLLW)

Cargo Staging Area: 600' x 600'

Cargo Handling Equipment: 8 ton crane

Warehousing: NA

Stevedoring: NA

Water/Fuel: Both available

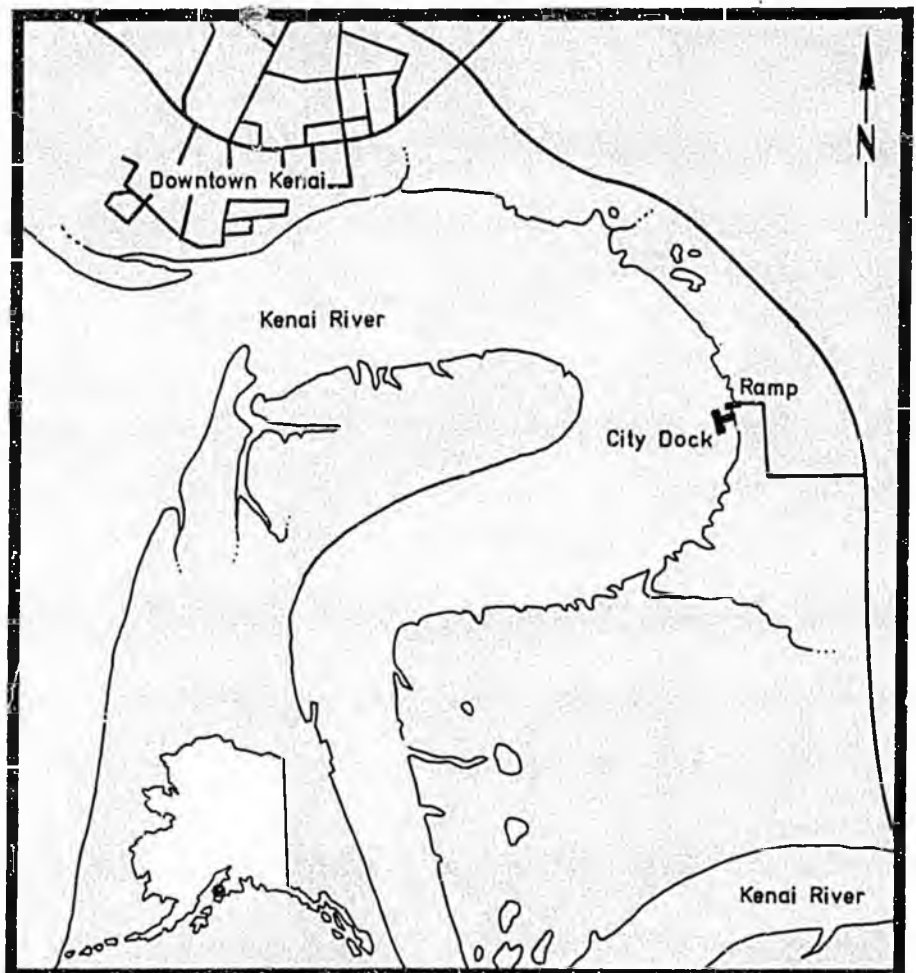
Industrial Area: NA

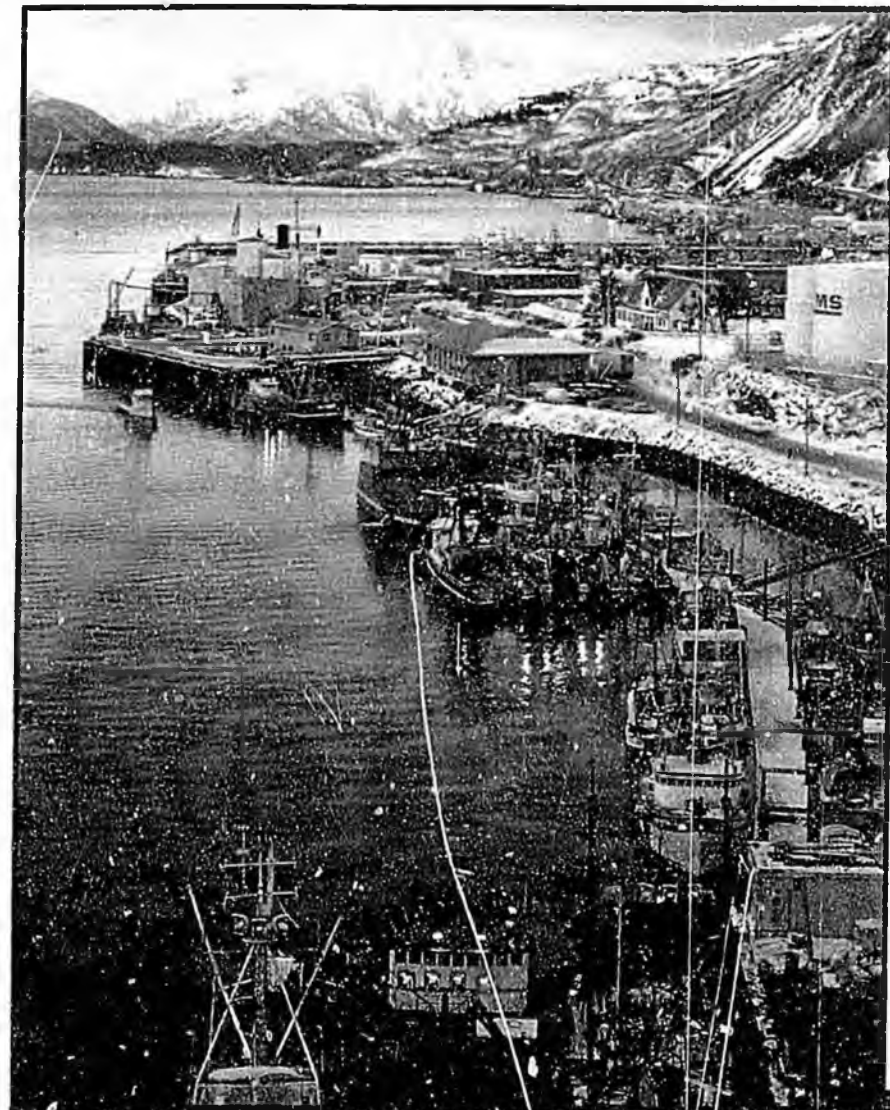
Port Director: Keith Kornelis

Address: 210 Fidalgo, Kenai, AK 99611

Telephone: (907) 283-7535 or 283-7538

Fax: 262-1892





PORT OF KODIAK

The Port of Kodiak is ranked as one of the three most productive fishing ports in the United States. Kodiak is a vital link in the regional transportation network as a transshipment center. As the hub of the Gulf of Alaska container logistics system, Kodiak serves both in supplying Southcentral Alaska communities with consumer goods and in providing access to world markets for their fish products.

Regularly scheduled containership services operate between Kodiak and the Pacific Northwest, and Kodiak and the Far East. As the regional load center, liner services use Kodiak to unload containers of consumer goods and industrial supplies for communities on the Alaska Peninsula, Aleutian Islands, Prince William Sound, Western Alaska and Cook Inlet.

Kodiak is a world leader in king crab production, and is fourth in the nation in the production of halibut. It has also long been a center for salmon fishing. Though highly seasonal, these fisheries have assured Kodiak's continuing importance as a regional port. In the last few years, Kodiak has been an important part of a new development in the Alaskan fishing industry that will mean even more growth in the future, and more stable year-round employment.

Kodiak is in the center of the richest bottomfish grounds in the world. As a major emerging industry in the region, bottomfish production is fueling substantial growth in the area. In addition to basic processing, Kodiak is benefiting from the growth of a local surimi industry.

The Port of Kodiak is responding to the increased activity by planning an ambitious 15 year program of development. Included is a proposal to build a 1,000-foot deep draft pier to accommodate commercial and military vessels, some 2,000 feet of loading docks inside the harbor, plus dredging and development of additional staging areas.

Given its central location in Southcentral Alaska and its growing importance in the commercial fishing industry, The future of the Port of Kodiak is bright both in regional commerce and Pacific Rim trade.

TECHNICAL DATA

Location: 57°47'15"N, 152°24'00"W. Located near the NE corner of Kodiak Island in the Gulf of Alaska

Approaches: North entrance buoy No. 4 off Spruce Cape

Pilotage: Pilot can be contacted through Southwest Pilots Assn. in Homer, Alaska, (907) 235-8783. 24-hour notice should be given.

Dock Facilities: Pier 1/Ferry Dock: 204' x 28' (MLLW). Use: mooring, loading and unloading. Petro Marine, bulk fueling facility. Pier 2/City Dock: 360' x 64' x 38' (MLLW). Use: loading and unloading commercial freight vessels, moorage for fishing vessels. Pier 3/Container Terminal: 490' x 64' (880' Bollard to Bollard): 38' (MLLW). Use: container services, general cargo.

Cargo Staging Area: NA

Cargo Handling Equipment: 30 ton Paceco container lift at Pier 3 terminal, mobile cranes (20, 40 and 90 ton) at request through stevedore.

Warehousing: Covered warehousing available

Stevedoring: SeaLand Service Inc. Operations: 727 Shelikof St. Kodiak, AK 99615. Telephone: (907) 486-5795 or 486-4137.

Water/Fuel: Light fuels only. Water available through Harbormaster or stevedoring companies.

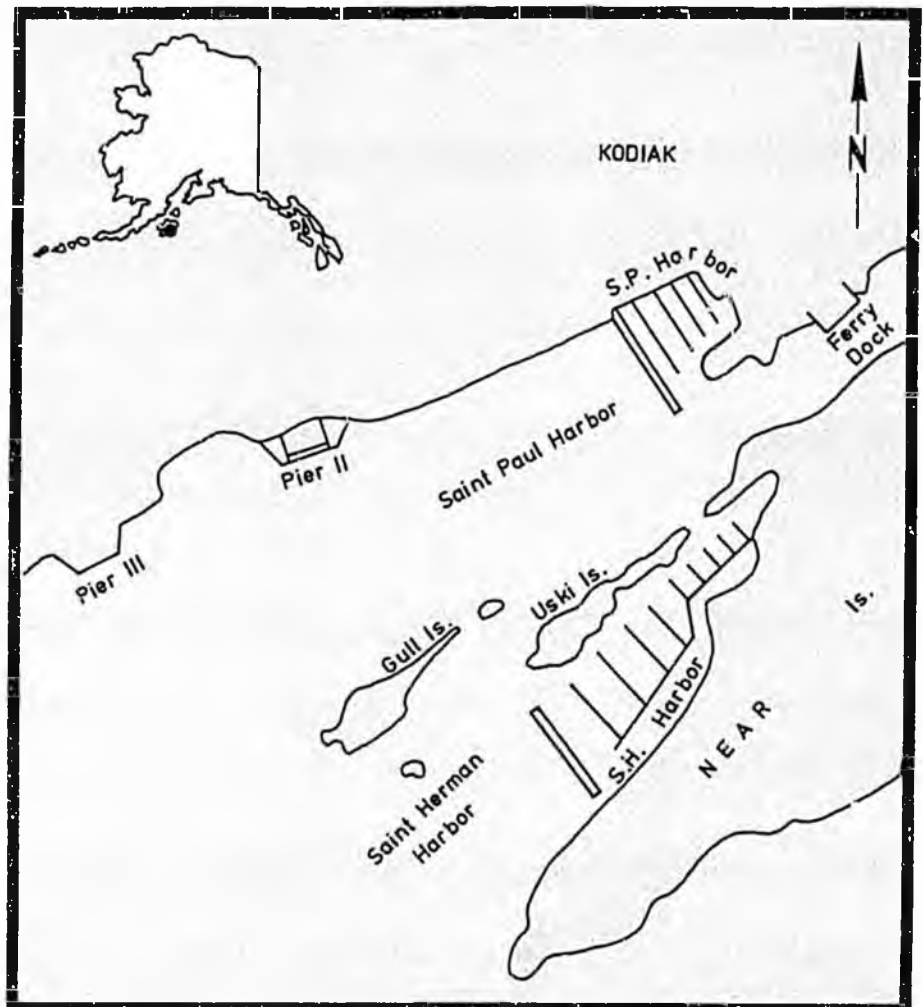
Industrial Area: NA

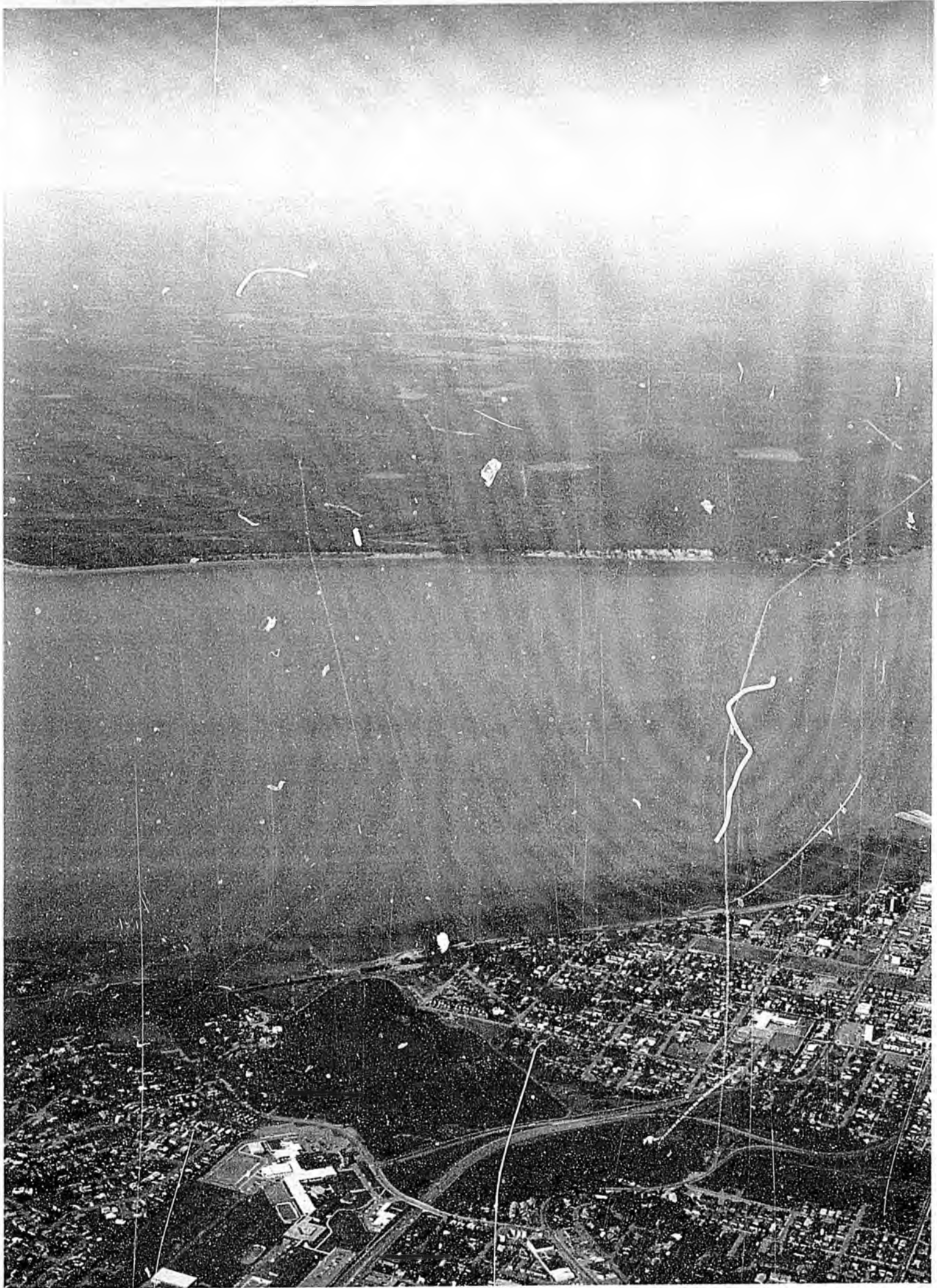
Port Director: G.V. "Corky" McCorkle

Address: P.O. Box 1397, Kodiak, AK 99615

Telephone: (907) 486-5436 or 486-5789

Fax: 486-4009





POINT MACKENZIE

Point MacKenzie is not yet a port. But it will be. Located in the fertile Matanuska-Susitna Valley of Southcentral Alaska, Point Mackenzie offers a unique potential for port development—the first totally new port project in the United States in years—and a chance for government and industry to work together to bring the best thinking about port design and development to bear in creating an important new element in Northwest and Pacific Rim trade.

With its deep-draft (40-foot MLLW) sites and over 10,000 acres of undeveloped land waiting to be molded into a working port/industrial area, Point MacKenzie has the basics for a great facility. Add to it Point Mackenzie's central location near the major population centers of Alaska and the mineral, timber, seafood, and other natural resource wealth of the state, and the possibilities grow.

The Matanuska-Susitna Borough, which owns the Point MacKenzie project area, has a strong commitment to economic development. The borough has been the fastest-growing area of Alaska. Given a political and social climate eager to support long term growth, the new port will be born in easy conditions.

Point Mackenzie is 50 miles by road (or two miles or so by water) from Anchorage, 320 miles from Fairbanks, 1,469 miles from Seattle, and 3772 miles from Tokyo. More than half the population of Alaska lives within a 15 mile radius of the site, with all the skilled labor, financial expertise and social amenities of a modern urban area.

Yet for all the advantages of a nearby urban center, Point MacKenzie is essentially rural Alaska. The roads are there, the gas lines and electricity are there, and the railroad is nearby. But the land is waiting for the first building to be constructed, the first pilings to be sunk, the first ship to be tied up alongside a new dock.

As the Pacific Rim increases trade with Alaska, the need grows for a central deep water port both to load the state's resources and products for export and to serve as a convenient location for supplying its growing needs.

because it will embody not the accreted errors of the past, but the most modern and informed innovations in port design.

Point MacKenzie is just a country stroll from the largest agricultural center in Alaska. And within its sphere are reserves of coal, limestone, sand and gravel, geothermal and hydroelectric power, timber, peat, gold, silver and platinum. Its recreational resources are just as rich.

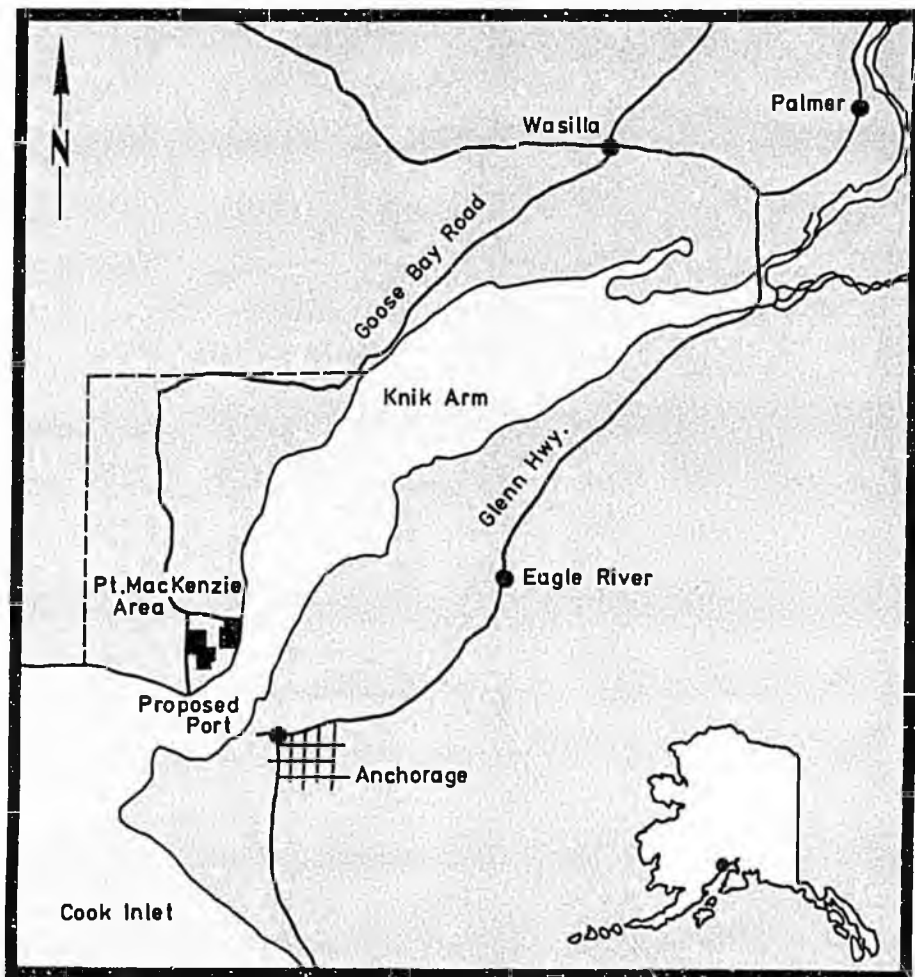
The Matanuska-Susitna Valley has been described as "Alaska's Playground." With easy road access to Anchorage, it is the place to which the city comes to play, fishing on its multitude of lakes and streams, skiing at Hatcher Pass, hunting for big game with rifle or camera, berry picking, hiking, boating. And someday, to visit its port.

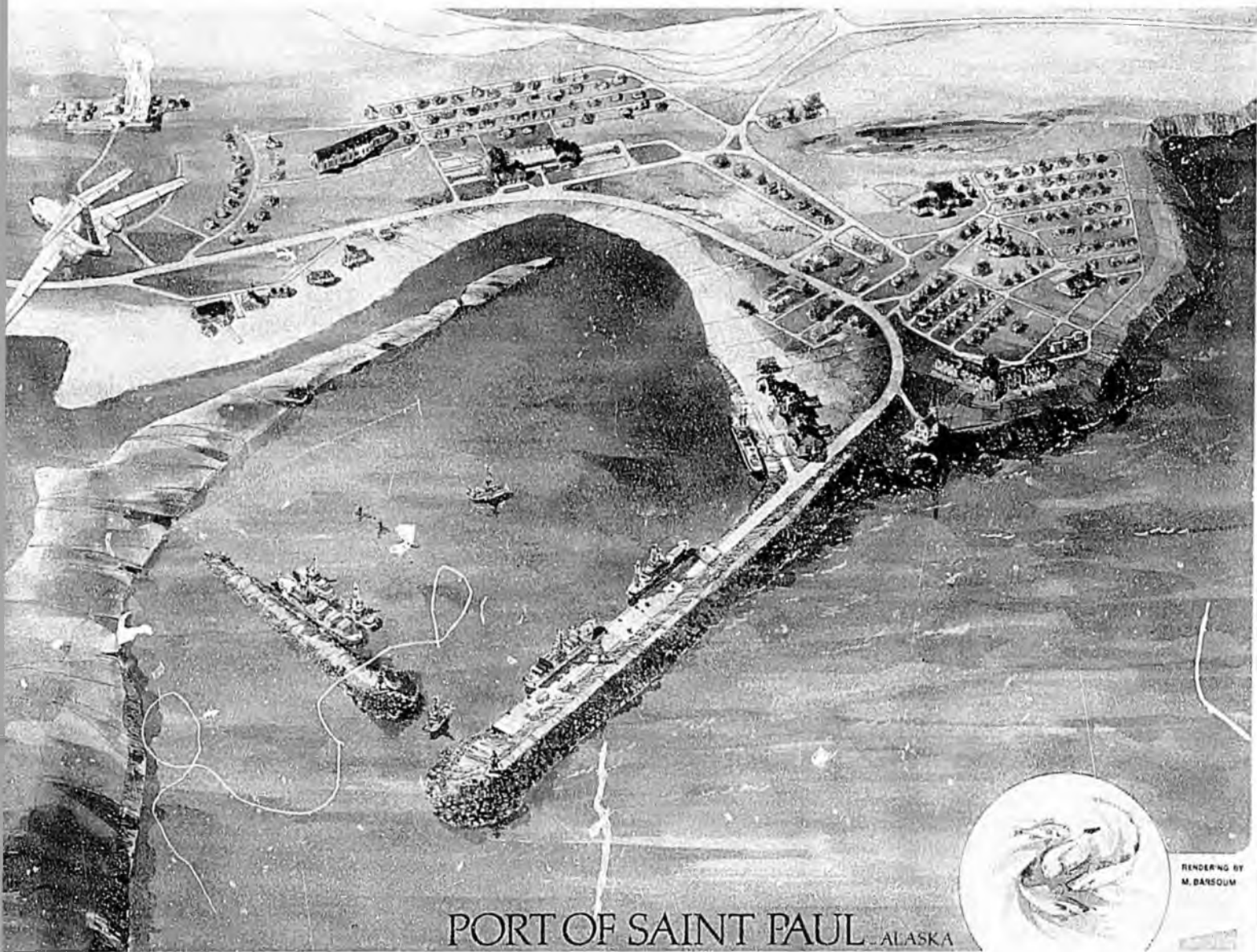
TECHNICAL DATA

Location: Cook Inlet, western side of Knik Arm

NOTE: Point MacKenzie's port facilities are in the planning stages. For further information, contact:

Harry Utti, P.E.,
Port Development Specialist
Point MacKenzie
Matanuska-Susitna Borough
P.O. Box 1608
Palmer, Alaska 99645
(907) 745-9660
Fax: 745-0886





PORT OF SAINT PAUL ALASKA



RENDERING BY
M. BARSDUM

PORT OF SAINT PAUL

During the Russian settlement of Alaska, St. Paul was an important center for the fur seal industry. As the seal trade declines, the island is transforming itself to accommodate the growing high seas commercial fishery that centers around the Pribilof Islands.

The port is undergoing a major expansion that will be completed in November of 1989. Primarily designed around the needs of the commercial fishing fleet operating in its waters, the port will also handle general cargo and other marine transportation needs.

The plan calls for a 900-foot ocean dock, a six acre mooring basin with six dolphins along 1,000 feet of secondary breakwater, a navigation channel large enough for turning and maneuvering by larger class vessels, and navigational aids.

The protected inner harbor comprises nearly 10 acres, with a minimum draft of 18 feet (MLLW), providing space for smaller vessels, as well as fuel, water, power, cargo handling and solid waste disposal.

Upon completion of the new port facility, a broad range of services will be available, including docking and moorage, fuel, water, power, weather service advice, cargo handling, communications and personnel and crew change provisions. Given the nearly 300 fishing vessels operating in waters near Saint Paul Island, the expectation is that it won't be long after it's completed before the port is running at capacity.

Industrial acreage is available from the Tanadgusix Corp., the Native corporation that owns land adjacent to the port. Additional acreage is also available near the airport. Warehousing is available as well. When the new port is complete, Saint Paul's central location in the Bering Sea will make it a useful addition to the port system of Alaska.

TECHNICAL DATA

Location: 57°10'N, 170° 15'W

Approaches: From the west, to Village Cove. Marked channel after 11-89

Pilotage: Harbor under construction. No pilotage required after 11/89

Dock Facilities: 200', 18' draft (MLLW); 900' dock, - 18 to - 26' draft (MLLW) to open 11/89

Cargo Staging Area: Under construction

Cargo Handling Equipment: None at present, planned for 11/89

Warehousing: Available

Stevedoring: Available

Water/Fuel: Both Available

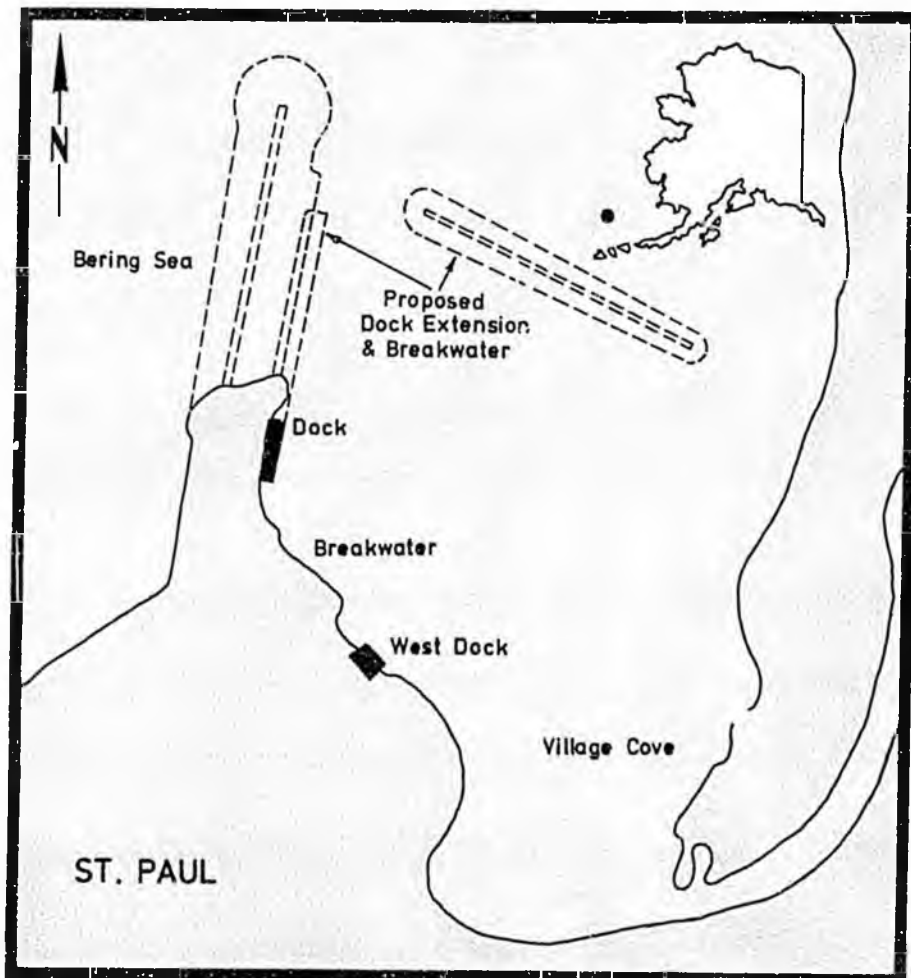
Industrial Area: 10+ acres at the water, 20+ acres at the airport, 60+ acres in close proximity

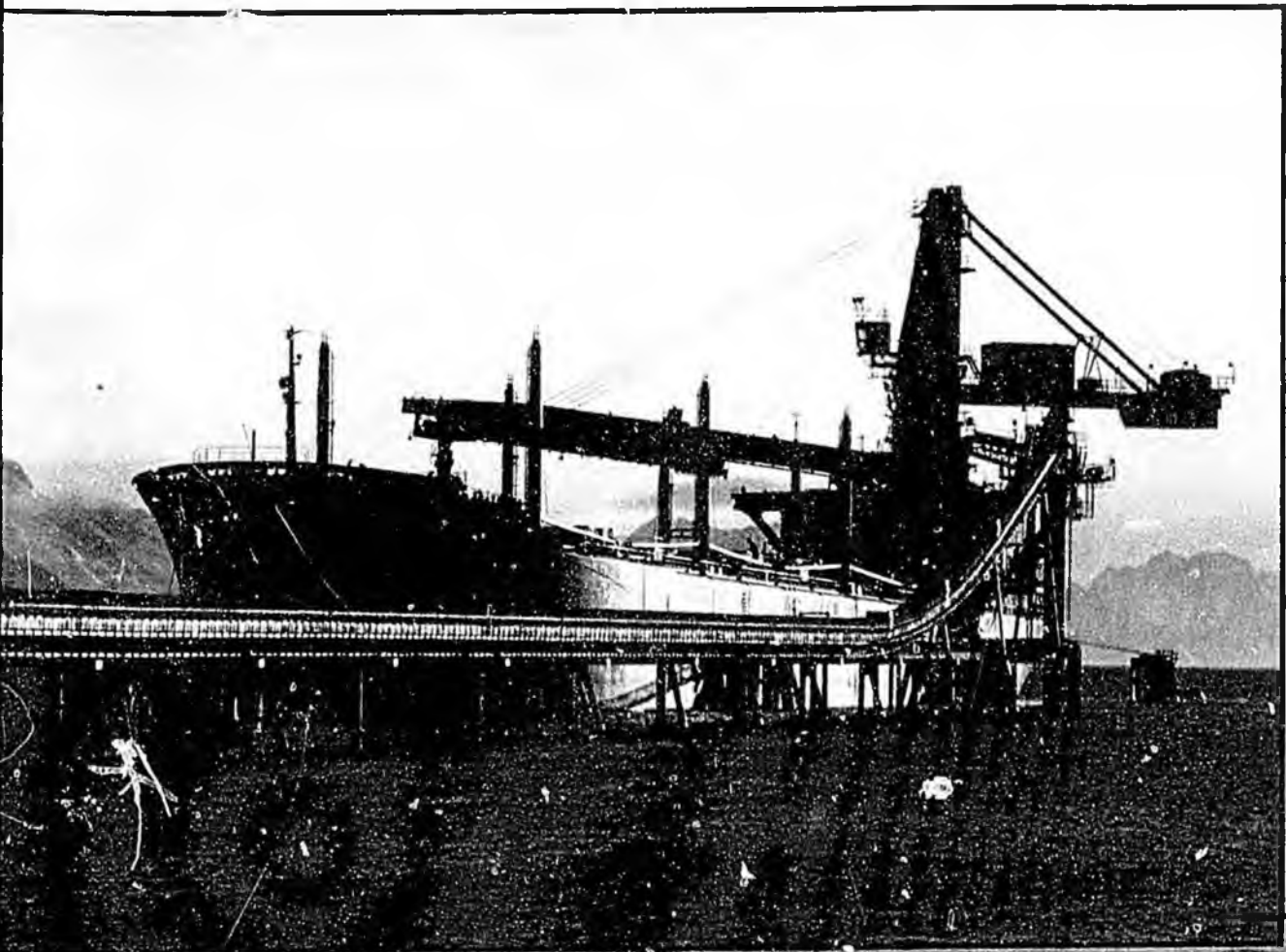
Port Director: Vern McCorkle

Address: City of Saint Paul, Mail Pouch 1, Saint Paul, AK 99660

Telephone: (907) 546-2331

Fax: 546-2365





PORT OF SEWARD

As the only Alaskan multi-service, ice-free port with rail and road service to the Interior, Seward has a special commitment to the marine industry. Located close to the major Great Circle shipping routes, its ability to solve Alaskan shipping problems is obvious.

Until fairly recently, vessels in need of repair had to make the long and expensive journey to Vancouver or Seattle. But now most repairs and scheduled maintenance can be performed in Alaska. Seward's Marine Industrial Center has nearly 1,000 feet of dock space, including a 350-foot synchrolift drydock capable of handling vessels up to 3,600 tons displacement.

The Marine Industrial Center offers machine shop and field repair service, fabrication shops with engineering and design assistance, certified divers, shaft repairs up to 12 inches and a complete line of steel, aluminum, welding gasses, marine paints and hardware.

As the terminus of the Alaska Railroad, Seward's is the pipe and break-bulk supply port for Prudhoe Bay and the North Slope. With its hundreds of acres of backup land, ice- and silt-free water, proximity to major shipping areas and numerous marine services, Seward emerges as an ideal port to meet shipping needs.

An example of the Port of Seward's flexibility is the new Seward Coal Terminal, which receives hundreds of thousands of tons of coal by rail from Alaska's Interior, loading it onto bulk carriers bound for growing Asian markets. Equipment includes a 1,000 ton per hour coal/dry bulk shiploader. Plans also are being made for other bulk cargo handling, such as ore and agricultural products.

In 1982, 90 percent of all halibut, 30 percent of salmon, and over 10 percent of all the crab caught in Alaskan waters were directed to Seward for processing and shipment. Seward remains an important seafood transshipment center. New investment includes two fish processing plants.

The Port of Seward has focused investment to meet the needs of Alaska's bottomfish processing fleet. The new catcher/processors and surimi ships in Alaskan waters will find tailored docks and services allowing them to meet their provisioning, ship repair, crew change and docking needs in Alaska instead of at more distant ports.

Seward is also very active as a harbor for the region's burgeoning recreational fleet. Described as "the best sailing waters in Alaska," Resurrection Bay hosts a variety of small boat activities from ocean kayaking and sailing to sportfishing and just exploring the intricate and beautiful shoreline of Prince William Sound.

TECHNICAL DATA

Location: 60°07'N, 149°26'W.

At head of Resurrection Bay

Approaches: Gulf of Alaska to Resurrection Bay

Pilotage: Compulsory; Pick up at Caines Head Light.

Dock Facilities: Alaska Railroad Dock: 3 faces, 2 at 735' x 35' draft and 1 at 200' x 38' draft (MLLW). Fourth Avenue door: 200' x 35'. Marine industrial center: 2 docks, 350' x 24' (MLLW), 1 at 450' x 25'. Dry bulk terminal: 1150' x 58' draft. Numerous fisheries and docks.

Cargo Staging Area: 400 acres

Cargo Handling Equipment: 60 to 140 ton cranes, 1,000 tons per hour; bulk products shiploader; fuel pipeline to face of Alaska Railroad dock; rail service on the railroad terminal.

Warehousing: 24,000 sq. ft heated ARR dock, heated space at 4th Ave.

Stevedoring: Northern Stevedoring Co; JORE Corp.; 4 gangs available on 12-24 hour notice.

Water/Fuel: Both available

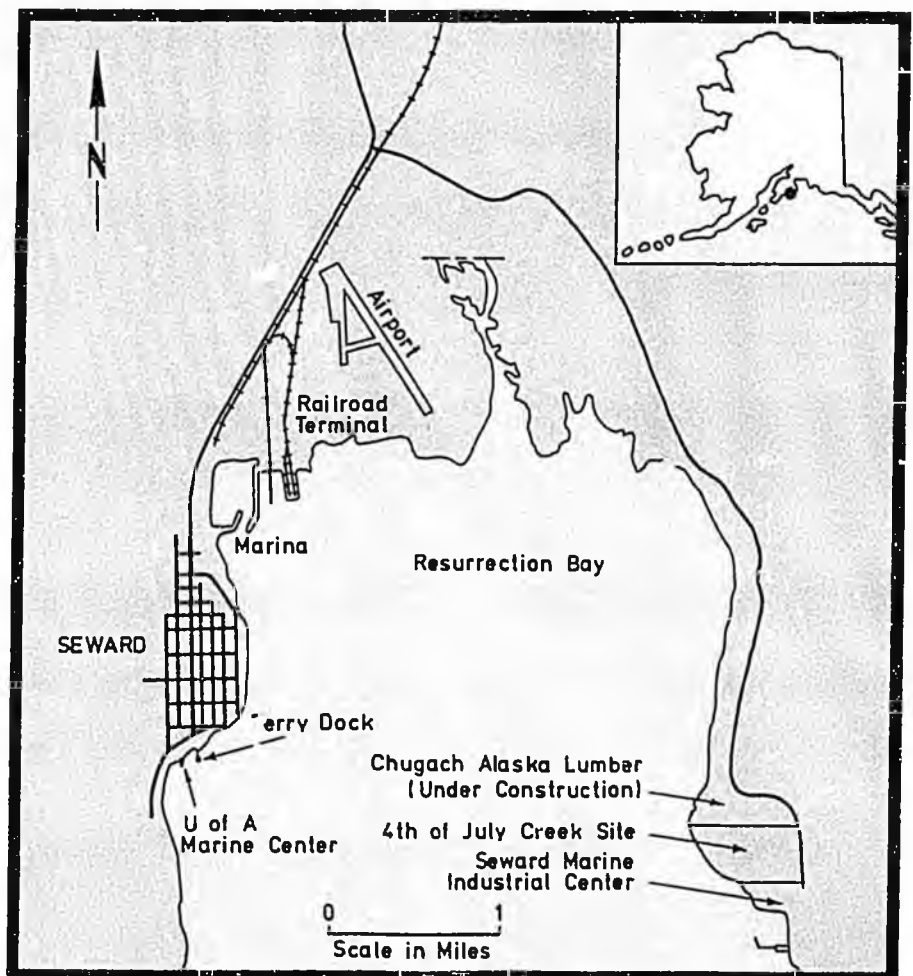
Industrial Area: Permitted marine industrial center, 200 acres with good support utilities.

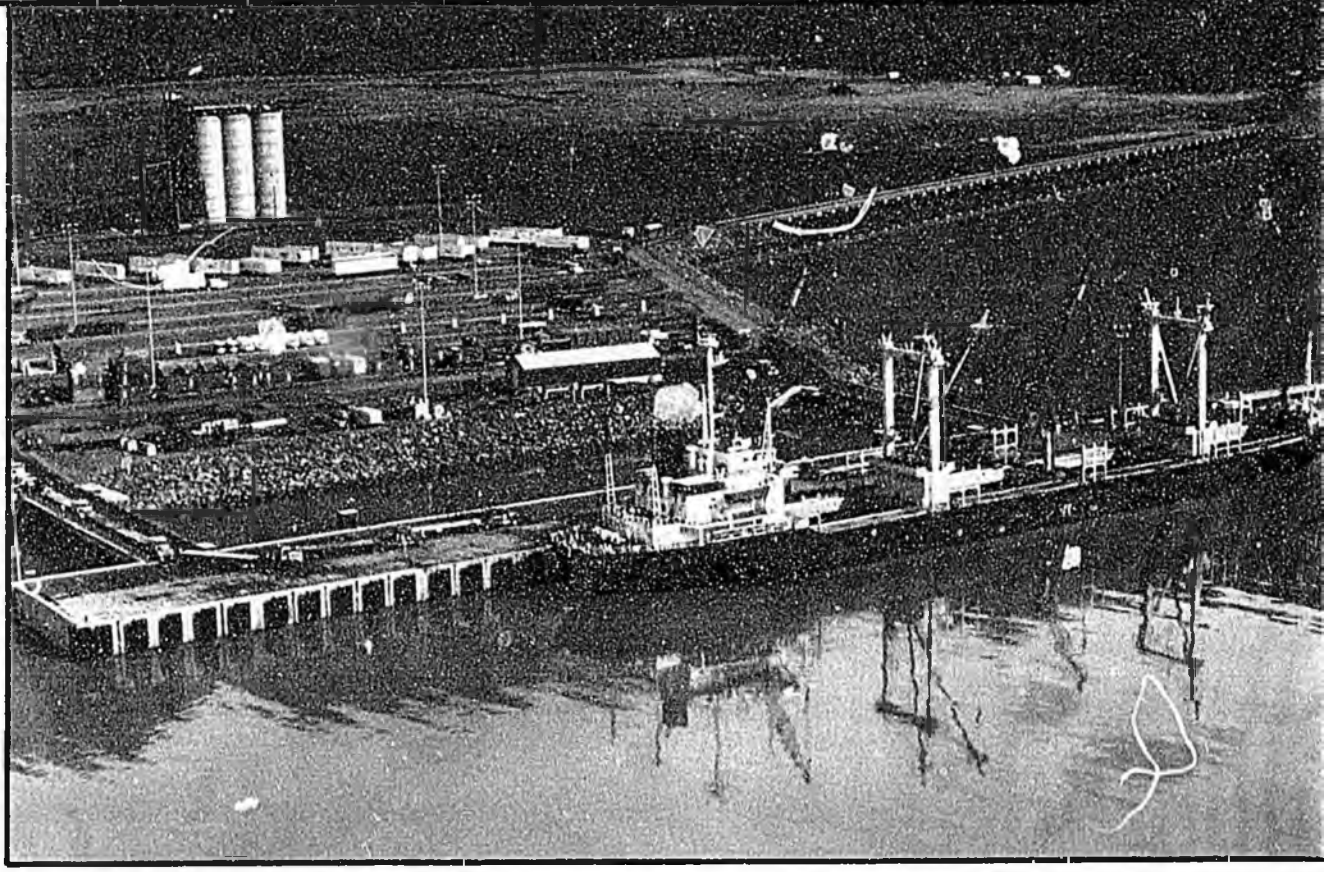
Port Director: Foster Singleton

Address: P.O. Box 167, Seward, AK 99664

Telephone: (907) 224-3138

Fax: 224-3248





PORT OF VALDEZ

The word for the Port of Valdez is "unique." The only foreign trade zone in Alaska, the southern terminus of the Trans Alaska oil pipeline and 3,000 acres of reasonably priced industrial park adjacent to the port, are assets that just begin to describe this active port.

Supertankers up to 265,000 dead-weight tons safely navigate the deep, ice-free waters of Valdez arm, handling a million and a half barrels a day of Alaskan crude oil. Cargo ships load and unload at a 700-foot floating dock 24 hours a day. Their cargoes move into Alaska's markets via a year-round highway or a 6,500-foot microwave landing-system equipped runway.

In addition to bus service, the port benefits from scheduled service of the Alaska Marine Highway System, rounding out transportation to and from this busy community.

With a 21-acre marshalling yard behind the dock for storage, including space for 900 container vans, roll on-roll off and lift on-lift off capability and a wealth of expertise in support services, the Port of Valdez is a big port, despite the community's modest population of 4,000.

In addition to the cost advantages of a foreign trade zone, the community is

virtually tax-free, with no personal property tax, no state or city sales tax, and no inventory tax. What Valdez does have is a \$50 million commitment to the best port services it can provide, a commitment the city's voters took on by a whopping five to one margin.

The City and Port of Valdez pride themselves as being the "Gateway to the Interior." The port is strategically located as a point of entry for shippers specializing in energy development products headed for the North Slope and for general cargo destined for Alaska's Interior. With the grain terminal, which can handle 4.5 million bushels and load trucks at the rate of 300 tons per hour, Valdez is also in a position to meet the agricultural export needs of Alaska.

The most northerly year-round port in Alaska. The only foreign trade zone. The largest floating general cargo dock in the world. A strong community interest in growth and development. The Port of Valdez. Unique.

TECHNICAL DATA

Location: 61°08'N, 146°21'W, at head of Valdez Arm in Prince William Sound

Approaches: Controlled by mandatory Vessel Traffic Service (VTS). Hinchin-

brook Entrance NE of Montague Island, N 80 miles to Busby Island.

Dock Facilities: 1. Valdez City Piers: Valdez Container Terminal: 700' x 100', 55'(MLLW); Valdez City Dock; 600' x 60', 36' (MLLW). Fuel Dock: 200', 34' (MLLW). 2. Valdez Marine Terminal: Terminal 1: 1200 with dolphins, 160' (MLLW). Terminal 3: 1100' with dolphins, 75' (MLLW). Terminals 4 & 5: 1480' with dolphins, 75' (MLLW).

Cargo Staging Area: General Cargo: 840,000 sq. ft.; Container Storage: 560 40 ft. vans, 360 dual reefer units

Cargo Handling Equipment: Various cranes to 150 ton

Warehousing: Two at City Dock

Stevedoring: North Star Terminal & Stevedore Co. (907) 272-7537

Water/Fuel: Water at City Dock, fuel at Fuel Dock

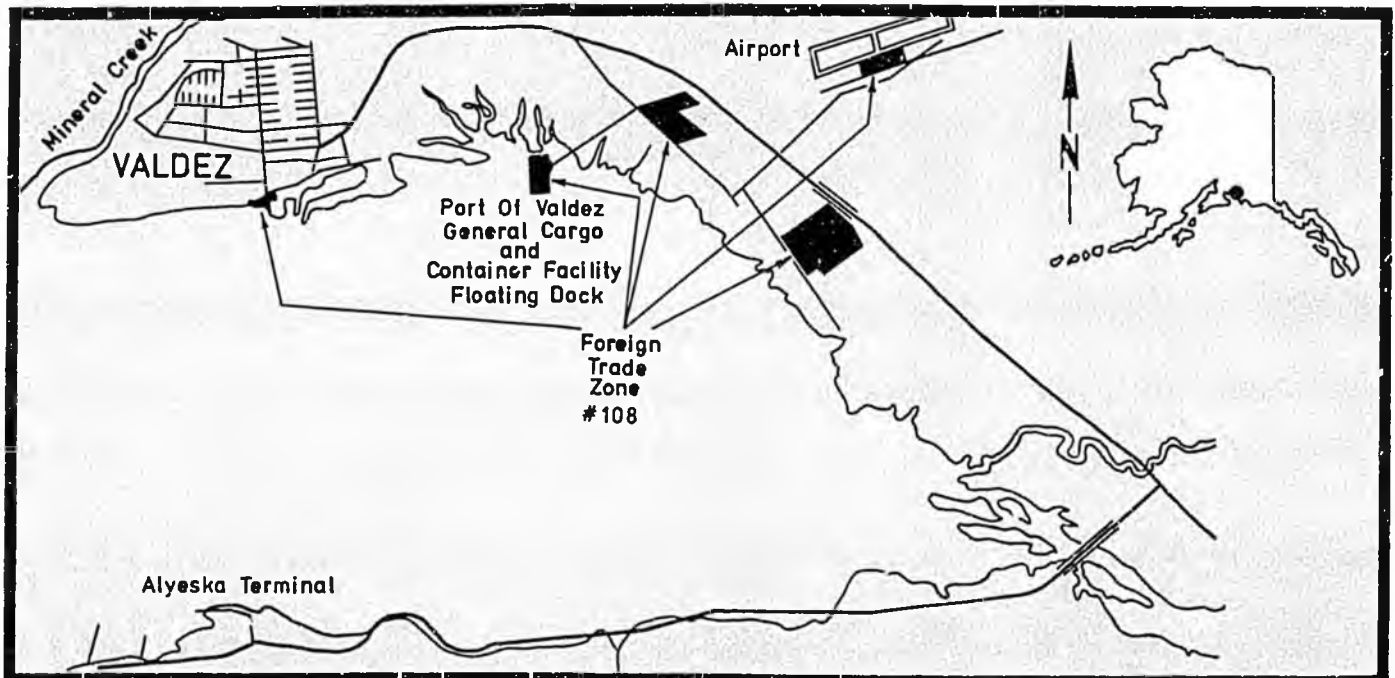
Industrial Area: 3,000 acres

Port Director: Tom McAlister, Port Operations Coordinator

Address: 201 Chenega, P.O. Box 307, Valdez, AK 99686

Telephone: (907) 835-4313; Alaska toll-free: 1-800-478-4300

Fax: 835-2992



PORT OF WHITTIER

Nestled amid the protected waters of Prince William Sound, the Port of Whittier is one of three ports in Southcentral Alaska served by the Alaska Railroad. It is located in ice-free Passage Canal, just 60 miles by rail from Anchorage.

The port was developed by the U.S. government during World War II to deliver cargo, petroleum and troops.

Although the military ceased activity in Whittier in 1960, the city's port remains important in providing goods to Southcentral and Interior Alaska. The railroad accommodates truck trailers, containers and rail cars with roll on-roll off capability and vanlift service. Cargoes ranging from autos and heavy equipment to newsprint and flour pass through the port.

Two carriers presently call at the Port of Whittier: Canadian National Railroad, which provides rail barge service from Prince Rupert, B.C., and Alaska Hydro-Train, a division of Crowley Maritime Corporation, which operates barge service from Seattle.

Because of the great scenic beauty

of Prince William Sound, Whittier also has developed as a port of call for several cruise lines. The city is unique in that it is less than 60 miles from Anchorage, but has no connecting road. Ferry service via the Alaska Marine Highway System provides access to other communities in the region.

Whittier is valuable because of its proximity to Northwest ports, providing access to the major market areas of Anchorage and Fairbanks via rail, while eliminating the need to navigate Cook Inlet.

TECHNICAL DATA

Location: NE extremity of Prince William Sound at head of Passage Canal

Approaches: Hinchinbrook Entrance NW to Passage Canal; or SW through Montague Strait and NE around Knight Island to Passage Canal

Pilotage: Compulsory. Pilot at Pigot Point.

Dock Facilities: Alaska Railroad Wharf: 1100', 30' to 40' (MLLW). DeLong Pier: 425', 36' (MLLW).

Cargo Staging Area: 10 acres

Cargo Handling Equipment: By arrangement with Alaska Railroad

Warehousing: 43,000 sq. ft. covered at Alaska Railroad Wharf

Stevedoring: North Star Terminal & Stevedore (907) 272-7537

Water/Fuel: Water at City Dock, fuel at Fuel Dock

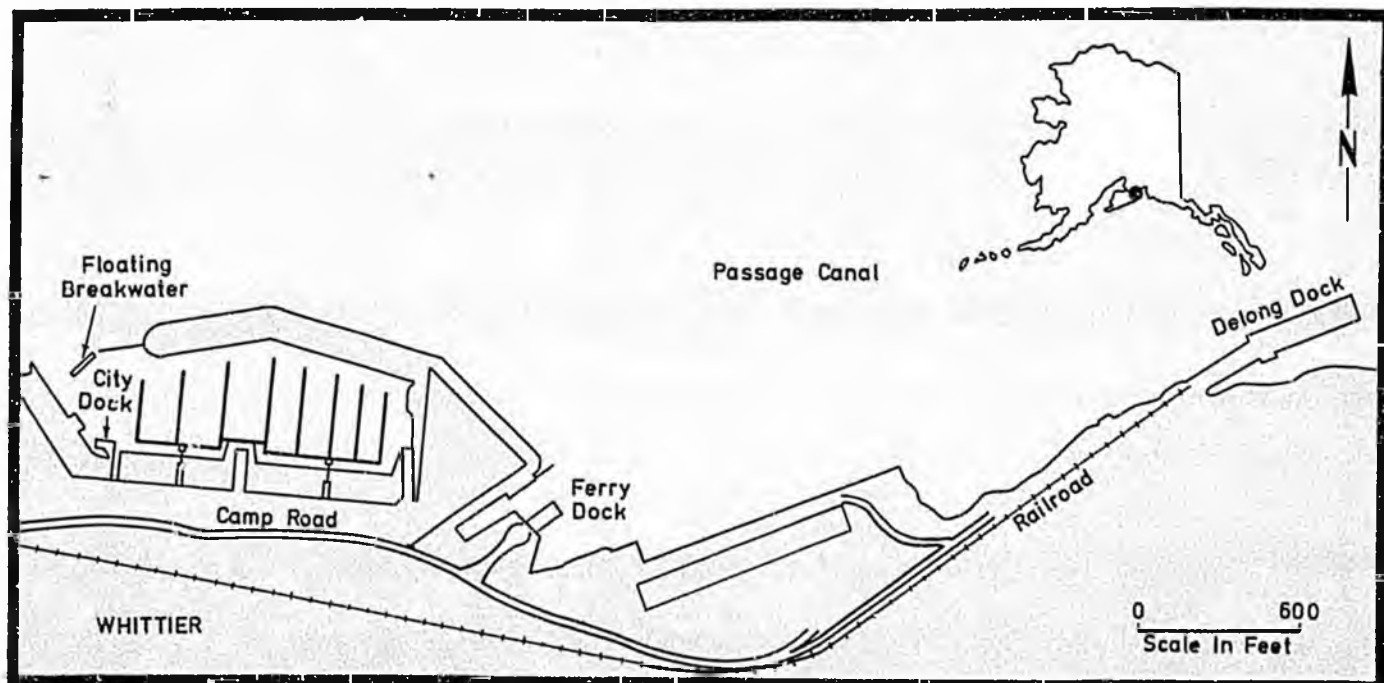
Industrial Area: Limited

Port Director: Penny Mendenhall

Address: P.O. Box 608, Whittier, AK 99693

Telephone: (907) 474-2330

Fax: 472-2404



DIRECTORY OF MARITIME SERVICES

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Anchorage, AK 99518
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(907) 243-4313

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Anchorage, AK 99502
(907) 243-3322

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(907) 486-5354

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Lynden Air Freight
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Anchorage, AK 99502
(907) 243-6150

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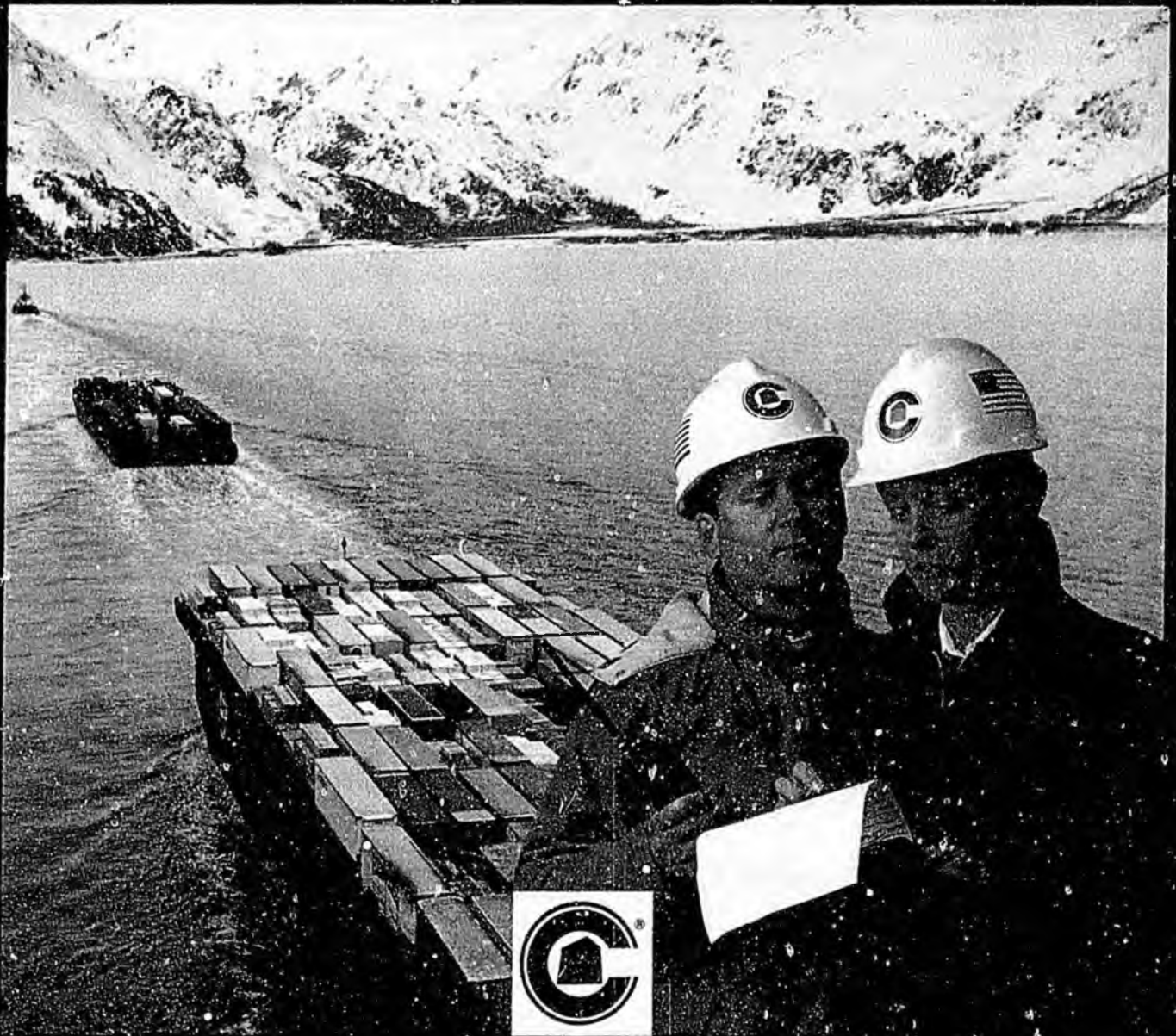


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(907) 266-6224

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P.O. Box 9-1413
Anchorage, AK 99509
(907) 243-4305

Northern Air Cargo Inc.
3900 W. International
Airport Rd.
Anchorage, AK 99502
(907) 243-3331

Reeve Aleutian Airways
4700 W. International
Airport Rd.
Anchorage, AK 99502
(907) 243-1568

Profit Freight Systems
4025 W. 50th, Suite 1
Anchorage, AK 99502
(907) 243-2430

Sear Motive
4851 Aircraft Dr., Suite B
Anchorage, AK 99502
(907) 243-3133

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Dillingham, AK 99576
(907) 842-5394

Troy Air
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Anchorage, AK 99502
(907) 243-4303

Yute Air Alaska
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Dillingham, AK 99576
(907) 842-5333

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Riordan Inc.**
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(907) 278-4511

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Kenai, AK 99611
(907) 283-7187

Domke & Olmstead
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Juneau, AK 99802-1216
(907) 586-1102

Richard Ellmers
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King Salmon, AK 99613
(907) 246-6196

L. Ben Hancock
P.O. Box 481
Kodiak, AK 99615
(907) 486-5769

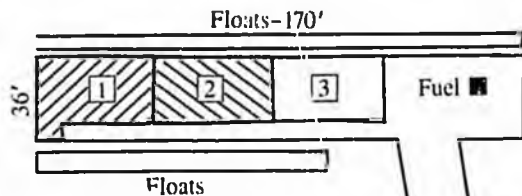
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Powell & Brundin**
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(907) 274-7522

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PC**
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(907) 276-2255

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Kodiak, AK 99615
(907) 486-4082

Perkins Coie
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Anchorage, AK 99501
(907) 279-8561

Torrise & Snyder
P.O. Box 210
Dillingham, AK 99576
(907) 842-5608



- The city has leased out stations 2 & 3 to fish processors.
- Station 1 is operated by the city.
- Fish Unloading.
- General Cargo Unloading.
- Brail Baskets and Scales.
- Contact City Hall for more information - 283-7535.

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Station 2 - 1200 SF - Lease w/crane
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Kenai, AK 99611

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(206) 632-7744

Alaskan Lighterage Inc.
1206 Ocean Dock Rd.
Anchorage, AK 99501
(907) 276-5558

Anderson Tug & Barge Co.
P.O. Box 1315
Seward, AK 99664
(907) 224-5506

Cook Inlet Tug & Barge
824 Delaney
Anchorage, AK 99501
(907) 277-7611

Flynn's Barge Service Inc.
P.O. Box 2838
Homer, AK 99603
(907) 235-8624

M/V Constructor Co.
1000 Whitney Rd.
Anchorage, AK 99501
(907) 272-5931

Yutana Barge Lines
P.O. Box 220
Nenana, AK 99760
(907) 451-1990

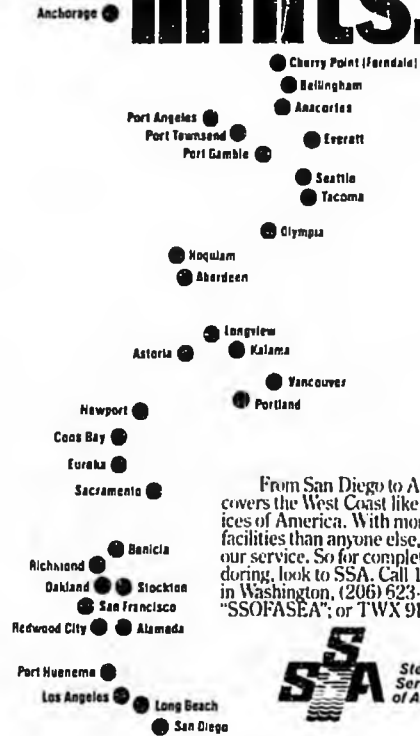
CHAMBERS OF COMMERCE

Anchorage Chamber of Commerce
415 F St.
Anchorage, AK 99501-2254
(907) 272-2401

Bethel Chamber of Commerce
P.O. Box 329
Bethel, AK 99559
(907) 543-2911

Big Lake Chamber of Commerce
P.O. Box 520067
Big Lake, AK 99652
(907) 892-6109

No city limits.



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(907) 895-4439

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(907) 586-6420

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Kenai, AK 99611
(907) 283-7989

Ketchikan Chamber
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Ketchikan, AK 99901
(907) 225-3184

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4231 Mt. View Dr.
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(907) 274-9577

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Nome, AK 99762
(907) 443-5535

North Peninsula Chamber
of Commerce
P.O. Box 8053
Nikiski, AK 99635
(907) 776-8369

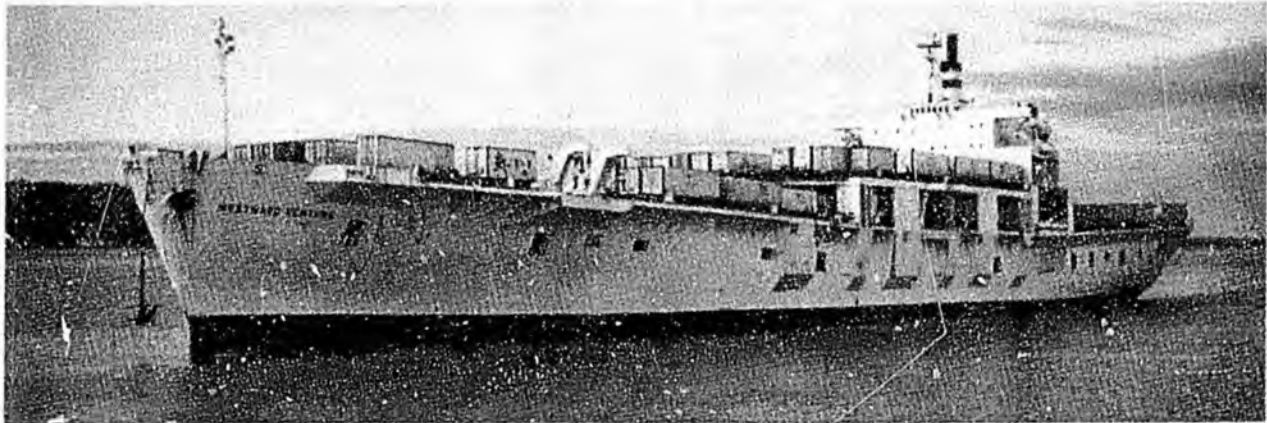
North Pole Chamber
of Commerce
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North Pole, AK 99705
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Petersburg Chamber
of Commerce
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Petersburg, AK 99833
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Frank Danner,
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(907) 276-7401

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Anchorage, AK 99501
Bernd Guetschow,
Honorary Consul
(907) 274-6537

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Anchorage, AK 99517
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(907) 248-2804

Finland
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Anchorage, AK 99518
Wayne Stolt,
Honorary Consul
(907) 562-3326

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College of Arts & Sciences
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Anchorage, AK 99508
Diddy Hitchins,
Honorary Consul
(907) 786-4848

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Anchorage, AK 99510
Fred Chiei, Honorary Consul
(907) 345-4567

Japan
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Anchorage, AK 99501
Kyioaki Suehiro,
Consul General
(907) 279-8428

Republic of Korea
101 W. Benson Blvd
Anchorage, AK 99503
Suk-Hong Kang,
Consul General
(907) 561-5488

Netherlands
P.O. Box 720
Anchorage, AK 99510
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(907) 265-3555

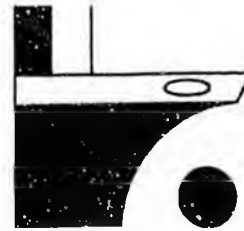
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 Anchorage, AK 99501
 (907) 272-7576

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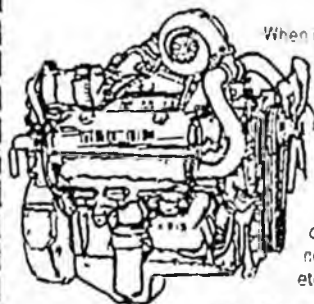
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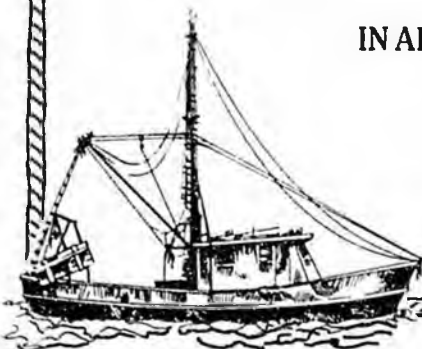
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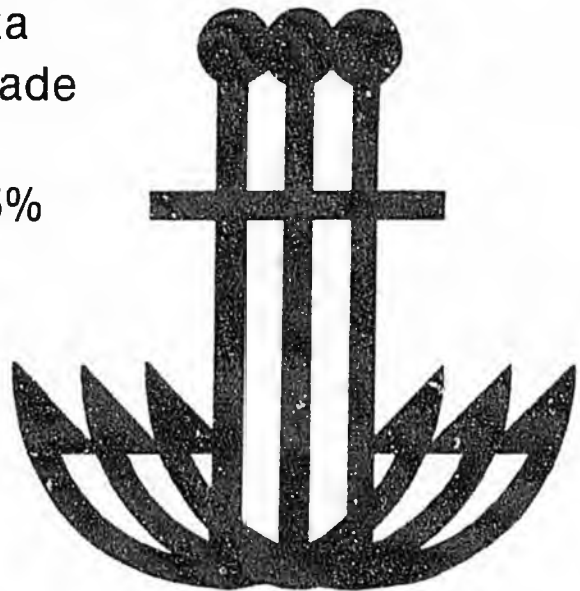
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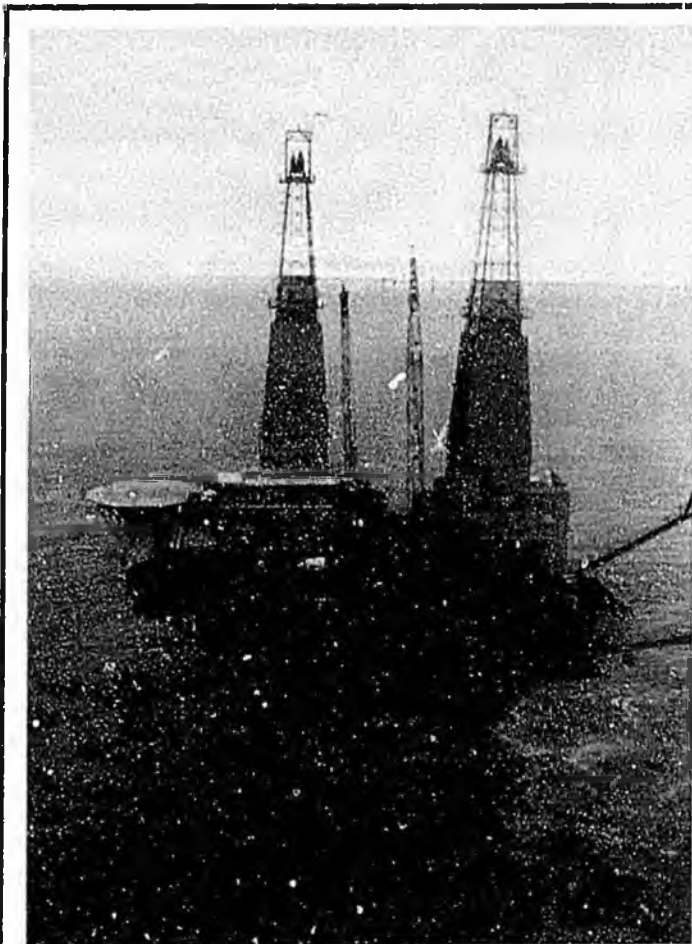


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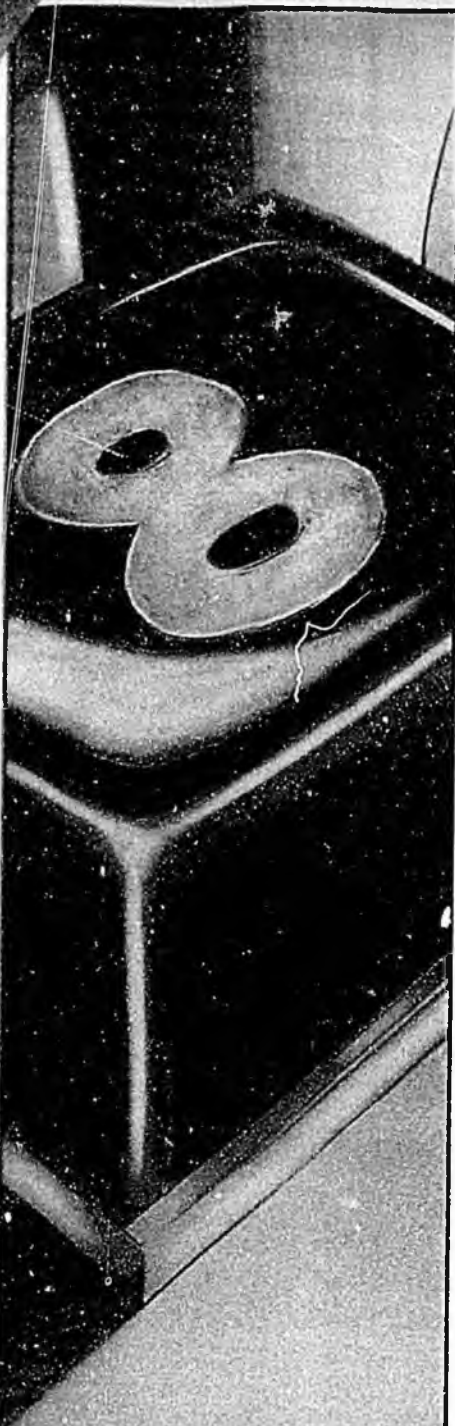
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THE COMMITMENT CONTINUES

SENATE COMMITTEE REPORT

FURTHER

4/7/89

DATE TURNED INTO OFFICE May 4, 1989

Mr. President:

Transportation Committee considered HCR 26

Supporting the establishment of Ports Alaska

and recommended

- replace with _____ CS _____) same title
- or adopt _____ CS _____) new title
- attached amendment(s) and technical title change (HB only)
- _____ letter of intent adopted

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

FISCAL NOTE(S) zero fiscal impact appropriation no FN
 new updated previous
 same as previous fiscal note(s) published _____

MEMBERS SIGNING DO PASS

[Handwritten signatures: Robert...]

[Handwritten signature: Paul...]

[Handwritten signature: Ted...]

OTHER RECOMMENDATIONS

[Handwritten signature: Floyd Jones (Do Pass)]

 Chairman signature and recommendation

Committee Backup attached



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M E M O R A N D U M

TO: All Members, House Special Committee on Foreign
and Domestic Trade

FROM: Representative Cliff Davidson *CD*

DATE: March 21, 1989

SUBJECT: House Concurrent Resolution 26, Supporting the
Establishment of "Ports Alaska"

House Concurrent Resolution 26 supports "Ports Alaska", an organization recently created to develop, market and fully realize the potential of Alaska's ports.

Historically, ports have been the lifeline of Alaska, serving as hubs of communication, transportation, and commerce. As we enter the next century, Alaska's ports will resume an even greater role in the commerce and economic development of our state.

The purpose of "Ports Alaska" is to provide a forum of communication in which our ports can share information and discuss ideas; create and develop marketing programs; give special concerns to the issues affecting port funding, planning and development; provide education to port personnel; act as an advocate and spokesman for Alaska's port industry; and create an image of professionalism and internationalism to port users.

"Ports Alaska" was created by a group of port directors last year with membership consisting of seaports, airports, and riverports across the state.

Thank you for your consideration of House Concurrent Resolution 26.

PORTS ALASKA MISSION

The mission of Ports Alaska is to facilitate the realization of maximum potential of Alaska's ports. Port Alaska shall be federation of independent ports organized to cooperate in mutually beneficial projects such as conducting governmental relations, general goal setting and information sharing.

- 1) By originating marketing programs and materials that will portray Alaska's port industry to potential customers, investors and the general public.
- 2) By giving special concerns to issues affecting port funding, planning and development,
- 3) By providing educational programs for port managers, staff members and elected/appointed officials,
- 4) By acting as an advocate for Alaskan ports at the State, borough and city levels of government on behalf of legislation brought before such governments,
- 5) By taking a pro-active stance in matters affecting Alaskan ports,
- 6) By functioning as a spokesman for the Alaska port industry,

7) By providing a forum through which all Alaska ports can communicate with each other, gain an understanding of issues and reach consensus on issues,

8) By creating an image of professionalism for Alaska ports,

9) By fostering an attitude of internationalism in Alaska communities.

Corky

PORTS ALASKA

JANUARY 23, 1989

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Perry Brady	Alaska Husky Wood
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Vern Chase	Port of Valdez
Luther "Spike" Christopher	P/H Homer
Darrel C. "Sarge" Connick	Port Director/Harbormaster Bethel
Gary Daily	Port of Dutch Harbor
Larry Dinneen	Port of Anchorage
Charles Doan	Port of Tacoma, Tacoma, WA
Tom Dowd	Alaska Sea Grant
James "Bud" Dye	Port of Anchorage
Paul Fuhs	Mayor, Unalaska/Dutch Harbor
Chris Gates	City/Port of Seward
-Joe Graham	Port of Juneau
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Bill Walker	Hughes, Thorsness, Gante, Parnel Brundin
	Port Graham
	Senator District N

Cliff Davidson

Ports of Alaska Take First Steps towards Unification

Port Directors, Harbormasters, and elected and employed representatives of ports from around the state came together Monday and Tuesday, January 23 and 24, to pinpoint areas of common interest that would justify creation of a statewide organization.

The participants decided it would indeed be worthwhile to formally incorporate as a "federation of independent ports organized to cooperate in mutually beneficial projects such as conducting governmental relations, general goal setting, and information sharing."

More specifically, according to the mission statement they hammered out during the meetings, cooperation will

extend to:

- Originating marketing programs and materials that will portray Alaska's port industry to potential customers, investors, and the general public;
- Giving special concerns to issues affecting port funding, planning and development;
- Providing educational programs for port managers, staff members and elected/appointed officials;
- Acting as an advocate for Alaskan ports at the State, borough and city levels of government on behalf of legislation brought before such governments;
- Taking a pro-active stance in matters

affecting Alaskan ports;

- Functioning as a spokesman for the Alaska port industry;
- Providing a forum through which all Alaska ports can communicate with each other, gain an understanding of issues and reach consensus on issues;
- Creating an image of professionalism for Alaskan ports; and
- Fostering an attitude of internationalism in Alaska communities.

As well as developing the mission statement they could agree on as the basis for Ports Alaska, in the process, they got brought up to date on port-instigated economic development in Alaskan ports. They discussed financing alternatives, developing world technology that may offer them opportunities, ways of assuring themselves trained personnel, and marketing.

After approving its mission statement, the group elected Mayor Paul Fuhs of Unalaska/Dutch Harbor, and City of Anchorage Port Director Larry Dinneen co-chairmen of the new group.

Ports Alaska members passed four resolutions during the course of their business meeting.

• They expressed their gratitude to the Army Corps of Engineers for its past and on-going programs in support of their ports and harbors and their willingness and intention to work with the Corps as it develops its own 10-year and 20-year plans for harbor and port work around the state and on obtaining appropriate federal funds for development.


• They supported the governor's plan to narrow the definition of the unitary tax

now in existence in Alaska to "water's edge." A unitary tax is one that requires businesses to treat revenues worldwide in their calculations of the tax they would owe in Alaska. Alaska is presently the only state with such a tax requirement, and the proposed definition would required firms to include only American revenues.

• They supported good forestation management that protects harbors and ports and fisheries from pollution while allowing development to occur.

• They agreed to explore stable funding sources for their ports. They stopped short of advocating for any of the alternatives discussed during the meeting such as designating Permanent Fund income funds to port development, or expanding the role of the Alaska Industrial and Export Development Agency, or various types of bonding. Rather, they made it a priority to uncover and analyze all alternatives to see what may be particularly appropriate for ports and harbors as the foundation for coastal community economic development.

The move to bring the ports together began about a year ago when Fuhs approached the City of Anchorage with a plan for mutual support of Unalaska/Dutch Harbor's water/sewer project, the Fishery Industrial Center construction in Kodiak, and Data systems development in Anchorage. The fruitfulness of that alliance motivated Fuhs and Dinneen to invite personnel from Alaska's other ports to consider mutually beneficial participation in a statewide organization.



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ROM ADAK:	3:25 p	7:00 p	722	0	MO/WE/FR	D
	12:40 p	7:00 p	724	1	TU/TH/SAT	D
TO: CHIGNIK	10:50 a	2:00 p	35/659	1	XSU	S
FROM: CHIGNIK	2:05 p	6:30 p	660/36	5	XSU	S

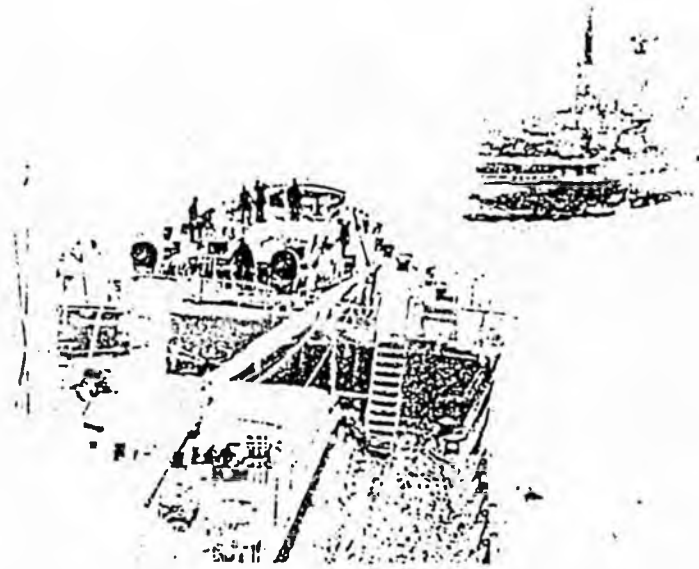
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Soviet Arctic Marine Transportation

Lawson W. Brigham

The development of marine transportation in the Soviet Arctic during the past three decades has been an extraordinary achievement. The Northern Sea Route (NSR), which stretches approximately 5000 kilometres across the Soviet maritime Arctic, has steadily become linked to the overall development of Siberian resources.

Since 1978 Soviet ice-breakers and strengthened carriers have maintained year-round navigation to Dudinka, port city of the industrial complex at Noril'sk. Thus, ships are routinely plying the ice-covered waters of the Barents and Kara seas throughout the winter, a rare occurrence around Alaska and in the Canadian Arctic. Summer navigation along the entire NSR, including the numerous rivers, bays, and deltas of the Soviet northern coast, continues to be expanded through the application of a broad range of advanced marine technology. Much of this technology has been developed in Finland and the Soviet Union.



Novosti Press Agency

Nuclear-powered ice-breaker *Sibir* (right) escorting ships in Kara Sea

A recent estimate of the annual level of operation of the NSR shows approximately 600 freighting voyages carrying six million tons of cargo. The attainment of this level of marine commerce in the Arctic Ocean, and the high capital investment required to maintain and improve such a difficult transportation route, underscore the

significance and long-term commitment successive Soviet leaders have attached to this endeavour.

Figure 1 illustrates the main marine transportation routes from Murmansk on the Kola Peninsula east to the Pacific Ocean. Also shown are the north-flowing rivers of the Soviet Arctic, an inland waterway of great importance to the movement of cargo and passengers throughout the interior of Siberia. These rivers serve as the major link between the NSR and the principle railroads to the South. It is clear that development of much of Siberia is dependent on an effective and reliable marine and river transportation system because industrial and population centres are widely dispersed in areas that lack roads and railways.

Three general patterns of arctic operations exist along the NSR. The most prominent by a wide margin is the support of the industrial complexes on the Ob' and Yenisey rivers by ice-breakers and commercial ships to and from Murmansk and Arkhangel'sk. Gas pipelines for the

Principal Ports, Rivers, and Routes of the Soviet Maritime Arctic

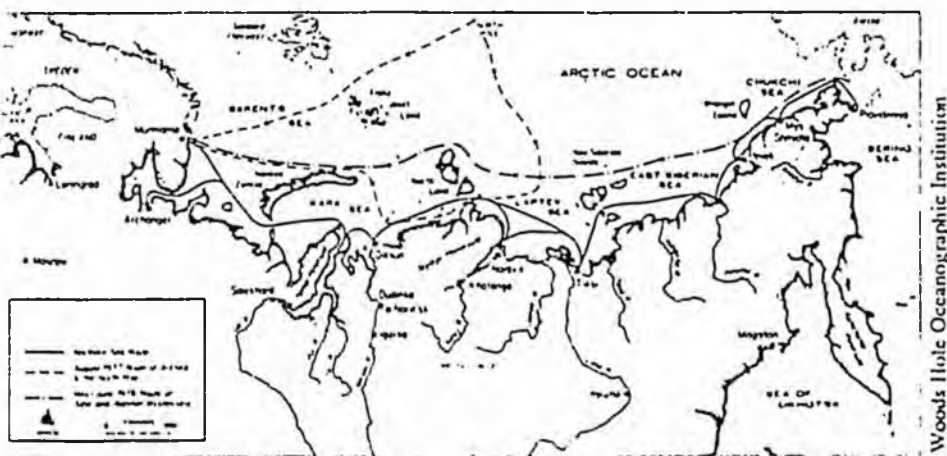


Figure 1

ensive oil and gas industry on the Yamal Peninsula are generally shipped to the Ob'uary and moved upriver by barge. Timber from the milling centre at Igarka is shipped down the Yenisey and to the West (including foreign ports). Copper and nickel ore from the Noril'sk area is carried up the river to the port of Dudinka and then shipped on the NSR to Murmansk where there is nearby excess capacity for shipping.

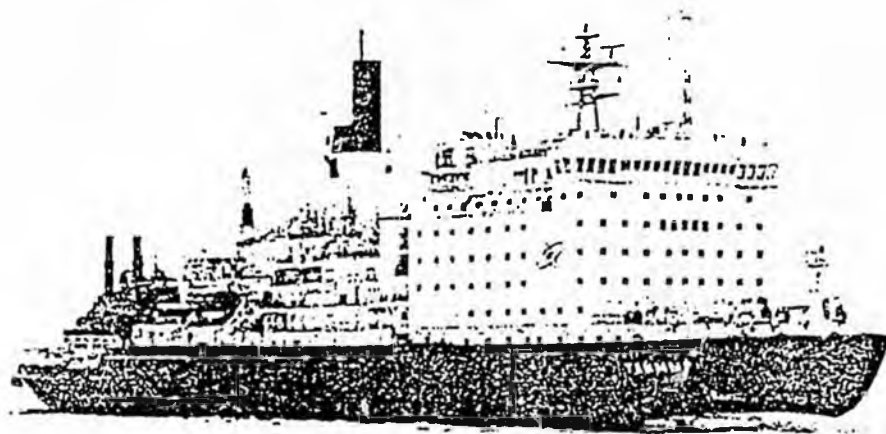
In the Far East, operations are run from Vladivostok and other Pacific ports to the port of Pevek on the East Siberian Sea and the Kolyma River. Precious metals and other mining enterprises are serviced, and many coastal communities lacking harbours and adequate cargo-handling facilities are supplied. The third operation,

experimental voyages have been accomplished by ice-breakers escorting cargo ships for the duration of the transit. In 1984 and 1985, cargo ships, a majority being the new SA-15 arctic ice-breaking vessels, made transits from Vancouver, B.C. and Japan to ports in the western sector of the NSR. Remarkably, several of the SA-15 voyages were unescorted for the length of the NSR.

The Soviet Ice-breaker Fleet

One of the most visible aspects of the operations on the NSR is the extraordinary Soviet ice-breaker fleet. More than 75 ships specially designed as ice-breakers sail the Soviet maritime Arctic. Comprising this fleet are many unique arctic vessels, in-

cluding the first nuclear surface ship (44 000 shaft horsepower), *Arktika*, *Sibir*, and *Rossiya* (all three at 75 000 shaft horsepower). Four additional nuclear polar ice-breakers are currently under construction in Leningrad and Helsinki. In the spring of 1988 one of these ships, *Taymyr*, a shallow-draft, nuclear ice-breaker, was delivered by the Finnish shipbuilder Wartsila to the Soviet Union for installation of a nuclear reactor. Twelve diesel-electric-powered ships, all built since 1959 in Finland and all with shaft horsepowers greater than 22 000, make up the balance of the Soviet polar ice-breaker fleet. In comparison, Canada operates only a single polar ice-breaker in this size range, the Canadian Coast Guard's *Louis St Laurent*. The United States has only the ice-breakers *Polar Star* and *Polar*



Wartsila Marine Industries

Shallow-draft nuclear-powered ice-breaker *Taymyr* undergoing sea trials, March 1988

nowhat less well established, involves the central region of the Soviet maritime Arctic. Freight comes mainly from the coast during July through October to the port of Tiksi on the Laptev Sea and to the Lena River. At times there is a linkage of convoys with river craft. Cargo is also distributed along a route between the Lena and Kolyma rivers.

In recent years the entire length of the NSR has been accessible to shipping from July to October.³ This is achieved by positioning polar ice-breakers in the straits and other areas of difficult ice conditions to provide escort as required. However, though voyages of the NSR have not been made in any regular fashion. Several

including such diverse types as polar, sub-arctic, salvage, river, large harbour, and research ice-breakers. Most important for arctic marine transportation are 16 large polar ice-breakers of exceptional ice-breaking capability.⁴ These ships, designed for convoying commercial ships in the high latitudes, are the keys to providing virtually unlimited access to much of the Soviet North. Each of these 16 ships ranks among the largest and most powerful ice-breakers in the world.

Polar ice-breakers are generally defined as those ships capable of independent operations in the heavy, multi-year ice of the Arctic Ocean. The Soviet ships in this category include four nuclear ships: *Lenin*,

Sea to match the capabilities of these Soviet ships.

Technological Challenge

The Soviet ice-breaker fleet is an obvious necessity for the effective movement of marine traffic along the NSR. Just as important, however, is a modern fleet of multi-purpose cargo ships capable of independent transits (without continuous ice-breaker escort). The early *Lena* and *Amguema* class arctic ships built in the 1950s and 1960s proved too small and low-powered for the extended navigation seasons pioneered since the late 1970s. During the past decade the Administration

Major Events in the Modern Development of Soviet Arctic Marine Transportation

1960

NSR—Northern Sea Route

Nuclear polar ice-breaker *Lenin* (world's first nuclear surface ship) commences escort duties along the NSR in July.

1970

Lenin and the subarctic ice-breaker *Kapitan Belousov* convoy the cargo ship *Gizhiga* to Dudinka in an experimental winter voyage.

1971

Lenin and the polar ice-breaker *Vladivostok*, in a May–June demonstration, forge a high-latitude passage across the NSR without convoy.



Arktika

Novosti Press Agency

1975

Nuclear polar ice-breaker *Arktika* (world's most powerful ice-breaker, at 75 000 shaft horsepower) enters service.

1977

Arktika becomes the first surface ship to reach the North Pole, on 17 August 1977.

1978

Nuclear polar ice-breaker *Sibir* and the cargo ship *Kapitan Myshevskiy* conduct a high-latitude voyage north of the Soviet island groups in May–June.

1978

Successful attempt during the 1978–79 season at year-round navigation from Murmansk to Dudinka.

1982

First two SA-15 ice-breaking cargo ships, *Noril'sk* and *Tiksi*, are delivered by Finnish shipbuilders.

1983

Kosmos-1500 satellite launched with imaging radar which will improve strategic ice information.

1983

51-ship convoy becomes trapped in heavy ice off the north coast of Chukotka near Pevek during October–November; rescue is accomplished by a major ice-breaker group, but not without the loss of one ship and serious damage to many.

1984

Six trans-Arctic voyages are completed by ships (five are SA-15s) sailing the NSR from east to west—from Japan and Vancouver, B.C. through Bering Strait to ports in the West.



Lawson W. Brigham

SA-15 Class

1984

Ice-breaking LASH (lighter-aboard-ship) carrier *Aleksey Kosygin* makes its maiden voyage north from Vladivostok.

1985

Three SA-15 ships participate during November–December in an experimental navigation season extension, sailing from Vancouver, B.C. across the NSR to Arkhangel'sk.

1986

Nuclear ice-breaking LASH ship *Sevmorput*, built for routes between Vladivostok and eastern ports along the NSR, is launched in Kerch.

1987

Sibir reaches the North Pole on 27 May 1987.

1988

Nuclear shallow-draft polar ice-breaker *Taymyr*, built by Wartsila in Helsinki, is delivered to the U.S.S.R. for installation of a nuclear reactor.

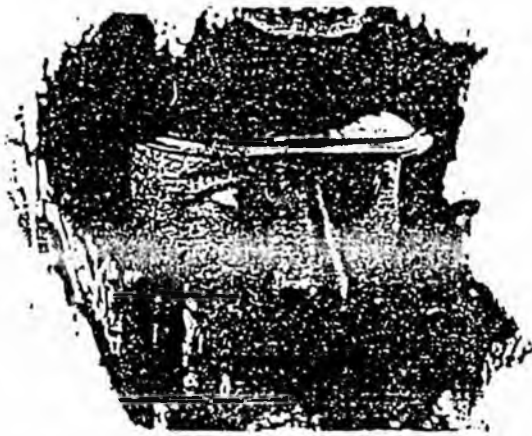
Sources: *Polar Record*, *Volnyy Transport*, *Soviet Shipping*, and *Polar Geography and Geology*.

of the Northern Sea Route has focused its attention on improving the ice-breaking capability, cargo capacity, and range of specialized ice-breaking freighters. As a result, the Soviet Union has recently built several such vessels in its own shipyards and has also sought the advanced ice-breaking technology of Finnish shipbuilders. All of the recent additions—Soviet-built nuclear and non-nuclear lighter-aboard-ship (LASH) carriers (*Sevmorput* and *Aleksey Kosygin*),⁵ Finnish-

metres and in temperatures that reach as low as -50°C . These extreme temperatures can have adverse effects on most external ship systems, such as cargo-handling equipment. The shallow depths of the deltas and estuaries of many regions of the NSR also limit draft design. Finally, high structural standards must be met for ice-breaking, since transits must be made in narrow straits where the ice can be under extreme pressures. Collectively, these criteria pose unique challenges and call for

tempted, frequently linking Canadian, Japanese, and other Pacific ports with the western sector of the Soviet maritime Arctic.

This expansion of operations in the Soviet Arctic may provide several opportunities for Canada. Under existing science and technology agreements, Canadians can potentially learn a great deal about Soviet ice navigation and the applications of advanced technology to the Arctic. The potential also exists for the export of technology proven in the Canadian Arctic. As the next century unfolds we may conceivably see the transits of Canadian polar ships across the NSR with the helpful assistance of Soviet polar ice-breakers.



Nikolai Stepanov, First Mate, Arkhangel'sk

Novosti Press Agency

built SA-15 ice-breaking cargo ships (*Noril'sk* class),⁶ and a Soviet-built SAS-8 shallow-draft arctic freighter (*Vitus Bering*)—are technically advanced and represent vastly superior designs for arctic commerce on the NSR.

The breadth of technical and environmental challenges faced by the designers of Soviet arctic cargo ships is impressive. A lack of port facilities in the Soviet North forces designers to consider alternative solutions such as using roll-on/roll-off configurations and barge or lighter systems. Soviet arctic cargo ships must have the capability to moor along ice wharfs and unload cargo on shorefast ice. Widely spaced port fuelling stations require these ships to have large fuel capacities and to be capable of refuelling from Soviet polar ice-breakers, so that ice-breaking operations can be sustained. Due to these endurance limitations, nuclear power has become an attractive and viable alternative. Commercial ships with ice-breaking hull forms must be able to operate in level ice thicknesses of 1.5

innovative technical solutions by both Soviet and Finnish ship designers.

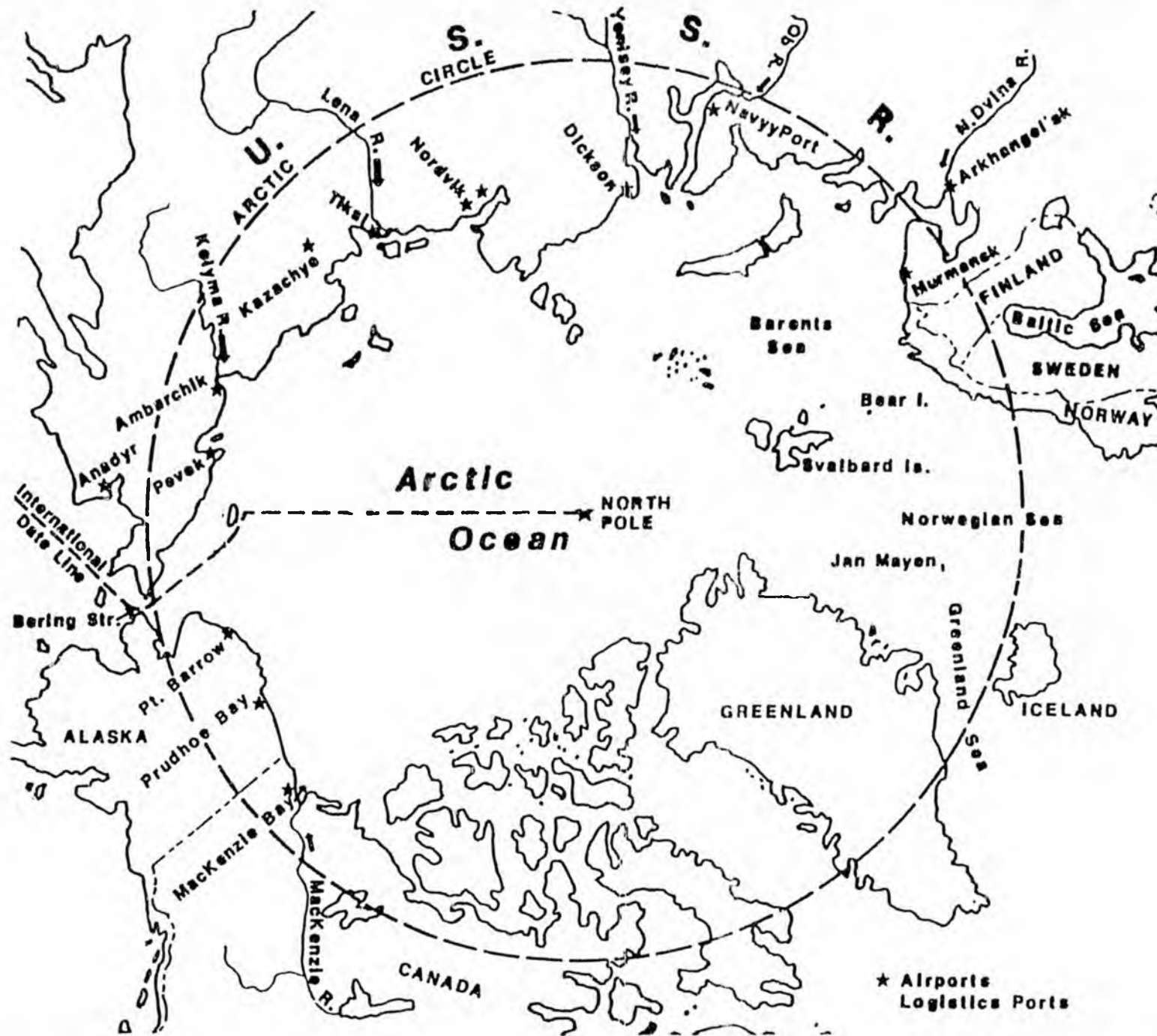
The Future and Implications

The future of Soviet arctic marine transportation appears secure. As resource development expands in Siberia, investment in the ships and support infrastructure for the NSR will increase. This will surely include improvements in remote-sensed ice imagery for strategic as well as tactical use. By the early 1990s a sizeable nuclear fleet of polar ice-breakers and commercial ships will be operational (perhaps as many as a dozen nuclear ships). These vessels of unlimited endurance will be able to support an increase in the number of winter transits to the Yamal Peninsula and to the port of Dudinka. An expansion in the navigation season in the Laptev and Eastern Siberian seas to six months may also be possible. The technological development of larger and more capable ice-breaking cargo ships will continue. Thus, more independent through transits of the NSR may be at-

Notes

1. The Northern Sea Route is the system of sea lanes north of the Soviet coast from the straits between the Barents and Kara seas (south of Novaya Zemlya) to the Bering Strait.
2. L. Brigham, "International workshop on the Soviet Maritime Arctic", *Polar Record*, vol. 24, no. 149 (April 1983), p. 132, estimate by T. Armstrong of Scott Polar Research Institute.
3. T. Armstrong, "The Northern Sea Route, 1986", *Polar Record*, vol. 23, no. 146 (May 1987), p. 589.
4. The Soviet polar ice-breakers (depending on their maximum power) can continuously break 1.4 to 2.4 metres of level ice at 3 knots.
5. LASH ships carry materials in barges or lighters that are off-loaded by a gantry system to waters in areas lacking port facilities. The *Sevmorput* will carry 74 barges of 1300 containers.
6. A total of 19 SA-15 arctic ice-breaking cargo ships will soon be in operation. Each 174-metre ship of 14 500 tons is capable of continuously breaking 1-metre level ice.

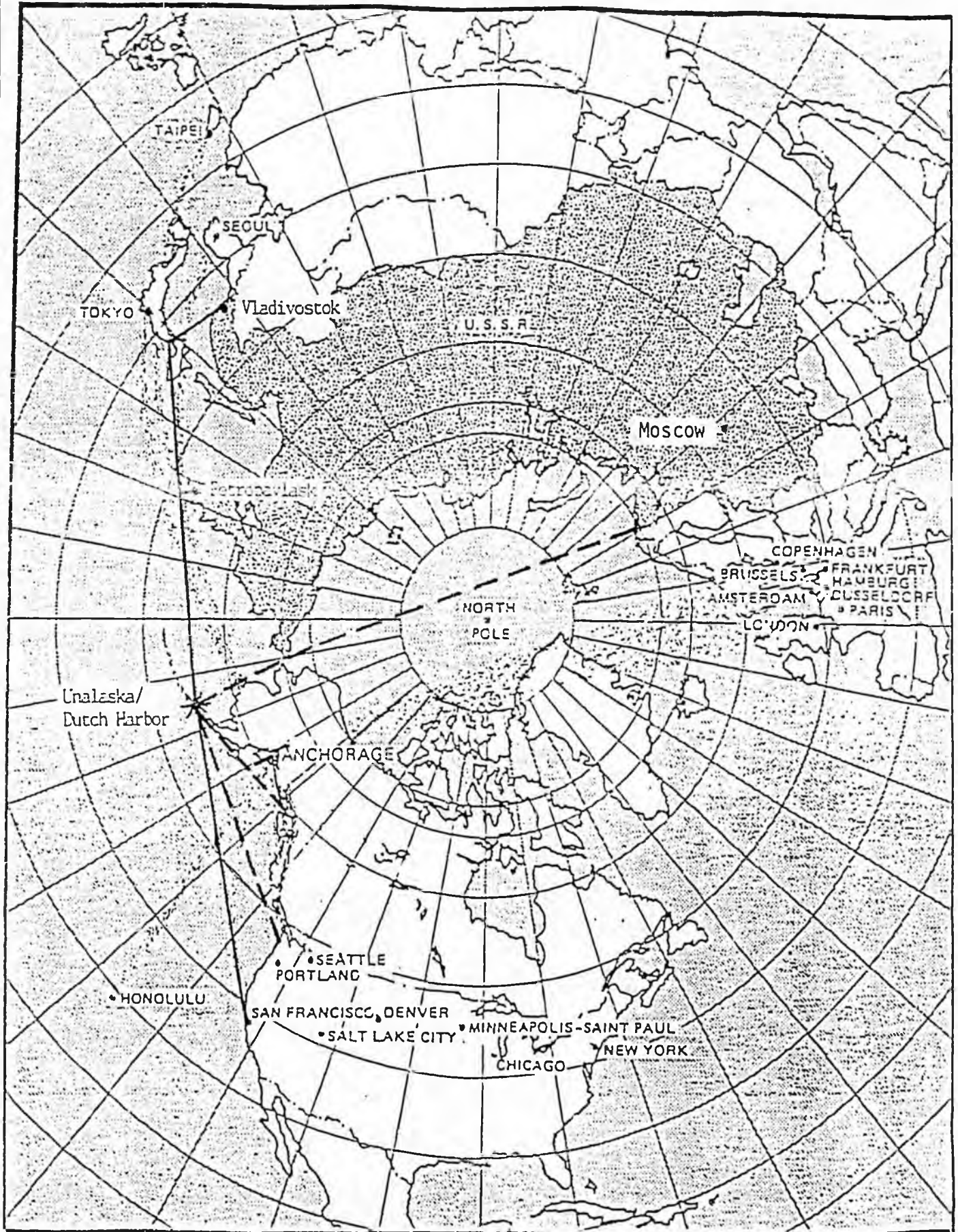
Lawson W. Brigham is a Commander in the U.S. Coast Guard and a Guest Investigator at the Marine Policy Center of the Woods Hole Oceanographic Institution, Woods Hole, Massachusetts.



VG # 1

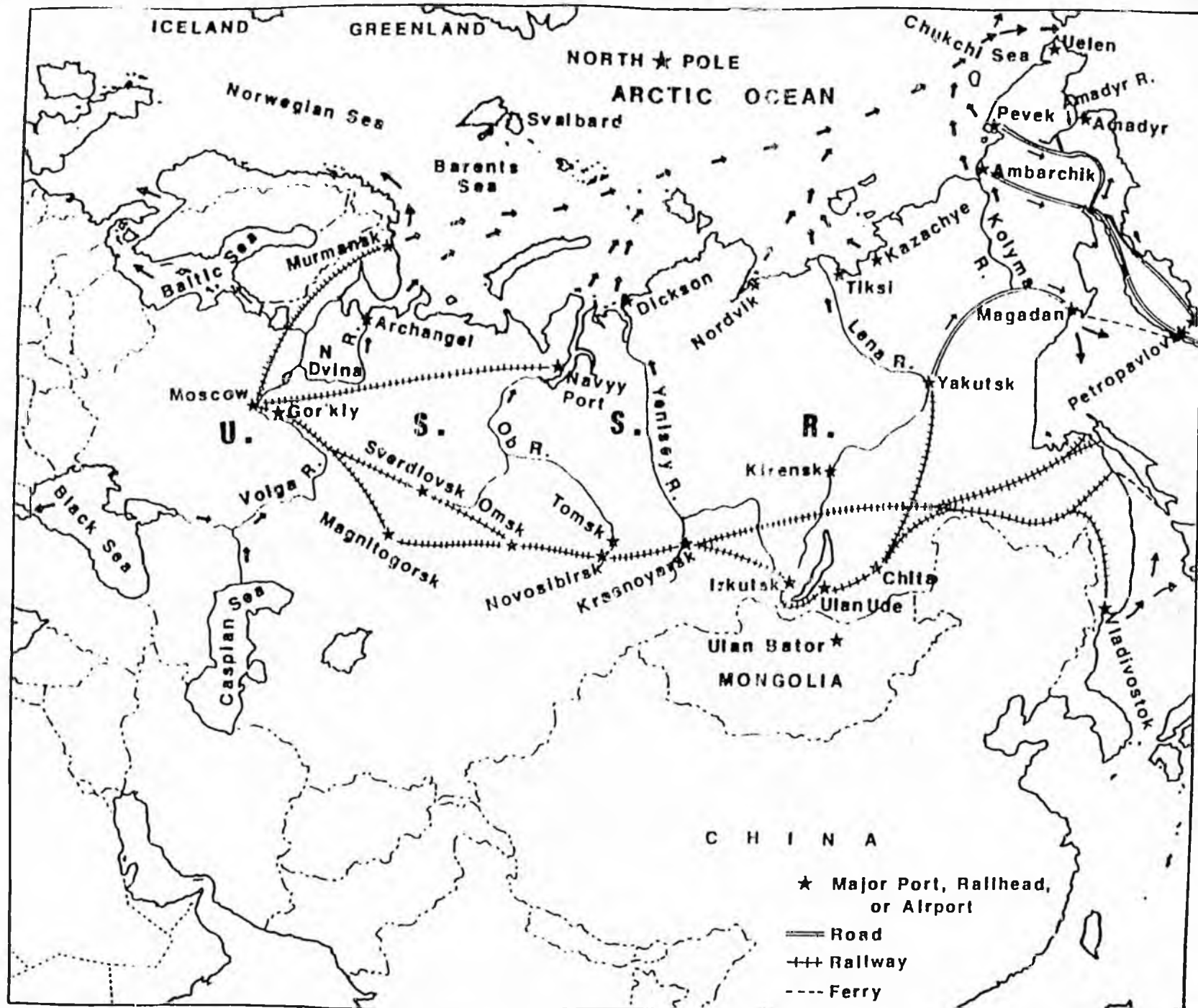
CITY OF UNALASKA/DUTCH HARBOR

STRATEGIC LOCATION IN INTERNATIONAL COMMUNICATIONS ROUTES

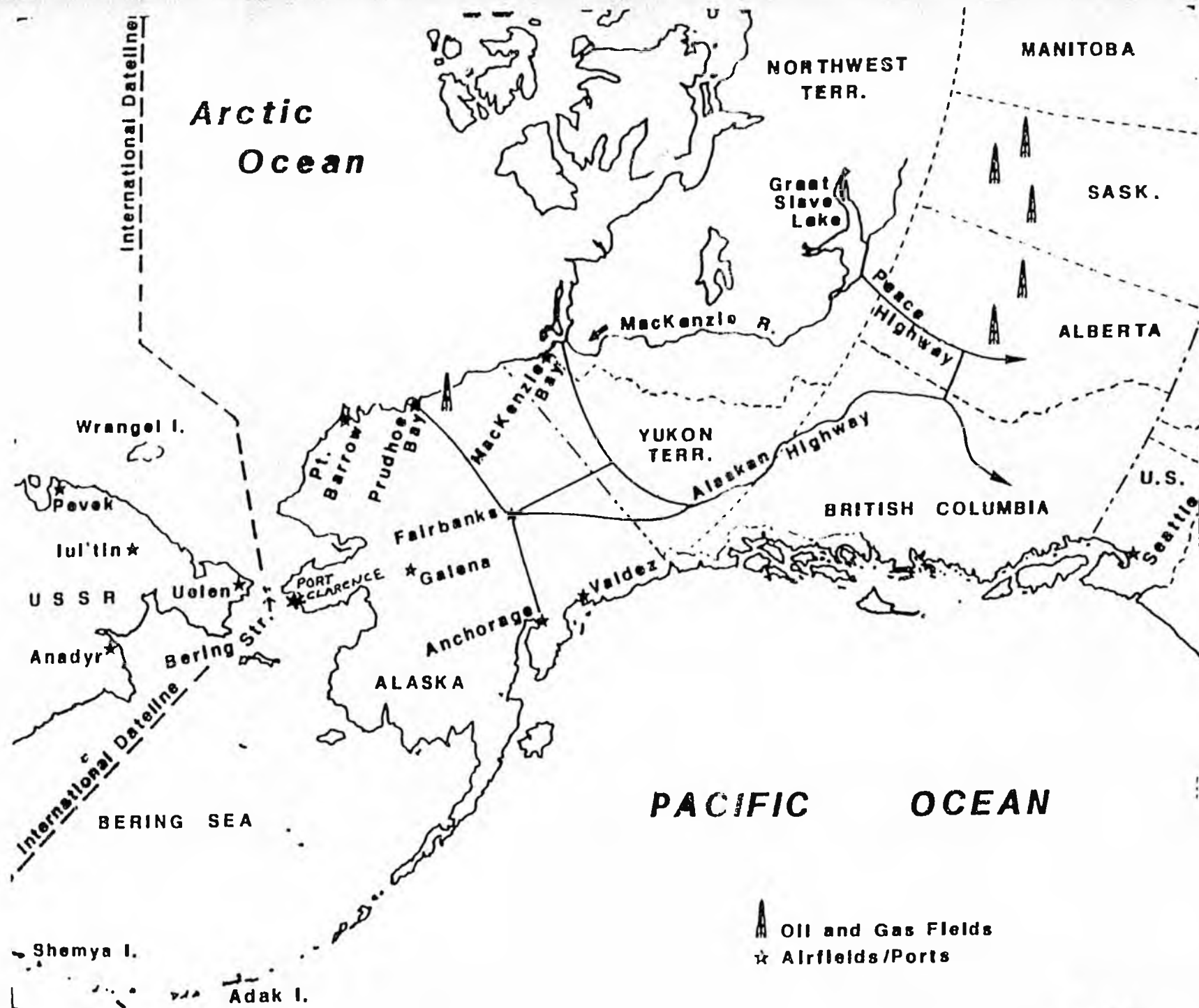


----- Western US Trans Arctic Shipping Route utilizing Soviet Icebreaking Containerships to European Market

————— Trans Pacific Fiber Optic Cable Route (Also Great Circle Shipping Route)



VG#2



VG#3

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February 1, 1989

Mr. Larry Dinneen
Mr. Paul Fuchs
Co-Chairmen
Ports Alaska
2000 Anchorage Port Road
Anchorage, Alaska 99501

Dear Larry and Paul:

It was a pleasure attending the Ports Alaska meeting concerning possible revenue sources for the construction and operation of ports in Alaska. I appreciated the opportunity to make some comments. As requested I am summarizing my points in writing for consideration by the various parties. If I can be of any service, in further defining these thoughts for the benefit of Alaska's local communities, please feel free to contact me.

I think that your group's meeting is a step forward for the State of Alaska. I commend each and every one of the port directors and their staff participating in this effort to move Alaska's economy in the right direction. It was particularly noteworthy that the Press was in attendance. One important effort is to educate Alaskans - at almost all levels - on the importance of our maritime location in terms of the creation of wealth.

In my two years as Commissioner I began to understand how little the public, the legislature and the general government understands about economic development and the creation of wealth. As a result of Alaska's recent history of consuming oil wealth, very few people really focus on the difference between the creation of wealth and the provision of short term jobs. Consuming petro-dollars has a multiplier affect, but it does not create long-term wealth. Long-term wealth is created from the land, sea, the air or our ingenuity. It is, in the macro-economic sense, that point where money is brought in to an economic system, or the system produces a product which would otherwise be brought into the system. Thus, with the exception of import substitution, the creation of wealth almost by definition requires a Port as a predicate to economic activity.

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This fact of economic life is well understood by our competitors. The Soviets, the Japanese, the Danes, the Norwegian all understood that for a maritime country (or State in Alaska's case) you need ports in order to engage in international commerce. Thus, in most of these countries, the governments expend grant money in order to insure that a port exists and then they let the private sector pay for the costs of the infrastructure.

This brings us to the next item which seems lost in the shuffle. Breakwaters and the like, in and of themselves, do not create revenues. Breakwaters create an area within which commerce can take place. As a result breakwaters, dredging and creation of land areas are appropriate items for State grants as they don't amortize themselves over a normal commercial time-frame.

Docks, water systems, sewers, waste outfalls and other such infrastructure, however, can support debt and be amortized over a period of time so long as the private sector has a need for the facility and they are built and operated for a reasonable cost. These facilities, therefore, are prime candidates for financing through existing agencies such as AIDEA and the Municipal Bond Bank.

Parenthetically, there needs to be a policy decision as to what is the appropriate cost of the money to construct these kinds of facilities. Our competitors, particularly Japan, Norway, Denmark, Korea and the Soviet Union, are willing to accept a very low rate of return for the cost of money, or none at all. For example Norwegian banks are willing to finance retrofits of catcher-processors in the three to five percent range over a long-term period, while U.S. commercial banks want prime or prime plus over an intermediate term; often no more than seven years. The impact of these financing decisions on the cost of the facility's and the ability to generate operating revenues can often preclude the economic development that a state like Alaska so desperately needs.

I would direct your attention to the Industrial Bank of Japan as a model of what AIDEA could be. IBJ was a government institution at the time of Japan's post-war reconstruction. As such it invested heavily in infrastructure and projects of national importance. For example, IBJ financed the Alaska Pulp Corporation in an effort to insure fiber and wood products for the anticipated Japanese national economic need. It can be argued that had IBJ not been in existence, Japan would not have had the fiber and wood products that it needed as part of its post-war reconstruction.

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A similar role would be appropriate for AIDEA at this point in time, if a policy decision was made to move in that direction. As Alaska cannot diversify its economy without ports to market, I would argue the public policy of insuring that our port costs allow us to be competitive (including ammortizing debt and adequate operational costs) is a valid state policy decision. We need to establish a constituency for that concept.

I would urge your group to consider utilizing existing organizations such as AIDEA and the Municipal Bond Bank rather than attempting to establish additional organizations. It is my belief that a rather modest expansion of existing powers would go a long way towards creating a vehicle to allow Alaska to take advantage of its resources, its population's creativity and our proximity to expanding in world markets.

AIDEA, for example, has at least \$50 million in equity and it would be preferable to use that to create real economic growth than to have it raided to add to the General Fund. I would also point out that a rather modest expenditure in buying down interest rates could change the economics of operating a port so that some of Alaska's industries can take off.

At this point, we need to be careful of the "subsidy" issue. Unfortunately, some of the excesses of the late 70's and early 80's have created a belief that any policy decision to accept a return of less than prime plus over a twenty-year period is a subsidy. I don't believe that this is the case. In my view it is appropriate for a development authority to accept a very secure rate of return for the use of its money over a long-term period at a lower rate than prime or prime plus; if this insures that the facility will be operated at a ~~cost that encourages additional private sector activity~~. Ports are historically a common use facility and, in my view, there is a great deal of difference between subsidizing an industry as compared to permitting the development and the operation of a public use facility on a basis that recognizes there are more returns to the public than just a return on the cost of the money.

I would like to point out that the Municipal Bond Bank is a little known, and little used, public agency which has immense potential. In the first instance, it allows small cities which are not household names on Wall Street to market their bonds. In addition, it brings to the table the moral obligation of the State. The moral obligation can often spell the difference between whether an issue is saleable or not. By allowing

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credit worthy, but little known, local governments to approach the market through Municipal Bond Bank issues the Municipal Bond Bank could be a viable instrument of state policy in developing port facilities so we can take advantage of our maritime and natural resources.

At this juncture, there are a number of institutions looking for tax exempt private placements. Under the recent tax law, port facilities are generally exempt. In addition, certain municipalities can achieve tax exempt status for their debt and thereby find a market through a private placement. There are also other opportunities for public offerings in the normal course.

My last comment was in the nature of political experience. The suggestion was that there should be a person in the State government who is charged with the responsibility of coordinating port development and insuring that the economic development issue is constantly before the public consciousness. It is my belief that such a position needs to be institutionalized. This would dictate that the position should be in the Department of Commerce and Economic Development or another line agency with statutory responsibility for economic development and fostering the growth of the State's private sector economy, such as the Department of Community and Regional Affairs.

One of Alaska's attributes is that this is a small state where we all know each other. A liability is that politics become awfully personal. My experience is that all Governors enjoy periods of rapport and periods of animosity with the legislature. In periods of animosity the first thing the legislature does is to try to pick off Governor office programs. The result is that all functions placed in the Governor's office, which are not peculiarly a part of the governor's personal program, run a risk of being buried politically through no fault of the programs or the parties. I would therefore urge that this group consider institutionalizing Tom Dowd's suggestion in a line department or agency.

These brief remarks are not intended as any exhaustive analysis of the options. I was asked to reduce my comments to writing. If you or any of the members of Ports Alaska desire more in depth analysis or would like to discuss any of these issues with me. Please feel free to contact me at the above-address and phone number.

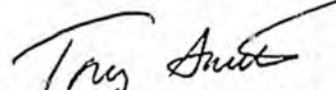
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Again, I would like to compliment all of you who are working on this excellent effort raise the public's consciousness as to the real need for our port infrastructure. In Alaska, unfortunately, the resources are often not located in the same locations as the population. This is further exacerbated when the port which allows those resources to enter the stream of international commerce, is located at tidewater many miles away. Alaskans have shown a pretty consistent inclination to spend public dollars on paving the road to the back 40, as contrasted with insuring an adequate port so that we can get our products to market and import the goods we need to keep our economy moving. I do believe, however, there is an increasing understanding that without ports to markets, there is no economy even when the port is miles away at a railhead or other site, such as a river or tidewater.

Thank you very much.

Cordially,

DAVIS WRIGHT & JONES


J. Anthony Smith

JTS/cam
73720

We're # 1 fish port

Kodiak sets record for fish value

Fish landed at Kodiak, Alaska in 1988 were worth more than \$166 million, establishing a new record for the value of landings in the United States and making it the nation's number one port, a position it has not held since 1981, the National Oceanic and Atmospheric Administration (NOAA) announced this morning.

In 1987 Kodiak's fish landings were worth \$144 million.

The Massachusetts port of New Bedford was second, with fish landings valued at \$141 million, NOAA said.

Cameron, Alaska's first in value in 1988, with 439 million pounds of fish landed, mostly low-value menhaden, used for livestock feed and industrial oil. Cameron has been the largest volume U.S. port for more than a decade, but last year's landings were the lowest since 1977. In 1987, 672 million pounds of fish were landed at Cameron.

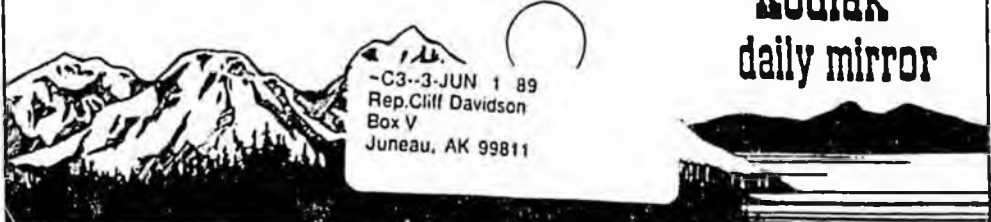
Several other Alaska ports experienced large increases in either the value or volume of their landings in 1988.

Landings at the twin port of Dutch Harbor-Unalaska went from 128 million pounds in 1987 to 377 million pounds last year. Ketchikan's landings virtually doubled in value from \$23 million in 1987 to \$44 million in 1988. And leading port Kodiak's landings rose from 204 million pounds in 1987 to 305 million pounds last year.

In all, six Alaskan ports were among the ten top money makers last year, and two were among the top ten volume ports.

See more on Page 9

Rain tonight with northeast winds to 15 mph and a low in the mid-30s. Rain Saturday with a high in the mid-40s. Outlook for Sunday: showers. Record high and low temperatures for this date are 51 in 1970 and 5 in 1944. Sunset today is at 7:48 p.m.; sunrise tomorrow is at 6:39 p.m. Daylight: 13 hours, six minutes.



the
Kodiak
daily mirror

Abandoned on the street



Who left it here?

Troopers are looking for the owner of this car. (Andy Hall photo)

Trooper Tom Martin was a little angry yesterday afternoon when he was called to direct traffic around an abandoned car on Von Scheele Way.

The small truck had been left in the middle of the lane on Von Scheele across from Kodiak Auto Wrecking. Martin said it is common

practice for people to illegally leave their cars in the ditch in front of the wrecking yard, but this is the first time someone left a wreck in the middle of the road.

Martin said it was reported by a driver who almost ran into the wreck.

Martin said Kodiak Auto

Wrecking only charges \$20 to take a wreck, but people insist on abandoning cars on the roadways.

He said anyone with information on this abandoned vehicle or others should contact the state troopers and their identities will remain anonymous.

Herring fishermen sue state fish board

By M'ZANNE HANCOCK
Staff Writer

A State Board of Fisheries decision is the subject of a lawsuit filed by the Bristol Bay Herring Fishermen's Association (BBHFA). The association and its members are represented by local fishermen Larry L. "Tom" Dooley and Ed Turkisher.

A complaint for declaratory and injunctive relief was filed in the Kodiak Superior Court March 1.

Defendants are the State of Alaska, Board of Fisheries.

The Board of Fisheries, at its November and December 1987 public meetings held in Anchorage, amended the Alaska Administrative Code in the areas dealing with the Bristol Bay Herring Management Plan and fishing gear in the Togiak area.

These amended regulations, according to the complaint, essentially allocate 75 percent of the harvestable surplus of sac

See Selaers, Page 9

APUC stays KEA election

The Alaska Public Utilities Commission decided today to stay KEA's deregulation election, according to Ray Wiperman, APUC chief of consumer protection and information.

The ballots in the election will not be counted until a definitive order is passed, Wiperman said. This order is expected "imminently," he said.

The deadline for the election ballot count was April 3.

The move came in response to a petition filed by Kodiak resident Jim Fisk, accusing KEA of two improprieties during its move toward deregulation.

Fisk accused KEA of mailing out "false and/or misleading information designed to convince members to vote for deregulation," and of violating state law by refusing to provide him with a membership list on Feb. 9.

Court of Appeals turns Palmer down

By NELL WAAGE
Staff Writer

Michael Palmer of Kodiak has lost an appeal on his conviction and sentence for assault in the stabbing injury Dec. 31, 1986, of Michael Evans, also of Kodiak.

The Court of Appeals of the State of Alaska denied Palmer's appeal in an opinion issued earlier this month.

Palmer, who is currently serving a five-year sentence for the offense, has also recently brought a \$36 million civil rights suit relating to the case. In that suit he names as defendants the State of Alaska, former Kodiak District Attorney Sue McLean, former Kodiak Police Department Chief Max Hurlbut, former KPD officer Charles W. Lowry, and former Kodiak Corrections Officer

Kevin Dyer.

Among other things, Palmer alleges in that suit that police and the district attorney conspired in an effort to show probable cause that he, Palmer, had committed a crime where no probable cause existed.

Following the incident Palmer was convicted in a jury trial of first degree assault and was sentenced by Judge Roy Madsen to five years in prison.

According to evidence at the trial, Palmer and Evans were neighbors in a trailer park in Kodiak. On Dec. 31, 1986 Palmer had had a disagreement with his girlfriend. He went to the trailer Evans shared with

ently struck Palmer at least once. Palmer returned a second time and was again told by Boskofsky to go away.

A few moments later, Boskofsky followed Palmer to his, Palmer's, residence and was followed by Evans a short time later. Although the two men were apparently uninvited, there was no evidence that Palmer specifically ordered either to leave.

Evans testified that when he arrived, Boskofsky and Palmer were arguing and that Boskofsky was shaking Palmer and may have been "backhanding him." Evans listened to the argument but did not participate. When

large knife.

Evans was stabbed three times and was bleeding heavily. Boskofsky assisted him back to their trailer and called the police.

In his appeal on the conviction for assault, Palmer contended that the trial court erred in refusing to instruct the jury on his proposed defense; specifically, the justified use of force to terminate a burglary occurring in occupied premises.

(Remaining unlawfully in an occupied dwelling or building with the intent to commit a crime is termed a burglary under state law.)

Palmer requested an instruction informing the jury that a "deadly force" was used to terminate the burglary.

Pillar Creek problems illustrate need for water legislation

By CECIL RANNEY
Staff Writer

In order to support fish a stream needs water. It seems elementary but recent problems with Pillar Creek graphically illustrate what happens when other water users take a priority over the needs of fish.

Alaska's constitution specifically calls for a reservation of water for fish and wildlife but the governmental rules and regulations dealing with water allocations don't always meet this constitutional requirement.

A proposed law introduced in the Legislature this year by Rep. Cliff Davidson would guarantee sufficient water be reserved in every salmon stream to support the fish.

Davidson said good public policy anticipates problems.

"Water allocation problems are growing in other western states. Water is a finite re-

source. This legislation anticipates the problems," he said.

Stosh Anderson, a Bristol Bay fisherman, has been actively pushing the legislation. He said the bill would "level the playing field."

Presently anyone wanting to take water from a stream simply applies for a permit.

"They don't have to supply any data," said Anderson. "All they have to do is prove they are using it."

If a person or agency wants to make sure water is left in the stream, (instream flow reservation) they have to provide all the hydrological data and all the habitat requirement data.

Christopher Estes is the statewide instream flow coordinator. His job is to establish instream reservations for the Department of Fish and Game.

In the eight years the present water regulations have been in effect, he has established the

reservation for six streams, the first of which was Terror River when the hydro plant was being developed.

Estes: "the bill establishes a permanent fund of water for fish"

Since there are 1200 streams with fish populations in Alaska, it has been estimated it would take approximately 1,500 person years and over \$128 million in state time and studies to provide instream reservations for every stream in the state.

HB 210 would require the state to automatically make an instream flow reservation on every stream that supports a fish population whenever a permit is withdrawn.

Estes said the bill establishes a "permanent fund" of water for fish.

"It will establish a water right that will guarantee there will be sports, commercial and subsistence fisheries," he said.

Anderson said a statistical method of determining the mean average flow of the stream would be used. In the summer 60 percent of that yearly average would be reserved. In the winter 30 percent.

"Sometimes this could amount to all the water in the winter," he said.

If the bill were passed it

would give the fish first priority to the water. When a person or agency made application to take water from a stream the state would have to figure the mean average annual flow and reserve the percentages.

"This is not only good for the fish but also the out-of-stream users," said Anderson. "It quantifies the reservations so they can assess the quantities available thereby simplifying the permitting process."

Estes said had this legislation been in place it would have prevented the problem at Pillar Creek.

It may have helped government officials study the flow in the stream but under the constitution and the proposed law, public water supplies are still given preference when there

is competition for water.

Estes said he has 12 more applications for instream reservations pending on streams around the state.

"We are planning to file for Buskin Lake and Buskin River," he said. "We are also looking at Pillar and Monashka to see whether we can actually file for them."

Davidson said, "This legislation would not only protect our fisheries and wildlife, but also provide a cost-effective mechanism for allocating water from the thousands of streams in our state that do not have flow records."

"This benefits all users of water, both instream and out-of-stream, and would expedite the application process for water appropriations to these users."

Top ten national ports

Continued from Page 1

The ten leading U.S. ports in volume of fish and shellfish landed in 1988 (in millions of pounds), with 1987 figures for comparison:

	1987	1988
Cameron, La.	672.4	438.9
Dutch Harbor-Unalaska, AK	128.2	377.3
Empire-Venice, La.	204.1	297.2
Pascagoula-Moss Point, Miss.	357.4	292.0
Dulac-Chauvin, La.	391.6	244.1
Los Angeles, CA	331.7	244.1
Intercoastal City, La.	203.1	232.0
Beaufort-Morehead City, N.C.	314.3	209.7
Gloucester, Mass.	85.7	110.0
	93.0	107.4

The ten leading U.S. ports in value of fish and shellfish landed in 1988 (in millions of dollars), with the 1987 figures for comparison:

	1987	1988
Kodiak, AK	132.1	166.3
New Bedford, Mass.	143.7	140.9
Dutch Harbor-Unalaska, AK	62.7	100.9
Kenai, AK	n/a	99.3
Empire-Venice, La.	60.1	67.7
Petersburg, AK	36.9	58.5
Dulac-Chauvin, La.	65.6	56.5
Cordova, AK	41.9	46.4
Arkansas Pass-Rockport, Tex.	36.4	45.6
Keetchikan, AK	22.8	43.5

n/a = not available

Seiners unhappy with fish board ruling on herring line

Continued from Page 1
roe herring to purse seine fishermen and 25 percent to drift gill net fishermen.

The regulations allocate and assign exclusive fishing areas of the Togiak fishing district between the two gear types.

As a result of the regulatory amendments, seine fishermen who had previously and traditionally fished for herring in all of the waters opened for sac roe herring fishing are now excluded from fishing with seines in the Kulukak and Nunavachak sections of the Togiak District of the Bristol Bay Herring fishing area. These sections are now opened for fishing for herring by gillnetts only.

BBHSA is comprised of approximately 40 persons who actively participate in the Bristol Bay commercial herring sac roe fishery using seine gear. Their principal place of business is Kodiak, Alaska.

"Even if we don't gain back what we've lost, we don't want to lose more," said Mary Jacobs. Jacobs and her husband Tom Dooley are active in

BBHSA and want a unified voice at Board meetings in the future.

Arthur L. Robinson of Robinson, Beiswenger, & Ehrhardt, a Soldona law firm, is representing the plaintiffs, BBHSA.

The state and Board are represented by the office of the attorney general.

Other allegations in the case involve former board member Val Angasan who voted on the proposal while holding a Togiak herring gillnet permit.

Also the board failed to keep a record of a committee meeting which, according to plaintiffs, renders the regulations invalid and unenforceable.

The state moved for an extension of time — until April 10 — to file its opposition to the plaintiffs' motion for preliminary injunction.

This motion for an extension was unopposed by plaintiffs' attorney.

The Togiak herring fishery has occurred in past years any time over a month's period in April through May.

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H C R

53

Original sponsor(s): REP. JACKO

1 IN THE HOUSE BY THE TRANSPORTATION COMMITTEE
2 CS FOR HOUSE CONCURRENT RESOLUTION NO. 53 (Transportation)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 SIXTEENTH LEGISLATURE - SECOND SESSION
5 Relating to abandoned vessels on the
6 beaches of Alaska.
7 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:
8 WHEREAS many abandoned vessels, including merchant vessels, fishing
9 vessels, and other vessels, are grounded on the coast of Alaska; and
10 WHEREAS abandoned vessels are an environmental hazard and are aesthet-
11 ically unpleasing; and
12 WHEREAS the state does not have the resources to salvage or dispose of
13 abandoned vessels; and
14 WHEREAS the state does not currently have statutory authority to
15 impose liability on the owners of abandoned vessels for the cost of salvag-
16 ing or demolishing abandoned vessels; and
17 WHEREAS communities are not compensated for the aesthetic and physical
18 trespass resulting from abandoned vessels;
19 BE IT RESOLVED by the Alaska State Legislature that the governor is
20 respectfully requested to ^{assess} ~~study~~ the problems posed by abandoned vessels and
21 to make appropriate recommendations to the First Session of the Seventeenth
22 Alaska State Legislature for legislation necessary to remedy existing
23 problems and prevent future problems.

DATE: 4/4/90

FURTHER:

DATE TURNED INTO OFFICE: _____

Transportation Committee considered

CSHCR 53 (Trsp)

Abandoned vessels on the beaches of Alaska.

and recommended:

replace with 5 CS CSHCR 53 (trsp)
 or adopt _____ CS _____

same title
 new title
 technical
title change
(HB only)

attached amendment(s)
 _____ letter of intent adopted

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

ATTACHES NEW FISCAL NOTE(S):

APPROVES PREVIOUS:

fiscal note(s) _____ Dept/Date: _____

fiscal note(s) _____ Dept/Date: _____

zero fiscal note(s) _____
N. Iron (DOTRF)

zero fiscal note(s) _____

appropriation-no fiscal note

Governor's bill w/fiscal note

SIGNING DO PASS:

OTHER RECOMMENDATIONS:

Pat Faugh
[Signature]

[Signature]
Chair; Signature and Recommendation

DEPT. OF TRANSPORTATION & PUBLIC FACILITIES
RAPICOM TRANSMITTAL LABEL

*All State Legislature
Capitol, Rm 9*

Send to Rapicom Phone #: 465-3922 Location: Capitol, Rm 9
 Deliver to (Name): Senator Jones (HWA) ak At Phone #: 465-3743
 From Rapicom Phone #: 789-0529 Location: DOT&PF Juneau 7-Mile
 From (Name): Jon Scribner At Phone #: 789-6261
 Transmittal Date: 4/19/90 Number of Pages: 1
 Comments: _____ (Plus Transmit Label)

MEMORANDUM (Brief Communications)

State of Alaska

TO:	Name <i>Senator Jones</i>	Dept./Div./Sect. <i>Attn: Church</i>	Mail Stop
FROM:	Name <i>Jon Scribner</i>	Dept./Div./Sect. <i>DOT&PF</i>	Phone
SUBJ:	<i>HCR 53 Abandoned Vessels</i>		Date <i>4/19/90</i>

I have an unavoidable conflict and will be unable to testify at the Senate Transportation Committee meeting at 1:30 pm 4/19/90 on HCR 53 regarding Abandoned Vessels.

Our department has only two comments regarding this resolution:

1. Although our department has certain responsibilities under the current law ~~it~~ regarding abandoned vessels in boat harbors the law should be modified to remove that authority from DOT&PF. It more appropriately should be placed with Public Safety or the land (tideland) manager, Dept of Natural Resources.
2. Should our department be asked to perform the study, we would need \$50,000. We are unable to speculate whether others would need funds to do the study.

cc Katelyn McHugh

02-001C (Rev. 8/65) DOT&PF does support the intent of the resolution subject to these comments.

FISCAL NOTE

REQUEST:

Revision Date: 3/28/90

Title: Relating to abandoned vessels

Sponsor: Rep. Jacko

Requestor: House Transportation

Agency Affected: DOT/PF

BRU: _____

Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
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REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
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FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	-0-	-0-	-0-	-0-	-0-
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

Prepared by: [Signature]

Division: House Transportation Committee

Approved by Commissioner: [Signature]

Agency: House Transportation

Phone: 465 4858

Date: 3/28/90

Date: 3/28/90

Distribution (by preparer):

Legislative Finance

Legislative Sponsor

Requestor

Office of Management

Impacted Agency

This fiscal note
applies to TRSP
SCSCSHCR5304



ALASKA STATE LEGISLATURE
HOUSE OF REPRESENTATIVES
RESEARCH AGENCY

P O Box Y, State Capitol
Juneau, Alaska 99811-1100
Mail Stop 1100
(907) 465-1991

June 15, 1989

MEMORANDUM

TO: Representative George Jacko

ATTN: Ingrid Jacobsen

FROM: Karla Hart *KH*
Legislative Analyst

RE: Responsibility for Abandoned Vessels on Alaska Beaches
Research Request 89.389

You requested information on abandoned vessels on Alaska beaches. Specifically, you asked what resources are dedicated to their removal, what agencies are involved, who is liable for the costs of removal and what environmental ramifications exist.

This memorandum addresses vessels which end up on Alaska beaches, whether abandoned on site or following accidental loss or grounding. In summary, there are no resources dedicated to the removal of abandoned vessels, nor is there any estimate on the number or environmental consequences of such vessels.

AGENCY RESPONSIBILITY AND INVOLVEMENT

Virtually all Alaska beaches are state-owned below mean high tide. Above mean high tide, where most vessels are ultimately grounded, property may be of federal, state, municipal or private ownership.

Federal

The U.S. Coast Guard is directly concerned with abandoned vessels under two circumstances: 1) if the vessel has petroleum products on board--making it a potential polluter, and 2) if the vessel is a hazard to navigation. In both instances, the Coast Guard first attempts to contact the owner of the vessel to address the problem. If no contact is made, then the incident becomes a federal case, with federal funds expended to remove potential pollutants and/or remove or destroy a vessel which is a hazard to navigation. Once the vessel no longer poses a pollution or navigation hazard, direct Coast Guard involvement ceases. Indirectly, local Coast Guard search and rescue personnel are aware of abandoned vessels which may confuse search and rescue operations in their jurisdiction.

Background Research

Representative Jacko
June 15, 1989
Page 2

The U.S. Forest Service has responsibility for the vast majority of coastal lands above mean high tide in southeast and portions of southcentral Alaska.¹ Although resources are not specifically allocated to the removal of abandoned vessels, such vessels may be removed by the Forest Service when a Forest Service vessel in the area can effect the removal while performing other tasks.

Abandoned vessels are treated under abandoned personal property regulations, requiring the Forest Service to provide 30 days notice before disposing of any abandoned personal property. If an abandoned vessel has registration numbers, the Forest Service attempts to contact the owner to remove the vessel. The Forest Service may cite individuals for illegally placing personal property (including boats) on National Forest Lands. [36 CFR 261.10(a), (e) and (j)]

Other federal agencies, including the National Park Service, Bureau of Land Management and Department of Defense, may also be concerned with abandoned vessels on property under their jurisdiction. These agencies were not contacted.

State of Alaska

Abandonment of vessels in Alaska is unlawful. Upon conviction, a person abandoning a vessel is guilty of a misdemeanor and is punishable by a fine of not more than \$500, or by imprisonment for a period of not more than six months, or both (AS 30.30.010).

The Department of Transportation and Public Facilities (DOT&PF) has statutory authority to deal with abandoned and derelict vessels (AS 30.30.010-100). Peace officers may also take abandoned vessels into custody, to be disposed of by DOT&PF. According to Jon Scribner, southeast regional director, DOT&PF, the department is concerned only with vessels which are abandoned within state harbor facilities (and most of those facilities are under municipal control and responsibility). The department does not expend, and has never expended, resources on vessels abandoned outside of state harbor facilities.

As manager of state lands, including all tidelands, the Department of Natural Resources (DNR) is concerned with abandoned vessels; however, DNR has neither statutory authority nor funding to address this concern. Gary Gustafson, director, Division of Land and Water Management, DNR, said that in addition to

¹The Forest Service is interested in any state efforts to deal with abandoned boats. Contact: Vivian Keyes, USFS, Juneau 789-3111.

Representative Jacko
June 15, 1989
Page 3

being potential pollutants and nuisances, abandoned vessels pose potential liability problems.²

The Department of Environmental Conservation is involved with abandoned vessels only to the extent that they pose pollution concerns. No resources are allocated specifically for problems associated with abandoned vessels.

Municipal

Municipalities may adopt ordinances addressing vessels abandoned within their boundaries. In addition, municipal peace officers may take possession of abandoned vessels and turn them over to DOT&PF for disposal (AS 30.30.010-020).

ALTERNATIVES FOR CONSIDERATION

The Department of Natural Resources may be a more appropriate agency than the Department of Transportation and Public Facilities to address the removal or destruction of vessels abandoned outside of improved harbors. Of three coastal states with statutes specifically addressing abandoned vessels, Hawaii places authority within their Department of Transportation, Florida within the Department of Natural Resources and Oregon with their sheriffs.

Under present Alaska statutes relating to abandoned and derelict vessels, there are no provisions for recovering the cost of removing or destroying an abandoned vessel. In Florida, "All costs incurred by the department [of Natural Resources] in the removal of any abandoned or derelict vessel [when the same obstructs or threatens navigation or in any way constitutes a danger to the environment] shall be recoverable against the owner thereof."³

To support the removal of abandoned vessels (and perhaps marine litter in general), a grant program could be established.⁴ One source of funding for

²The Department of Natural Resources is presently involved in legal action, in cooperation with the Departments of Law and Environmental Conservation and local governments and a village corporation, against the owners and insurers of two crab processing vessels which are grounded near the communities of St. Paul and Dutch Harbor.

³Florida Statutes 823.11.

⁴A portion of the Florida Coastal Protection Trust Fund (revenues derived from taxes and fees levied against potential pollutants upon importation to Florida) is used to fund a grant program to coastal local governments for the removal of derelict vessels from the public waters of the state.

Representative Jacko
June 15, 1989
Page 4

such a program would be to impose an additional fee on boat owners at the time of vessel registration. Legislation to provide for state conducted registration of vessels is presently under consideration (HB 134 and SB 111).

* * *

I hope this information is helpful. If you have questions, please call.

Article 1. Abandoned Vessels.

Section	Section
10. Abandonment of vessel unlawful	50. Public auction
20. Disposition of certain abandoned vessels	60. Possession by interested party
30. Limitation on applicability	70. When public auction not required
40. Notice to owner	80. Effect of sale

Sec. 30.30.010. Abandonment of vessel unlawful. (a) A person may not store or leave a vessel in a wrecked, junked or substantially dismantled condition or abandoned upon any public water, or at a port or harbor, of the state, without the consent of the agency having jurisdiction of the water, port or harbor, or docked at any private property without the consent of the owner of the property.

(b) The department or a peace officer may remove a derelict vessel from public water in any instance when the vessel obstructs or threatens to obstruct navigation, contributes to air or water pollution, or in any other way constitutes a danger or potential danger to the environment.

(c) This section may not be construed to contravene any applicable federal law or regulation.

(d) A person who violates this section, upon conviction, is guilty of a misdemeanor and is punishable by a fine of not more than \$500, or by imprisonment for a period of not more than six months, or by both. (§ 1 ch 131 SLA 1975)

Sec. 30.30.020. Disposition of certain abandoned vessels. A vessel that has been left unattended for a continuous period of more than 30 days and is in the waters of the state or on public property, or is on private property without authorization of the owner or occupant of the property, may be taken into custody by the department or a peace officer and disposed of by the department under this chapter. (§ 1 ch 131 SLA 1975)

Sec. 30.30.030. Limitation on applicability. Wherever outside of an organized municipality in the state it is, or has become, the custom, common or accepted practice to anchor, moor or otherwise leave a vessel in a port or harbor, or in the public waters, of the state in such a manner that it does not threaten or obstruct navigation, or to store or otherwise leave a vessel without permission on public or private property, unattended for a period of more than 30 days, where climatic conditions make use of the vessel impracticable, or applicable provisions of law preclude use of the vessel during that period of time, the unattended anchoring, mooring, storing or leaving of the vessel does not constitute abandonment of the vessel as that term is used in AS 30.30.010 — 30.30.020. (§ 1 ch 131 SLA 1975)

Sec. 30.30.040. Notice to owner. On taking custody of an abandoned vessel, a written notice immediately shall be posted on the vessel

and a duplicate return receipt owner's last known address of a state or foreign vessel, if not received. A notice need whose interest a federal agency

Sec. 30.30. within 20 days disposed of by after public general circulation than five days received, the donated to a

Sec. 30.30 an interest in date of the port or harbor used and any other the vessel. registered vessel, pay security when security, if receipt. (§ 1

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and a duplicate of that notice sent by registered or certified mail, with a return receipt, to the registered owner of the vessel at the registered owner's last known address and to all lienholders shown on the records of a state or federal agency. The notice shall contain a brief description of the vessel, the location of custody, and the intended disposition of the vessel if not repossessed within 20 days after the mailing of the notice. A notice need not be sent to the purported owner or any other person whose interest in the vessel is not recorded with a state department or a federal agency. (§ 1 ch 131 SLA 1975)

Sec. 30.30.050. Public auction. If the vessel is not repossessed within 20 days after the mailing of the notice, the vessel shall be disposed of by public auction, through oral tenders, or by sealed bids, after public advertisement has been made once in a newspaper of general circulation. However, the public auction may not be held less than five days after the publication of the advertisement. If no bid is received, the vessel may be sold by negotiation, disposed of as junk, donated to a governmental agency, or destroyed. (§ 1 ch 131 SLA 1975)

Sec. 30.30.060. Possession by interested party. A person having an interest in an abandoned vessel may take possession of it before the date of the public auction upon payment to the department of all port or harbor use fees, towing, handling, storage, appraisal, advertising and any other expenses incurred by the department in connection with the vessel. If the person taking possession of the vessel is not the registered owner, the person shall, before taking possession of the vessel, pay the expenses incurred by the department and post adequate security which may not exceed the appraised value of the vessel. The security, if not forfeited, shall be returned to the person one year after receipt. (§ 1 ch 131 SLA 1975)

Sec. 30.30.070. When public auction not required. Public auction is not required when the appraised value of an abandoned vessel, as determined by an independent appraiser is less than \$100. The appraiser must have at least one year of experience in the sale, purchase or appraisal of vessels. Upon that determination and after public advertisement has been made once in a newspaper of general circulation, the department may sell the vessel by negotiation, dispose of it as junk, donate the vessel to a governmental agency, or destroy it. (§ 1 ch 131 SLA 1975)

Sec. 30.30.080. Effect of sale. The transfer of interest by sale under AS 30.30.050 — 30.30.070 shall be evidenced by a bill of sale from the department, considered a transfer by operation of law, and governed by applicable provisions of law. (§ 1 ch 131 SLA 1975)

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Article 2. Derelict Vessels.

Section

- 90. Derelict vessel
- 100. Disposition of derelict vessel

Sec. 30.30.090. Derelict vessel. A vessel that has been left unattended for a continuous period of more than 24 hours is a derelict if

- (1) the vessel is sunk or in immediate danger of sinking, is obstructing a waterway, or is endangering life or property; or
- (2) the vessel has been moored or otherwise left in the water of the state or on public property contrary to law, or regulations adopted by the department, or the vessel has been left on private property without authorization of the owner or occupant of the property and if
 - (A) the vessel's certificate of number or marine document has expired and the registered owner no longer resides at the address listed in the vessel registration or marine document records of a state department or the United States Coast Guard;
 - (B) the last registered owner of record disclaims ownership and the current owner's name or address cannot be determined;
 - (C) the vessel identification numbers and other means of identification have been obliterated or removed in a manner that nullifies or precludes efforts to locate or identify the owner; or
 - (D) the vessel registration records of a state department and the marine document records of the United States Coast Guard contain no record that the vessel ever has been registered or documented and the owner's name or address cannot be determined. (§ 1 ch 131 SLA 1975)

Sec. 30.30.100. Disposition of derelict vessel. (a) The department may take or cause a derelict vessel to be taken into custody immediately. Upon taking custody of a derelict vessel the department shall concurrently

- (1) publish a notice of intended disposition once in a newspaper of general circulation;
- (2) when possible, post a notice of intended disposition on the vessel; and
- (3) serve a duplicate of the notice of intended disposition by certified mail, with a return receipt, on
 - (A) the registered owner of the vessel, if known, at the registered owner's last known address or the address on record with a state department or the United States Coast Guard; and
 - (B) all lienholders who have filed a financing statement indexed in the name of the registered owner, or who are shown on the records of a state department or the United States Coast Guard.

(b) If the vessel is not repossessed within 20 days after the publication or mailing of the notice, whichever occurs later, the vessel may be disposed of by negotiated sale except that when two or more

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prospective purchasers indicate an interest in purchasing the vessel the vessel will be sold at public auction to the highest bidder in the same manner prescribed under AS 30.30.050.

(c) If no prospective purchaser indicates a desire to purchase the vessel, the vessel may be disposed of as junk, donated to a governmental agency, or destroyed. (§ 1 ch 131 SLA 1975)

Collateral references. — Wrecked vessels: rights in and ownership of wrecked or derelict vessels and their contents not cast upon the shore, 63 ALR2d 1369.

Article 3. Vessels Abandoned on Business Premises of Persons Engaged in Repair Business.

Section	Section
110. Disposition of vessels by persons in vessel repair business	130. Sale or disposition of vessel
120. When vessel abandoned	140. Disposition of proceeds
	150. Effect of transfer of title

Sec. 30.30.110. Disposition of vessels by persons in vessel repair business. When a person abandons a vessel on the premises of a vessel repair business, the owner of the business or the business owner's authorized representative may sell or dispose of the vessel under AS 30.30.110 — 30.30.150. (§ 1 ch 131 SLA 1975)

Sec. 30.30.120. When vessel abandoned. A vessel is abandoned on the premises of a vessel repair business when all of the following conditions have been satisfied:

(1) the service requested or required by a person whose vessel is towed or brought to a vessel repair business, including but not limited to towing and rendering estimates of the cost of repairs, has been performed;

(2) no authorization is given to perform any further service with respect to the vessel, but the vessel is left on the repair business premises;

(3) the owner of the repair business or the business owner's authorized representative has given notice by registered or certified mail, with a return receipt, to the registered owner of the vessel at the address on record at the vessel repair business and the address on record in a state department or the United States Coast Guard, and to any person with a recorded interest in the vessel, stating that if the vessel is not repossessed within 30 days after the mailing of the notice it will be sold or disposed of; the notice also shall contain a description of the vessel and its location, and it need not be sent to an owner or a person with an unrecorded interest in the vessel whose name or address cannot be determined; and

(4) the vessel is not repossessed within the 30-day period specified in (3) of this section. (§ 1 ch 131 SLA 1975)

Sec. 30.30.130. Sale or disposition of vessel. When a vessel is abandoned, the owner of the vessel repair business, or the business owner's authorized representative, after one public advertisement in a newspaper of general circulation in the state, may negotiate a sale of the vessel or dispose of it. However, the vessel may not be sold or disposed of within less than five days after publication of the advertisement. (§ 1 ch 131 SLA 1975)

Sec. 30.30.140. Disposition of proceeds. The authorized seller of the abandoned vessel is entitled to the proceeds of the sale to the extent that compensation is due to the seller for services rendered with respect to the vessel, including reasonable and customary charges for towing, handling, storage, and the cost of notices and advertising required by AS 30.30.130. A lienholder shall receive priority of payment from the balance of the proceeds to the extent of the lien. Any remaining balance shall be forwarded to the registered owner of the vessel, if the registered owner can be found. If the registered owner cannot be found, the balance shall be deposited with the commissioner of administration and shall be paid out to the registered owner of the vessel if a proper claim is filed for it within one year from the execution of the sale agreement. If no claim is made within that year, the money shall escheat to the state. (§ 1 ch 131 SLA 1975)

Sec. 30.30.150. Effect of transfer of title. The transfer of title and interest by sale under AS 30.30.140 is a transfer by operation of law. However, a bill of sale executed by an authorized seller is satisfactory evidence authorizing the transfer of the title or interest. (§ 1 ch 131 SLA 1975)

Article 4. Miscellaneous.

Section

- 160. Regulations
- 170. Definitions
- 180. Short title

Sec. 30.30.160. Regulations. The department shall adopt regulations under the Administrative Procedure Act (AS 44.62) to carry out the provisions of this chapter. (§ 1 ch 131 SLA 1975)

Sec. 30.30.170. Definitions. In this chapter

- (1) "department" means the Department of Transportation and Public Facilities, division of waters and harbors;
- (2) "municipality" means a home rule or general law borough or city including but not limited to a unified municipality organized under AS 29.68;
- (3) "vessel" means every description of watercraft or other artificial contrivance, other than a seaplane on the water, used or capable of being used as a means of transportation on or through the water;

(4) "water territorial state, as of § 11 (197

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Chapter 15. State Participation in Port Facilities and Development.

Section

70. Definitions

Sec. 30.15.070. Definitions. In this chapter

(1) "commissioner" means commissioner of transportation and public facilities;

(2) "department" means Department of Transportation and Public Facilities;

(3) *[Repealed, § 88 ch 74 SLA 1985.]*

(4) "port facilities" means docks, wharves, bulkheads, seawalls, landfills, warehouses, staging areas, transfer spans and aprons, lifting equipment and similar structures together with the necessary equipment and facilities required to accommodate waterborne commerce and shipping, including but not limited to combined port and ferry terminal facilities;

(5) "project costs" means the cost of financing or borrowing, site acquisition and rights-of-way, planning, engineering and designing, construction, equipment acquisition and installation, but does not include the cost of operation or maintenance of the port facilities once constructed or the cost of feasibility studies required in making application for a grant under this chapter. (§ 1 ch 85 SLA 1974; am E.O. No. 39, § 11 (1977); am § 88 ch 74 SLA 1985)

Effect of amendments. -- The 1985 amendment repealed paragraph (3), which defined "municipality."

Chapter 30. Abandoned and Derelict Vessels.

Article

4. Miscellaneous (§ 30.30.170)

Article 4. Miscellaneous.

Section

170. Definitions

Sec. 30.30.170. Definitions. In this chapter

(1) "department" means the Department of Transportation and Public Facilities, division of waters and harbors;

(2) *[Repealed, § 88 ch 74 SLA 1985.]*

(3) "vessel" means every description of watercraft or other artificial contrivance, other than a seaplane on the water, used or capable of being used as a means of transportation on or through the water;

(4) "waters territorial limit" means the boundary between the state, as defined in § 11 (1977);

Effect of amendment repealed which defined "r"