

ALASKA LEGISLATURE COMMITTEE FILES, 2003-2004 00/2

10923 HOUSE LABOR & COMMERCE

1 (2) fishing vessels, including fish processing and fish tender vessels,
2 registered in the United States or in British Columbia, Canada;

3 (3) vessels propelled by machinery and not more than 65 feet in length
4 over deck, except tugboats and towboats propelled by steam;

5 (4) vessels of United States registry of less than 300 gross tons and
6 towboats of United States registry and vessels owned by the State of Alaska, engaged
7 exclusively

8 (A) on the rivers of Alaska; or

9 (B) in the coastwise trade on the west or north coast of the
10 United States including Alaska and Hawaii, and including British Columbia,
11 Yukon Territory, and Northwest Territories, Canada;

12 (5) vessels of Canada, built in Canada and manned by Canadian
13 citizens, engaged in frequent trade between

14 (A) British Columbia and Southeastern Alaska south of 58
15 degrees, 10 minutes North latitude, if reciprocal exemptions are granted by
16 Canada to vessels owned by the State of Alaska and those of United States
17 registry; or

18 (B) northern Alaska north of 68 degrees, 7 minutes North
19 latitude and Yukon Territory or Northwest Territories;

20 (6) pleasure craft of United States registry; [AND]

21 (7) pleasure craft of foreign registry of less than 300 gross tons as
22 measured under 46 C.F.R. 69.51 - 69.75; and

23 (8) pleasure craft of foreign registry of less than 200 feet in length
24 overall that are issued an exemption from this chapter under (b) of this section.

25 * Sec. 3. AS 08.62.180 is amended by adding a new subsection to read:

26 (b) Upon written application and payment of the application fee by the owner
27 or an agent of the owner of the pleasure craft, the board may issue an exemption from
28 this chapter to a pleasure craft of foreign registry that is less than 200 feet in length
29 overall. The application must contain the name, address, and telephone number of the
30 applicant; the name, address, and telephone number of the owner of the vessel; a
31 general description of the vessel, including nationality, home port, hull number,

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length, displacement, and general condition; the purpose of the visit to the state; the names and addresses of the master, crew, and passengers on the vessel; a description of the experience of the master and crew in the water of the state; the names of the crew members who speak English; the type and quantity of fuel and other hazardous substances carried on the vessel; a description of the communications and navigation equipment carried on the vessel; and a description of propulsion, communications, or navigation equipment on the vessel that is not operational.

ALASKA STATE LEGISLATURE

Vice Chair:
Joint Armed Services Committee

Member:
Military and Veterans Affairs Committee
Labor and Commerce Committee
State Affairs Committee
Economic Development, Trade, &
Tourism Committee



Session:
Alaska State Capitol
Juneau, AK 99801-1182
Phone: (907) 465-3783
Fax: (907) 465-2293
Toll Free (877) 460-3783

Interim:
716 West 4th Avenue
Anchorage, AK 99501-2133
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REPRESENTATIVE NANCY DAHLSTROM

ELMENDORF AFB • FORT RICHARDSON • BIRCHWOOD • FIRE LAKE • GOVERNMENT HILL • MULDOON
Representative_Nancy_Dahlstrom@lsgis.state.ak.us

April 8, 2003

Representative Tom Anderson, Chairman
House Labor & Commerce Committee
State Capitol
Juneau, AK 99801-1082

Re: Scheduling/HB 251

Dear Representative Anderson:

I would like to request a committee hearing as soon as your schedule allows for HB 251, "An Act exempting certain foreign pleasure craft from the mandatory pilotage requirement."

Thank you for your timely consideration of this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Nancy Dahlstrom".

Representative Nancy Dahlstrom

ALASKA STATE LEGISLATURE

Vice Chair:

Joint Armed Services Committee

Member:

Military and Veterans Affairs Committee
Labor and Commerce Committee
State Affairs Committee
Economic Development, Trade, &
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REPRESENTATIVE NANCY DAHLSTROM

ELMENDORF AFB • FORT RICHARDSON • BIRCHWOOD • FIRE LAKE • GOVERNMENT HILL • MULDOON

Representative_Nancy_Dahlstrom@legis.state.ak.us

Sponsor Statement

HB 251

“An Act relating to exemption of certain foreign pleasure craft from the mandatory pilotage requirements”

HB 251 authorizes an exemption from marine pilotage requirements on pleasure craft while visiting Alaska.

Currently, American registered pleasure craft of any size are not required to employing a marine pilot; however, all foreign registered vessels are. The only exception is while the vessel is moored at a dock or at anchor.

The intent of HB 251 is to standardize the operation of pleasure craft by granting a waiver/exemption to foreign registered vessels of less than 200 feet.

A recent Legislative Budget and Audit Committee audit report supports these changes. This legislative audit (#08-20015-02 November 1, 2002) states under Recommendation No. 4, “The Board of Marine Pilots should seek statutory authority to allow the board the discretion to grant waivers of pilotage requirements to large pleasure craft.”

LEGAL SERVICES

DIVISION OF LEGAL AND RESEARCH SERVICES
LEGISLATIVE AFFAIRS AGENCY
STATE OF ALASKA

(907) 465-3867 or 465-2450
FAX (907) 465-2029
Mail Stop 3101

State Capitol
Juneau, Alaska 99801-1182
Deliveries to: 129 6th St., Rm. 329

MEMORANDUM

March 24, 2003

SUBJECT: Draft bill relating to an exemption from the mandatory pilotage requirement for certain foreign pleasure craft (Work Order No. 23-LS0865\A)

TO: Representative Nancy Dahlstrom
Attn: Rex Shattuck

FROM: George Utermohle *GU*
Legislative Counsel

You have requested a sectional summary of a draft bill relating to an exemption from the mandatory pilotage requirement for certain foreign pleasure craft.

As a preliminary matter, note that a sectional summary of a bill is not an authoritative interpretation of the bill. The bill itself is the best statement of its contents.

Section 1 of the bill amends AS 08.62.180 by adding a new paragraph to provide an exemption from the mandatory pilotage requirement of AS 08.62 for foreign pleasure craft of less than 200 feet overall length, if an exemption is granted by the Board of Marine Pilots under the new subsection (b).

Section 2 of the bill amends AS 08.62.180 by adding a new subsection that authorizes the Board of Marine Pilots to grant an exemption from the mandatory pilotage requirement to foreign pleasure craft of less than 200 feet overall length and specifies the information that must be submitted with the application for the exemption.

GU:lmb
03-094.lmb

DAVID L. SOKOL
302 SOUTH 36TH STREET
SUITE 400
OMAHA, NEBRASKA 68131

RECEIVED
JUN 19 2002
DIVISION OF
OCCUPATIONAL LICENSING
JUNEAU

June 14, 2002

The Honorable Tony Knowles
State Capitol
P. O. Box 110001
Juneau, AK 99811-0001

Dear Governor Knowles:

I would like to bring to your attention a situation which I believe may have been caused inadvertently; however, it has the potential to significantly impact the economy of several southeastern communities in Alaska.

Several years ago I had the privilege of being a guest on a private motor yacht that cruised the waterways of southeastern Alaska, primarily in the areas between Ketchikan, Sitka and Juneau. I, and the other seven guests, had a wonderful time shopping in Sitka and Juneau, fishing and sightseeing in some of America's most beautiful waterways. Following on this experience, two years ago I had the opportunity to purchase my own boat and it was our intention to spend this summer in southeastern Alaska. Unfortunately, when my captain was preparing the cruise this spring he came across *Alaska Statute 08.62.180* which deals with marine pilotage requirements in Alaska. While we are familiar with typical pilotage requirements in other states and countries, this law is unique, in our understanding, in that it essentially requires full time pilotage not just in and out of harbors, but also throughout the waterways. Further, there are no qualification exemptions for demonstrated captain proficiency.

As such, pursuant to this statute we must essentially hire a pilot from one of the two companies providing this service for the entirety of our cruise. I contacted both of these firms in Ketchikan and was informed that the cost would be \$1,400.00 to \$2,200.00 per day depending on our schedule. This would equate to approximately \$72,000.00 for our summer cruise. Because of this requirement we have altered our plans and we are going to spend the summer in British Columbia. This is obviously a severe disappointment given that I am an American citizen.

I do fully understand the need for appropriate pilotage requirements under certain circumstances; however I believe that this statute's lack of flexibility is unreasonable. By way of example, our boat is approximately 135 feet in length and we have three licensed captains as part of our seven-person crew. Our captain is fully licensed to 1600 gross

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DIVISION OF
OCCUPATIONAL LICENSING
JUNEAU

Page Two
Governor Tony Knowles
June 14, 2002

tons and is intimately familiar with the Alaskan waterways. Under *AK 08.62.180* those qualifications are irrelevant; however, in British Columbia we received a pilotage exemption in less than two weeks.

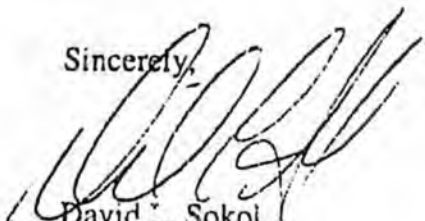
We would recommend to you a change in *AK 08.62.180* to either allow an exemption process for qualified captains or to place a reasonable length limitation (possibly 200 feet or less) exemption for pleasure craft with properly licensed captains. While the statute currently has gross tonnage limitations, I believe you will find such measurements inconsistent and difficult to administer due to the many tonnage conventions utilized in the United States and Internationally.

The real damage caused by making these pilotage requirements unreasonable is to the small towns of southeast Alaska. I have become aware of eleven vessels that have chosen to not cruise in Alaskan waters this summer. I am certain there are others as well. In our own case we would have had 48 guests (6 cruises with 8 guests) over the summer, seven crew living with the boat all summer, fuel, food, fishing licenses, tackle, airline traffic, souvenir shopping, restaurants, cabs, etc. Just our boat alone would have generated over \$250,000 in economic activity in Ketchikan, Sitka and Juneau. If we assume 20 boats avoid Alaska because of unnecessary pilotage requirements, \$5,000,000 of economic activity will be lost.

Please understand, we are fully in favor of proper safety and environmental standards, and we wish for Alaskan waterways to be kept clean and safe for all future generations. Providing reasonable exemptions, as is done throughout the rest of the United States and around the world, will not require these standards to be lessened.

I recognize that since this will require a legislative solution, you cannot resolve this situation for this summer. I hope that something can be done before next spring. Please call me if I can provide additional information, or if I can help you in dealing with this situation.

Sincerely,



David L. Sokol

CC: Peter Christensen, Pilot Coordinator
Board of Marine Pilots
P. O. Box 110806
Juneau, AK 99811-0806



HAINES BOROUGH, ALASKA
P.O. BOX 1209
HAINES, AK 99827
(907) 766-2231 * FAX (907) 766-3179

COPY

February 7, 2003

Senator Gene Therriault
Senate President
State Capitol
Juneau, AK 99801-1082

Re: Private Foreign-Flagged Yachts

Dear Senator Therriault:

On behalf of the newly-formed Haines Borough, I would like to add my support to a proposal to change a state law that could help the economy of our small community. I am referring to the current attempt to put a waiver system in place to allow private foreign-flagged yachts to cruise in Alaskan waters without a marine pilot aboard.

Haines has felt the devastating effects of a general downturn in our economy for many years. With the loss of the timber industry and the low return for our fisheries resources, we have turned to tourism as one way to help rebuild our community. The impact of the spending by guests and crew on these large yachts in a small coastal community such as Haines cannot be overstated.

Haines is open for business and we welcome any changes in state law that will help bring new customers here. Thank you for your consideration of these changes. They could have a very positive impact on the economy of our community.

Sincerely,

Jerry Lapp
Deputy Mayor
HAINES BOROUGH



THE CITY OF WHITTIER

Gateway to the Western Prince William Sound

P.O. Box 608 • Whittier, Alaska 99693 • (907) 472-2527 • Fax (907) 472-2404

April 14, 2003

Representative Nancy Dahlstrom
State Capitol
Juneau, AK 99801-1082

RE: HB 251-exemptions from marine pilotage for certain yachts

Dear Representative Dahlstrom:

The City of Whittier would like to add its support for HB 251, legislation that could help strengthen our economy by encouraging large yachts to come to Alaska. I am referring to the law that currently dissuades private pleasure craft from cruising in our waters by mandating that they employ a marine pilot while they are in Alaska.

Whittier has a large harbor and facilities to accommodate these desirable visitors. We are hoping to become a tourism destination in the future and would like to do all we can to persuade yachts of all sizes to visit our community. The state should also be doing all it can to attract this new money to our coastal ports, especially during these times of financial uncertainty. The city and small businesses can both benefit from the revenue brought to Whittier by these desirable independent tourists.

The City of Whittier is open for business and is always exploring new ways to draw people to our community. If passed, HB 251 will help greatly in that effort.

Sincerely,

A handwritten signature in cursive script that reads "Rick A. Hohnbaum".

Rick A. Hohnbaum, Manager
City of Whittier

Cc Rep. Mike Hawker

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FOLLOWING
DOCUMENT(S)
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**CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY**

OFFICE OF THE MAYOR

Telephone: (907) 586-3240; Facsimile: (907) 586-2345
Sally.Smith@ci.juneau.ak.us

February 10, 2003

The Honorable Gene Tharrault
President of the Alaska State Senate
State Capitol
Juneau, AK 99801-1182

Dear Mr. President:

Over the past few years Juneau has invested heavily to upgrade our docks and harbors. Part of that effort has included the development of a more hospitable welcome to private yachts. As a longtime tourist destination, we understand the economic opportunity derived from these vessels. Benefits accrue both to the city, through docking fees, and to many small businesses that offer goods and services to the owners, passengers, and crewmembers.

It is my understanding that there is currently a proposal to change state law to allow large, foreign flagged private yachts to travel in Alaska without marine pilots. Juneau endorses that change, believing it will encourage more yacht traffic.

Given the current situation, we are losing a portion of potential business from this affluent group, all because of a basically unenforceable state law. We just cannot afford to lose such lucrative business to other coastal states.

Your consideration of this issue will be greatly appreciated. The commerce is important to all coastal communities.

Sincerely,

Sally Smith
Sally Smith
Mayor



City and Borough of Sitka

100 Lincoln Street • Sitka, Alaska 99835

February 12, 2003

The Honorable
Senator Gene Therriault
Senate President
State Capitol, Room 111
Juneau, Alaska 99801-1182

Re: Changes in marine pilotage laws re: foreign flagged yachts

Dear Senator Therriault:

The City and Borough of Sitka would like to join other SE communities in supporting a statutory change that would allow certain pleasure yachts to travel in Alaska without marine pilots. Facilitating a boost to our economy while maintaining safety and environmental standards is what I feel most residents of Sitka could support.

As you know, Sitka is still in the process of redefining itself after many decades with a primarily resource-based economy. Fortunately for us, as the timber industry was receding in our area, the tourism industry in Alaska was developing. Although we are taking a very deliberate look at how this industry should progress in our community and how any changes may affect our citizens and their way of life, it is generally agreed that many opportunities for local businesses and residents may be tied to the tourism industry.

As a port community, we realize the positive financial impact visitors aboard these large yachts can have in Sitka. Some yachts currently use our port as their home base during their summers in Alaska. It makes sense to allow these vessels, and their foreign flagged counterparts, to travel freely in Alaska without another marine pilot aboard, as long as competent and experienced masters are in charge. As this pilotage law has never been enforced, it only makes common sense to change the law to reflect the actual reality of today's yacht cruising public.

I would appreciate your support for legislation that removes this barrier to commerce in Sitka and other coastal communities of Southeast. Thank you for your consideration of this issue.

Sincerely,

Fred Reeder
Mayor



**City of
Ketchikan**

334 Front Street
Ketchikan, Alaska 99901
Phone 907-225-3111
Fax 907-225-5075

February 7, 2003

Senator Gene Therriault
Senate President
State Capitol, Room 111
Juneau, Alaska 99801-1182

Re: Statutory change regarding requirement for marine pilots on large yachts

Dear Senator Therriault:

I am writing regarding the above-referenced subject. I am generally in support of a statutory change, which would allow large noncommercial private yachts to travel in Alaska without marine pilots to the extent that safety and other issues are not compromised. I would, however, want to see specific legislative language prior to endorsing a particular concept.

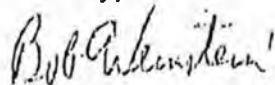
As you know, Ketchikan's economy has been hard hit by the decline in the timber industry, as well as by the challenges currently facing the fishing industry. Fortunately, on the other hand, our tourism industry is continuing to provide economic opportunities for local businesses and residents.

Ketchikan is in the process of completing a comprehensive development plan for our port and harbor facilities. I believe that this will result in a number of improvements in our infrastructure to better accommodate various classes of vessels, particularly including large yachts, and thereby enhance our economy. I also believe that, in addition to the goods and services that yacht passengers and crew might typically spend while visiting a community, we will be in a unique position to perform routine vessel maintenance/repair as the capacity of our shipyard increases.

In closing, I would appreciate your support for legislation that removes barriers to vessel traffic through an appropriate mechanism which can supported by concerned parties, including marine pilots and yacht owners.

Thank you for your consideration of this issue.

Sincerely,



Bob Weinstein
Mayor

Southeast Conference

P.O. Box 21989 Juneau Alaska 99802-1989 Tel. (907) 463-3445 Fax (907) 463-5670

February 7, 2003

Senator Gene Therriault
Senate President
State Capitol, Room 107
Juneau, AK 99801-1082

Re: exemptions from marine pilotage statutes for large yachts

Dear Senator Therriault:

On behalf of the Southeast Conference we would like to voice out support for changes to state pilotage laws to allow private foreign flagged yachts up to 200 feet in length, to cruise in Alaskan waters without a marine pilot aboard. Current law requires foreign vessels over 300 tons to employ a state licensed marine pilot from one of the pilot associations. These associations are quite busy in the typical summer season, servicing the large contingent of cruise ships that deploy in Alaska. It is appropriate for these ships to have state licensed pilots aboard, as they are quite large, operate largely at night, and have much greater potential for significant damage to other shipping, and the environment. We believe that the language in the current law reached too far down in size to a ship type for which the perceived protection to state waters is out of scale related to its costs and inconvenience to the vessels. Adding the pilotage requirement on a 300 ton motor yacht in the same fashion as on a 100,000 ton cruise ship, adds about \$1800 per day in fees, plus the costs to carry an extra, unfamiliar person on what is usually a pleasure charter. On these yachts, a pilot is typically underutilized, as these vessels operate with a much more relaxed itinerary, daytime cruising, and with longer stays on anchor and in port calls. Because of the added costs, and especially the burden of eliminating a berth in very limited capacity vessels, charterers are motivated to cruise elsewhere around the world, to the detriment of our port communities and businesses who could benefit from this traffic. The State of Washington currently allows waivers to State pilotage requirements for this type of vessel, so they are getting some of the business that would otherwise come to our state.

Southeast Conference members include representatives from most Southeast community governments and Chambers of Commerce, visitor's bureaus, non-profits, utilities, businesses, and concerned citizens. (We currently have over 100 members, including 28 communities, 9 Chambers of Commerce, 9 Native Organizations, 18 non-profits and community organizations, and 9 transportation organizations.) Our goals include developing strong economies, improving the region as a good place to live and work, and encouraging and assisting in responsible development in the tourism sector.

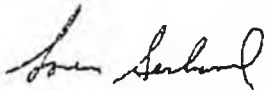


Southeast Conference

P.O. Box 21989 Juneau Alaska 99802-1989 Tel. (907) 463-3445 Fax (907) 463-5670

We would appreciate it if you could review the language in the Alaska Marine Pilotage Act, passed in 1995, with a mind to possible changes that could resolve what we think was an unintended consequence. We believe it is in the best interests of our member communities, and for commerce in our state, with minimal impact on the level of protection to our waters. We are hopeful you can initiate legislation to either change this law, or allow the relevant agencies to grant waivers. We stand ready to support these changes in whatever manner you consider appropriate.

Sincerely,



Loren Gerhard
Projects & Policy Director
cc: Amy Wachman, Kate Tesar

**Douglas Island Pink and Chum, Inc.**

2697 Channel Dr. • Juneau, Alaska 99801

Telephone: (907) 463-5114 • Fax: (907) 463-3213

Senator Gene Therriault
Senate President
State Capitol
Juneau, AK 99801-1082

February 10, 2003

Dear Senator Therriault:

As the Executive Director of the Douglas Island Pink and Chum Corporation (DIPAC) in Juneau, I am writing to support a change in Alaska law that will allow large private yachts to travel into Alaskan waters without an additional marine pilot aboard.

As the main producer of enhanced salmon for the communities of northern Southeast, we are very aware of and concerned about issues affecting sport fishing in the inside waters. We produce salmon for sport and commercial fishermen, as well as the expanding local salmon charter business. Although most of our operating funds are earned in a traditional manner through cost recovery of our fish, a percentage of our expenses are covered each year by money brought in through the tourism attraction attached to our hatchery. We host over 100,000 visitors at our facility each summer, with a growing number originating from non-cruise ship travel.

We in Juneau understand the economic opportunity associated with independent travelers to Alaska. The cruiseships provide the majority of our client base, but locals, their relatives and other tourists visiting Juneau have a significant impact. The money spent in our community by developing the private yacht industry is welcome and needed. I am in total support of any changes in statute which will increase the traffic to our area by these desirable tourists. It is my understanding that the current law has never been enforced, and this is all the more reason to investigate changes at this time

Thank you for your consideration of these changes in statute which benefit all the coastal communities in Southeast Alaska

Sincerely,

A handwritten signature in cursive script that reads "Jon Carter".

Jon Carter

Executive Director



3100 Channel Drive, Suite 300 • Juneau AK 99801
(907) 463-3488 • Fax (907) 463-3489

February 12, 2003

Senator Gene Therriault
Senate President
State Capitol
Juneau, AK 99801-1082

Dear Senator Therriault:

As the Executive Director of the Juneau Chamber of Commerce, I would like to add the support of our organization for a change in Alaska statutes that will allow additional private yachts to travel into Alaskan waters without a marine pilot aboard.

Although Juneau is enjoying a stable economy at this time based on a combination of government and private employment and summer tourism positions, other areas of Southeast are not as lucky. In communities where timber and fish were once the mainstays, the tourism industry is becoming an important partner. In Juneau, a community which hosts nearly one million visitors a year, we have long understood the value of these independent travelers to our economy.

As you may know, a private sector group in Juneau is in the permitting stage for construction of a new dock to provide additional moorage space for yachts, small cruise ships and lightering vessels. There is no better way to gage business opportunities than by those who are willing to invest in the infrastructure of our community.

The Chamber supports the efforts by Alaska Yacht Services and Provisioning to change this state law which significantly discourages yacht visitation. Without an amendment to the current marine pilot regulation that states that "all pleasure craft foreign flagged must hire a state marine pilot onboard," Southeast Alaska is missing out on a wonderful economic opportunity. Please consider this change in direction that will help stimulate the economy for many small businesses in Juneau, as well as throughout Southeast and coastal Alaska.

I thank you for your consideration of this issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Jamie Parsons", written over a large, stylized circular flourish.

Jamie Parsons
Executive Director
Juneau Chamber of Commerce

CC: Governor Murkowski



Greater Ketchikan Chamber of Commerce

P.O. Box 5957, Ketchikan, Alaska 99901
(907) 225-3184 • FAX: (907) 225-3187

February 20, 2003

Senator Gene Therriault
Senate President
State Capitol
Juneau, Alaska 99801-1082

Dear Senator Therriault,

I would like to add the support of the Greater Ketchikan Chamber of Commerce for the current efforts to change Alaska law to allow private yachts registered outside of the US, to travel into Alaskan waters without a marine pilot onboard.

In Ketchikan, the tourism and maritime support industries are important economic sectors. Although cruise ship passengers provide the main economic engine for our visitor industry, our member businesses understand the value of attracting the independent tourists arriving in our city by yacht. Ketchikan's maritime industries are prepared to support the sophisticated vessels that comprise this unique fleet of privately owned ships. The impact of spending in our community by this growing sector of the yacht industry cannot be overstated.

The Chamber supports the efforts by yacht owners, communities and other small businesses to change this state law, whose only effect has been to stifle commerce. It is our hope that the groups working on this issue, including our local marine pilots, will be able to reach a compromise allowing all yachts to safely travel in Alaska.

Please consider this change that will help stimulate the economy for many small businesses in Ketchikan, as well as throughout Southeast Alaska.

Thank you for your timely consideration of this matter.

Sincerely,

Doug Ward
President

Greater Ketchikan Chamber of Commerce



February 5, 2003

Senator Gene Therriault
Senate President
State Capitol
Juneau, AK 99801-1182

Dear Senator,

Delta Marine, located in Seattle, Washington is a manufacturer of custom luxury yachts with a complete refit & repair division. Our operation builds and services yachts of up to 225-feet and 1300 gross tons for a global clientele.

Many of our customers look forward to cruising Alaska when departing from Delta. However, several recent customers have decided to cancel their Alaska trips due to the stringent pilotage requirements of the State of Alaska. This affects Delta and our community as well as the waterfront communities of Alaska.

The following are three cases in particular that I wanted to bring to your attention:

- The 151' *Sally Ann* (498 gross international tonnage), after completing a five-year circumnavigation in 2001, returned to Delta for some routine maintenance work. The last leg of their amazing journey was to take them to Alaska. However, due to the rigorous pilotage requirements of the State of Alaska they canceled their trip and headed south instead.
- The 165' *Georgia* (381 gross international tonnage), is yet another a foreign flagged yacht that had plans to cruise Alaska. This story is unique, as this yacht sailed from the Mediterranean for a complete re-paint at Delta in 2002, as well as the opportunity to cruise the beautiful waters of the North Pacific. Once here, they were made aware of the strict pilotage requirements and too, canceled their plans to cruise to Alaska.
- Finally, the 126' *Andrea* (456 gross international tonnage), is a tough, seaworthy expedition yacht due to be delivered by Delta late this spring. Delta has quickly become known around the world for building these types of yachts and this client has come from Europe to Seattle to build. Although they would like to spend the summer cruising Alaska, taking this yacht to the far places it was built to see, they are planning to cancel their cruise to Alaska, again due to the strict Alaska pilotage requirements.

This is an issue that will continue to affect Delta, our customers, and the coastal communities of Alaska. We believe that changes to the law should be addressed as part

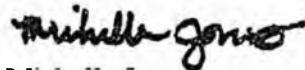
DELTA MARINE INDUSTRIES
1608 SOUTH 96TH STREET
SEATTLE, WASHINGTON 98108 USA
T: 206.761.2383 F: 206.762.2627

of your current work on SB 20, the Board of Marine Pilots extension legislation. The requirement for pilotage of yachts should be thoroughly reviewed, with a goal of eliminating or narrowing this requirement.

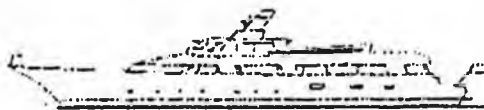
The large yachts Delta builds and services are well maintained and well run. As a group, these yachts have an outstanding safety record. Removal of the pilotage requirement for these private pleasure craft is consistent with both maintaining environmental protection and encouraging economic opportunity, as well as standardizing marine pilotage law along the entire coastline from Washington to Alaska.

Your attention and efforts are appreciated. If I can be of any further assistance or answers any questions please let me know.

Sincerely,



Michelle Jones
Marketing Manager



M/Y ALLIANCE

PACCAR Inc
P.O. Box 1518
Bellevue, WA 98009
(425) 453-2529

Skip Sethmann, Captain

Loyd Harris, Engineer

February 6, 2003

Senator Gene Therriault
Senate President
State Capitol
Juneau, AK 99801-1082

Dear Senator Therriault:

I am writing to you in my position as the captain of the M/Y Alliance, a 136ft American flagged private yacht homeported in Seattle. Although my vessel is exempted from the current Alaska marine pilotage laws, I would like to add my support to the effort underway to expand this exemption to allow larger foreign flagged yachts into Alaska waters without an additional marine pilot.

I have two years of experience cruising in Alaska, and have sailed in nearly every body of water in the world. With a crew of four and eight guests, the economic impact of a visit from our yacht is a significant one. We regularly take on 12,500 gallons of fuel during a typical season. Our crew and guest eat in local restaurants on an average of 5 nights during a 3 week trip and shop heavily whenever we are in port. I would estimate our spending during a normal cruising season to be in excess of \$100,000. in the communities visited by our vessel.

I have recently had contact with other captains and owners who are in the process of making alternative cruising plans because of the restrictive pilotage regulations in Alaska. It is unreasonable to expect them to accommodate an additional and unknown crewperson for the length of time they generally spend on a cruise in Southeast. Owners typically keep their yacht and crew on 24 hour standby, as to be available to ship out within a period of a few days or less. This also contributes to the impracticality of hiring a marine pilot. It is my understanding that the pilot organization in Southeast prefers to schedule their trips many weeks, if not months, in advance. It must be very hard to accommodate our yachts that are required to notify them only 48 hours in advance of entering a pilotage region.

As this law has never been enforced, it is serving only to impede commerce in Alaska. Thank you for your consideration of these changes. I look forward to visiting your beautiful state again in the near future.

Sincerely,

A handwritten signature in black ink, appearing to read "Skip Sethmann".

Captain Skip Sethmann



Motor Yacht Mi Gaea

20 February 2003

Senator Gene Therriault
Senate President
State Capitol
Juneau, AK 99801-1082

Dear Senator,

As the Master of the Motor Yacht Mi Gaea, I had the opportunity to operate the yacht for her owners in the beautiful waters of Southeast Alaska during the summer of 2002. This is my second voyage in Alaskan waters, and by far, the most extensive. During this second trip, I became aware of the little known regulation regarding the compulsory use of a marine pilot aboard yachts while cruising Alaskan waters. Further, I understand that there is currently an effort underway to modify the regulations by providing for an exemption to the pilotage requirements for qualified yachts and captains. It is this subject I wish to address.

The Motor Yacht Mi Gaea is a Cayman Islands registered private yacht, 158 feet in length and 476 Gross Registered Tons displacement. We carry as many as 12 guests in the owner's party and a full time crew of 12. The past summer we spent approximately 50 days underway with owners and their guests, and all of the fuel, provisions, supplies, and equipment required to supply the vessel for that period were purchased in Alaska. In addition, we hired aircraft, fishing guides, buses, rental cars, and frequented many restaurants.

Also associated with many of the larger private yachts are the private aircraft that bring the guests to the vessels. This generates revenue in aircraft fuel, landing fees, and fees charged by Fixed Base Operators at airports.

I conservatively estimate that this yacht and her guests spent in excess of \$200,000.00 in the 3 months we were in Alaska. In my experience, this revenue and the activities that generated it are of low impact to an area. We certainly don't generate the revenues the cruise ships do, but neither do we bring the hordes of people that inundate some of your port cities at times.

I would like to plan more visits to Alaska, and encourage my fellow captains to do so as well. However, the pilotage requirement for yachts as currently written, will prevent me and many of my colleagues from doing so.

MI GAEA LTD.

Box 268, Bank of Nova Scotia Building, Georgetown, Grand Cayman, British West Indies
Satcom Tel: (871/874) 331-948222 • Satcom Fax: (871/874) 331-948234
U.S.A. Contact Address : 5 Hog Island Road, Philadelphia, PA 19153
Email: Captain@MiGaea.com



Page 2

The nature of the operation of yachts is simply not compatible with the pilotage system. Our owners and guests make or change plans with very short notice, sometimes only hours. I don't believe that the pilotage system of any area can respond that quickly. I might add that with the exception of the Panama Canal, yachts are generally not required to carry pilots.

My suggestion is to pattern an exemption for yachts similar to what the State of Washington has done. Prior to entry into the pilotage area, a yacht captain is required to identify his experience in the waters of the Puget Sound, identify communications and navigation equipment aboard, and identify crew members and their experience. This, in addition to the required Alaska State Water Pollution insurance coverage, which has its own equipment requirements, should provide for safe navigation and the continuation of this valuable commerce.

Most Sincerely,

A handwritten signature in cursive script that reads "Mark A. Howard". The signature is written in dark ink and is positioned above the typed name.

Mark A. Howard, Master

Motor Yacht Mi Gaea

United States Merchant Marine No. 881 518



Juneau Economic
Development Council

February 12, 2003

Senator Gene Therriault
Senate President
State Capitol
Juneau, AK 99801-1082

Re: exemptions from marine pilotage statutes for large yachts

Dear Senator:

I am writing on behalf of the Juneau Economic Development Council (JEDC) to voice our support for changes to state pilotage laws to allow large, private foreign flagged private yachts to cruise in Alaska waters without a marine pilot aboard.

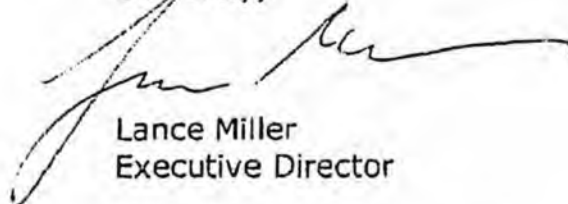
The JEDC works to enhance quality of life by actively promoting economic diversity and sustainable development in all of Southeast Alaska. We assist businesses in creating family-wage jobs with our business counseling and loan programs, as well as serving as the Overall Economic Development Planning agency for the City and Borough of Juneau.

It is a goal of JEDC to work with residents of Juneau and Southeast Alaska to help utilize our natural, cultural and intellectual resources wisely in order for our economy to be competitive in a national and international market place. The challenge is to help create family-wage jobs in a sustainable economy while at the same time maintaining our unique quality of life.

Tourism has now become one of the main economic engines in SE Alaska for communities that had previously relied only on resource development. It is my understanding that many coastal communities are missing out on the economic opportunity brought about by the visitation of independent visitors aboard these yachts. If a change in state law can help stimulate these areas towards an improved economy, we are committed to supporting this effort.

Thank you for addressing this important economic issue.

Sincerely,



Lance Miller
Executive Director

Diversifying our Economy • Assisting Business Development • Enriching our Quality of Life

612 Willoughby Avenue, Suite A • Juneau, Alaska 99801-1732

Tel 907-463-3662 • Fax 907-463-3929 • Toll Free 888-393-3662 • www.jedc.org

**SEDA****SITKA ECONOMIC DEVELOPMENT ASSOCIATION**

329 Harbor Drive, Suite 212 ☆ Sitka, Alaska 99835 ☆ (907) 747-2660 ☆ fax (907) 747-7888 ☆ www.sitka.net

February 12, 2003

Senator Gene Therriault
Senate President
State Capitol
Juneau, AK 99801-1182

Senator Con Bunde, Chair
Senate Labor & Commerce
State Capital
Juneau, AK 99801-1182

RE: Senate Bill 20 – Alaska Board of Marine Pilots

Dear Senators Therriault and Bunde:

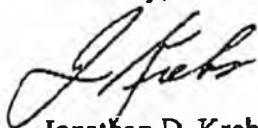
The Sitka Economic Development Association would like to encourage your amendment of Senate Bill 20 to allow an exemption of private boats up to 500 tons from requiring a pilot be aboard the boat.

Over the last 10 years, Sitka has made a concerted effort to build the number of visits of private yachts to Sitka. This is good economic development and has provided needed dollars to Sitka's economy. Without the exclusion, these boats have made it quite clear they won't travel Southeast Alaska waters if they have the heavy expense of having a pilot aboard for the voyage. In addition, many boats of this size don't have the space for a pilot.

Placing a pilot on a private pleasure yacht for safety reasons would be duplicating what insurance companies are already doing to assure the safe operation of a boat. Insurance companies require the owner of a large yacht to name the captain of the vessel and then evaluate the experience and/or skills this person has to operate such a boat. Once the insurance company has sufficient confidence the named captain can indeed operate the boat, the policy will then name that person as the only master of the boat.

The importance of the private yacht industry to Sitka can't be overstated. Please give serious consideration to the exemption being requested.

Sincerely,



Jonathan D. Krebs, CEcD
Executive Director

Cc: SEDA Board of Directors
John Litten

Miss Scarlett's Greenery

124 Seward Street Juneau, Alaska 99801 907-586-1766 Fax: 907-586-6545 800-586-1767

February 10, 2003

Senator Gene Therriault
Senate President
State Capitol
Juneau, AK 99801-1082

Dear Senator Therriault:

As the co-owner of a local, family owned business that depends on Juneau's summer visitors for our economic viability, I would like to add my voice of support to a change in Alaska's marine pilotage laws to allow large pleasure yachts to operate without additional pilots aboard while in our waters.

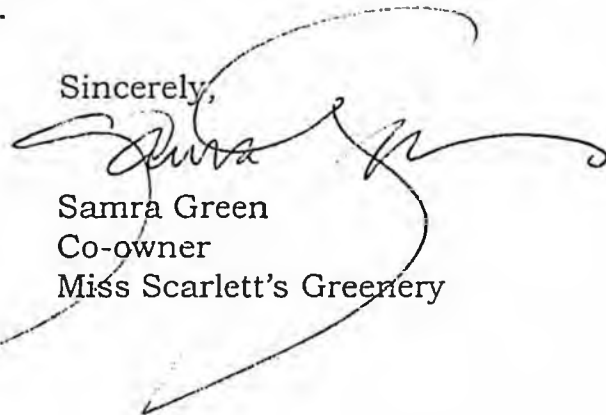
Although Miss Scarlett's Greenery enjoys a steady local business during most of the year, I can truthfully state that the income we derive from independent yacht traffic is crucial to our bottom line. It makes the difference between having a great season and having one in which we wonder how we'll make it through the very slow fall and winter until the legislature arrives.

We are one of many small businesses in Southeast that wouldn't typically come to mind when you think of these affluent visitors. But we supply a product that can only be enjoyed while fresh, not unlike produce, dairy and meat, which must be purchased while in port.

Please bear in mind the impact your decision will have on our livelihood. Alaska is the destination of a lifetime for many of the customers we come in contact with each summer. The government should be doing all it can to attract these desirable visitors to our state, especially during these times of economic uncertainty.

Thank you for your consideration of this issue. Please let me know if you would like any further information regarding our reliance on this important sector of the tourism industry-but please call after Valentine's Day.

Sincerely,



Samra Green
Co-owner
Miss Scarlett's Greenery

Summit Restaurant/Inn at the Waterfront
455 South Franklin Street
Juneau, AK 99801
Phone 907-586-2050 Fax 907-586-2999
E-mail: AN1898INN@AOL.COM

February 12, 2003

Senator Gene Therriault
Senate President
State Capital
Juneau, AK 99811-3100

Dear Senator Therriault:

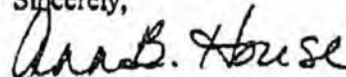
As the long time owner of a small hotel and restaurant in downtown Juneau, I am supporting a change in Alaska's Marine pilotage laws to allow large pleasure yachts to operate without additional marine pilots while in Alaska. I cannot stress strongly enough the impact the private yacht traffic has on my business.

The Summit Restaurant and the Inn at the Waterfront is one of the few businesses on the South end of Franklin Street that stays open throughout the winter months to better help serve our visitors and legislative friends from all over the state. Many companies in the downtown area enjoy business brought from all sectors of our cruise ship industry. As you may know when passage is booked on one of the larger cruise ships, all meals are included. (As are the midnight buffets the ships are so famous for!). For this reason, the independent visitor traffic is of the utmost importance to my economic viability.

The amount of money that is spent these yachts in a community can be staggering. I have witnessed this first hand on numerous occasions. It would seem that the legislature should do all it can to attract these desirable tourist to Alaska; ones that spend freely and leave no negative impacts behind.

Thank you for your consideration to these charges that will have a very positive impact on my small business.

Sincerely,



Ann B. House
Owner



GOLDBELT
SEADROME
MARINE COMPLEX

February 7, 2003

The Honorable Gene Theriault
Senate President
State Capitol
Juneau, AK 99801-1182

Dear Senator Theriault:

I am writing in support of the proposed change to the marine pilotage law concerning foreign flagged yachts. As manager of the Seadrome Marine Complex a docking facility owned by Goldbelt in downtown Juneau, I have observed vessels that become very frustrated with the current regulations and head for friendlier ports. Our customer base is made up of small cruise vessels, day boats and yachts. This past year, approximately 25% of our moorage business came from yachts and transient vessels. Most of these vessels travel from the east coast specifically to visit Alaska while others are on their maiden voyage after leaving one of the boat builders in the Puget Sound area.

We have noticed a steady increase of yachts visiting Alaska over the past five years and hear about many more that decide not to make the trip because of the costly pilotage requirements. Although I have no way of knowing the potential market that is discouraged from visiting Alaska because of the current regulations, my feeling is that it is considerable. The limited availability of pilots is also problematic for vessels such as yachts with an ever-changing schedule.

The independent yacht visitor has a comparably greater positive economic impact by spending days if not weeks in Alaska and spreading their purchasing power over numerous businesses and communities. This positively impacts a wide variety of businesses from groceries to carpet cleaners and flower shops and fuel companies.

I urge you to consider an exemption or similar action to allow this market to reach its potential in Alaska. Many businesses and communities throughout the region will realize the benefits.

Best regards,

Jeff White
Manager
Seadrome Marine Complex



Washington State

RCW 88.16.070

Vessels exempted and included under chapter -- Fee -- Penalty.

A United States vessel on a voyage in which it is operating exclusively on its coastwise endorsement, its fishery endorsement (including catching and processing its own catch outside United States waters and economic zone for delivery in the United States), and/or its recreational (or pleasure) endorsement, and all United States and Canadian vessels engaged exclusively in the coasting trade on the west coast of the continental United States (including Alaska) and/or British Columbia shall be exempt from the provisions of this chapter unless a pilot licensed under this chapter be actually employed, in which case the pilotage rates provided for in this chapter shall apply. However, the board shall, upon the written petition of any interested party, and upon notice and opportunity for hearing, grant an exemption from the provisions of this chapter to any vessel that the board finds is a small passenger vessel or yacht which is not more than five hundred gross tons (international), does not exceed two hundred feet in length, and is operated exclusively in the waters of the Puget Sound pilotage district and lower British Columbia. Such an exemption shall not be detrimental to the public interest in regard to safe operation preventing loss of human lives, loss of property, and protecting the marine environment of the state of Washington. Such petition shall set out the general description of the vessel, the contemplated use of same, the proposed area of operation, and the name and address of the vessel's owner. The board shall annually, or at any other time when in the public interest, review any exemptions granted to this specified class of small vessels to insure that each exempted vessel remains in compliance with the original exemption. The board shall have the authority to revoke such exemption where there is not continued compliance with the requirements for exemption. The board shall maintain a file which shall include all petitions for exemption, a roster of vessels granted exemption, and the board's written decisions which shall set forth the findings for grants of exemption. Each applicant for exemption or annual renewal shall pay a fee, payable to the pilotage account. Fees for initial applications and for renewals shall be established by rule, and shall not exceed one thousand five hundred dollars. The board shall report annually to the legislature on such exemptions. Every vessel not so exempt, shall while navigating the Puget Sound and Grays Harbor and Willapa Bay pilotage districts, employ a pilot licensed under the provisions of this chapter and shall be liable for and pay pilotage rates in accordance with the pilotage rates herein established or which may hereafter be established under the provisions of this chapter: PROVIDED, That any vessel inbound to or outbound from Canadian ports is exempt from the provisions of this section, if said vessel actually employs a pilot licensed by the Pacific pilotage authority (the pilot licensing authority for the western district of Canada), and if it is communicating with the vessel traffic system and has appropriate navigational charts, and if said vessel uses only those waters east of the international boundary line which are west of a line which begins at the southwestern edge of Point Roberts then to Alden Point (Patos Island), then to Skipjack Island light, then to Turn Point (Stuart Island), then to Kellet Bluff (Henry Island), then to Lime Kiln (San Juan Island) then to the intersection of one hundred twenty-three degrees seven minutes west longitude and forty-eight degrees twenty-five minutes north latitude then to the international boundary. The board shall correspond with the Pacific pilotage authority from time to time to ensure the provisions of this section are enforced. If any exempted vessel does not comply with these provisions it shall be deemed to be in violation of this section and subject to the penalties provided in RCW 88.16.150 as now or hereafter amended and liable to pilotage fees as determined by the board. The board shall investigate any accident on the waters covered by this chapter involving a Canadian pilot and shall include the results in its annual report.

[1996 c 144 § 1; 1995 c 174 § 1; 1987 c 194 § 2; 1977 ex.s. c 337 § 6; 1971 ex.s. c 297 § 3; 1967 c 15 § 3; 1935 c 18 § 4; RRS § 9871-4.]

NOTES:

Intent -- 1987 c 194: "The legislature intends to provide a limited exemption from the provisions of this chapter for a specified class of small vessels registered as passenger vessels or yachts. It is not the intent of the legislature that such an exemption shall be a precedent for future exemptions of *vessels* from the provisions of this chapter." [1987 c 194 § 1.]

Severability – 1977 ex.s. c 337: See note following RCW 88.16.005.

WAC 363-116-360 Exempt vessels. (1) Under the authority of RCW 88.16.070, application may be made to the board of pilotage commissioners to seek exemption from the pilotage requirements for the operation of a limited class of small passenger vessels or yachts, which are not more than five hundred gross tons (international), do not exceed two hundred feet in length, and are operated exclusively in the waters of the Puget Sound pilotage district and lower British Columbia. For purposes of this section, any vessel carrying passengers for a fee, including yachts under charter where both the vessel and crew are provided for a fee, shall be considered a passenger vessel.

The owners or operators of the vessel for which exemption is sought must:

(a) Complete and file with the board a petition requesting an exemption at least sixty days prior to planned vessel operations in the Puget Sound pilotage district where possible. Petitions filed with less than sixty days notice may be considered by the chair at the chair's discretion.

(b) The petition requesting exemption shall be on a board-approved form which shall include a description of the vessel, the contemplated use of vessel, the proposed area of operation, the names and addresses of the vessel's owner and operator, the dates of planned operations, and such other information as the board shall require on its petition form.

(c) Pay the appropriate initial application or renewal fee with the submittal of the petition, which is listed in subsection (5) of this section.

(2) All petitions for exemption filed with the board shall be reviewed by the chair, who shall make a recommendation to the board to be considered at its next regularly or specially scheduled meeting. Consistent with the public interest, the chair may grant an interim exemption to a petitioner subject to final approval at the next board meeting, where special time or other conditions exist. Any grant of an interim exemption may contain such conditions as the chair deems necessary to protect the public interest in order to prevent the loss of human life and property and to protect the marine environment of the state of Washington.

Such conditions may include a requirement that the vessel employ the services of a pilot on its initial voyage into Puget Sound waters or that the master of the vessel at all times hold as a minimum, a United States government license as a master of ocean or near coastal steam or motor vessels of not more than sixteen hundred gross tons or as a master of inland steam or motor vessels of not more than five hundred gross tons, such license to include a current radar endorsement.

(3) The recommendation of the chair shall be considered at the next regular or specially scheduled meeting of the board. Interested parties shall receive notice and opportunity for hearing at that time, provided that the party notifies the board at least five days in advance of the meeting of its desire for hearing.

(4) The board shall annually, or at any other time when in the public interest, review any exemptions granted to the specified class of small vessels to ensure that each exempted vessel remains in compliance with the original exemption and any conditions to the exemption. The board shall have the authority to revoke such exemption when there is not continued compliance with the requirements for exemption.

(5) Fee Schedule for Petitioners for Exemption

| | 3 Months or Less | 1 Year or Less | Annual Renewal |
|-----------------------------|---------------------|-------------------|-------------------|
| A. Yachts | | | |
| Up to 100 feet LOA | \$ 300 | \$ 500 | \$ 200 |
| Up to 200 feet LOA | 500 | 750 | 300 |
| B. Passenger Vessels | | | |
| Up to 100 feet LOA | 750 | 1000 | 400 |
| Up to 200 feet LOA | 1250 | 1500 | 500 |

[Statutory Authority: RCW 88.16.070 and 1995 c 174, 97-12-018, § 363-116-360, filed 5/28/97, effective 6/28/97. Recodified as § 363-116-360, 97-08-042, filed 3/28/97, effective 3/28/97. Statutory Authority: RCW 88.16.070, 93-07-077, § 296-116-360, filed 3/18/93, effective 4/18/93; 90-20-039, § 296-116-360, filed 9/25/90, effective 10/26/90; 88-09-015 (Order 88-6, Resolution No. 88-6), § 296-116-360, filed 4/13/88.]

RCW 88.16.005**Legislative declaration of policy and intent.**

The legislature finds and declares that it is the policy of the state of Washington to prevent the loss of human lives, loss of property and vessels, and to protect the marine environment of the state of Washington through the sound application of compulsory pilotage provisions in certain of the state waters.

The legislature further finds and declares that it is a policy of the state of Washington to have pilots experienced in the handling of vessels aboard vessels in certain of the state waters with prescribed qualifications and licenses issued by the state.

It is the intent of the legislature to ensure against the loss of lives, loss or damage to property and vessels, and to protect the marine environment through the establishment of a board of pilotage commissioners representing the interests of the people of the state of Washington.

It is the further intent of the legislature not to place in jeopardy Washington's position as an able competitor for waterborne commerce from other ports and nations of the world, but rather to continue to develop and encourage such commerce.

[1977 ex.s. c 337 § 1.]

NOTES:

Severability -- 1977 ex.s. c 337: "If any provision of this 1977 amendatory act, or its application to any person or circumstance is held invalid, the remainder of the act, or the application of the provision to other persons or circumstances is not affected." [1977 ex.s. c 337 § 18.]

RCW 88.16.150**General penalty -- Civil penalty -- Jurisdiction -- Disposition of fines -- Failure to inform of special directions, gross misdemeanor.**

(1) In all cases where no other penalty is prescribed in this chapter, any violation of this chapter or of any rule or regulation of the board shall be punished as a gross misdemeanor, and all violations may be prosecuted in any court of competent jurisdiction in any county where the offense or any part thereof was committed. In any case where the offense was committed upon a ship, boat or vessel, and there is doubt as to the proper county, the same may be prosecuted in any county through any part of which the ship, boat or vessel passed, during the trip upon which the offense was committed. All fines collected for any violation of this chapter or any rule or regulation of the board shall within thirty days be paid by the official collecting the same to the state treasurer and shall be credited to the pilotage account: PROVIDED, That all fees, fines, forfeitures and penalties collected or assessed by a district court because of the violation of a state law shall be remitted as provided in chapter 3.62 RCW as now exists or is later amended.

(2) Notwithstanding any other penalty imposed by this section, any person who shall violate the provisions of this chapter, shall be liable to a maximum civil penalty of ten thousand dollars for each violation. The board may request the attorney general or the prosecuting attorney of the county in which any violation of this chapter occurs to bring an action for imposing the civil penalties provided for in this subsection.

Moneys collected from civil penalties shall be deposited in the pilotage account.

(3) Any master of a vessel who shall knowingly fail to inform the pilot dispatched to said vessel or any agent, owner, or operator, who shall knowingly fail to inform the pilot dispatcher, or any dispatcher who shall knowingly fail to inform the pilot actually dispatched to said vessel of any special directions mandated by the coast guard captain of the port under authority of the Ports and Waterways Safety Act of 1972, as amended, for the handling of such vessel shall be guilty of a gross misdemeanor.

[1995 c 174 § 2. Prior: 1987 c 485 § 5; 1987 c 202 § 247; 1977 ex.s. c 337 § 8; 1969 ex.s. c 199 § 41; 1967 c 15 § 7; 1935 c 18 § 10; RRS § 9871-10; prior: 1888 p 179 § 27.]

NOTES:

Intent -- 1987 c 202: See note following RCW 2.04.190.

Severability -- 1977 ex.s. c 337: See note following RCW 88.16.005.

RCW 88.16.150

General penalty -- Civil penalty -- Jurisdiction -- Disposition of fines -- Failure to inform of special directions, gross misdemeanor.

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STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS
2911 2nd Avenue, Suite 100
Seattle, Washington 98121
(206) 515-3904
(206) 515-3969 FAX

PETITION FOR VESSEL EXEMPTION FROM PILOTAGE REQUIREMENTS

_____ (DATE) _____ NEW _____ RENEWAL

1. Applicant:

Name _____

Address _____

Telephone _____

2. Owner of vessel, if different from applicant:

Name _____

Address _____

Telephone _____

3. Name of vessel and country of registry:

4. Type and use of vessel, including length (LOA) and gross tonnage (international):

5. Length of time sought for exemption when vessel will be exclusively in the waters of the Puget Sound Pilotage District and lower British Columbia:

6. Purpose of visit:

7. Names and addresses of captain, crew and passengers: (use additional sheets if necessary)

8. Experience of master and crew in waters of Puget Sound and lower British Columbia: (attach any government licenses)

9. Identities of the captain and/or crew who speak English:

10. Type and quantity of fuel and any other potentially environmentally damaging substances on board:

11. Brief description of navigational aids on board:

12. Brief description of communications equipment: (list accessible VHF channels)

13. List any propulsion, navigation or communication equipment not currently operational:

C Staying the COURSE

Despite wavering economies and the threat of global terrorism, 2002 luxury yacht order book is up 18.4% • Italy tops country listings • 11.4 miles of yachts under construction • Benetti tops builder list • Big gains by Germany, New Zealand, Australia, Denmark • 507 yachts over 80' under construction

THE LUXURY YACHT INDUSTRY IS DEMONSTRATING extraordinary resiliency in the face of threats from a sagging U.S. economy and global terrorism.

While the industry backed off from its red-hot 31% rate of growth in last year's order book, it still turned in a surprisingly robust 18.4% increase in total business. While gains were posted in nearly every quarter, the strongest corporate and national performers were tried-and-true companies and countries.

In terms of overall product categories, sailing yachts were up 12.5% and motor yachts 19.5%. In both motor and sailing yacht categories, however, the strongest segments were the upper and lower ranges. Sailing yacht orders between 90 and 99 feet were up 100%, while the 150-foot-plus sail segment jumped five orders or 50%. In the motor yacht sector, the 80- to 89-foot range leaped 38 orders, or 36.9%, while the 150-foot-plus range rose 11 orders to a total of 73, a jump of 17.7%.

The only drop in any segment was among 100- to 119-foot sailing yachts, which decreased by three orders, or 17.6 percent.

Reinforcing the industry trend toward ever-larger yachts, this year's order book reflects a two-foot increase in the average size of luxury yachts now under construction to 119.4

feet. This is due in no small measure to the 160-meter project started and stopped under a veil of secrecy by Lürssen and Blohm & Voss for a Brunei owner. Now code named *Platinum*, the structurally complete 525 footer has a new owner and will be finished in the Middle East.

In The Wake Of September 11th

In trying to gain perspective on the underlying strength of

the luxury yacht industry, numerous builders interviewed for this report said the majority of clients with whom they were working prior to the terrorist attacks of September 11th are moving forward with their projects. Feadship, for example, reported two new orders in the second week following the World Trade Center and Pentagon attacks. Paolo Vitelli, chairman of the Azimut-Benetti Group, reported that none of the negotiations underway at the time were broken off after the attacks, and that none of his clients had asked for a deposit to be returned.

"The strategy of the terrorists has not shown any effect," he said, adding his clients have openly expressed their support for a business-as-usual climate. "Things must move forward," Vitelli said, "or otherwise we're simply playing their game."

Henk deVries III, managing director of Feadship's DeVries Shipyard, draws a similar analysis. Following the attacks, deVries said he informally checked in with all his

Top 15 Builders

| Yard Name | Number of Projects | Total Length | Average Length | 2001 Rank |
|-------------------|--------------------|--------------|----------------|-----------|
| 1. Azimut/Benetti | 56 | 6,008' | 107' | 1 |
| 2. Lürssen | 8 | 2,429' | 304' | 4 |
| 3. Ferretti | 27 | 2,421' | 90' | 2 |
| 4. Feadship | 13 | 2,353' | 181' | 3 |
| 5. SNP Rodriguez | 22 | 1,957' | 89' | 5 |
| 6. Amels | 10 | 1,890' | 189' | 7 |
| 7. Horizon | 17 | 1,558' | 92' | - |
| 8. Royal Denship | 11 | 1,470' | 134' | - |
| 9. Heesen | 10 | 1,285' | 129' | 9 |
| 10. Trinity | 8 | 1,218' | 152' | 8 |
| 11. Perini Navi | 6 | 1,154' | 192' | 11 |
| 12. San Lorenzo | 12 | 1,044' | 87' | 13 |
| 13. Destiny | 10 | 1,025' | 103' | - |
| 14. Westport | 8 | 936' | 117' | - |
| 15. Sunseeker | 10 | 933' | 93' | 10 |

By the Editors of ShowBoats International

Data Compiled By Jamie Welch

| ARGENTINA | | | | |
|-----------|----|----------------------------|--------|--------|
| Tarrab | 87 | MY Beautiful Lady/Jan 2002 | Tarrab | US/CAT |

| AUSTRALIA | | | | |
|-----------|--|--|--|--|
|-----------|--|--|--|--|

| | | | | |
|-------------------|-----|-------------------------------------|-------------------------|---------------|
| • Aluminum Marine | 89 | MY Powercat/2002 | | |
| Australian MY | 98 | MY Seastar 97/2002 | Shead/Borville | MTU |
| | 145 | MY Seastar 145/May 2002 | Shead/Borville | US/MTU |
| • Brisbane | 132 | MY 2003 | Cohen | |
| Shipyards | 165 | MY 2003 | Cohen | |
| | 264 | MY | Cohen | |
| • McConaghy | 85 | SY Maxi/2002 | Reichel-Pugh | US/Yanmar |
| | 85 | SY Maxi/2002 | Reichel-Pugh | Yanmar |
| Oceanfast | 177 | MY Perfect Prescription/Mar 2003 | Oceanfast/Heywood | US/MTU |
| | 185 | MY Mercedes II/June 2003 | Oceanfast/Bannenberg | US/CAT |
| | 228 | MY Norman Expedition Yacht/Dec 2003 | Oceanfast/Sorgiovanni | Australia/CAT |
| Warren | 85 | MY Supemova ST/Nov 2001 | Lowe/Sorgiovanni | MTU |
| | 85 | MY Supemova HT/Feb 2002 | Lowe/Sorgiovanni | MTU |
| | 114 | MY 35M/Dec 2002 | Curran/Lowe/Sorgiovanni | MTU |

| | | | | |
|-----------|-----|----------------------|-------------------|-----------|
| Inaca | 83 | MY Amarella/Mar 2002 | Inaca/Kirschstein | Italy/CAT |
| | 90 | MY Zembra/Sept 2002 | Inaca/Kirschstein | US/CAT |
| Metalnave | 144 | MY 144 MY/Dec 2001 | Murray/Reverber | US/CAT |

| CANADA | | | | |
|--------|--|--|--|--|
|--------|--|--|--|--|

| | | | | |
|------------------|-----|---------------------------|------------------------------|---------------|
| • Cape Scott | 86 | MY Amnesia N/Dec 2001 | | MAN |
| Crescent | 92 | MY TBA/Nov 2001 | Sarin/PCI | US/MTU |
| | 112 | MY Crescent Lady/Aug 2002 | Sarin/Crescent/Rose | MTU |
| | 120 | MY Crescent Lady/2002 | Sarin/Crescent/Rose | MTU |
| McQueens | 88 | MY TBA/Aug 2002 | Pokela | US |
| Queenship | 87 | MY Souvenir/Nov 2001 | Fexas/Cole | US/CAT |
| | 95 | MY Cleio Mare/May 2002 | Queenship/Apothonio/Espinosa | US/MTU |
| | 96 | MY Durand Marie/June 2003 | Queenship/Apothonio/Espinosa | US/MTU |
| Sovereign Yachts | 105 | MY TBA/Jan 2003 | Setzer | MTU |
| | 120 | MY Chairman/Feb 2002 | Setzer/Knowles/Sovereign | MTU |
| | 135 | MY Cloud 9 /July 2002 | Setzer/Sovereign | CAT |
| West Bay Sonship | 82 | MY 70-14/Nov 2001 | West Bay Group | Venezuela/MTU |
| | 82 | MY 70-16/Mar 2002 | West Bay Group | US/MTU |
| | 88 | MY 70-15/Feb 2002 | West Bay Group | US/MTU |
| | 88 | MY 70-17/June 2002 | West Bay Group | US/MTU |
| | 89 | MY 70-19/Nov 2001 | West Bay Group | US/CAT |
| | 103 | MY 103-4/Sept 2002 | Sarin/WBG/Vermeulen/Johnson | MTU |

| CHINA | | | | |
|-------|--|--|--|--|
|-------|--|--|--|--|

| | | | | |
|----------------|-----|------------------------|-----------------------------|---------------|
| Cheoy Lee | 81 | MY TBA | Fexas | US/CAT |
| | 103 | MY TBA | Mukder/Robinson | US/MTU |
| | 103 | MY TBA/Fall 2001 | Mukder/Puleo | US/MTU |
| | 125 | MY TBA | Mukder/Savio | US/CAT |
| | 171 | MY Seashaw II/Dec 2002 | Mukder/Robinson | Singapore/MTU |
| Yantai Raffles | 105 | SY TBA/Apr 2002 | Sparkman & Stephens/Mallard | US |
| | 131 | SY TBA/2003 | Sparkman & Stephens/Mallard | US |
| | 289 | MY Asean Lady/Apr 2002 | Mitchell/Raffles | Singapore/CAT |

| DENMARK | | | | |
|---------|--|--|--|--|
|---------|--|--|--|--|

| | | | | |
|---------------|-----|-----------------------------|----------------------|------------|
| Royal Denship | 80 | MY 80 Flybridge/May 2002 | Dixon/Zuretti | Europe/CAT |
| | 80 | MY 80 Open/Aug 2002 | Dixon/Zuretti | Europe/CAT |
| | 107 | MY Dayboat/Oct 2003 | Oelno/Zuretti | MTU |
| | 109 | SY Aventura/Sept 2003 | Hood/Denship/Hood | France/CAT |
| | 110 | SY 110 Sloop/Fall 2001 | Castro/Zuretti | Europe/CAT |
| | 127 | SY 130 Bluebay/June 2002 | Coste/Bluebay | Europe/CAT |
| | 127 | MY 125 Classic/Fall 2001 | Denship/Zuretti | US/CAT |
| | 135 | MY 135 Classic/June 2002 | Denship/Zuretti | Europe/CAT |
| | 136 | SY J-Boat/Nov 2003 | Reichel-Pugh/Johnson | US/Lugger |
| | 207 | MY 206 Expedition/June 2002 | Knudsen/Rottboll | US/CAT |
| | 252 | MY 240 Oelno/Oct 2003 | Oelno/Zuretti | Deutz |

| EGYPT | | | | |
|-------|--|--|--|--|
|-------|--|--|--|--|

| | | | | |
|----------|----|-------------------|-------------|-----|
| • Debirs | 80 | MY Debirs 80/2001 | Baritani/H2 | MAN |
| | 80 | MY Debirs 80/2002 | Baritani/H2 | MAN |

• = New Addition to Global Order Book Builders

existing and prospective clients. "All of our clients we're working with are going ahead," he said. "Even with this horrible situation, the outlook at Feadship is good."

Lürssen's sales manager, Michael Bremen, said inquiries remain at a high level. "I refuse to be a pessimist," Bremen said. Despite the recent attacks, the outlook remains good for his company. "The recession was going to happen anyway," Bremen said, adding that U.S. Dollar/Euro currency exchanges remain favorable for U.S. buyers, a condition that is likely to continue. "Saber-rattling tends to strengthen the dollar," he said.

On the production side, several builders reported their chief concern was the backlog of orders in their dealer networks and inventory. The unwillingness to start new orders on speculation is reflected in the performance of companies such as England's Sunseeker, which this year slipped five notches to 15th place in the builder standings.

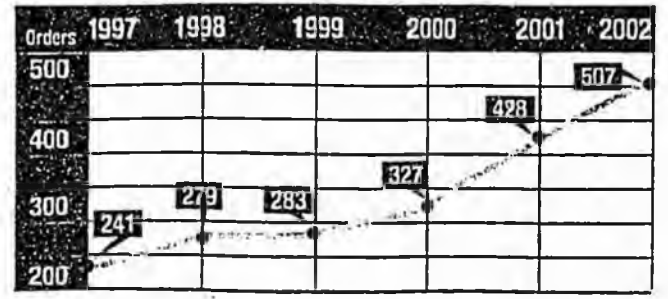
On the positive side of the production scale is the rise into the top-20 list of such companies as Lazzara Yachts and Destiny Yachts. The increased performance of these companies is due in large measure to their aggressive investment in recent years in new product development. "The time to move, the time to grow is on the downturn," said Dick Lazzara, CEO of Lazzara Yachts, which is introducing two new models, 80- and 106-footers, at the Fort Lauderdale International Boat Show. "It's time to pin our ears back and try to grow market share. We're just fortunate we started developing new products eighteen months ago. Now, every month that goes by will make us a stronger company."

Vitelli also remains bullish on the production side of his group. The Cannes Boat Show (just prior to the September 11th attacks) was excellent he said, and dealers both in Europe and the U.S. remain optimistic. For Azimut/Benetti's part, Vitelli said he is prepared to move forward with a planned Euro\$28 million investment in new construction capacity at the company's new Lusben yard in Viareggio.

Orders By Length & Year

| Length | Sailing Yachts | | | | | | Motor Yachts | | | | | |
|--------------|----------------|-----------|-----------|-----------|-----------|-----------|--------------|------------|------------|------------|------------|------------|
| | '97 | '98 | '99 | '00 | '01 | '02 | '97 | '98 | '99 | '00 | '01 | '02 |
| 80'-89' | 5 | 7 | 7 | 14 | 16 | 17 | 45 | 75 | 48 | 62 | 103 | 141 |
| 90'-99' | 7 | 9 | 8 | 4 | 5 | 10 | 20 | 31 | 36 | 43 | 36 | 44 |
| 100'-119' | 7 | 7 | 12 | 14 | 17 | 14 | 71 | 58 | 72 | 71 | 95 | 103 |
| 120'-149' | 6 | 6 | 12 | 14 | 16 | 16 | 32 | 41 | 39 | 47 | 68 | 74 |
| 150'+ | 5 | 4 | 3 | 8 | 10 | 15 | 43 | 41 | 45 | 40 | 62 | 73 |
| TOTAL | 30 | 33 | 42 | 54 | 64 | 72 | 211 | 246 | 241 | 273 | 364 | 435 |

Charting Upward Progress



Top 10 Builder Nations

| Yard Name | Number of Projects | Total Length of Projects | Average Length | 2001 Rank |
|----------------|--------------------|--------------------------|----------------|-----------|
| 1. Italy | 170 | 17,686' | 104' | 1 |
| 2. US | 99 | 11,235' | 113' | 2 |
| 3. Netherlands | 61 | 9,267' | 152' | 3 |
| 4. Germany | 12 | 3,127' | 261' | 5 |
| 5. New Zealand | 22 | 2,570' | 117' | 7 |
| 6. Taiwan | 24 | 2,176' | 91' | - |
| 7. Australia | 14 | 1,937' | 138' | - |
| 8. UK | 18 | 1,869' | 104' | 6 |
| 9. Canada | 17 | 1,668' | 98' | 8 |
| 10. France | 15 | 1,566' | 104' | 9 |

Gauging Brokerage/Charter Impact

While the order book reflects continued resiliency in the existing new-construction sector, weakness in both chartering and brokerage sales does not bode well for the short-term prospects of those sectors. Several brokers interviewed in the aftermath of September 11 reported that the only phone calls they received were those canceling pending deals. Charter agents and fleet managers reported charter cancellations for next summer's Mediterranean season.

But yacht broker Merle Wood of Merle Wood & Associates, said he's seen the market fluctuate wildly in the past and recover quickly. The issue is not one of not enough people of means to support the market. "Tons of people have tons more money than they had five years ago," he said. What will make the telephone start ringing again, Wood said, is when people begin to appreciate the safety and security large yachts represent. He noted that private airplane leasing and sales are already red-hot. The question many people will begin asking themselves is, "Do I want to check my family into a public resort somewhere, or do I want them to be on our own private, secure yacht?"

Others, such as Bob Saxon of Bob Saxon Associates, sees opportunities in the current upheaval. For one, he said, such periods of crisis always end up "winnowing out" the industry, ultimately leaving strong and responsive companies in a better position. His company is working quickly to "reshape the charter product" to make it more attractive to a wider audience. Noting the bankruptcy of Renaissance Cruise Lines, he is developing an all-inclusive charter package, including private air transportation, to make chartering more appealing to traditional high-end cruise line customers. "There are hundreds of thousands of stranded cruise ship passengers who are capable of purchasing a yacht charter vacation," Saxon said. Noting that the time is ripe for industry unity, Saxon said, "Everybody fears change. But the best way to cope with change is to create it yourself."

Who's On Top

Azimut/Benetti, with an astounding 64.7% jump in new orders, consolidated its position at the top of the overall builder category. A distant second is Lürssen, which increased its orders 60% to move up from fourth. Feadship, despite its 18% increase dropped to fourth behind Ferretti, which dropped from second to third in the rankings on a 3% dip in orders. When considering only custom builders, Feadship is third.

| Builder | Size/Type | Name/Launch | Design Team | Owner/Country/Engines |
|---------|-----------|-------------|-------------|-----------------------|
|---------|-----------|-------------|-------------|-----------------------|

EGYPT (CONTINUED)

| | | | | |
|----------------------|-----|--------------------------------|-------------------------|-----|
| • Debirs (Continued) | 80 | MY Debirs 80/2002 | Barlan/WH2 | MAN |
| • Ocean Classic | 190 | MY Ocean Classic One/July 2002 | Ocean Classic/Frt/vrokh | CAT |

IRELAND

| | | | | |
|---------------|-----|---------------------------|------------------------|-------------|
| Baltic | 140 | SY TBA/2006 | Jude/Vrolijk | Germany/CAT |
| | 141 | SY TBA/2003 | Jude/Vrolijk | CAT |
| | 147 | SY TBA/2003 | Reichel-Pugh/R&JDesign | US/CAT |
| Nautor's Swan | 80 | SY Swan 80/004/May 2002 | Frers/Nautor | Yanmar |
| | 80 | SY Swan 80/009/May 2002 | Frers/Nautor | Yanmar |
| | 82 | SY Swan 82/003/Mar 2002 | Frers/Nautor | Yanmar |
| | 82 | SY Swan 82/005/Oct 2002 | Frers/Nautor | Yanmar |
| | 99 | SY Swan 100/002/July 2002 | Frers/Nautor | Perkins |
| | 113 | SY Swan 112/003/June 2002 | Frers/Nautor | MTU |
| | 113 | SY Swan 112/004/Sept 2002 | Frers/Nautor | MTU |

FRANCE

| | | | | |
|--------------|-----|------------------------------|-----------------------|----------------|
| CM | 115 | SY Maxi 115/Mar 2002 | Berret-Racoupeau | France/MAN |
| CMN | 105 | SY Lady Barbarella/June 2002 | CPA | Luxembourg/CAT |
| | 140 | MY Helova/Sept 2002 | GMN/Brelecher/Sirring | France/CAT |
| CNB | 95 | SY Grand Bleu V/Nov 2002 | Briand/Vrjpack | Europe/Cummins |
| Guy Couach | 92 | MY TBA/Nov 2001 | Guy Couach | Europe/MTU |
| | 92 | MY TBA/May 2002 | Guy Couach | Europe/MTU |
| | 92 | MY TBA/Aug 2002 | Guy Couach | Europe/MTU |
| | 92 | MY TBA/Dec 2002 | Guy Couach | Europe/MTU |
| | 95 | MY TBA/Dec 2001 | Guy Couach | Europe/MTU |
| | 120 | MY TBA/2002 | Guy Couach/Owner | Europe/MTU |
| • JFA | 82 | SY Criu/Fall 2001 | Vrolijk/GCA | Spain/Yanmar |
| | 82 | SY Sea Tenareze/2002 | Joubert/JFA/Kubis | UK |
| | 122 | MY Vripack 122/2003 | Vripack/Gibraltar | CAT |
| • Multiplast | 110 | SY Cruising Cat/2003 | Offier/The "A" Group | US |
| Ocea | 132 | MY TBA/2003 | Nivet/Tarade/Baudouin | |

GERMANY

| | | | | |
|-------------|-----|----------------------------|-------------------|----------|
| Abeking | 130 | SY TBA/Dec 2001 | Tripp/Winch | MTU |
| & Rasmussen | 188 | MY TBA/Oct 2002 | A&R/Starkey/Pinto | CAT |
| | 188 | MY Excellence III/Dec 2001 | A&R/Starkey | US/CAT |
| | 192 | MY TBA/Oct 2003 | A&R | CAT |
| Lürssen | 192 | MY TBA/2004 | | US/CAT |
| | 200 | MY TBA/2004 | | MTU |
| | 238 | MY TBA/2004 | Oeino/Starkey | MTU |
| | 239 | MY TBA/2002 | | MTU |
| | 335 | MY TBA/2002 | | MTU |
| | 360 | MY TBA/2002 | | Wartsila |
| | 410 | MY TBA/2002 | | US/MTU |
| | 455 | MY TBA/2002 | | US/MTU |

ITALY

| | | | | |
|-------------------|-----|-------------------------|-------------------------------|---------------|
| Alfamarine | 135 | MY TBA/Sept 2002 | Baccalupo/Spagnolo/Alfamarine | UK/MTU |
| Arno | 80 | MY Leopard 24/2002 | | MTU |
| (Rodriguez Group) | 80 | MY Leopard 24/2002 | | MTU |
| | 80 | MY Leopard 24/2002 | | MTU |
| | 80 | MY Leopard 24/2002 | | MTU |
| | 88 | MY Leopard 27/2002 | | MTU |
| | 88 | MY Leopard 27/2002 | | MTU |
| | 88 | MY Leopard 27/2002 | | MTU |
| | 88 | MY Leopard 27/2002 | | MTU |
| • Astondoa | 82 | MY Astondoa 82 GLX/2002 | | MTU |
| (Rodriguez Group) | 82 | MY Astondoa 82 GLX/2002 | | MTU |
| | 82 | MY Astondoa 82 GLX/2002 | | MTU |
| Azimut | 80 | MY #20/Fall 2001 | Azimut/Righini/Galeazzi | Venezuela/CAT |
| | 80 | MY #21/Fall 2001 | Azimut/Righini/Galeazzi | US/CAT |
| | 80 | MY #22/Nov 2001 | Azimut/Righini/Galeazzi | US/CAT |
| | 80 | MY #23/Dec 2001 | Azimut/Righini/Galeazzi | Germany/CAT |
| | 80 | MY #24/Jan 2002 | Azimut/Righini/Galeazzi | Venezuela/CAT |
| | 80 | MY #25/Feb 2002 | Azimut/Righini/Galeazzi | Mexico/MTU |
| | 80 | MY #26/Mar 2002 | Azimut/Righini/Galeazzi | Europe/MTU |
| | 80 | MY #27/Apr 2002 | Azimut/Righini/Galeazzi | Cyprus/MTU |
| | 80 | MY #28/May 2002 | Azimut/Righini/Galeazzi | Europe/MTU |

• = New Addition to Global Order Book Builders

| Builder | Type | Name/Launch | Design Team | Engines |
|--------------------------|--------|------------------------------|-------------------------------|------------------|
| ITALY (CONTINUED) | | | | |
| CNB (Wally) | 94 SY | Magic Carpet II/July 2002 | Frers/Wally | UK/Cummins |
| | 94 SY | WY 94.2 Fr/Aug 2003 | Frers/Wally | Germany/Cummins |
| | 98 SY | WY 98 Fr/Aug 2003 | Frers | Argentina/Yanmar |
| | 100 SY | WY 100/June 2002 | Frers/Wally/Foster | Japan/CAT |
| | 105 SY | WY 105/June 2002 | Frers/Castellini | Italy/CAT |
| Codecasa | 138 MY | F64/Apr 2002 | Codecasa/Della Role | CAT |
| | 164 MY | F65/Dec 2003 | Codecasa/Della Role | CAT |
| | 203 MY | C108/July 2003 | Codecasa/Della Role | CAT |
| CRN (Ferretti Grp) | 151 MY | Magnifica/Aug 2002 | CRN/Nuvolari&Lenard | Europe/CAT |
| Ferretti Custom Line | 94 MY | Custom Line #15/Sept 2003 | Ferretti/Zuccon | US/MTU |
| | 101 MY | Navetta 30 #2/Jan 2002 | Ferretti/Zuccon | Europe/MAN |
| | 101 MY | Navetta 30 #3/Apr 2002 | Ferretti/Zuccon | Europe/MAN |
| | 101 MY | Navetta 30 #4/June 2002 | Ferretti/Zuccon | Europe/MAN |
| | 101 MY | Navetta 30 #5/Sept 2002 | Ferretti/Zuccon | US/MAN |
| | 112 MY | Custom Line 112 #5/June 2003 | Ferretti/Zuccon | Europe/MTU |
| | 112 MY | Custom Line 112 #6/Dec 2003 | Ferretti/Zuccon | Europe/MTU |
| | 80 MY | #56/Fall 2001 | Ferretti/Zuccon | Middle East/CAT |
| | 80 MY | #57/Nov 2001 | Ferretti/Zuccon | Middle East/CAT |
| | 80 MY | #58/Dec 2001 | Ferretti/Zuccon | Europe/CAT |
| | 80 MY | #59/Feb 2002 | Ferretti/Zuccon | Middle East/CAT |
| | 80 MY | #60/Apr 2002 | Ferretti/Zuccon | Europe/CAT |
| | 80 MY | #61/May 2002 | Ferretti/Zuccon | Europe/CAT |
| | 80 MY | #62/June 2002 | Ferretti/Zuccon | Asia/CAT |
| | 80 MY | #63/July 2002 | Ferretti/Zuccon | Europe/MTU |
| | 80 MY | #64/Aug 2002 | Ferretti/Zuccon | US/MTU |
| | 80 MY | #65/Oct 2002 | Ferretti/Zuccon | US/CAT |
| | 80 MY | #66/Nov 2002 | Ferretti/Zuccon | US/CAT |
| | 80 MY | #67/Jan 2003 | Ferretti/Zuccon | Asia/CAT |
| Fipa | 80 MY | Maiora 24/Mar 2002 | Fipa/Del Re | Italy/MTU |
| | 80 MY | Maiora 24/May 2002 | Fipa/Del Re | Italy/MTU |
| | 85 MY | Maiora 26/Feb 2002 | Fipa | Spain/MTU |
| | 97 MY | Maiora 29/June 2002 | Fipa/Del Re | Spain/MTU |
| | 102 MY | Maiora 31 DP/Apr 2002 | Fipa/Del Re | Greece/MTU |
| | 102 MY | Maiora 31 DP/July 2002 | Fipa/Del Re | Spain/MTU |
| | 102 MY | Maiora 31 DP/Apr 2002 | Fipa/Del Re | Portugal/MTU |
| Intermarine S.p.A. | 118 MY | Wally 118/July 2002 | Intermarine SpA | |
| | | | Wally/Lazarini & Pickering | MTU |
| | 146 MY | Balaju/Fall 2001 | Intermarine SpA/Zurretti S.A. | |
| | | | Cayman Islands/CAT | |
| Mondomarine | 98 MY | TBA/Feb 2002 | Sydac/Cichero | Europe/MTU |
| | 98 SY | TBA | | |
| | 132 MY | New York Lady II/May 2002 | Sydac/de Rover/Blanchere | US/MTU |
| | 136 MY | TBA/Feb 2002 | Navirex/Mondomarine | |
| | | | Navirex/Cichero | Africa/MTU |
| | 147 SY | TBA | de Rover | |
| MAYS | 153 MY | Genesis/2001 | Cutolo/de Basto/Lauren | CAT |
| Overmarine | 80 MY | Manqusta 80/2001 | | MTU |
| (Rodriguez Grp.) | 80 MY | Manqusta 80/2001 | | MTU |
| | 80 MY | Manqusta 80/2002 | | MTU |
| | 90 MY | Manqusta 80/2002 | | MTU |
| | 80 MY | Manqusta 80/2002 | | MTU |
| | 105 MY | Manqusta 105/2002 | | MTU |
| | 105 MY | Manqusta 105/2002 | | MTU |
| | 105 MY | Manqusta 105/2002 | | MTU |
| | 108 MY | Manqusta 108/2002 | | MTU |
| | 108 MY | Manqusta 108/2002 | | MTU |
| | 108 MY | Manqusta 108/2002 | | MTU |
| Perini Navi | 163 SY | Perseus/2001 | Perini Navi | US/CAT |
| | 163 SY | #2050/2002 | Perini Navi | Deutz |
| | 173 SY | #2036/Aug 2002 | DuBois/Tessier | CAT |
| | 184 SY | #2034/Aug 2003 | Perini Navi | Deutz |
| | 209 SY | #2035/Nov 2002 | Holland/Nuvolari&Lenard | Deutz |
| | 262 SY | TBA/2003 | Penn/Dijkstra/Freivokh | US |
| • Pershing | 88 MY | #6/Fall 2001 | Pershing/de Simoni | Europe/MTU |
| (Ferretti Group) | 88 MY | #7/Dec 2001 | Pershing/de Simoni | Europe/MTU |
| | 88 MY | #7/Apr 2002 | Pershing/de Simoni | Europe/MTU |
| • Riva(Ferretti Group) | 80 MY | Riva 80/July 2002 | Riva/Michell | Europe/MTU |

| Builder | Type | Name/Launch | Design Team | Engines |
|--------------------------|--------|---------------------------------|--------------------------|--------------------|
| ITALY (CONTINUED) | | | | |
| • Riva (Continued) | 80 MY | Riva 80/April 2002 | Riva/Michell | Europe/MTU |
| | 80 MY | Riva 80/Dec 2001 | Riva/Michell | Europe/MTU |
| | 84 MY | Cantata/Fall 2001 | Riva/Michell | Asia/MTU |
| Rizzardi | 80 MY | TBA/Feb 2002 | Rizzardi/Zuccon | Greece/MTU |
| | 80 MY | TBA/Apr 2002 | Rizzardi/Zuccon | Greece/MTU |
| | 80 MY | TBA/May 2002 | Rizzardi/Zuccon | Greece/MTU |
| | 80 MY | TBA/June 2002 | Rizzardi/Zuccon | Greece/MTU |
| | 105 MY | TBA/Mar 2002 | Rizzardi/Paszowski | MTU |
| San Lorenzo | 82 MY | TBA/2002 | San Lorenzo | CAT |
| | 82 MY | TBA/2002 | San Lorenzo | CAT |
| | 82 MY | TBA/2002 | San Lorenzo | CAT |
| | 82 MY | TBA/2002 | San Lorenzo | CAT |
| | 82 MY | TBA/2002 | San Lorenzo | CAT |
| | 88 MY | TBA/Nov 2001 | San Lorenzo | MTU |
| | 88 MY | TBA/Jan 2002 | San Lorenzo | MTU |
| | 88 MY | TBA/Apr 2002 | San Lorenzo | MTU |
| | 88 MY | TBA/July 2002 | San Lorenzo | MTU |
| | 100 MY | TBA/2002 | San Lorenzo | MTU |
| | 100 MY | TBA/2002 | San Lorenzo | MTU |
| • Versilcraft (Viking) | 105 MY | Viking 105 Custom/Nov 2002 | Viking/Versilcraft/Savio | US/MTU |
| MONACO | | | | |
| Wally (See Italy) | | | | |
| THE NETHERLANDS | | | | |
| Amels | 153 MY | TBA/2004 | Amels/Starkey | CAT |
| | 171 MY | TBA/2003 | Amels/Disdale | Cummins |
| | 171 MY | TBA/2003 | Amels/Disdale | Cummins |
| | 171 MY | TBA/2004 | Amels/Pinto | Cummins |
| | 180 MY | TBA/2003 | Amels/Disdale | CAT |
| | 187 MY | TBA/2005 | Amels | |
| | 202 MY | Solemar/2002 | Amels/Leach | US/CAT |
| | 203 MY | Sarah/2002 | Amels/Starkey | CAT |
| | 213 MY | TBA/2004 | Amels/Franchini | CAT |
| | 239 MY | TBA/2003 | Amels/Redman & Whiteley | CAT |
| Feadship | 126 MY | #655/2003 | de Voogt | |
| | 131 MY | #787/2002 | de Voogt | |
| | 140 MY | Andiamo/2005 | de Voogt/Sharp/Johnson | |
| | 152 MY | #789/2005 | de Voogt | |
| | 164 MY | #668/2002 | de Voogt | |
| | 169 MY | #788/2002 | de Voogt/Starkey | |
| | 177 MY | #669/2005 | de Voogt | |
| | 185 MY | #662/2002 | de Voogt | |
| | 187 MY | #663/2002 | de Voogt | |
| | 197 MY | Paraffin/2002 | de Voogt/Owner | |
| | 212 MY | #664/2002 | de Voogt/Van Lenn/Owner | |
| | 231 MY | #667/2003 | de Voogt | |
| | 282 MY | #790/2005 | de Voogt/Van Lent | |
| Hakvoort | 96 MY | TBA/June 2003 | Vripach/Horsfield | UK |
| | 110 MY | Midnight Saga/June 2002 | Lentsch/Freivokh | Norway/CAT |
| | 146 MY | Campbell Bay/May 2002 | DIANA/Winch | US/CAT |
| | 152 MY | Flamingo Daze/June 2003 | Vripach/Johnson | US/CAT |
| | 165 MY | H20/Nov 2004 | Deino | US/CAT |
| Heesen | 97 MY | #1829/Nov 2002 | Diashiv/PB Design | Netherlands/MTU |
| | 110 MY | #12134/Spring 2004 | Diashiv/Omega | Netherlands/MTU |
| | 111 MY | #1734/May 2002 | Diashiv/Omega | Greece/MTU |
| | 120 MY | Duketown/Dec 2001 | Diashiv/Omega | Netherlands/MTU |
| | 131 MY | #11540/Feb 2002 | Diashiv/Omega | Malaysia/MTU |
| | 139 MY | #12342/2004 | Diashiv/PB Design | Netherlands/CAT |
| | 141 MY | #11934/May 2003 | Diashiv/Omega | UK/MTU |
| | 141 MY | #12043/Feb 2004 | Diashiv/Omega | Greece/MTU |
| | 144 MY | #12244/Aug 2004 | Diashiv/de Rover/Omega | Germany/MTU |
| | 151 MY | #1646/Jan 2003 | Diashiv/Zuretti | MTU |
| Holland Jachtbouw | 80 SY | Emotion/Aug 2001 | Hoek | MAN |
| | 90 SY | Christoff's Lighthouse/Dec 2002 | Dijkstra | US/Lugger |
| | 115 SY | Whisper/Dec 2002 | Hood/Winch | US/Lugger |
| | 152 SY | Windrose/Fall 2001 | Dijkstra | Netherlands/Lugger |

• = New Addition to Global Order Book Builders

Continued on page 96

| Builder | Type | Name/Launch | Design Team | Engines |
|--------------------|--------|------------------------|--------------------------------------|---------|
| Jongert | 87 SY | Searose/April 2003 | Peterson/Jongert/Scania | |
| | 105 SY | Happy Sailing/Aug 2002 | Castro/Jongert/Scania | |
| | 120 SY | Islandia/Jan 2002 | Castro/Jongert | CAT |
| | 147 SY | Jongert 45C/2002 | Hoek/Jongert | MTU |
| | 177 SY | Erica XII/May 2004 | Hood/Winch | MTU |
| • Kuipers Shipyard | 84 MY | Doggersbank/2002 | Vripack | Canada |
| | 93 MY | Doggersbank/2003 | Vripack | US |
| Moonen | 84 MY | Mimi/Nov 2001 | Stolk Marimecs/van der Velden UK/CAT | |
| | 84 MY | TBA/June 2002 | Stolk Marimecs/van der Velden | |
| | | | Scotland/CAT | |
| Mulder Shipyard | 80 MY | TBA/June 2003 | Ginton & Weber/de Groot/Mulder | |
| | | | Netherlands/Volvo | |
| | 88 MY | Seabreeze II/Fall 2001 | Ginton & Weber/de Groot/van der Kamp | UK/CAT |
| Oceanco | 193 MY | TBA/2002 | Oceanco/Disdale | CAT |
| | 200 MY | TBA/2002 | Oceanco/Zuretti | CAT |
| | 262 MY | TBA/2001 | Oceanco/Costasani/A Group | MTU |
| Royal Huisman | 131 SY | Cecille-Marie/Nov 2002 | King/Young | MTU |
| | 156 SY | Borkumffl N/Apr 2002 | Dijkstra/Alden/Munford | MTU |
| | 260 SY | Athena/Sept 2004 | Beeldsnijder/Dijkstra | US/CAT |
| Vitters | 141 SY | African Queen/2002 | Dubois/Redman&Whiteley | MTU |
| | 141 SY | Whirlaway/2002 | Dubois/Redman&Whiteley | |

NEW ZEALAND

| | | | | |
|--------------------|--------|----------------------|-----------------------------------|--------------------|
| Alloy | 102 SY | Chimera/Mar 2002 | Hood/Owner/Alloy | Europe/Lugger |
| | 126 MY | S.O.N./Feb 2003 | Dubois/Dubois/Starky | CAT |
| | 134 SY | Harlequin/Oct 2002 | Dubois/Redman&Whiteley | CAT |
| | 174 SY | Salperton/Nov 2001 | Dubois/Owner/Alloy | Europe/CAT |
| Austral | 81 MY | Lanakai/May 2002 | Peters/TWB Design New Zealand/CAT | |
| • Fitzroy | 83 SY | 83 Cruiser/Sept 2003 | Judel-Vrolijk/Young | Europe |
| McMullen & Wing | 112 SY | Ipanema/Jan 2003 | Frers/McMullen&Wing | Brazil/Lugger |
| | 130 MY | Mea Culpa/Dec 2002 | Sarin/Marnell | US/MTU |
| New Zealand Yachts | 82 MY | NZYC02/Dec 2002 | NZY/Freivokh | Cayman Islands |
| | 108 MY | NZYC01/Dec 2002 | White/Freivokh | Cayman Islands/CAT |
| | 108 MY | NZYC02/June 2003 | White/Freivokh | Cayman Islands/CAT |
| NZ Yachting | 85 SY | TBA/June 2002 | Langan | CAT |
| Developments | 94 SY | TBA/Dec 2002 | Frers | CAT |
| • Salthouse | 92 SY | Lagos/Jan 2003 | VPLP/Bonadei | Europe/Lugger |
| Sensation | 110 MY | SY27/2003 | Barbeito/Sensation | US/Deutz |
| | 145 MY | SY26/Oct 2003 | Curran/Marshall | Bahamas/CAT |
| | 163 MY | SY24/Mar 2003 | Sensation/Zuretti | US/CAT |
| | 168 MY | SY18/May 2002 | Overing/Zuretti | US/CAT |
| • Sovereign Yachts | 118 MY | TBA/Dec 2002 | Setzer/TBA/Sovereign | |
| | 135 MY | TBA/Sept 2002 | Setzer/Sovereign | MTU |
| | 140 MY | TBA/May 2003 | Setzer/Sovereign | |
| Venturo | 80 MY | #002/2003 | Loomes/Form | US/MTU |

SINGAPORE

| | | | | |
|----------|--------|----------|-----------------|--|
| • Keppel | 394 MY | TBA/2003 | McFarlane/Winch | |
|----------|--------|----------|-----------------|--|

SPAIN

| | | | | |
|--------------|--------|--------------------|--------------------|------------|
| • A. Illeros | 145 MY | No Lo Se/Fall 2001 | Buytendijk | Europe/CAT |
| de Mallorca | 173 MY | Passion/Mar 2003 | Beekman/Buytendijk | US/CAT |

TAIWAN

| | | | | |
|-----------|-------|----------|--|-----|
| • Horizon | 80 MY | TBA/2002 | | MTU |
| | 82 MY | TBA/2001 | | MAN |
| | 82 MY | TBA/2002 | | MAN |
| | 82 MY | TBA/2002 | | MAN |
| | 82 MY | TBA/2002 | | MAN |
| | 88 MY | TBA/2002 | | MTU |
| | 88 MY | TBA/2002 | | MTU |
| | 88 MY | TBA/2002 | | MTU |
| | 88 MY | TBA/2002 | | MTU |
| | 88 MY | TBA/2002 | | MTU |
| | 90 MY | TBA/2002 | | CAT |
| | 92 MY | TBA/2002 | | MTU |

• New Addition to Global Order Book Builders

| Builder | Type | Name/Launch | Design Team | Engines |
|---------------------|--------|----------------|-------------|---------|
| Horizon (Continued) | 92 MY | TBA/2002 | | MTU |
| | 105 MY | TBA/2001 | | MTU |
| | 105 MY | TBA/2001 | | MTU |
| | 110 MY | TBA/2003 | | MTU |
| | 116 MY | TBA/2001 | | MTU |
| • Ocean Alexander | 86 MY | 2002 | Monk | |
| • Transart | 82 MY | Hargrave /2001 | Hargrave | |
| | 82 MY | Hargrave /2001 | Hargrave | |
| | 82 MY | Hargrave /2002 | Hargrave | |
| | 94 MY | Hargrave /2002 | Hargrave | |
| | 95 MY | Hargrave /2002 | Hargrave | |
| | 97 MY | Hargrave /2002 | Hargrave | |

TURKISH

| | | | | |
|----------|-------|------------------|-----------------------------|-----------------|
| • WMagic | 80 SY | WY 80 /Sept 2002 | Fari/Wahy/Lazzari/Pickering | Morocco/Cummins |
|----------|-------|------------------|-----------------------------|-----------------|

TURKEY

| | | | | |
|---------------------|--------|-------------------------|-------------------------|---------------|
| Leight-Notika | 100 MY | #134/May 2002 | Dixon/Marshall/Rosa | France/MTU |
| | 108 MY | #135/May 2002 | Dixon/Marshall | US/MTU |
| | 108 MY | #151/Nov 2002 | Dixon/Marshall/Silkline | France/MTU |
| | 115 MY | #144/Nov 2002 | Dixon/Marshall | France/MTU |
| Proteksan-Turquoise | 127 MY | TBA/Nov 2002 | Cutolo/Calfari | England/MTU |
| | 139 MY | TBA/Oct 2002 | Cutolo/Calfari | England/MTU |
| | 174 MY | Turquoise/May 2002 | Dubois/Starky | England/CAT |
| R.D. Derell | 108 MY | M4/May 2002 | RBD/Seaton/Seldorf | Italy/CAT |
| | 127 SY | MuMu/May 2002 | Brand/RBD/ACT | UK/CAT |
| | 130 MY | Marmara 40/Aug 2003 | Fryco/RBD | US/CAT |
| | 131 MY | Amev/May 2003 | Fryco/RBD/ACT | Canada/Lugger |
| • RMK | 118 MY | Dauntless 118/Fall 2001 | Fryco/TMK | CAT |

UAE

| | | | | |
|---------------|--------|--------------|--------------------------|--------|
| Golden Yachts | 118 MY | Argusea/2002 | Mulder/Marshall | US/MTU |
| TBD | 525 MY | Platinum | Lurssen/Blohm&Voss/Winch | UAE |

UNITED KINGDOM

| | | | | |
|---------------------|--------|--------------------------------|-----------------------------|------------|
| Camper & Nicholsons | 121 SY | TBA/Mar 2002 | DuBois | CAT |
| • Oyster Yachts | 82 SY | Oyster 82/May 2003 | Oyster | |
| | 82 SY | Oyster 82/2004 | Oyster | |
| | 82 SY | Oyster 82/2004 | Oyster | |
| Pendennis | 156 SY | MITseaAH/Sept 2003 | Pedrick/Lelbowitz&Pritchard | US/Paxman |
| • Princess | 84 MY | Princess 84/2002 | | |
| Princess (Viking) | 84 MY | Viking Sport Cruiser/Sept 2002 | Viking/TDI | US/MTU |
| Sunseeker | 87 MY | Manhattan 84/Fall 2001 | Shead/Sunseeker/Freivokh | Europe/MAH |
| | 92 MY | 94 Yacht/2001 | Shead/Sunseeker/Freivokh | US/CAT |
| | 92 MY | Predator 95/2002 | Shead/Sunseeker/Freivokh | Europe/MTU |
| | 92 MY | 94 Yacht/2001 | Shead/Sunseeker/Freivokh | Europe/CAT |
| | 92 MY | Predator 95/2002 | Shead/Sunseeker/Freivokh | Europe/MTU |
| | 92 MY | 94 Yacht/2001 | Shead/Sunseeker/Freivokh | US/CAT |
| | 92 MY | Predator 95/2002 | Shead/Sunseeker/Freivokh | Europe/MTU |

Continued on page 98

Top 10 Custom Builders

| Yard | Number of Projects | Total Feet | Average Length |
|--------------------|--------------------|------------|----------------|
| 1. Benetti | 20 | 2,773 | 139' |
| 2. Lürssen | 8 | 2,429 | 304' |
| 3. Feadship | 13 | 2,353 | 181' |
| 4. Amels | 10 | 1,890 | 189' |
| 5. Royal Denship | 11 | 1,470 | 134' |
| 6. Heesen | 10 | 1,285 | 129' |
| 7. Trinity | 8 | 1,218 | 152' |
| 8. Perini Navi | 6 | 1,154 | 192' |
| 9. Burger | 8 | 907 | 113' |
| 10. Palmer Johnson | 6 | 765 | 128' |

| Builder | Type | Name/Launch | Design Team | Engines |
|---------|------|-------------|-------------|---------|
|---------|------|-------------|-------------|---------|

| UNITED KINGDOM (CONTINUED) | | | | |
|----------------------------|-----|---------------------|-------------------------|------------|
| Sunseeker <i>Continued</i> | 92 | MY Predator 95/2002 | Shead/Sunseeker/Frehokh | US/MTU |
| | 101 | MY 105 Yacht/2001 | Shead/Sunseeker/Frehokh | Europe/MTU |
| | 101 | MY 105 Yacht/2002 | Shead/Sunseeker/Frehokh | US/CAT |
| *Vosper Thornycroft | 245 | SY Mirabella V/2003 | Holland | US |

UNITED STATES

| | | | | |
|-------------------------|-----|-------------------------------|------------------------------|---------------|
| Broward | 106 | MY #553/June 2002 | Broward | CAT |
| | 106 | MY #268 | Broward | CAT |
| | 111 | MY #552-Miss Broward/Mar 2002 | Broward | 3412 |
| | 120 | MY Signa/Fall 2001 | Broward/Benson Designs | US/CAT |
| | 155 | MY #535/2003 | Broward | |
| Burger | 88 | MY Silver Seas/July 2003 | O'Keefe/Burger/Owners | US/MTU |
| | 90 | MY TBA/June 2002 | O'Keefe/Burger | US/MTU |
| | 107 | MY Anne-Marie/Sept 2002 | O'Keefe/Burger/Benson | US/MTU |
| | 108 | MY Sarah Beth/Fall 2001 | O'Keefe/Burger/Owners | US/MTU |
| | 122 | MY Lady Grace Marie/Apr 2002 | O'Keefe/Burger | |
| | | | Robinson | US/MTU |
| | 125 | MY ICATU/Sept 2003 | O'Keefe/Burger | |
| | | | Owners/Richey | UK/CAT |
| | 127 | MY Sis W/June 2003 | O'Keefe/Burger | |
| | | | Owners/Richey | US/CAT |
| | 140 | MY TBA/Sept 2004 | O'Keefe/Owners/Burger | US |
| Christensen | 145 | MY Primadonna/2002 | Christensen/Smith | US/MTU |
| | 150 | MY #024/2002 | Christensen | MTU |
| | 155 | MY #026/2003 | Christensen | MTU |
| Delta | 124 | MY Intrinsic/Sept 2002 | Delta/Intrinsic/Ardeo | US/CAT |
| | 126 | MY Exploration/Mar 2002 | Delta/Espinosa | Singapore/CAT |
| | 126 | MY 126002/2003 | Delta/Kirschstein | CAT |
| | 147 | MY Gran Finale/Fall 2001 | Delta/Espinosa | US/CAT |
| Derecktor | 150 | SY K IV Project/July 2003 | Frers/Munford | US/CAT |
| Destiny Yachts | 90 | MY TBA/May 2002 | Arrabito/Marshall/Weiner | US/MTU |
| | 90 | MY TBA/July 2002 | Arrabito/Marshall/Weiner | DR/MTU |
| | 90 | MY TBA/Oct 2002 | Arrabito/Marshall/Weiner | US/MTU |
| | 98 | MY TBA/Oct 2002 | Arrabito/Marshall/Weiner | US/MTU |
| | 102 | MY Stupendous/Fall 2001 | Arrabito/Marshall/Weiner | US/MTU |
| | 105 | MY TBA/Feb 2002 | Arrabito/Marshall/Weiner | DR/MTU |
| | 105 | MY TBA/Mar 2002 | Arrabito/Marshall/Weiner | US/MTU |
| | 105 | MY Jolie Four/Sept 2002 | Arrabito/Marshall/Weiner | US/MTU |
| | 105 | MY TBA/Mar 2003 | Arrabito/Marshall/Weiner | US |
| | 135 | MY TBA/March 2003 | Arrabito/Marshall/Weiner | US/MTU |
| Hatteras | 86 | MY TBA/Fall 2001 | Hargrave/Hatteras | US/MTU |
| | 86 | MY TBA/Feb 2003 | Hargrave/Hatteras | US/MTU |
| | 92 | MY Sou/Fall 2001 | Hargrave/Hatteras | US/MTU |
| | 100 | MY TBA/Jan 2002 | Hargrave/Hatteras | US/MTU |
| | 100 | MY Fine Print/Apr 2002 | Hargrave/Hatteras | US |
| | 100 | MY TBA/Aug 2002 | Hargrave/Hatteras | US/MTU |
| | 100 | MY TBA/Nov 2002 | Hargrave/Hatteras | US/MTU |
| * Hargrave (See Taiwan) | | | | |
| Hodgdon | 154 | SY Scheherazade/June 2003 | King/Winch | US/MTU |
| * Horizon (See Taiwan) | | | | |
| Intermarine | 120 | MYTBA/Jan 2002 | Intermarine/de Basto/Hansen/ | |
| Savannah | | | Cross-Buchanan | MTU |
| | 123 | MY TBA/Apr 2002 | Intermarine/de Basto/Hansen/ | |
| | | | Cross-Buchanan | MTU |
| | 123 | MY TBA/July 2002 | Intermarine/de Basto/Hansen/ | |
| | | | Cross-Buchanan | MTU |
| | 123 | MY TBA/Nov 2002 | Intermarine/de Basto/Hansen/ | |
| | | | Cross-Buchanan | MTU |
| | 145 | MY TBA/Fall 2001 | Intermarine/de Basto/Hansen/ | |
| | | | Cross-Buchanan | CAT |
| Lazzara | 80 | MY #51/Fall 2001 | Lazzara/De Lashmutt | MTU |
| | 80 | MY #52/Nov 2001 | Lazzara/De Lashmutt | US/MTU |
| | 80 | MY #53/Jan 2002 | Lazzara/De Lashmutt | US/MTU |
| | 80 | MY #54/Mar 2002 | Lazzara/De Lashmutt | US/MTU |
| | 80 | MY #55/May 2002 | Lazzara/De Lashmutt | MTU |
| | 80 | MY #56/June 2002 | Lazzara/De Lashmutt | US/MTU |
| | 80 | MY #57/Aug 2002 | Lazzara/De Lashmutt | US/MTU |
| | 80 | MY #58/Sept 2002 | Lazzara/De Lashmutt | MTU |
| | 106 | MY #10601/2002 | Lazzara/De Lashmutt | US/MTU |

* = New Addition to Global Order Book Builders

| Builder | Type | Name/Launch | Design Team | Engines |
|---------|------|-------------|-------------|---------|
|---------|------|-------------|-------------|---------|

| UNITED STATES (CONTINUED) | | | | |
|---------------------------|-----|-----------------------------------|------------------------------|-----------------|
| Lazzara <i>Continued</i> | 106 | MY #10602/2002 | Lazzara/De Lashmutt | US/MTU |
| * Metacraft | 100 | MY Celtic Song/2002 | Metacraft | CAT |
| Newcastle | 125 | MY Newcastle Expedition/June 2002 | Dejong/Lebeu/de Basto | US/CAT |
| Nordlund | 92 | MY #8602/May 2003 | Monk/Nordlund | US/MTU |
| | 111 | MY #10401/2002 | Monk/Pokela | US/MTU |
| | 117 | MY #10601/Jan 2002 | Monk/Burton | US/MTU |
| North Coast Yachts | 84 | MY Sailbad the Siner/April 2002 | Frederickson | US/MTU |
| | 92 | MY Tahahoa/Jan 2002 | Frederickson/Owner | US/MTU |
| | 128 | MY Lady Val/Dec 2001 | Frederickson/Rose | US |
| North Star | 92 | MY Candakora/Fall 2001 | Sarin | US/CAT |
| | 100 | MY Besame/May 2002 | Sarin | US/CAT |
| | 100 | MY TBA/Nov 2002 | Sarin | US/CAT |
| | 105 | MY Princessa/Mar 2002 | Sarin | US/CAT |
| Northern Marine | 80 | MY TBA/Aug 2002 | Northern/Ardeo | US/CAT |
| | 127 | MY Magic/2002 | Setzer/Ardeo | US/MTU |
| | 146 | MY #14601/Sept 2003 | Setzer/Northern | US/CAT |
| Palmer Johnson | 107 | MY Arrowhead/May 2002 | Fexas/PJ | US/CAT |
| | 115 | MY #227/Nov 2003 | Hunt/Huvolari & Lenard | MTU |
| | 125 | MY #236/Nov 2002 | Murray | US/MTU |
| | 131 | MY #234/May 2003 | Vripack/PJ | CAT |
| | 131 | MY #235/Nov 2002 | Murray | US/CAT |
| | 156 | MY Anson Bell/May 2002 | Vripack/S&S/PJ/Disdale | US/CAT |
| Rivolta | 90 | SY Rivolta 90/2002 | Sodergren/Rivolta | Yanmar |
| Roscioli | 80 | MY #3/June 2002 | Hyer/Rookstool/Roscioli | US/MTU |
| | 80 | MY/Mango Mar/Fall 2001 | Hyer/Rookstool/Bales | US/MTU |
| | 80 | MY Patricia/Jan 2002 | Hyer/Rookstool/Roscioli | US/MTU |
| * SeaStar (See Australia) | | | | |
| Trinity | 124 | MY Anjilis/June 2002 | Trinity/Robinson | US/MTU |
| | 141 | MY Victory Lane/Fall 2001 | Trinity/Robinson | US/MTU |
| | 142 | MY Chevy Toy/Sept 2003 | Trinity/Robinson | US/MTU |
| | 142 | MY Burna/Oct 2003 | Trinity/Robinson | US/CAT |
| | 150 | MY Imagine/May 2001 | Trinity/Borville | Canada/CAT |
| | 150 | MY Mia Elise/June 2003 | Trinity/Borville | US/CAT |
| | 177 | MY Seahawk/Fall 2001 | Trinity/Borville | US/MTU |
| | 192 | MY Ulyses/Dec 2001 | Trinity/Smith/Owner | New Zealand/CAT |
| Vic Franck's | 81 | MY Bella Rosa/May 2002 | Seaton/Henderson | US/Cummins |
| * Viking (See UK, Italy) | | | | |
| Westport | 98 | MY TBA/Oct 2002 | Olson/Westport/Marshall/PCI | MTU |
| | 112 | MY TBA/Nov 2001 | Olson/Westport/Marshall/PCI | MTU |
| | 112 | MY TBA/Dec 2001 | Olson/Westport/Marshall/PCI | MTU |
| | 112 | MY TBA/July 2002 | Olson/Westport/Marshall/PCI | MTU |
| | 112 | MY TBA/Dec 2002 | Olson/Westport/Marshall/PCI | MTU |
| | 130 | MY TBA/Feb 2002 | Garden/Marshall/Westport/PCI | MTU |
| | 130 | MY TBA/June 2002 | Garden/Marshall/Westport/PCI | MTU |
| | 130 | MY TBA/Nov 2002 | Garden/Marshall/Westport/PCI | MTU |
| Westship | 103 | MY TBA/Nov 2001 | Peters/Westship | MTU |
| | 103 | MY TBA/Nov 2002 | Peters/Westship | MTU |
| | 143 | MY TBA/Nov 2002 | Cutolo/Younger/Westship | MTU |

Top 10 Builders by Average Length*

| Yard | Number of Projects | Average Length |
|------------------------|--------------------|----------------|
| 1. Lürssen | 8 | 304' |
| 2. Oceanco | 3 | 218' |
| 3. Oceanfast | 3 | 196' |
| 4. Perini Navi | 6 | 192' |
| 5. Amels | 10 | 189' |
| 6. Brisbane Shipyards | 3 | 187' |
| 7. Royal Huisman | 3 | 182' |
| 8. Feadship | 13 | 181' |
| 9. Abeking & Rasmussen | 4 | 175' |
| 10. Yantai Raffles | 4 | 172' |

* Note: Yards with a minimum of three boats on order.

November 9, 2002

Members of the Legislative Budget
and Audit Committee:

In accordance with the provisions of Title 24 of the Alaska Statutes, the attached report is submitted for your review.

DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT
DIVISION OF OCCUPATIONAL LICENSING
BOARD OF MARINE PILOTS
SUNSET REVIEW

November 1, 2002

Audit Control Number

08-20015-02

This audit was conducted as required by AS 44.66.050 and under the authority of AS 24.20.271(1). Alaska Statute 44.66.050(a) lists criteria to be used to assess the demonstrated public need for a given board, commission, agency, or program subject to the sunset review process. Currently, AS 08.03.010 (c)(10) states that the board will terminate on June 30, 2003, and will have one year from that date to conclude its administrative operations. .

In our opinion, the termination date for the Board of Marine Pilots should be extended. The regulation and licensing of qualified marine pilots benefits the public's safety and welfare. We recommend the legislature extend the termination date of the Board of Marine Pilots to June 30, 2007.

The audit was conducted in accordance with generally accepted government auditing standards. Fieldwork procedures utilized in the course of developing the findings and discussion presented in this report are discussed in the Objectives, Scope, and Methodology section of this report.

Pat Davidson, CPA
Legislative Auditor

Recommendation No. 3

The legislature should consider amending current statutes in order to extend mandatory drug and alcohol testing to pilot organization trainees and apprentices.

Currently, trainees and apprentices do not participate in the random drug testing programs. This can be attributed to the language of the statute related to alcohol and drug testing programs administered by the Board of Marine Pilots. Alaska Statute 08.62.040(b)(2) states:

The board, may, by regulation make any other provision for proper and safe pilotage upon the inland and coastal water of and adjacent to the state and for the efficient administration of this chapter, including establishing a mandatory drug and alcohol testing program, including random tests, post-incident tests, and tests based upon reasonable cause, for pilots licensed [by the Board of Marine Pilots]. [Emphasis added]

Since the statute relates only to licensed pilots, individuals who are involved with associations as either trainees or apprentices are not subject random testing. Pilot associations report that most trainees and apprentices work for other employers involved in maritime activities. As such, they are likely to be subject to employer testing under federal regulations.

In our view, it would be better for apprentices and trainees to participate in random testing in conjunction with their training with the local association. This would ensure that all individuals who board and train on vessels in conjunction with the State's marine pilotage requirements are subject to random testing. It would also ensure that test results have been appropriately filed and reported. Accordingly, we recommend the legislature consider amending the current statute to extend the board's authority for alcohol and drug testing to include individuals who are in the process of becoming licensed pilots under the supervision of the local association.

Recommendation No. 4

The Board of Marine Pilots should seek statutory authority to allow the board the discretion to grant waivers of pilotage requirements to large pleasure crafts.

Under AS 08.62.180(7), foreign-registered pleasure craft of "less than 300 gross tons as measured [as specified in federal regulations]" are exempted from obtaining a licensed marine pilot. Therefore, pleasure crafts of 300 gross tons do require a marine pilot. As we have discussed in prior BMP sunset audits, effective enforcement of this particular statutory provision has historically been inconsistent, if not impossible. Reportedly, the number of private foreign-registered yachts that exceed the 300 gross ton limit is steadily increasing. Currently, these large vessels are generally either plying Alaska waters without the required pilot on board, or are being discouraged from coming to the state altogether because of the

prohibitive pilotage costs,⁴ and the impracticality of maintaining a pilot on board over an extended period of time.

A Juneau contractor who specializes in provisioning pleasure yachts, has contacted the MPC and BMP chair to suggest the board consider granting waivers on a case-by-case basis. The contractor cites Washington state law that permits the State's pilotage board to grant exemptions to yachts that do not exceed 500 gross tons and 200 feet in length. The waiver statute applies only to waters of the Puget Sound pilotage district, which suggests that BMP or the legislature could limit waivers to specified waterways.

It appears most pilots want the statute better enforced. As discussed in the survey results section of this report, over two-thirds of the pilots responding to our survey opposed exempting foreign-registered yachts from pilotage requirements.

With enforcement problematic, discretionary waivers provide a way to track impact

In practice, the statute is difficult to enforce. Scofflaws face little risk of sanction, while conscientious cruisers may be discouraged from traveling through state waters by the cost of compliance. If enforcement of the statute is unrealistic or given a low priority, the law should be modified to be more workable.

If the board was granted more discretion in statute to provide waivers to large yachts (similar to the situation involving vessels in Puget Sound), there would be documented evidence of the nature and extent of the potential impact.

By being able to consider and issue waivers on a case-by-case basis, the board could develop a sense of the impact of high-end pleasure cruising in the state. BMP could tabulate the average size involved with these larger yachts, and if there were perceived abuses, could begin limiting or eliminating waivers altogether on a discretionary basis. Such action would seem to be preferable to current situation whereby the individuals involved are either flaunting the statute with no effective consequence, or are avoiding Alaska waters due to the cost prohibitive nature of the fees involved.

Accordingly, we suggest the BMP seek authority from the legislature to amend this section of the pilotage statutes to allow it the discretion to grant waivers for foreign-registered pleasure craft that exceed an established size.

⁴ An individual who had been dissuaded from cruising through the waterways of Southeast Alaska stated in a June 14, 2002, letter to Governor Knowles, that he had been quoted a cost of "\$1,400 to \$2,200 per day depending on [the yacht's schedule]." The letter went on to estimate that this rate would result in a total cost of "approximately \$72,000 for [the] summer cruise."

HB

252

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: _____
Bill Version: HB 252
() Publish Date: _____

Revision Date/Time (Note if correction):
Title Occ Licensing: Terms of Bd & Cont. Educ.
Sponsor Representative McGuire
Requester House Labor and Commerce

Dept. Affected: DCED
BRU Occupational Licensing (117)
Component Occupational Licensing
Component No. 2360

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

| OPERATING EXPENDITURES | FY 2004 | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 |
|------------------------|------------|------------|------------|------------|------------|------------|
| Personal Services | | | | | | |
| Travel | | | | | | |
| Contractual | | | | | | |
| Supplies | | | | | | |
| Equipment | | | | | | |
| Land & Structures | | | | | | |
| Grants & Claims | | | | | | |
| Miscellaneous | | | | | | |
| TOTAL OPERATING | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

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|-----------------------------|--|--|--|--|--|--|
| CAPITAL EXPENDITURES | | | | | | |
|-----------------------------|--|--|--|--|--|--|

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|-------------------------------|------------|------------|------------|------------|------------|------------|
| CHANGE IN REVENUES () | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|-------------------------------|------------|------------|------------|------------|------------|------------|

FUND SOURCE (Thousands of Dollars)

| | | | | | | |
|---|------------|------------|------------|------------|------------|------------|
| 1002 Federal Receipts | | | | | | |
| 1003 GF Match | | | | | | |
| 1004 GF | | | | | | |
| 1005 GF/Program Receipts | | | | | | |
| 1037 GF/Mental Health | | | | | | |
| Other 1156 - Receipt Supported Services | | | | | | |
| TOTAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Estimate of any current year (FY2003) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

POSITIONS

| | | | | | | |
|-----------|--|--|--|--|--|--|
| Full-time | | | | | | |
| Part-time | | | | | | |
| Temporary | | | | | | |

ANALYSIS: (Attach a separate page if necessary)

HB 252 specifies that a person who serves for two years or more of a term on a board is considered to have served a full term. The bill also authorizes the State Board of Registration for Architects, Engineers, and Land Surveyors to establish continuing education requirements by regulation before a license is renewed. New funds are not required to implement this bill.

Prepared by: Jennifer Strickler, Administrative Manager Phone 907-465-2144
Division Occupational Licensing Date/Time 5/1/03 3:00 PM
Approved by: Edgar Blatchford, Commissioner Date 5/1/2003
Agency Department of Community & Economic Development

HOUSE COMMITTEE REPORT

(7)

Date Referred to Committee: April 8, 2003

FURTHER REFERRALS: State Affairs

Date of Committee Action: May 2, 2003

The LABOR AND COMMERCE Committee considered:

HB 252

HOUSE BILL NO. 252

OCC LICENSING: TERMS OF BD & CONT. EDUC

"An Act relating to the terms of members of boards and commissions that regulate businesses and professions and to the duties of the members of the State Board of Registration for Architects, Engineers and Land Surveyors."

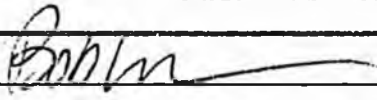
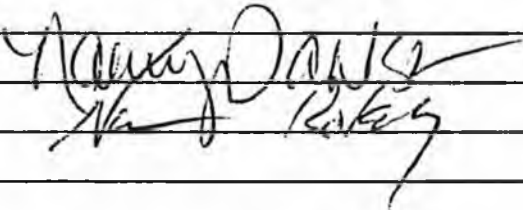
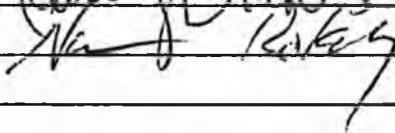

Recommends it be replaced with HCS or CS for HB 252 (LFC)
 For Senate Bills with new title: Technical Title New Title: HCR _____ Same Title New Title

- attach amendments
- add new referral to _____ Committee
- Letter of Intent _____ Committee

List of Abbrev for Depts.:
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 CED
 COR
 CRT
 EED
 DEC
 DFG
 GOV
 HSS
 LEG
 LAW
 LWF
 MVA
 DNR
 DPS
 REV
 DOT
 UA

| <u>NEW FISCAL NOTES</u> | | | | |
|-----------------------------------|------|--------|--------|------|
| *Assigned by Chief Clerk's Office | | | | |
| List by Dept(s): | *FN# | Fiscal | Indet. | Zero |
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| <u>PREVIOUS FISCAL NOTES</u> | | | | |
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| <u>Signing with recommendations</u> | Printed Last Name | DP | DNP | NR | AM |
|--|-------------------|----|-----|----|----|
|  | LYNN | X | | | |
|  | DAHLSTROM | X | | | |
|  | ROKEBERG | X | | | |
| Chair:  | ANDERSON | X | | | |
| Chair: | | | | | |

Alaska State Legislature

Session:
State Capitol
Juneau, AK 99801
Phone: (907) 465-2995
Fax: (907) 465-6592



Interim:
716 W 4th Avenue, Suite 300
Anchorage, AK 99501-2133
Phone: (907) 269-0250
Fax: (907) 269-0249

Representative Lesil McGuire

Chair, Judiciary Committee

Sponsor Statement

HB 252

"An Act relating to the terms of members of boards and commissions that regulate businesses and professions and to the duties of the members of the State Board of Registration for Architects, Engineers and Land Surveyors."

I have introduced HB 252 by request of the State Board of Registration for Architects, Engineers and Land Surveyors (AELS Board), the regulatory board responsible for adopting regulations to ensure minimum competency of design professionals and to ensure the public health, safety and welfare is met. The AELS Board is also responsible for overseeing the scope of work practices of those professionals. Board members can serve a minimum of two full terms, and the bill would allow board members to serve a minimum of 6 years full years; and would enhance public health, safety, and welfare by allowing the AELS Board to require a mandatory continuing education program for continued professional competency. HB 252 would accomplish two things:

First, HB 252 modifies the existing term limit statute so that serving a partial term of less than two years would not represent a full term on the State Board of Registration for Architects, Engineers, and Land Surveyors defined under AS 08.48.021 but serving a partial term of two or more years would count as a full 4-year term. The AELS Board has, in the past, experienced problems with this statutory provision when a vacancy occurs but is not filled for some time. When an individual fills a partial term, it counts as a full term, no matter how short the partial term may be. This change would allow a Board member filling a partial term of less than two years, to serve the partial term, plus a full 8 years (two 4-year terms).

Second, the AELS Board requires statutory authority in order to adopt regulations concerning continuing education. The first recommendation cited in the Legislative Audit #08-20001-00 dated October 20, 2000 specified this ability be legislated to the AELS Board in order to help implement and maintain high standards in the professions they oversee. HB 52 would provide the AELS Board statutory authority under AS 08.48.101(a) to develop mandatory continuing education programs for the professions it serves. It is important to the Board that the statute not specifically mandate the Board to require a mandatory continuing education as a condition of licensure renewal, because in some instances professionals are already complying with continuing education requirements required by their professional societies. The AELS Board would work with the professional societies before developing any programs.

I would appreciate your support on HB 252.

23-LS0945VD
Lauterbach
4/15/03

CS FOR HOUSE BILL NO. 252()

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-THIRD LEGISLATURE - FIRST SESSION

BY

**Offered:
Referred:**

Sponsor(s): REPRESENTATIVE MCGUIRE

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to the terms and duties of the members of the State Board of**
2 **Registration for Architects, Engineers and Land Surveyors."**

3 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

4 *** Section 1.** AS 08.48.021 is amended by adding a new subsection to read:

5 (c) For purposes of determining appointments and terms under AS 08.01.035,
6 notwithstanding the reference in that section relating to eligibility for reappointment
7 after serving a full or partial term,

8 (1) a member who has served all of two successive terms on the board
9 may not be reappointed to the board unless four years have elapsed since the person
10 has last served on the board; and

11 (2) for purposes of (1) of this subsection, a person who serves for two
12 years or more of a four-year term is considered to have served a full term.

13 *** Sec. 2.** AS 08.48.101(a) is amended to read:

14 (a) The board may adopt regulations to carry out the purpose of this chapter,

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including regulations

- (1) describing the contents of an examination;
- (2) establishing the conduct of an examination;
- (3) establishing a minimum score for passing an examination;
- (4) establishing bylaws governing its meetings and activities;
- (5) publishing a code of ethics or professional conduct for those

persons regulated by this chapter, including corporations, limited liability companies, and limited liability partnerships under AS 08.48.241;

(6) establishing continuing education requirements for persons regulated by this chapter that must be completed before a certificate may be renewed.

HB

255

HOUSE COMMITTEE REPORT

(7)

Date Referred to Committee: April 9, 2003

FURTHER REFERRALS: Finance

Date of Committee Action: April 16, 2003

The LABOR AND COMMERCE Committee considered:

HB 255

HOUSE BILL NO. 255

WAGES: TRAINING/FLEX-TIME/DEFINITIONS

"An Act amending the Alaska Wage and Hour Act as it relates to flexible work hour plans, the provision of training wages, and the definitions of certain terms; and repealing the exemption in the Act from the payment of minimum wages for learners."

Recommends it be replaced with HCS or CS for HB 255 (L3C)
 For Senate Bills with new title: Technical Title New Title: HCR _____ Same Title New Title

- attach amendments
- add new referral to _____ Committee
- Letter of Intent _____ Committee

List of Abbrev for Depts.:
 ADM
 CED
 COR
 CRT
 EED
 DEC
 DFG
 GOV
 HSS
 LEG
 LAW
 LWF
 MVA
 DNR
 DPS
 REV
 DOT
 UA

| <u>NEW FISCAL NOTES</u> | | | | |
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| *Assigned by Chief Clerk's Office | | | | |
| List by Dept(s): | *FN# | Fiscal | Indet. | Zero |
| LWF | | | | ✓ |
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| <u>PREVIOUS FISCAL NOTES</u> | | | | |
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| <u>Signing with recommendations</u> | Printed Last Name | DP | DNP | NR | AM |
|---------------------------------------|-------------------|----|-----|----|----|
| <i>[Handwritten Signature]</i> | LYN N | X | | | |
| <i>[Handwritten Signature]</i> | CRAWFORD | | | | X |
| <i>[Handwritten Signature]</i> | WITTENBERGER | | | | |
| <i>[Handwritten Signature]</i> | DUNSTON | X | | | |
| <i>[Handwritten Signature]</i> | ROKESBEH | ✓ | | | |
| | | | | | |
| | | | | | |
| Chair: <i>[Handwritten Signature]</i> | ANDERSON | X | | | |
| Chair: <i>[Handwritten Signature]</i> | | | | | |

Amendment to HB 255

Page 2, Line 4:

Delete: "solely"

Page 3, Line 16 and 17:

Keep in statute:

"and the written agreement has been filed with the
department"

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HB 255
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Department: Labor and Workforce Development
 Title: Wages: Training/Flex-Time/Definitions BRU: Labor Standards & Safety
 Component: Wage and Hour
 Sponsor: Representative Rokeberg
 Requester: House L&C Component Number: 345

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

| OPERATING EXPENDITURES | FY 2004 | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 |
|------------------------|------------|------------|------------|------------|------------|------------|
| Personal Services | | | | | | |
| Travel | | | | | | |
| Contractual | | | | | | |
| Supplies | | | | | | |
| Equipment | | | | | | |
| Land & Structures | | | | | | |
| Grants & Claims | | | | | | |
| Miscellaneous | | | | | | |
| TOTAL OPERATING | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

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| CAPITAL EXPENDITURES | | | | | | |
|-----------------------------|--|--|--|--|--|--|

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|-------------------------------|--|--|--|--|--|--|
| CHANGE IN REVENUES () | | | | | | |
|-------------------------------|--|--|--|--|--|--|

FUND SOURCE (Thousands of Dollars)

| | | | | | | |
|--------------------------|------------|------------|------------|------------|------------|------------|
| 1002 Federal Receipts | | | | | | |
| 1003 GF Match | | | | | | |
| 1004 GF | | | | | | |
| 1005 GF/Program Receipts | | | | | | |
| 1037 GF/Mental Health | | | | | | |
| Other (Specify Type) | | | | | | |
| TOTAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Estimate of any current year (FY2003) cost: None

Check this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

POSITIONS

| | | | | | | |
|-----------|--|--|--|--|--|--|
| Full-time | | | | | | |
| Part-time | | | | | | |
| Temporary | | | | | | |

ANALYSIS: (Attach a separate page if necessary)

The department does not anticipate significant fiscal impact from this legislation.

Prepared by: Hali Denton, Acting Director Phone: 465-4855
 Division: Labor Standards & Safety Date/Time: 4/14/03 2:06 PM
 Approved by: Greg O'Claray, Commissioner Date: 04/14/03
 Agency: Department of Labor and Workforce Development

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U.S. Department of Labor

Compli
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Proposal to Strengthen Overtime Protection Summary of Proposed Changes

Statisti
& Publi

Minimum Salary Level Increased: Under current rules, an employee earning only \$155 a week can qualify as a "white collar" employee not entitled to overtime pay. The Department's proposal would raise this minimum salary to \$425 a week—an increase of \$270 a week and the largest increase since the Fair Labor Standards Act was passed by Congress in 1938. The proposed changes would guarantee overtime to:

Newsr

- An employee working 50 hours per week managing a restaurant for \$15,600 per year.
- A worker putting in 60 hours a week managing a department store for \$18,000 per year.
- An employee working 42 hours a week supervising a machine shop for \$17,000 per year.

Doing I
With D

About I

Duties Tests Rely on "Primary Duty": The proposed rule retains the current "short test" reliance on an employee's primary duty. The proposal would eliminate the long-inactive "long test" rule restricting exempt employees from devoting more than 20% of time in a workweek performing non-exempt duties.

Other .

Interac

- **Executive Duties:** The proposed executive duties test has three requirements: managing the enterprise; directing the work of two or more employees; and having authority to hire or fire (or such recommendations are given particular weight).
- **Administrative Duties:** The proposal would replace the "discretion and independent judgment" test, which has been the subject of confusion and litigation, with a new test that employees must hold a "position of responsibility."
- **Professional Duties:** The proposal recognizes as exempt "learned professionals" certain employees who gain equivalent knowledge and skills through a combination of job experience, military training, attending a technical school or attending community college.

Employees Treated More Equitably: The Department proposes to allow deductions from the salary of exempt employees for full-day absences taken for disciplinary reasons, such as sexual harassment or workplace violence. Currently, only hourly workers' wages are subject to such deductions. The proposal retains the "salary basis" rule prohibiting deductions from exempt salary for partial-day absences.

Impact of Proposed Changes

1.3 Million Additional Low-Wage Workers Gain Overtime Protections: Increasing the minimum salary level will automatically guarantee overtime to 1.3 million additional low-wage workers.

Overtime Protections Strengthened for Additional 10.7 Million Hourly Workers: Updating the duties tests will make entitlement to overtime more certain for 10.7 million workers.

Enhance Economic Growth: Reducing regulatory red tape and litigation costs will free up resources and stimulate economic growth.

Rules Easier to Apply and Enforce: Bringing the rules into the 21st century and clarifying the outdated regulatory language will help employees understand their rights and ensure they receive their hard-earned pay. Employers will be better able to understand their obligations and comply with the law. The Labor Department will be equipped to more vigorously enforce the law.

#

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April 1, 2003 [DOL Home](#)

U.S. Department of Labor

U.S. Department of Labor Proposal to Strengthen Overtime Protection

Side-By-Side Comparison

The following charts compare the current requirements for exemption from the Fair Labor Standards Act as an executive, administrative, professional, computer or outside sales employee with the regulations proposed by the Department of Labor.

Executive Employees

| | Current Long Test | Current Short Test | Proposed Standard Test |
|---------------|--|--|--|
| Salary | \$155 per week | \$250 per week | \$425 per week |
| Duties | <p>Primary duty of the management of the enterprise or a recognized department or subdivision.</p> <p>Customarily and regularly directs the work of two or more other employees.</p> <p>Has authority to hire or fire other employees (or recommendations as to hiring, firing, promotion or other change of status of other employees are given particular weight).</p> | <p>Primary duty of the management of the enterprise or a recognized department or subdivision.</p> <p>Customarily and regularly directs the work of two or more other employees.</p> | <p>Primary duty of the management of the enterprise or a recognized department or subdivision.</p> <p>Customarily and regularly directs the work of two or more other employees.</p> <p>Has authority to hire or fire other employees (or recommendations as to hiring, firing, promotion or other change of status of other employees are given particular weight).</p> |

Customarily and regularly exercises discretionary powers.

Does not devote more than 20 percent (40 percent in retail or service establishments) of time to activities that are not directly and closely related to exempt work.

Administrative Employees

| | Current Long Test | Current Short Test | Proposed Standard Test |
|---------------|---|---|---|
| Salary | \$155 per week | \$250 per week | \$425 per week |
| Duties | <p>Primary duty of performing office or non-manual work directly related to management policies or general business operations of the employer or the employer's customers.</p> <p>Customarily and regularly exercises discretion and independent judgment.</p> <p>Regularly and directly assists a proprietor, or exempt executive or administrative employee; or performs specialized or technical work requiring special knowledge under only general supervision; or executes special assignments under only general supervision.</p> <p>Does not devote more than 20 percent (40 percent in retail or service establishments) of time to activities that are not directly and closely related to</p> | <p>Primary duty of performing office or non-manual work directly related to management policies or general business operations of the employer or the employer's customers.</p> <p>Customarily and regularly exercises discretion and independent judgment.</p> | <p>Primary duty of performing office or non-manual work directly related to the management or general business operations of the employer or the employer's customers.</p> <p>Holds a "position of responsibility" with the employer, defined as either (1) performing work of substantial importance or (2) performing work requiring a high level of skill or training.</p> |

exempt work.

Learned Professional Employees

| | Current Long Test | Current Short Test | Proposed Standard Test |
|---------------|---|---|--|
| Salary | \$170 per week | \$250 per week | \$425 per week |
| Duties | <p>Primary duty of performing work requiring knowledge of an advanced type in a field of science or learning customarily acquired by a prolonged course of specialized intellectual instruction and study.</p> <p>Consistently exercises discretion and judgment.</p> <p>Performs work that is predominantly intellectual and varied in character and is of such character that the output produced or result accomplished cannot be standardized in relation to a given period of time.</p> <p>Does not devote more than 20 percent of time to activities that are not an essential part of and necessarily incident to exempt work.</p> | <p>Primary duty of performing work requiring knowledge of an advanced type in a field of science or learning customarily acquired by a prolonged course of specialized intellectual instruction and study.</p> <p>Consistently exercises discretion and judgment.</p> | <p>Primary duty of performing office or non-manual work requiring knowledge of an advanced type in a field of science or learning customarily acquired by a prolonged course of specialized intellectual instruction, but which also may be acquired by alternative means such as an equivalent combination of intellectual instruction and work experience.</p> |

Creative Professional Employees

| | Current Long Test | Current Short Test | Proposed Standard Test |
|---------------|---|---|---|
| Salary | \$170 per week | \$250 per week | \$425 per week |
| Duties | <p>Primary duty of performing work that is original and creative in character in a recognized field of artistic endeavor, and the result of which depends primarily on the invention, imagination, or talent of the employee.</p> <p>Consistently exercises discretion and judgment.</p> <p>Performs work that is predominantly intellectual and varied in character and is of such character that the output produced or result accomplished cannot be standardized in relation to a given period of time.</p> <p>Does not devote more than 20 percent of time to activities that are not directly and closely related to exempt work.</p> | Performs work requiring invention, imagination, or talent in a recognized field of artistic endeavor. | Primary duty of performing work requiring invention, imagination, originality or talent in a recognized field of artistic or creative endeavor. |

Computer Employees

| | Current Long Test | Current Short Test | Section 13(a)(17) Test | Proposed Standard Test |
|---------------|--|---|--|--|
| Salary | \$170 per week | \$250 per week | \$27.63 an hour | \$425 per week <i>or</i> \$27.63 an hour |
| Duties | Primary duty of performing work requiring theoretical and practical application of | Primary duty of performing work requiring theoretical and practical | Primary duty of (A) application of systems analysis techniques and procedures, including | Primary duty of (A) application of systems analysis techniques and procedures, including |

| | | | |
|---|---|---|---|
| <p>highly-specialized knowledge in computer systems analysis, programming, and software engineering.</p> <p>Employed as a computer systems analyst, computer programmer, software engineer, or other similarly skilled worker in the computer software field.</p> <p>Consistently exercises discretion and judgment.</p> <p>Performs work that is predominantly intellectual and varied in character and is of such character that the output produced or result accomplished cannot be standardized in relation to a given period of time.</p> <p>Does not devote more than 20 percent of time to activities that are not directly and closely related to exempt work.</p> | <p>application of highly-specialized knowledge in computer systems analysis, programming, and software engineering.</p> <p>Employed as a computer systems analyst, computer programmer, software engineer, or other similarly skilled worker in the computer software field.</p> <p>Consistently exercises discretion and judgment.</p> | <p>consulting with users, to determine hardware, software or system functional applications; <i>or</i> (B) design, development, documentation, analysis, creation, testing, or modification of computer systems or programs, including prototypes, based on and related to user or system design specifications; <i>or</i> (C) design, documentation, testing, creation or modification of computer programs related to machine operating systems; <i>or</i> (D) a combination of duties described in (A), (B) and (C), the performance of which requires the same level of skills.</p> <p>Employed as a computer systems analyst, computer programmer, software engineer, or other similarly skilled worker in the computer field.</p> | <p>consulting with users, to determine hardware, software or system functional applications; <i>or</i> (B) design, development, documentation, analysis, creation, testing, or modification of computer systems or programs, including prototypes, based on and related to user or system design specifications; <i>or</i> (C) design, documentation, testing, creation or modification of computer programs related to machine operating systems; <i>or</i> (D) a combination of duties described in (A), (B) and (C), the performance of which requires the same level of skills.</p> <p>Employed as a computer systems analyst, computer programmer, software engineer, or other similarly skilled worker in the computer field.</p> |
|---|---|---|---|

Outside Sales Employees

| | Current Long Test | Current Short Test | Proposed Standard Test |
|---------------|---|---------------------------|---|
| Salary | None required. | None required. | None required. |
| Duties | <p>Employed for the purpose of and customarily and regularly engaged away from the employer's place of business in making sales; or in obtaining orders or contracts for services or for the use of facilities for which a consideration will be paid by the client or customer.</p> <p>Does not devote more than 20 percent of the hours worked by nonexempt employees of the employer to activities that are not incidental to and in conjunction with the employee's own outside sales or solicitations.</p> | No separate "short" test. | <p>Primary duty of making sales; or of obtaining orders or contracts for services or for the use of facilities for which a consideration will be paid by the client or customer.</p> <p>Customarily and regularly engaged away from the employer's place or places of business.</p> |

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 TTY: 1-877-889-5627
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Subject: Wage & Hour Legislative Support is Needed - LC

Date: Fri, 11 Apr 2003 13:40:57 -0400

From: "David Fickes" <d.ofak@gci.net>

To: "Rep Norman Rokeberg" <Representative_Norman_Rokeberg@legis.state.ak.us>

David Fickes
Rudakof Cr # 102
Anchorage, AK 99508

April 11, 2003

Dear Rep Rokeberg:

I would like to convey our support of the wage and hour legislative issues as outlined below.

- We support the elimination of the CPI provision currently in the minimum wage law which increases the minimum wage annually commensurate with cost of living increases.
- We support the elimination of the 80/20 statute currently in place which requires that exempt employees, performing non exempt work greater than 20% of the time, are paid 2 ½ times the minimum wage.
- We support the modification of Alaska's training wage which currently allows an employer to pay the Federal Minimum wage of \$5.15 per hour to employees under the age of 17 who work less than 30 hours per week. The proposed modification changes this from 30 to 40 hours per week.
- We support the introduction of a tip credit provision which freezes the min wage at it's current hourly rate and allows employers to forgo future minimum wage increases in recognition of an employees' tips.

The Hospitality Industry has been detrimentally impacted by legislation passed in the last several sessions Further eroding bottom line profits and has forced employers to reduce employee benefits and in many cases, lay off workers. Alaska's Hospitality Industry is the second largest private sector employer in the state where 78% of our employees are Alaskans. We request your support of these critical wage and hour statutory changes to assure the economic well-being of Alaska's Hospitality Industry.

Sincerely,

David Fickes

Subject: HB 255 wage and hour bill requires your support!

Date: Fri, 11 Apr 2003 14:07:59 -0400

From: "Terry Latham" <tlatham@gci.net>

To: "Rep Norman Rokeberg" <Representative_Norman_Rokeberg@legis.state.ak.us>

Terry Latham
1000 E. 36th Ane.
Anchorage, AK 99508-4304

April 11, 2003

Dear Rep Rokeberg:

I am writing to urgently request your support of HB255.

The wage and hour legislation provided by this bill is critically important to my business. Current wage and hour law that mandates minimum salaries equal to 2.5 times the min wage for supervisory employees is onerous and unnecessary. The minimum wage increased from \$5.65 to \$7.15 increased employment costs to businesses by 26% for salaried supervisory employees because by law, they must be paid 2.5 times the min wage. Therefore, the annual minimum salary required by current regulations increased supervisors pay from \$14.12 per hour to \$17.87 per hour which equates to an increase from \$29,369 per year to \$37,169 per year.

Second, This bill allows for a voluntary flexible work hour plan for casual employees which is very important in our 24 x 7 industry. Currently union collective bargaining agreements allow such provisions, our employees ask for such provisions and our businesses demand such flexibility.

Third, by creating a new statute that allows for a workable training wage we are able to more easily hire young, first-time and entry-level employees.

Thank you for your support.

Sincerely,

Terry Latham Best Western Golden Lion

Subject: HB 255 wage and hour bill requires your support! H-LC

Date: Sun, 13 Apr 2003 19:56:31 -0400

From: "Jack Reiss" <reiss-jack@aramark.com>

To: "Rep Norman Rokeberg" <Representative_Norman_Rokeberg@legis.state.ak.us>

Jack Reiss
241 W Ship Creek
Anchorage, AK 99501

April 13, 2003

Dear Rep Rokeberg:

My name is Jack Reiss and I am the Vice President of Operations for ARAMARK Corporation in Alaska

I am writing to urgently request your support of HB255.

The wage and hour legislation provided by this bill is critically important to my business. Current wage and hour law that mandates minimum salaries equal to 2.5 times the min wage for supervisory employees is onerous and unnecessary. The minimum wage increased from \$5.65 to \$7.15 increased employment costs to businesses by 26% for salaried supervisory employees because by law, they must be paid 2.5 times the min wage. Therefore, the annual minimum salary required by current regulations increased supervisors pay from \$14.12 per hour to \$17.87 per hour which equates to an increase from \$29,369 per year to \$37,169 per year.

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Third, by creating a new statute that allows for a workable training wage we are able to more easily hire young, first-time and entry-level employees.

Thank you for your support.

Sincerely,

Jack Reiss

Subject: HB 255 wage and hour bill requires your support! H-LC

Date: Fri, 11 Apr 2003 19:27:00 -0400

From: "Karen Haas" <haase@pmifran.com>

To: "Rep Norman Rokeberg" <Representative_Norman_Rokeberg@legis.state.ak.us>

Karen Haas
15011 Snowshoe Ln.
Anchorage, AK 99516

April 11, 2003

Dear Rep Rokeberg:

I am writing to urgently request your support of HB255.

The wage and hour legislation provided by this bill is critically important to my business. Current wage and hour law that mandates minimum salaries equal to 2.5 times the min wage for supervisory employees is onerous and unnecessary. The minimum wage increased from \$5.65 to \$7.15 increased employment costs to businesses by 26% for salaried supervisory employees because by law, they must be paid 2.5 times the min wage. Therefore, the annual minimum salary required by current regulations increased supervisors pay from \$14.12 per hour to \$17.87 per hour which equates to an increase from \$29,369 per year to \$37,169 per year.

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Third, by creating a new statute that allows for a workable training wage we are able to more easily hire young, first-time and entry-level employees.

Thank you for your support.

Sincerely,

Karen Haas, Owner Papa Murphy's Take 'N Bake Pizza

Subject: HB 255 wage and hour bill requires your support! H-LC

Date: Fri, 11 Apr 2003 20:35:04 -0400

From: "Darren Nolan" <dnolan@princesscruises.com>

To: "Rep Norman Rokeberg" <Representative_Norman_Rokeberg@legis.state.ak.us>

Darren Nolan
2815 2nd Ave
Seattle, WA 98121-1299

April 11, 2003

Dear Rep Rokeberg:

I am writing to urgently request your support of HB255.

The wage and hour legislation provided by this bill is critically important to my business. Current wage and hour law that mandates minimum salaries equal to 2.5 times the min wage for supervisory employees is onerous and unnecessary. The minimum wage increased from \$5.65 to \$7.15 increased employment costs to businesses by 26% for salaried supervisory employees because by law, they must be paid 2.5 times the min wage. Therefore, the annual minimum salary required by current regulations increased supervisors pay from \$14.12 per hour to \$17.87 per hour which equates to an increase from \$29,369 per year to \$37,169 per year.

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Thank you for your support.

Sincerely,

Darren Nolan

Subject: HB 255 wage and hour bill requires your support! H-LC

Date: Fri, 11 Apr 2003 22:47:24 -0400

From: "Richard Muhlenbruch" <rmuhlenbruch@gci.net>

To: "Rep Norman Rokeberg" <Representative_Norman_Rokeberg@legis.state.ak.us>

Richard Muhlenbruch
po box 232154
Anchorage, AK 99523-2154

April 11, 2003

Dear Rep Rokeberg:

I am writing to urgently request your support of HB255.

The wage and hour legislation provided by this bill is critically important to my business. Current wage and hour law that mandates minimum salaries equal to 2.5 times the min wage for supervisory employees is onerous and unnecessary. The minimum wage increased from \$5.65 to \$7.15 increased employment costs to businesses by 26% for salaried supervisory employees because by law, they must be paid 2.5 times the min wage. Therefore, the annual minimum salary required by current regulations increased supervisors pay from \$14.12 per hour to \$17.87 per hour which equates to an increase from \$29,369 per year to \$37,169 per year.

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Third, by creating a new statute that allows for a workable training wage we are able to more easily hire young, first-time and entry-level employees.

Thank you for your support.

Sincerely,

Richard Muhlenbruch, Quiznos Subs

Subject: HB 255 wage and hour bill requires your support! H-LC

Date: Fri, 11 Apr 2003 22:56:44 -0400

From: "RON Eagley" <gwennies@gci.net>

To: "Rep Norman Rokeberg" <Representative_Norman_Rokeberg@legis.state.ak.us>

RON Eagley
4333 Spenard
Anchorage, AK 99517

April 11, 2003

Dear Rep Rokeberg:

I am writing to urgently request your support.

It of HB255.

The wage and hour legislation provided by this bill is critically important to my business. Current wage and hour law that mandates minimum salaries equal to 2.5 times the min wage for supervisory employees is onerous and unnecessary. The minimum wage increased from \$5.65 to \$7.15 increased employment costs to businesses by 26% for salaried supervisory employees because by law, they must be paid 2.5 times the min wage. Therefore, the annual minimum salary required by current regulations increased supervisors pay from \$14.12 per hour to \$17.87 per hour which equates to an increase from \$29,369 per year to \$37,169 per year.

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Thank you for your support.

Sincerely,

Ron Eagley

Subject: HB 255 wage and hour bill requires your support! H-LC

Date: Mon, 14 Apr 2003 14:24:47 -0400

From: "Max Lowe" <mlowe@mill-usa.com>

To: "Rep Norman Rokeberg" <Representative_Norman_Rokeberg@legis.state.ak.us>

Max Lowe
4800 Spenard Rd.
Anchorage, AK 99517

April 14, 2003

Dear Rep Rokeberg:

I am writing to urgently request your support of HB255.

The wage and hour legislation provided by this bill is critically important to my business. Current wage and hour law that mandates minimum salaries equal to 2.5 times the min wage for supervisory employees is onerous and unnecessary. The minimum wage increased from \$5.65 to \$7.15 increased employment costs to businesses by 26% for salaried supervisory employees because by law, they must be paid 2.5 times the min wage. Therefore, the annual minimum salary required by current regulations increased supervisors pay from \$14.12 per hour to \$17.87 per hour which equates to an increase from \$29,369 per year to \$37,169 per year.

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Thank you for your support.

Sincerely,

Max J. Lowe

Subject: HB 255 wage and hour bill requires your support! H-LC

Date: Mon, 14 Apr 2003 15:59:17 -0400

From: "Chris Buchholdt" <chris@denalilodge.com>

To: "Rep Norman Rokeberg" <Representative_Norman_Rokeberg@legis.state.ak.us>

Chris Buchholdt
PO Box 189
Denali Park, AK 99775

April 14, 2003

Dear Rep Rokeberg:

Dear Legislators,

I am writing to urgently request your support of HB255.

The wage and hour legislation provided by this bill is critically important to denali Lodges. Current wage and hour law that mandates minimum salaries equal to 2.5 times the min wage for supervisory employees is onerous and unnecessary. The minimum wage increased from \$5.65 to \$7.15 increased employment costs to businesses by 26% for salaried supervisory employees because by law, they must be paid 2.5 times the min wage. Therefore, the annual minimum salary required by current regulations increased supervisors pay from \$14.12 per hour to \$17.87 per hour which equates to an increase from \$29,369 per year to \$37,169 per year.

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Thank you for your support.

Sincerely,

Chris Buchholdt

Subject: HB 255 wage and hour bill requires your support! H-LC

Date: Mon, 14 Apr 2003 16:01:05 -0400

From: "Fritha Hopkins" <info@denali-cabins.com>

To: "Rep Norman Rokeberg" <Representative_Norman_Rokeberg@legis.state.ak.us>

Fritha Hopkins
PO Box 229
Denali Park, AK 99775

April 14, 2003

Dear Rep Rokeberg:

Dear Legislators,

Please support HB255. It's time for post-pipeline employment laws.

The wage and hour legislation provided by this bill is critically important to denali Lodges. Current wage and hour law that mandates minimum salaries equal to 2.5 times the min wage for supervisory employees is onerous and unnecessary. The minimum wage increased from \$5.65 to \$7.15 increased employment costs to businesses by 26% for salaried supervisory employees because by law, they must be paid 2.5 times the min wage. Therefore, the annual minimum salary required by current regulations increased supervisors pay from \$14.12 per hour to \$17.87 per hour which equates to an increase from \$29,369 per year to \$37,169 per year.

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Thank you for your support.

Sincerely,

Fritha Hopkins

Subject: HB 255 wage and hour bill requires your support! H-LC

Date: Mon, 14 Apr 2003 15:27:18 -0400

From: "John Wilson" <obs0210@outback.com>

To: "Rep Norman Rokeberg" <Representative_Norman_Rokeberg@legis.state.ak.us>

John Wilson
101 W. 34th Ave.
Anchorage, AK 99503

April 14, 2003

Dear Rep Rokeberg:

I am writing to urgently request your support of HB255.

The wage and hour legislation provided by this bill is critically important to my business. Current wage and hour law that mandates minimum salaries equal to 2.5 times the min wage for supervisory employees is onerous and unnecessary. The minimum wage increased from \$5.65 to \$7.15 increased employment costs to businesses by 26% for salaried supervisory employees because by law, they must be paid 2.5 times the min wage. Therefore, the annual minimum salary required by current regulations increased supervisors pay from \$14.12 per hour to \$17.87 per hour which equates to an increase from \$29,369 per year to \$37,169 per year.

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Third, by creating a new statute that allows for a workable training wage we are able to more easily hire young, first-time and entry-level employees.

Thank you for your support.

Sincerely,

John F. Wilson @ Outback Steakhouse Inc.

Subject: HB 255 wage and hour bill requires your support! H-LC

Date: Mon, 14 Apr 2003 15:58:06 -0400

From: "Eric Downey" <eric@denalilodges.com>

To: "Rep Norman Rokeberg" <Representative_Norman_Rokeberg@legis.state.ak.us>

Eric Downey
410 Denali Street
Anchorage, AK 99501

April 14, 2003

Dear Rep Rokeberg:

Dear Legislators,

I am writing to urgently request your support of HB255.

The wage and hour legislation provided by this bill is critically important to denali Lodges. Current wage and hour law that mandates minimum salaries equal to 2.5 times the min wage for supervisory employees is onerous and unnecessary. The minimum wage increased from \$5.65 to \$7.15 increased employment costs to businesses by 26% for salaried supervisory employees because by law, they must be paid 2.5 times the min wage. Therefore, the annual minimum salary required by current regulations increased supervisors pay from \$14.12 per hour to \$17.87 per hour which equates to an increase from \$29,369 per year to \$37,169 per year.

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Third, by creating a new statute that allows for a workable training wage we are able to more easily hire young, first-time and entry-level employees.

Thank you for your support.

Sincerely,

Eric Downey

Subject: HB 255 wage and hour bill requires your support! H-LC

Date: Mon, 14 Apr 2003 15:23:06 -0400

From: "Sharlene Berg" <s.berg@ciri.com>

To: "Rep Norman Rokeberg" <Representative_Norman_Rokeberg@legis.state.ak.us>

Sharlene Berg
PO Box 682
Talkeetna, AK 99676

April 14, 2003

Dear Rep Rokeberg:

I am writing to urgently request your support of HB255.

The wage and hour legislation provided by this bill is critically important to my business. Current wage and hour law that mandates minimum salaries equal to 2.5 times the min wage for supervisory employees is onerous and unnecessary. The minimum wage increased from \$5.65 to \$7.15 increased employment costs to businesses by 26% for salaried supervisory employees because by law, they must be paid 2.5 times the min wage. Therefore, the annual minimum salary required by current regulations increased supervisors pay from \$14.12 per hour to \$17.87 per hour which equates to an increase from \$29,369 per year to \$37,169 per year.

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Third, by creating a new statute that allows for a workable training wage we are able to more easily hire young, first-time and entry-level employees.

Thank you for your support.

Sincerely,

Sharlene A. Berg

Subject: HB 255 wage and hour bill requires your support! H-LC

Date: Mon, 14 Apr 2003 15:14:45 -0400

From: "Patti Fitzpatrick" <haminn-anchorage-gm@stonebridgehotel.com>

To: "Rep Norman Rokeberg" <Representative_Norman_Rokeberg@legis.state.ak.us>

Patti Fitzpatrick
4301 Credit Union Drive
Anchorage, AK 99503-6658

April 14, 2003

Dear Rep Rokeberg:

I am writing to urgently request your support of HB255.

The wage and hour legislation provided by this bill is critically important to my business. Current wage and hour law that mandates minimum salaries equal to 2.5 times the min wage for supervisory employees is onerous and unnecessary. The minimum wage increased from \$5.65 to \$7.15 increased employment costs to businesses by 26% for salaried supervisory employees. Because by law, they must be paid 2.5 times the min wage. Therefore, the annual minimum salary required by current regulations increased supervisors pay from \$14.12 per hour to \$17.87 per hour which equates to an increase from \$29,369 per year to \$37,169 per year.

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Third, by creating a new statute that allows for a workable training wage we are able to more easily hire young, first-time and entry-level employees.

Thank you for your support.

Sincerely,

Patti Fitzpatrick

Subject: HB 255 wage and hour bill requires your support! H-LC

Date: Mon, 14 Apr 2003 16:03:12 -0400

From: "Lance Swick" <lance@denalilodges.com>

To: "Rep Norman Rokeberg" <Representative_Norman_Rokeberg@legis.state.ak.us>

Lance Swick
410 Denali Street
Anchorage, AK 99775

April 14, 2003

Dear Rep Rokeberg:

Dear Legislators,

On behalf of the hospitality industry and ALaskan business, I urge you to support HB255. The wage and hour legislation provided by this bill is critically important to denali Lodges. Current wage and hour law that mandates minimum salaries equal to 2.5 times the min wage for supervisory employees is onerous and unnecessary. The minimum wage increased from \$5.65 to \$7.15 increased employment costs to businesses by 26% for salaried supervisory employees because by law, they must be paid 2.5 times the min wage. Therefore, the annual minimum salary required by current regulations increased supervisors pay from \$14.12 per hour to \$17.87 per hour which equates to an increase from \$29,369 per year to \$37,169 per year.

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Third, by creating a new statute that allows for a workable training wage we are able to more easily hire young, first-time and entry-level employees.

Thank you for your support.

Sincerely,

Lance Swick, Lake Lucille Inn

Subject: HB 255 wage and hour bill requires your support! H-LC

Date: Mon, 14 Apr 2003 16:04:56 -0400

From: "Dan Pearson" <dan@denaliwildernesslodge.com>

To: "Rep Norman Rokeberg" <Representative_Norman_Rokeberg@legis.state.ak.us>

Dan Pearson
PO Box 50
Denali Park, AK 99775

April 14, 2003

Dear Rep Rokeberg:

Dear Legislators,

As an Alaskan who is trying to run a wilderness lodge, I urge you to support HB255. The wage and hour legislation provided by this bill is critically important to denali Lodges. Current wage and hour law that mandates minimum salaries equal to 2.5 times the min wage for supervisory employees is onerous and unnecessary. The minimum wage increased from \$5.65 to \$7.15 increased employment costs to businesses by 26% for salaried supervisory employees because by law, they must be paid 2.5 times the min wage. Therefore, the annual minimum salary required by current regulations increased supervisors pay from \$14.12 per hour to \$17.87 per hour which equates to an increase from \$29,369 per year to \$37,169 per year.

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Third, by creating a new statute that allows for a workable training wage we are able to more easily hire young, first-time and entry-level employees.

Thank you for your support.

Sincerely,

Dan Pearson, Denali Wilderness Lodge

Subject: HB 255 wage and hour bill requires your support! H-LC

Date: Mon, 14 Apr 2003 16:24:04 -0400

From: "Sue Hayner" <edyoung@aptalaska.net>

To: "Rep Norman Rokeberg" <Representative_Norman_Rokeberg@legis.state.ak.us>

Sue Hayner
P.O. Box 482
Tok, AK 99780-0482

April 14, 2003

Dear Rep Rokeberg:

I am writing to urgently request your support of HB255.

The wage and hour legislation provided by this bill is critically important to my business. Current wage and hour law that mandates minimum salaries equal to 2.5 times the min wage for supervisory employees is onerous and unnecessary. The minimum wage increased from \$5.65 to \$7.15 increased employment costs to businesses by 26% for salaried supervisory employees because by law, they must be paid 2.5 times the min wage. Therefore, the annual minimum salary required by current regulations increased supervisors pay from \$14.12 per hour to \$17.87 per hour which equates to an increase from \$29,369 per year to \$37,169 per year.

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Third, by creating a new statute that allows for a workable training wage we are able to more easily hire young, first-time and entry-level employees.

Thank you for your support.

Sincerely,

Sue Hayner, Young's Motel/Fast Eddy's