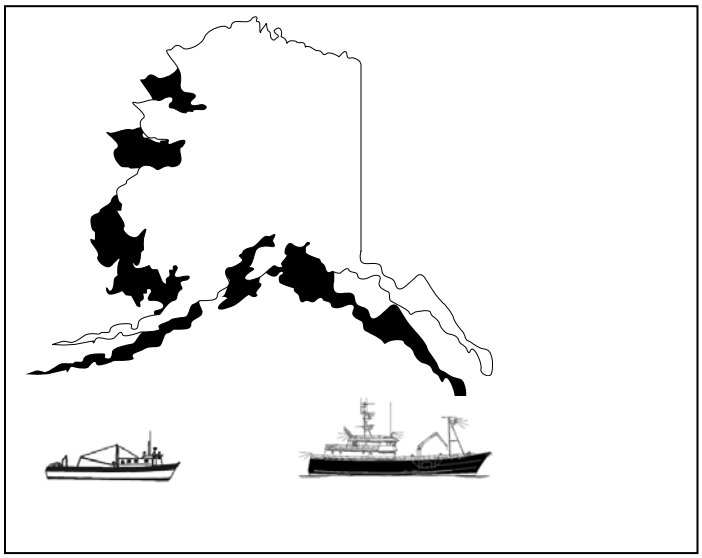
Demand for Harbors, Dockage, and Other Navigational Needs for Small Boats and Commercial Fishing Vessels in Alaska



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INTRODUCTION

The U.S. Army Corps of Engineers (USACE) is currently engaged in planning efforts to determine the harbor and navigation needs of three primary user groups in Alaska: (1) commercial fishermen, (2) charter boat fishermen and commercial passenger boat owners, and (3) recreational boaters. This planning effort is part of the Corps' mission to work with state and local partners to improve navigation on the nations' waterways. Projects in Alaska compete nationally for funding in the Federal budget. The economic evaluations of Alaskan harbors have come under increasing scrutiny as funding has become scarce. In response, the Corps' hosted a regional ports workshop in August 2003 to review the process for measuring the beneficial impacts of small boat harbors in Alaska. Workshop participants placed a high priority on obtaining information from harbor users to identify unmet demand for protected moorage and other facility needs. Such an analysis could help refine data on the vessels served by expansion projects and prevent overlap in the needs assessments for individual harbors.

In 2005 the Human Dimensions Research Unit (HDRU) at Cornell University was contracted to conduct surveys of the three primary user groups and update the inventory of harbor facilities in Alaska. The surveys asked about current harbor use, potential delay times, and the need for additional facilities. We also visited three harbors with high potential, based on the results of the commercial fishing survey, for USACE involvement in harbor development.

REPORT ORGANIZATION

The report is organized in 5 main sections covering the demand and supply-side information for Alaska harbors collected over the course of the study:

1. Survey of commercial fishermen
2. Survey of recreational boaters
3. Survey of charter boat fishermen / commercial passenger boat owners
4. Inventory of Alaska harbor facilities
5. In-depth analysis of seven selected harbors.

The in-depth analysis includes results from the surveys and inventory plus the site visit reports for the three communities visited (Cordova, Naknek, and Petersburg). Data sets from the surveys and electronic files from the inventory are also being provided to the USACE so that they can conduct detailed analysis on other harbors as needed.

SURVEY OF COMMERCIAL FISHERMEN

METHODS

A listing of all commercial fishing vessels operating in Alaskan waters is available on the internet from the Alaska Commercial Fisheries Entry Commission. The 2004 list was used to obtain a sample of commercial fishermen for this study. Vessels eligible for the survey included those over 20 feet in length and those that did not possess a charter fishing license. (Those with a charter license were surveyed separately in the fall of 2005.) Of the 7,612 vessels eligible for the study, a systematic sample of 3,200 was drawn for the survey.

A mail questionnaire developed previously for the USACE provided input for the current application. The revised questionnaire asked about harbor needs for the specific vessel listed at the beginning of the questionnaire. Vessel owners may own more than one boat but they were asked to respond for the specific vessel that was sampled for the study. The questionnaire asked about vessel characteristics, current harbor use, potential delay times, and the need for additional facilities. See Appendix A for the exact wording of the questionnaire.

Questionnaires were mailed out on April 22, 2005. The standard HDRU three follow-up reminder process was used to encourage response. A telephone follow-up survey was conducted with 120 nonrespondents in June 2005 to determine if their harbor use or need for additional facilities differed from that of respondents.

Data were entered on the computer and analyzed using SPSS (a statistical package for the social sciences). Data were analyzed in aggregate and individually for harbors with the greatest demand for additional moorage and/or those experiencing the greatest number of delays.

RESULTS

Response rate and nonrespondent comparisons

Of the 3,200 questionnaires mailed, 93 were undeliverable and 994 completed questionnaires were returned. This resulted in an adjusted response rate of 32%.

Analysis of the telephone nonrespondent follow-up survey showed that nonrespondents differed little from respondents. Nonrespondents and respondents used their “most frequently used harbor” the same number of days on average. Similar percentages thought at least one harbor was in need of additional facilities or that a new harbor was needed. Nonrespondents and respondents indicated they would use that new harbor, if constructed, a similar number of days on average. The only statistically significant difference was in the average number of days fished from their most frequently used harbor. Nonrespondents indicated they fished more days on average (82 days) than respondents (54 days). Perhaps the complexity of the question in the mail survey that asked for days fished broken down by species and harbor, compared with the single question of days fished in the telephone survey, accounts for much of the difference.

Thus, this may be a methodological difference rather than a true difference between respondents and nonrespondents.

Characteristics of the commercial fishing fleet and general harbor use

Respondents to the survey mirrored the fleet in terms of vessel size (Table 1). Average boat length was the same and a majority of boats were in the 26'-39' length class. A slightly higher percent of respondents had larger boats compared to the overall fleet mix.

Table 1. Vessel length of the commercial fishing fleet compared with survey respondents.

Vessel length	Population	Respondents
	Mean (in ft.)	
Overall	42.2	42.7
	Percent	
21'-25'	14.5	9.5
26'-39'	54.0	54.6
40'+	31.5	35.9

The average respondent had a boat 42.7 ft. long with a beam of 13.7 ft. It drafted 4.7 ft. when it was unloaded and 6.0 ft. when it was loaded. The boats had an average cruising speed of 12 knots and 5 knots when fishing. The average vessel used 12 gallons of fuel per hour while cruising compared to 7 gal./hr. while fishing and 3 gal./hr. while the engine was idling. Only a few boats (6%) had a bow thruster. The average crew size including the skipper was 3.4 people when the vessel was traveling from the home port to the fishing grounds.

Respondents used many ports in Alaska for their commercial fishing business. Table 2 lists in order the 20 harbors indicated by respondents that they use most frequently. Often but not always, the harbor used most frequently was also the respondent's home port. Over half of the respondents indicated that they used more than one harbor in Alaska in relation to their commercial fishing business. Ketchikan and Juneau are good examples of harbors that were not used as home ports by many respondents, but were used at some point by many more respondents (Table 2). The fourth and fifth columns in Table 2 indicate the percent and number of respondents, respectively, who used a particular harbor in 2004 for any purpose (whether it was listed as their home port, harbor most frequently used, or as an additional harbor). We will refer to these people as "users" in further analysis of harbor facility needs. Few respondents (5%) indicated that they fished using the vessel we were asking about from a harbor outside of Alaska in 2004.

Table 2. Harbors used most frequently in Alaska by commercial fishermen.				
Harbor	Most Frequently Used	Home Port	Used At All[a]	
	% of respondents			*n*
Sitka	8.8	7.6	14.2	141
Cordova	8.2	7.7	9.5	94
Naknek	8.0	8.1	11.2	111
Petersburg	6.8	6.1	10.7	106
Kodiak	5.6	6.5	9.5	94
Ketchikan	5.3	3.1	10.0	99
Homer	4.9	5.1	9.5	94
Dillingham	4.8	4.3	7.0	70
Kenai	3.8	4.1	5.1	51
Egegik	3.5	1.7	5.8	58
Juneau	3.4	6.0	11.4	113
Dutch Harbor	3.2	0.8	4.9	49
Wrangell	2.3	2.3	5.3	53
Craig	1.9	1.4	4.5	45
Whittier	1.8	1.2	4.1	41
Haines	1.6	1.5	1.9	19
Seward	1.4	1.2	5.0	50
Sand Point	1.4	1.5	3.6	36
Hoonah	1.3	0.8	4.6	46
King Cove	1.1	0.6	3.9	39
Ninilchik	0.5	0.6	1.7	17
Yakutat	0.9	0.9	1.8	18
[a]"Used at all" was defined as a harbor listed as the home port, the harbor used most frequently, or a harbor used at all. (Questions 2, 3, & 5 in the survey.)				

Over half (59%) of the survey respondents felt at least one harbor was in need of additional facilities. Table 3 lists the most frequently used harbors and the percent of users at each harbor who thought additional facilities were needed there. The percent of users indicating a need for additional moorage is also listed in Table 3. Two harbors, Ninilchik and Yakutat, that did not make the list of those most frequently used, did have very high percentages of users who thought additional facilities, especially moorage, were needed. Therefore, they were added at the bottom of Tables 2 and 3 but caution should be used in interpreting the data because of the small sample sizes.

Few survey respondents overall (13%) indicated that they experienced delays getting into or out of harbors in 2004. This finding was surprising to USACE staff who thought the percentage would be higher. During focus groups conducted for another project, we found that the term "delay" was perhaps not as broadly interpreted by commercial fishermen as by USACE

staff. For example, commercial fishermen did not consider the time spent traveling to a distant harbor for repairs to be a "delay," while USACE staff thought of it as a "delay" because a closer harbor did not have the necessary repair facilities, thus forcing the commercial fishermen to travel the further distance and "delaying" their return to the fishing grounds. Therefore, we believe that responses by commercial fishermen to the survey question that used only the term "delay" may reflect a narrower definition than was expected by USACE staff, and thus explain the lower than expected percentages. For commercial fishermen who experienced delays, the average loss of time was 9.8 hours 7.1 times per year entering and 7.9 hours 6.7 times per year exiting. Dillingham, Whittier and Ninilchik were among the harbors where the most respondents indicated some type of delay (Table 3).

Almost half of the survey respondents (45%) answered the question indicating that their fishing business would be enhanced by the creation of a new harbor in Alaska. The intent of the question was to identify communities in Alaska without harbors. However, we believe many respondents interpreted the question to mean additional harbor development (e.g., a new boat basin next to an existing boat basin) because most of the communities identified already have existing harbors (e.g., Juneau, Sitka, Naknek). Since it is also possible that respondents could have interpreted the question in the way it was originally intended and therefore did not write in an existing harbor, we believe the results reported from this question should be viewed only as general indications of need and importance.

Seven harbors were selected for more detailed analysis based on the percent of commercial fishermen indicating additional facility needs and the level of USACE work currently underway in the harbors. These harbors (Cordova, Naknek, Petersburg, Dillingham, Juneau, Ketchikan, and Whittier) are analyzed in detail later in the report after the discussion of the other surveys and harbor inventory.

Table 3. Percent of a harbor's users who want additional facilities, additional moorage, or who have experienced delays at that harbor, for the most frequently used harbors in Alaska by commercial fishermen.

Harbor	Additional Facilities Needed		Additional Moorage Needed		Experienced Delays	
	% of users	*n*	% of users	*n*	% of users	*n*
Sitka	36.9	52	25.5	36	5.7	8
Cordova	34.0	32	3.2	3	1.1	1
Naknek	27.9	31	24.3	27	5.4	6
Petersburg	38.7	41	16.0	17	3.8	4
Kodiak	40.4	38	11.7	11	2.1	2
Ketchikan	46.5	46	31.3	31	5.0	5
Homer	34.0	32	16.0	15	2.1	2
Dillingham	52.9	37	41.4	29	30.0	21
Kenai	33.3	17	17.6	9	13.7	7
Egegik	29.3	17	24.1	14	5.2	3
Juneau	57.5	65	45.1	51	5.3	6
Dutch Harbor	46.9	23	44.9	22	4.1	2
Wrangell	39.6	21	22.6	12	5.7	3
Craig	46.7	21	31.1	14	4.4	2
Whittier	82.9	34	78.0	32	31.7	13
Haines	100.0	19	100.0	19	15.8	3
Seward	50.0	25	36.0	18	6.0	3
Sand Point	25.0	9	16.7	6	0.0	0
Hoonah	32.6	15	23.9	11	4.3	2
King Cove	12.8	5	0.0	0	0.0	0
Ninilchik	100.0	17	88.2	15	35.3	6
Yakutat	61.1	11	50.0	9	5.6	1

SURVEY OF RECREATIONAL BOATERS

METHODS

A listing of all recreational boats registered in the State of Alaska as of July 2005 was obtained from the Department of Motor Vehicles through contacts in the US Coast Guard. The list was divided into three groupings based on boat length. Boats less than 18' were not included in the survey sample because they were deemed less likely to be used in coastal areas and less likely to need harbor facilities discussed in the questionnaire. A sample of 1,000 boats was drawn from the list of 29,267 registered boats 18'-25' long. We were uncertain how many of these boats would be used in coastal areas, but wanted a sufficient sample to be able to discuss the needs of boats of this length. We also sampled 1,000 boats from a list of 4,540 boats longer than 25'.

A mail questionnaire was developed based in part on the commercial fishing questionnaire used previously. The questionnaire asked the boat owner for the number of boats 18' or longer registered in Alaska and the number of boats used in coastal waters. Information about harbor needs was then requested for all boats used in coastal waters. The questionnaire asked about vessel characteristics, current harbor use, typical trip expenditures, potential delay times, and the need for additional facilities. We also asked respondents to estimate the number of additional days they would use a harbor if additional facilities were provided. A rough estimate of the economic impact can be obtained by multiplying the number of additional days by the expenditures per day for a typical trip. See Appendix B for the exact wording of the questionnaire.

Questionnaires were mailed out on Sept. 16, 2005. The standard HDRU three follow-up reminder process was used to encourage response. A telephone follow-up survey was conducted with 60 nonrespondents in Nov. 2005 to determine whether their harbor use or need for additional facilities differed from respondents.

Data were entered on the computer and analyzed using SPSS (a statistical package for the social sciences). Data were analyzed in aggregate and on a harbor by harbor basis for those with the greatest need for additional moorage and/or those experiencing the greatest number of delays.

Since boaters who owned more than one boat were more likely to be sampled, a weight factor correction was needed in case multi-boat owners' harbor needs differed from those of single-boat owners. A weight factor also was needed to adjust for sample stratification. Since shorter boats far outnumber longer boats, this second weight factor was applied when discussing all recreational boats using Alaskan waters to account for our original sample stratification.

RESULTS

Response rate and nonrespondent comparisons

Of the 2,000 questionnaires mailed, 335 were undeliverable and 624 completed, useable questionnaires were returned. This resulted in an adjusted response rate of 38%. A number of people (53) contacted us and indicated they no longer owned a boat 18' or longer. They were not counted as useable returns, but were used when we estimated the number of boats currently in the population. The response rate did not differ based on the length of the boat used to select a boater for the sample.

Analysis of the telephone nonrespondent follow-up survey showed that nonrespondents differed very little from respondents. Nonrespondents and respondents owned the same number of boats, were just as likely to boat in coastal waters, and boated the same number of days on average. On a typical trip they would be out the same number of days and spend the same amount of money. Similar percentages thought at least one harbor was in need of additional facilities. However, respondents would use that harbor for more additional days than nonrespondents (32 vs. 14 days) if all additional facilities desired by respondents were developed. The mail questionnaire included a more extensive list of possible additional facilities than could be mentioned on the telephone. This could account in part for the difference between answers by respondents versus nonrespondents.

Boat characteristics and use of coastal waters

Most recreational boaters (88%) owned only one boat 18' or longer. A few (10%) owned two boats. The remainder owned three or at most, four boats.

Overall, 69% of survey respondents used one of their boats in coastal waters off Alaska in 2005. They had been boating in coastal waters an average of 21 years (range 1-65 years). Those with longer boats (26'+) were more likely to use their boat in coastal waters (83% vs. 66% for those with boats 18'-25'). We estimated 21,350 recreational boats 18'+ were used in coastal waters off Alaska in 2005.

Most respondents who did not use their boat in coastal waters in 2005 indicated a preference for inland boating or that their boat was not outfitted for coastal boating (Table 4). The majority of longer boat owners indicated that they usually did boat the coast but for some reason that was not possible in 2005. Very few respondents indicated that lack of access (either through slips or boat launch ramps) was a reason they did not boat along the coast. Larger boat owners were a bit more likely to indicate a lack of slips at their preferred location was a problem. Locations mentioned by a few respondents included Valdez and Whittier.

Boats used in coastal waters were mostly power boats (96%) as opposed to sailboats, with an average length of 23 ft. The percentage by standard Coast Guard length categories and average draft for each category is shown in Table 5. For the few sailboats in the sample, the average length was 31 ft. and the average draft was 5 ft.

Table 4. Reasons why recreational boaters did not boat coastal Alaskan waters in 2005, overall and by boat length.			
		Boat Length	
	Overall	18-25’	26’+
Reasons why they didn’t boat in coastal waters in 2005	Percent checking		
Boat not equipped for coastal boating	44.3	47.0	7.7*
No time/opportunity this year, normally would boat along coast	32.8	31.3	50.0*
Prefer inland boating	29.5	31.3	3.8*
Coast is too far from home	19.0	20.0	3.8*
Would boat but no boat launch ramp near my preferred location	5.5	6.0	3.8
Would boat but no slips available at my preferred location	2.7	1.0	23.1*
Other reasons	12.5	11.0	28.8*
*Statistically significant difference based on boat lengths using chi-square at $P < 0.05$.			

Table 5. Boat length and draft of boats owned by recreational boaters and used in coastal Alaskan waters in 2005.		
Boat Length	Percent	Mean Draft (in ft.)
18’-25’	79.9	2.4
26’-39’	17.8	3.4
40’+	2.3	4.9

Almost half (48%) of the recreational boaters accessed the Alaskan coast from a boat launch ramp, boat hoist, or travel lift. Two-fifths (38%) rented a slip or mooring at a harbor. The remainder accessed the water from a beach (11%) or private dock or mooring (3%).

Recreational boaters were out on their boats an average of 43 days in the year preceding the survey (Oct. ’04 – Sept. ’05). There were some boaters out each month, although just a few boated in January and February (Table 6). Almost everyone was out on their boat in the summer months; usage averaged 8-9 days per month during that period.

Table 6. Percent participating and average days boating by month for recreational boaters in Alaskan coastal waters.		
Month	Percent Boating	Mean # of Days
Oct. '04	33.6	2.0
Nov.	17.2	1.0
Dec.	12.7	0.7
Jan. '05	8.6	0.4
Feb.	7.8	0.5
March	20.3	1.1
April	37.9	2.4
May	76.6	5.8
June	87.3	8.3
July	90.8	8.9
Aug.	88.2	7.8
Sept.	60.5	3.8

Recreational boating expenditures

Recreational boaters spent on average $127 per day in the harbor area and $66 per day in areas outside the harbor related to a typical recreational boating trip. This "typical trip" that we asked respondents to recall lasted on average 4 days, involved 3 people and required 2 ½ hours of travel time to get from home to the boat. The expenditures in Table 7 reflect the costs per day for that average party of 3 people who were out for 4 days. The highest expenditures occurred at the harbor for items such as fuel, supplies, and slip rental fees. Outside the harbor area, most of the money was spent at gas stations and grocery stores, likely for provisioning for the trip. Respondents were asked to identify the harbor used for this "typical trip" such that harbor-specific expenditures can be calculated for the most frequently visited harbors. This analysis was done for the harbors covered in the in-depth analysis section later in the report.

Harbor use, delays and facility improvements

Respondents made use of all the major harbors in Alaska, but seemed to congregate in certain ones in the Southeast and Gulf of Alaska (Table 8). Seward, Whittier, and Homer were used by one-quarter of respondents, probably because of the proximity of these harbors to Anchorage. Juneau and Valdez were used in 2005 by more than 10% of respondents. Some of the harbors more popular among commercial fishermen, such as Cordova, Dillingham, and Petersburg, were used by relatively few recreational boaters. Naknek, in particular, was only included in the recreational analysis because its large commercial fishing fleet that is in need of additional facilities made it an important harbor for later in-depth analysis. Naknek gets little use by recreational boaters. Table 8 also shows the harbors with sufficient sample sizes (the top 7) for in-depth analysis of expenditures on the "typical trip." Some of this analysis was done in a

later section of the report. USACE will be provided the data in the event they wish to analyze the other harbors at a later date.

Table 7. Recreational boaters' mean expenditures per day inside and outside the harbor area while on a typical trip in 2005, by expenditure location.

	In harbor area	Outside harbor area
Expenditure Locations	Mean Expenditures Per Day	
Boat harbor	$45.31	na
Gas stations	41.88	26.80
Bait and tackle shops	11.62	5.84
Grocery or convenience type stores	11.16	11.46
Restaurants or bars	9.23	8.26
Hotels, motels, B&Bs, campgrounds	7.43	3.11
Other retail stores	5.04	8.65
Entertainment (movies, boat tours)	0.72	0.27
Other	1.26	2.96
TOTAL	126.98	65.98

Table 8. Harbors used most frequently in Alaska in 2005 by recreational boaters.

Harbor	Used in 2005		Listed as Harbor Used on Typical Trip	
	% of respondents	*n*	% of respondents	*n*
Seward	25.6	101	11.1	43
Whittier	25.0	99	16.1	63
Homer	23.3	92	14.6	57
Juneau	13.1	52	11.0	43
Valdez	12.5	50	9.8	38
Ketchikan	7.6	30	6.5	25
Ninilchik/Deep Creek	4.9	19	5.2	20
Kenai	4.4	17	0.5	2
Cordova	3.0	12	1.6	6
Wrangell	2.9	12	2.5	10
Dillingham	2.5	10	2.5	10
Anchorage	1.9	8	0.0	0
Petersburg	1.9	8	1.3	5
Kodiak	1.8	7	1.7	7
Naknek[a]	0.5	2	0.5	2

[a]Naknek is included here only because it was one of the harbors selected for additional analysis in the commercial fishing section of the report.

Recreational boaters identified several popular locations where they experienced delays getting into or out of the harbor (Table 9). Most notable were Whittier and Valdez, where over half of the users experienced delays. Ninilchik and Kenai also had a large percentage of users experiencing delays, but the smaller samples using these harbors makes the percentage estimate less accurate.

Table 9. Percent of a harbor's users who experienced delays at that harbor or who felt existing facilities were in need of repair, for the most frequently used harbors in Alaska by recreational boaters.

Harbor	Experienced Delay		Existing Facilities Need Repair	
	% of users	*n*	% of users	*n*
Seward	22.8	23	29.7	30
Whittier	62.6	62	70.7	70
Homer	31.5	29	30.4	28
Juneau	38.5	20	44.2	23
Valdez	58.0	29	50.0	25
Ketchikan	40.0	12	63.3	19
Ninilchik/Deep Creek	57.9	11	52.6	10
Kenai	76.5	13	70.6	12
Cordova	0.0	0	0.0	0
Wrangell	8.3	1	33.3	4
Dillingham	30.0	3	50.0	5
Anchorage	25.0	2	62.5	5
Petersburg	12.5	1	37.5	3
Kodiak	28.6	2	85.7	6
Naknek	0.0	0	100.0	2

Several popular harbors, Whittier and Ketchikan in particular, had large numbers of users indicating that existing facilities in those harbors were in need of repair (Table 9). This was not the case in Seward or Homer, where less than one-third of respondents thought there were facilities in those harbors in need of repair. Similarly, users of these harbors did not think that additional facilities were needed (Table 10).

Users of several popular harbors thought additional facilities were needed, beyond repair of existing facilities reported above (Table 10). Those identified by the largest percentage of users as being in need included Whittier, Juneau, Valdez, and Ketchikan. Users at these harbors were looking for additional moorage as well as boat launching facilities. Although Ninilchik and Kenai have small numbers of users, the majority want additional facilities. All of those who want additional facilities want boat launching facilities in particular.

Table 10. Percent of a harbor's users who want additional facilities, including annual or transient slips and boat launch ramps, for the most frequently used harbors in Alaska by recreational boaters.

Harbor	Additional Facilities Needed		Annual Slips Or Moorage	Transient Slips Or Moorage	Boat Launch Ramp
	% of users	*n*	% of users		
Seward	37.6	38	24.7	23.8	12.9
Whittier	65.7	65	36.4	32.3	37.4
Homer	25.0	23	9.8	6.5	6.5
Juneau	65.4	34	40.4	26.9	38.5
Valdez	56.0	28	32.0	40.0	42.0
Ketchikan	56.7	17	36.7	40.0	36.7
Ninilchik/Deep Creek	94.7	18	47.4	52.6	94.7
Kenai	52.9	9	11.8	11.8	52.9
Cordova	0.0	0	0.0	0.0	0.0
Wrangell	50.0	6	8.3	8.3	16.6
Dillingham	20.0	2	0.0	0.0	0.0
Anchorage	37.5	3	0.0	0.0	25.0
Petersburg	37.5	3	25.0	25.0	0.0
Kodiak	0.0	0	0.0	0.0	0.0
Naknek	100.0	2	0.0	100.0	0.0

Respondents were asked to identify areas where they felt an entirely new harbor should be constructed. Almost half (47%) of the survey respondents identified such an area; most frequently mentioned were Ninilchik, Whittier, Juneau, Valdez, and Anchor Point. These developments would be beneficial to recreational boaters because the harbor would be closer to the area they enjoy recreating in (49% of respondents checked this option) and provide a safe harbor (54%). Of special note, the benefit of a safe harbor was important to most users who specified Ninilchik (79%). Harbor development was seen as a benefit by Juneau users as a way to reduce crowding in the Juneau area.

Detailed analysis of the facilities needed at various harbors was done for the seven harbors identified previously in the commercial fishing section of the report. The needs identified by recreational boaters for these harbors are included in the specific harbor analysis later in this report.

SURVEY OF CHARTER FISHERMEN AND COMMERCIAL PASSENGER BOAT OWNERS

METHODS

This survey sought information from two audiences who use boats carrying paying passengers. For the first audience, a listing of all commercial passenger boats registered in the State of Alaska as of July 2005 was obtained from the Department of Motor Vehicles through contacts in the US Coast Guard. A sample of 600 was drawn from this list of 2,658 boats 18' or longer. For the second audience, a listing of all charter fishing vessels operating in Alaskan waters is available on the internet from the Alaska Commercial Fisheries Entry Commission. The 2004 list was used to obtain a sample for this study. Vessels eligible for the survey included those over 18 feet in length having a license that permitted fishing in inland/coastal or coastal only waters. Vessels with inland only licenses were not considered part of the survey population. Of the 2,453 vessels eligible for the study, a systematic sample of 600 was drawn for the survey.

A mail questionnaire was developed based in part on the commercial fishing questionnaire used previously. The questionnaire asked the boat owner for the number of boats 18' or longer registered in Alaska and the number of boats used in coastal waters. Information about harbor needs was then requested for all boats used in coastal waters. The questionnaire asked about vessel characteristics, current harbor use, revenue from a typical trip, potential delay times, and the need for additional facilities. We also asked respondents to estimate the number of additional days they would use a harbor if additional facilities were provided. A rough estimate of the economic impact can be obtained by multiplying the number of additional days by the revenue per day for a typical trip. See Appendix C for the exact wording of the questionnaire.

Questionnaires were mailed out on Sept. 16, 2005. The standard HDRU three follow-up reminder process was used to encourage response. A telephone follow-up survey was conducted with 60 nonrespondents (30 in each strata) in Nov. 2005 to determine if their harbor use or need for additional facilities differed from respondents.

Data were entered on the computer and analyzed using SPSS (a statistical package for the social sciences). Data were analyzed in aggregate and on a harbor by harbor basis for those with the greatest need for additional moorage and/or those experiencing the greatest number of delays.

Since boaters who owned more than one boat were more likely to be sampled, a weight factor correction was needed in case multi-boat owners' harbor needs differed from those of single-boat owners. A weight factor also was needed to adjust for sample stratification. Since we heard back from more charter fishermen than commercial passenger boat owners, a small adjustment is needed when discussing results based on all boats used for commercial purposes.

RESULTS

Response rate and nonrespondent comparisons

Of the 1,200 questionnaires mailed, 147 were undeliverable and 330 completed, useable questionnaires were returned. This resulted in an adjusted response rate of 31%. A number of people (40), primarily commercial passenger boat owners, contacted us and indicated they no longer owned a boat 18' or longer. They were not counted as useable returns, but were used when we estimated the number of boats currently in the population. The response rate was higher among charter fishermen (35%) than commercial passenger boat owners (25%).

Analysis of the telephone nonrespondent follow-up survey showed that nonrespondents did not differ from respondents. Nonrespondents and respondents owned the same number of boats, were just as likely to boat in coastal waters, and boated the same number of days on average. On a typical trip they would be out the same number of days and charge the same amount of money for the trip. Similar percentages thought at least one harbor was in need of additional facilities and they would spend the same number of additional days in the harbor if all additional facilities were developed.

Boat characteristics and use of coastal waters

Most respondents (78%) owned only one charter/commercial boat 18' or longer. A few (12%) owned two boats and the remainder (10%) owned between 3 and 20 boats.

Overall, 77% of survey respondents used one of their boats in coastal waters off Alaska in 2005. They had been boating in coastal waters an average of 19 years. Almost all charter fishermen (84%) used their boat in coastal waters. This is in part because we were able to focus our sample selection on charter boat operators that we thought used coastal waters. We were not able to focus our sample selection for commercial passenger boat operators; thus only 69% of them boated in coastal waters in 2005. From our results, we estimate 1,970 boats 18'+ were used for charter fishing and 1,480 to carry commercial passengers in coastal waters off Alaska in 2005.

The majority of respondents who did not use their boat in coastal waters in 2005 indicated that their business was set up for inland-based boating (Table 11). One-fifth of the respondents indicated that the coast was too far from their home or their boat was not equipped for coastal boating. Very few indicated a problem with access to coastal waters. No differences were found between charter fishermen and commercial passenger boat owners in their reasons for not boating along the coast.

Boats used in coastal waters were mostly powerboats (96%) as opposed to sailboats; their average length was 30 ft. The percentages by standard Coast Guard length categories for the two strata are shown in Table 12. Charter fishing boats tended to be longer than commercial passenger boats. The average draft and horsepower for each length category also is shown in Table 12. For the few sailboats in the sample, the average length was 38 ft. and the average draft was 6 ft.

Table 11. Reasons why charter fishing/commercial passenger boat owners did not boat coastal Alaskan waters in 2005.	
Reasons why they didn't boat in coastal waters in 2005	Percent Checking
My business is inland boating-based	62.6
Coast is too far from my home	21.8
Boat not equipped for coastal boating	20.0
No time/opportunity this year, normally would boat along coast	16.1
Would boat but no slips available at my preferred location	4.6
Would boat but no boat launch ramp near my preferred location	1.5
Other reasons	22.5

Table 12. Characteristics of boats used by charter fishermen and commercial passenger boat owners in coastal Alaskan waters in 2005.				
	Charter Fishing	Commercial Passenger	Draft	Horsepower
Boat Length	Percent		Mean (in ft.)	Mean
18'-25'	18.9	25.5*	2.4	184
26'-39'	59.1	67.3	3.2	338
40'+	22.0	7.1	5.7	488
*Statistically significant difference between charter fishing and commercial passenger boats using chi-square at $P < 0.05$.				

Most of the survey respondents (71% of charter fishermen and 59% of commercial passenger boat owners) rented a slip or mooring at a harbor. A few launched their boat at a ramp (10%) or at the beach (10%). The remainder accessed the water from a private dock or mooring (14%).

Boat owners used their boats an average of 117 days in the year preceding the survey (Oct. '04 – Sept. '05). Some boaters were out each month, although just a few boated in January and February (Table 13). Virtually everyone was out on their boat in the summer months; usage averaged 22-24 days per month during that period. Substantial usage occurred in May and Sept., and moderate usage occurred in the shoulder periods of March, April and Oct. There was no difference in usage between charter fishermen and commercial passenger boat owners.

Table 13. Percent participating and average days boating by month for charter fishing/commercial passenger boat owners in Alaskan coastal waters.		
Month	Percent Boating	Mean # Days
Oct. '04	44.5	4.1
Nov.	29.6	3.2
Dec.	22.5	1.8
Jan. '05	16.7	1.3
Feb.	16.0	1.3
March	35.3	3.2
April	58.7	6.3
May	91.6	15.5
June	97.9	21.9
July	96.1	24.0
Aug.	97.1	22.3
Sept.	80.7	11.6

Characteristics of the "typical trip" including revenue generated

Charter fishermen and commercial passenger boat owners charged their customers on average $175 per day on a "typical trip." This "typical trip" that we asked respondents to recall lasted on average 5 days, involved 8 customers and 2 crew members including the captain, and required 3 hours of travel time to get from home to the boat. The one-way travel time to reach the boat differed between the two groups—it was 4 hours for charter fishermen, versus 2 hours on average for commercial passenger boat owners.

Respondents were asked to identify the harbor used for this "typical trip" such that harbor-specific revenue can be calculated for the most frequently visited harbors. This type of analysis was done for the harbors covered in the in-depth analysis section later in the report.

Harbor use, delays and facility improvements

Charter fishermen and commercial passenger boat owners made use of many harbors in Alaska, but the two most popular ones were Homer and Seward (Table 14). Other somewhat popular harbors were mainly in the Southeast and Gulf of Alaska. Most harbors were used by both charter fishermen and commercial passenger boats. Juneau, Petersburg, and Hoonah seemed to have more charter fishermen than commercial passenger boats, perhaps because of the extensive service provided by the Alaska Marine Highway Service in the Southeast. Whittier tended to have more commercial passenger boats. Some of the harbors, such as Cordova, Dillingham, and Naknek, were more popular among commercial fishermen but were used by relatively few charter fishermen and commercial passenger boat owners. Dillingham and Naknek, in particular, were included in this listing only because their large commercial fishing fleets that are in need of additional facilities made them important harbors for later in-depth analysis. Table 14 also shows the harbors with sufficient sample sizes (the top 3) for in-depth

analysis of revenues on the "typical trip." Some of this analysis was done in a later section of the report. USACE will have the data in the event they wish to analyze the other harbors at a later date.

Table 14. Harbors used most frequently in Alaska in 2005 by charter fishing/commercial passenger boat owners.

	Used in 2005				Listed as Harbor Used on Typical Trip	
Harbor	% of respondents	*n*	% charter fishing	% commercial passenger	% of respondents	*n*
Homer	20.7	48	54	46	14.4	32
Seward	12.6	29	62	38	7.7	17
Valdez	8.4	19	63	37	7.8	17
Whittier	7.6	18	39	61	3.0	7
Juneau	7.2	17	76	24	3.7	8
Ketchikan	7.2	17	53	47	5.6	12
Kodiak	7.2	17	59	41	5.1	11
Petersburg	6.9	16	75	25	5.5	12
Sitka	5.7	13	54	46	3.5	8
Gustavus	4.8	11	55	45	4.4	10
Hoonah	4.1	10	89	11	0.5	1
Cordova	4.1	10	65	35	2.7	6
Craig	4.0	9	80	20	2.5	6
Ninilchik/Deep Creek	3.9	9	33	67	5.7	13
Dillingham[a]	1.2	3	67	33	0.8	2
Naknek[a]	0.4	1	0	100	0.4	1

[a]Dillingham and Naknek are included here only because they were one of the harbors selected for additional analysis in the commercial fishing section of the report.

Charter fishermen and commercial passenger boat owners identified several popular harbors where they experienced delays getting into or out of the harbor (Table 15). Most notable were Gustavus and Valdez, where two-fifths to three-quarters of the users experienced delays. Homer, Seward, Whittier, and Juneau had more than 20% of users indicating delays in those harbors. Other popular harbors had few respondents experiencing delays.

For the popular harbors of Whittier and Gustavus, over three-quarters of their users indicating that existing facilities in those harbors were in need of repair (Table 15). Seward, Valdez, and Ketchikan had over half of their users indicating facilities that needed repair. Most of the remaining harbors had between 30 and 40% of their users indicating that some facilities could use repair.

Table 15. Percent of a harbor's users who experienced delays at that harbor or who felt existing facilities were in need of repair, for the most frequently used harbors in Alaska by charter fishing/commercial passenger boat owners.

	Experienced Delay		Existing Facilities Need Repair	
Harbor	% of users	*n*	% of users	*n*
Homer	22.9	11	37.5	18
Seward	34.5	10	55.2	16
Valdez	42.1	8	52.6	10
Whittier	27.8	5	77.8	14
Juneau	29.4	5	41.1	7
Ketchikan	17.6	3	52.9	9
Kodiak	5.9	1	47.1	8
Petersburg	18.7	3	37.5	6
Sitka	7.7	1	38.5	5
Gustavus	72.7	8	100.0	11
Hoonah	0.0	0	20.0	2
Cordova	10.0	1	20.0	2
Craig	22.2	2	44.4	4
Ninilchik/Deep Creek	33.3	3	66.7	6
Dillingham	33.3	1	100.0	3
Naknek	0.0	0	0.0	0

Users of Valdez and Gustavus were almost unanimous in their desire for additional facilities at those harbors beyond the repair of existing facilities reported above (Table 16). Additional transient moorage was desired by most of these users, and seasonal moorage and boat launch ramps were indicated to a slightly lesser extent. Almost two-thirds of Whittier users wanted additional facilities; again moorage (transient or seasonal) was desired. Although Ninilchik has a small numbers of users, almost all want additional facilities, in particular boat launching facilities.

Respondents were asked to identify areas where they felt an entirely new harbor should be constructed. Half (51%) identified such an area; most frequently mentioned were Gustavus, Ninilchik, Whittier, Sitka, and Anchor Point. These developments would be beneficial to boat owners because it would provide a safe harbor for boats (80% of respondents checked this option). Other benefits would include being closer to the area where the boat owners take their customers (54%), being closer to home (40%), and being closer to land transportation for customers (40%). Harbor development was seen as a benefit by Sitka users as a way to reduce crowding and provide more moorage in the Sitka area.

Table 16. Percent of a harbor's users who want additional facilities, including annual or transient slips and boat launch ramps, for the most frequently used harbors in Alaska by charter fishing/commercial passenger boat owners.

	Additional Facilities Needed		Annual Slips or Moorage	Transient Slips or Moorage	Boat Launch Ramp
Harbor	% of users	*n*	% of users		
Homer	29.2	14	8.3	14.6	6.2
Seward	44.8	13	37.9	41.4	10.3
Valdez	94.7	18	63.2	68.4	42.1
Whittier	61.1	11	55.5	61.1	38.9
Juneau	52.9	9	47.1	35.2	23.5
Ketchikan	52.9	9	29.4	5.9	11.8
Kodiak	11.8	2	0.0	0.0	0.0
Petersburg	43.7	7	18.7	12.5	18.7
Sitka	30.8	4	0.0	0.0	0.0
Gustavus	100.0	12	72.7	90.9	72.7
Hoonah	20.0	2	10.0	0.0	0.0
Cordova	40.0	4	0.0	0.0	0.0
Craig	44.4	4	33.3	22.2	0.0
Ninilchik/Deep Creek	88.9	8	33.3	22.2	77.8
Dillingham	66.7	2	33.3	0.0	33.3
Naknek	0.0	0	0.0	0.0	0.0

Detailed analysis of the facilities needed at various harbors was done for the seven harbors identified previously in the commercial fishing section of the report. The needs identified by charter fishermen and commercial passenger boat owners for these harbors are included in the specific harbor analysis later in this report.

INVENTORY OF ALASKA HARBOR FACILITIES

The 1995 Harbor Directory prepared by the Alaska Department of Transportation and Public Facilities was used as a baseline from which the current inventory was updated. The harbor directory, which was previously accessible on the web but is no longer available, listed over 100 harbors in Alaska and provided an inventory of facilities and maps for each harbor. Based on the results of the survey of commercial fishermen conducted as part of our larger project, additional harbors not covered in the 1995 inventory were added to the current inventory if a substantial number of fishermen accessed that harbor.

Using contact information in the previous inventory and web-based resources, each harbor operator was contacted by telephone in the summer of 2005. Facility information was gathered over the phone or by fax. Information obtained included facility services such as harbor capacity and repair facilities, and nearby services such as lodging and grocery stores. The current inventory also included boat launch ramps and seaplane floats-- facilities not covered in the previous inventory. We asked harbormasters to identify additional facilities needed at the harbor and included this information at the end of each harbor listing.

The current inventory, contained in Appendix D, provides current information on 89 harbors in Alaska in Table 1. An additional 19 harbors are listed in a second table with their information from 1995. We were unable to update information for these harbors. In both tables, blank spaces indicate the information was not available. The complete inventory also is available in electronic format from the USACE or the HDRU.

IN-DEPTH ANALYSIS OF SEVEN SELECTED HARBORS

Three harbors, Cordova, Naknek, and Petersburg were selected for site visits as part of this study, based on the percent of commercial fishermen indicating additional facility needs and the level of USACE work currently underway in those harbors. The site visit reports for each harbor are included in this section of the report. These harbors and four more (Dillingham, Juneau, Ketchikan, and Whittier), selected because of the high percentage indicating additional moorage needs or experiencing delays, are analyzed in detail below using the results of the three surveys. This same type of specific information is available for other harbors in the datasets. The number of harbors discussed here was limited by the time available for analysis. USACE has the datasets and can conduct similar analysis should it be needed for other harbors.

In-depth analysis of data from the commercial fishing survey is provided for all harbors. Several of these harbors were not used by many recreational boaters or charter fishermen / commercial passenger boat owners and thus the sample size was insufficient for detailed analysis of those surveys. We did some detailed analysis even when the sample size was below 30 people in order to provide some information for these harbors. However, we noted the sample size used and any results presented using under 30 respondents should be viewed as potentially highly variable.

Cordova

Summary for 2005 Commercial Fishing Vessel Survey

Harbor Use

8.2% of respondents listed as the most frequently used port
7.7% of respondents listed as the home port
9.5% of respondents (n=94) listed the port as used for some amount of time in 2004 or as home port

Of those who said Cordova was the most frequently used port (n=81):
17% rented transient moorage space
90% rented a tenant slip*
Of the 10% who did not rent a tenant slip, 25% would like to rent a slip (n=2)

*Some harbor users indicated they rented both transient moorage space and a tenant slip.

Of those who used port (n=94):
Avg. boat length =38ft., draft (loaded =5.7ft. and unloaded=4.2ft.),
crew size=2
Mean days used = 147 days
Reasons used:
94% said near fishing
59% said near residence
41% said used for gear storage
68% said used for refueling
69% said protected moorage
41% said near airport
66% said near processor
37% said used for off-season storage
Species caught related to port – primarily salmon, some halibut
1% experienced a delay getting in or out of harbor
Going into harbor: 1 respondent said delay was 6 hours, and they experienced a delay 20 times in 2004
Coming out : 1 respondent said delay was 6 hours, and they experienced a delay 30 times in 2004

Additional Facility Needs

34% of users said additional facilities are needed (n=32)

Of those saying additional facilities are needed (n=32):

9% want additional moorage
22% want working floats
28% want drive down float
19% want gear transfer floats
19% want moorage for larger vessels
6% want waste-oil disposal facility
13% want rest rooms
38% want additional parking
59% want travel lift
Other facilities listed in open-ended response – launch ramp

Benefits of a New Harbor

0.6% of survey respondents indicated their fishing business would be enhanced by the creation of a new harbor in Cordova.

There was an insufficient sample size (n<20) to characterize use and important features for a new harbor.

Summary for 2005 Recreational Boating Survey

Harbor Use

3.0% of respondents listed as used in 2005 (n=12)

There was an insufficient sample size (n<20) to further characterize use of the harbor by recreational boaters.

Expenditures by Recreational Boaters

There was an insufficient sample size (n<20) to characterize expenditures by recreational boaters.

Harbor Facility Needs

0.0% of users said existing facilities were in need of repair

0.0% of users said additional facilities are needed

There was an insufficient sample size (n<20) to further characterize harbor facility needs of recreational boaters.

Summary for 2005 Charter Fishermen and Commercial Passenger Boat Owners Survey

Harbor Use

4.1% of respondents listed as used in 2005 (n=10)

There was an insufficient sample size (n<15) to further characterize use of the harbor by charter fishermen and commercial passenger boat owners.

Revenue Generated by Charter Fishermen and Commercial Passenger Boat Owners

There was an insufficient sample size (n<15) to characterize revenue by charter fishermen and commercial passenger boat owners.

Harbor Facility Needs

20.0% of users said existing facilities were in need of repair (n=2)

40.0% of users said additional facilities are needed (n=4)

There was an insufficient sample size (n<15) to further characterize harbor facility needs of charter fishermen and commercial passenger boat owners.

Cordova Trip Report

Place: City of Cordova in Prince William Sound, Gulf of Alaska

Current Facilities: Primary facilities include 725 berths, 900' transient dock, 2 tidal grids, and boat launching facilities. See Appendix A for complete inventory information. See Appendix B for facility photos.

Date of Visit: September 13, 2005

Local Contacts: Dale Muma, Harbormaster
Nicholoff St., Cordova, AK 99574
(907)424-6400

Problems and Opportunities:

1. Preliminary information from the commercial fishing vessel survey conducted in spring 2005 by Cornell University indicated that a travel lift was desired by over half of the fishermen indicating that additional facilities were needed. Almost 40% wanted additional parking. See previous section for more details from the commercial fishing vessel survey.

2. A few commercial fishermen wrote in on the survey their desire for additional boat launch facilities. The harbormaster indicated that the launch ramp in the center of the harbor was sometimes crowded and there was general traffic congestion in the area due to other businesses located nearby (e.g., grocery store). However, a launch ramp located about ¼ mile away was never crowded and thus he thought it was an issue of convenience and not a real need for additional facilities.

3. The harbormaster echoed the commercial fishermen's desire for a travel lift facility. He said the harbor staff had been trying to get a travel lift since the late 1980's. He provided us with a report done by Northern Economics, Inc. (2004) on the feasibility of a travel lift. The report outlines several options and the economic feasibility of each. In the Executive Summary (p. ES-2) the authors' state:

> In each case, the travel lift would be unprofitable on a financial basis. However, when additional tax revenues from maintenance work are added to the financial impacts to become the fiscal impacts, two of the concepts are profitable. The economic impacts, which add the additional economic activity created by maintenance work and an increased level of wealth in the community, are positive for each concept. The travel lift could generate from $730,000 to over $1 million in economic activity in the community.

4. Currently there are sufficient slips in the harbor to meet demand. The harbor has a 90% occupancy rate and rents open slips to transients when possible. During the summer months, a fast ferry runs between Cordova and Whittier, making access to the area by people living in and around Anchorage much easier and faster. The current fleet mix is about 85-90% commercial with the remainder being recreational. It is possible that more recreational boaters might be attracted to Cordova in the future by the fast ferry access.

5. Parking lots are unpaved in the areas surrounding the harbor. In the summer the lots are full and additional parking spaces are needed. The harbormaster believes that if the lots were paved and parking spaces outlined that "additional" space would be gained and perhaps be sufficient.

6. In the winter a north wind sets up, with winds sometimes reaching 100 knots, and waves come into the harbor between the breakwaters. The wave action has damaged some of the floats and reduced the capacity of the harbor. PN&D, Inc. has studied the problem and suggested an armored rock breakwater be added at the harbor entrance (report was undated, but drawings were dated 1996). A previous review of the situation by the USACE (1992) was included as an appendix to the PN&D report.

Local Sponsor Views: The harbormaster was very interested in working with the Corps and other federal and state agencies to improve the harbor, particularly the breakwater and travel lift projects. City government also was supportive, but they have had trouble in the past with cost-share obligations. It was the harbormaster's understanding that there was money in the current federal budget through the USACE for the breakwater project.

Potential Economic Efficiencies: Cordova is home to the biggest gill net fleet on the West Coast. Commercial fishermen hold about 600 gill net permits. Fishing is primarily for salmon with some halibut. The harbor serves mostly commercial boats but the harbormaster believes the number of recreational boats is increasing.

The two problems identified by the harbormaster as most pressing (the need for a travel lift and protective breakwater) have been studied in the reports cited below. Future work on either project should reference the detail provided in these reports.

Northern Economics, Inc. 2004. Cordova Travel Lift Feasibility Study. Prepared for the City of Cordova.

PN&D, Inc. (no date). Cordova Small Boat Harbor Improvement Study. Prepared for the City of Cordova.

Appendix A: Cordova Harbor Inventory 2005

Port name	Owned by?	Lat/Long	Telephone # (harbormaster)	VHF channel	Emergency number
Cordova	City of Cordova	60-32.830N 145-46.075 W	424-6400	16 & 68	424-6100

Distance from nearest city	Harbor capacity	Berthing fees	Transient fees	Lights on floats?	Power? Cost?
1/4 mile	736	23.33 ft/yr	57 cents per ft/ per day if paid in advance 68 cents if they need to send you the bill	no	yes- they don't administer cost that's done through local electric company

Potable water	Grid facilities	Fuel available	Communications	Sewer pump-out	Repair facilities	Boat launch ramp	Seaplane float
yes	yes	yes	telephones in harbor office	yes	yes	yes	yes

Grocery	Lodging	Laundromat	Airport nearby? How far?	Access to state ferry	Nearest alternative harbor and how far?
in town	in town	in town	have 2 airports, one is municipal and is located 1 mile away, the other is much larger and its located 13 miles away	yes, 1 mile	Valdez 60-70 miles away

Additional facilities desired by contact person (usually harbormaster)?	Name of person providing info	Date contacted
travel lift and boat haul out	Dale Muma-harbor master	7/7/2005

Appendix B: Cordova Harbor Site Pictures

Figure B-1. Aerial view of Cordova harbor taken in June 1995.

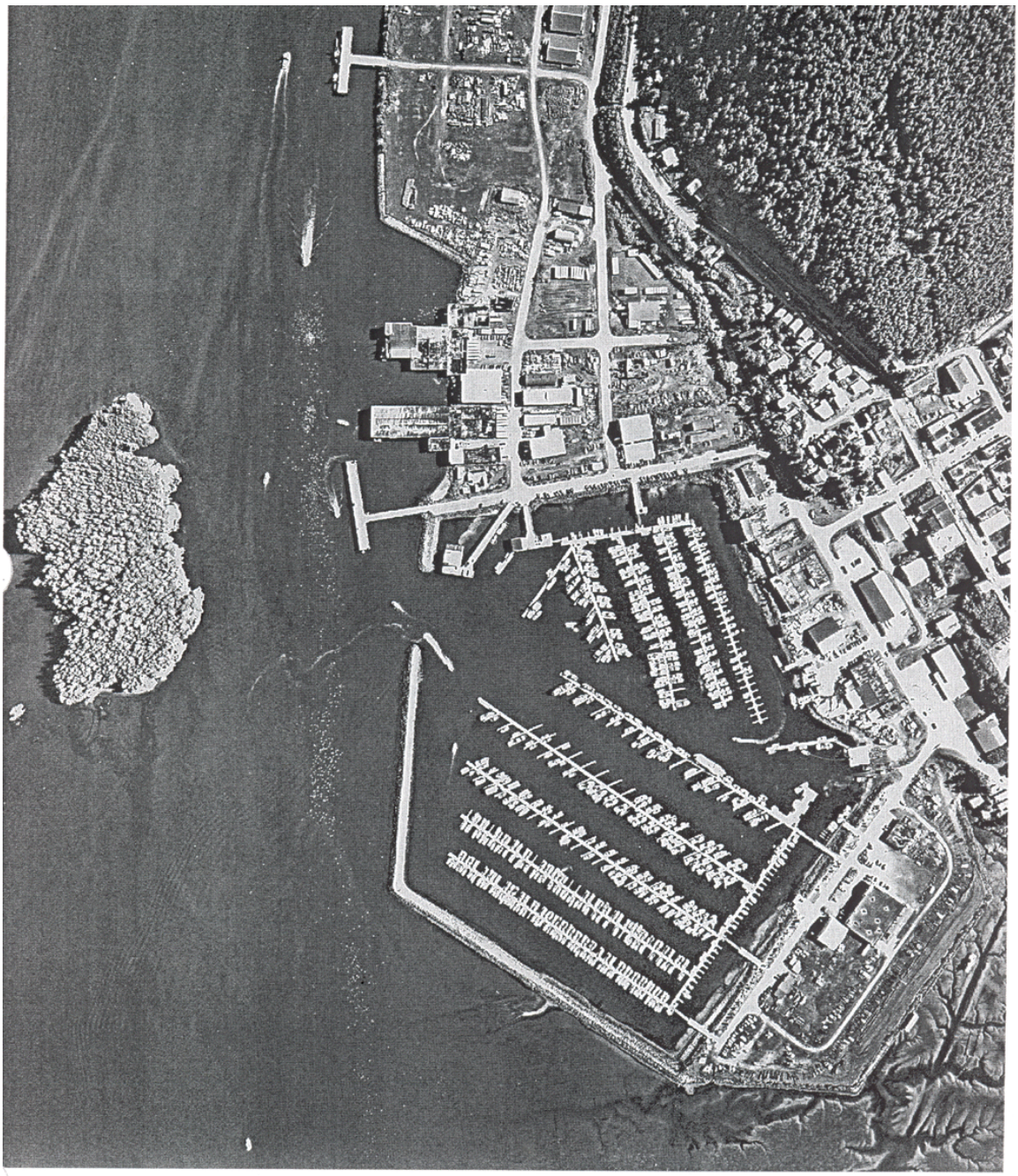


Figure B-2. Boat launch ramp in center of Cordova harbor.

Figure B-3. Cordova harbor view - in center of picture finger floats are missing due to winter storm damage.

Figure B-4. Cordova harbor view – proposed breakwater would extend out from breakwater on left.

Dillingham

Summary for 2005 Commercial Fishing Vessel Survey

Harbor Use

4.8% of respondents listed as the most frequently used port
4.3% of respondents listed as the home port
7.0% of respondents (n=70) listed the port as used for some amount of time in 2004 or as home port

Of those who said Dillingham was the most frequently used port (n=48):
- 57% rented transient moorage space
- 33% rented a tenant slip
  - Of the 67% who did not rent a tenant slip, 43% would like to rent a slip (n=14)

Of those who used port (n=70):
- Avg. boat length =35ft., draft (loaded =5.0ft. and unloaded=4.6ft.), crew size=3
- Mean days used = 37 days
- Reasons used:
  - 85% said near fishing
  - 29% said near residence
  - 48% said used for gear storage
  - 38% said used for refueling
  - 64% said protected moorage
  - 48% said near airport
  - 36% said near processor
  - 50% said used for off-season storage
- Species caught related to port – almost all salmon, many specified
  - sockeye salmon
- 30% experienced a delay getting in or out of harbor
  - Going into harbor: 18 respondents said average delay was 5 hours, and they experienced a delay on average 6 times in 2004
  - Coming out : 14 respondents said average delay was 4 hours, and they experienced a delay on average 7 times in 2004

Additional Facility Needs

53% of users said additional facilities are needed (n=37)

Of those saying additional facilities are needed (n=37):

78% want additional moorage
54% want working floats
49% want drive down float
62% want gear transfer floats
19% want moorage for larger vessels
22% want waste-oil disposal facility
38% want rest rooms
35% want additional parking
32% want travel lift
Other facilities listed in open-ended response – electricity, cold storage/ice

Benefits of a New Harbor

1.5% of survey respondents indicated their fishing business would be enhanced by the creation of a new harbor in Dillingham.

There was an insufficient sample size (n<20) to characterize use and important features for a new harbor.

Summary for 2005 Recreational Boating Survey

Harbor Use

2.5% of respondents listed as used in 2005 (n=10)

There was an insufficient sample size (n<20) to further characterize use of the harbor by recreational boaters.

Expenditures by Recreational Boaters

There was an insufficient sample size (n<20) to characterize expenditures by recreational boaters.

Harbor Facility Needs

50.0% of users said existing facilities were in need of repair (n=5)

20.0% of users said additional facilities are needed (n=2)

There was an insufficient sample size (n<20) to further characterize harbor facility needs of recreational boaters.

Summary for 2005 Charter Fishermen and Commercial Passenger Boat Owners Survey

Harbor Use

1.2% of respondents listed as used in 2005 (n=3)

There was an insufficient sample size (n<15) to further characterize use of the harbor by charter fishermen and commercial passenger boat owners.

Revenue Generated by Charter Fishermen and Commercial Passenger Boat Owners

There was an insufficient sample size (n<15) to characterize revenue by charter fishermen and commercial passenger boat owners.

Harbor Facility Needs

100.0% of users said existing facilities were in need of repair (n=3)

66.7% of users said additional facilities are needed (n=2)

There was an insufficient sample size (n<15) to further characterize harbor facility needs of charter fishermen and commercial passenger boat owners.

Juneau

Summary for 2005 Commercial Fishing Vessel Survey

Harbor Use
(The harbor includes Harris Harbor, Auk Bay, Aurora Basin, and Douglas.)

3.4% of respondents listed as the most frequently used port
6.0% of respondents listed as the home port
11.4% of respondents (n=113) listed the port as used for some amount of time in 2004 or as home port

Of those who said Juneau was the most frequently used port (n=34):
- 38% rented transient moorage space
- 78% rented a tenant slip*
  - Of the 22% who did not rent a tenant slip, 50% would like to rent a slip (n=4)

*Some harbor users indicated they rented both transient moorage space and a tenant slip.

Of those who used port (n=113):
- Avg. boat length =45ft., draft (loaded =6.7ft. and unloaded=5.2ft.), crew size=3
- Mean days used = 67 days
- Reasons used:
  - 58% said near fishing
  - 25% said near residence
  - 10% said used for gear storage
  - 70% said used for refueling
  - 55% said protected moorage
  - 31% said near airport
  - 60% said near processor
  - 18% said used for off-season storage
- Species caught related to port – mostly salmon and halibut
- 5% experienced a delay getting in or out of harbor
  - Going into harbor: 4 respondents said average delay was 4 hours, and they experienced a delay on average 11 times in 2004
  - Coming out : 2 respondents said average delay was 15 hours, and they experienced a delay on average 2 times in 2004

Additional Facility Needs

58% of users said additional facilities are needed (n=66)

Of those saying additional facilities are needed (n=66):

79% want additional moorage
79% want working floats
60% want drive down float
57% want gear transfer floats
37% want moorage for larger vessels
23% want waste-oil disposal facility
31% want rest rooms
46% want additional parking
32% want travel lift
Other facilities listed in open-ended response – electricity, repair facilities

Benefits of a New Harbor

2.1% of survey respondents indicated their fishing business would be enhanced by the creation of a new harbor in Juneau.

If a harbor was developed:
67% would rent a tenant slip
43% would rent transient moorage space
48% would use dock space only (for loading and unloading)

They would use the harbor for an average of 179 days per year.

Important features that would make the harbor attractive:
(mean score, rated on a scale of 1=not important to 5=very important)

4.6	Provides protected moorage
4.3	Close to fishing grounds
4.2	Provides refueling
4.1	Close to a processor
3.9	Provides vehicle parking facilities
3.8	Close to an airport
3.6	Provides moorage so don't have to use dry storage
3.5	Provides options for additional fishing opportunities
3.5	Provides repair facilities
3.3	Close to food stores
3.2	Close to where you live
3.2	Provides gear storage

Other features listed in open-ended response – additional floats

Summary for 2005 Recreational Boating Survey

Harbor Use

(The harbor includes Harris Harbor, Auk Bay, Aurora, and Douglas.)

13.1% of respondents listed as used in 2005 (n=52)

Of those who used harbor (n=52):

Avg. boat length =24ft., avg. draft= 3ft., % powerboat =96%, % sailboat =4%

Avg. # of years involved in coastal Alaska boating = 21 years

Mean days rented annual/seasonal slip or mooring = 83 days

Mean days rented transient slip or mooring = 7 days

Mean days rented dry storage = 1 day

75% used boat launch ramp

4% used boat or travel lift

49% used gas dock

75% used parking facilities

38.5% experienced a delay getting in or out of harbor

Going into harbor:	17 respondents said average delay was 23 minutes, and they experienced a delay on average 26 times in 2005
Coming out :	17 respondents said average delay was 22 minutes, and they experienced a delay on average 24 times in 2005

Expenditures by Recreational Boaters

11.0% of respondents listed Juneau as the harbor used on their "typical trip" (n=43)

The typical trip lasted 2.1 days, involved 3 people, and required an average travel time from home of 0.6 hours.

Boaters spent on average per day in the harbor area:

$42.42 at the boat harbor
$26.32 at gas stations
$ 3.68 at bait and tackle shops
$ 8.19 at grocery or convenience type stores
$ 1.61 at restaurants or bars
$ 0.11 at hotels, motels, B&Bs, campgrounds
$ 1.52 at other retail stores
$ 0.00 at entertainment businesses (e.g., movies, boat tours)
$ 1.52 at other businesses
$80.25 in total in the harbor area
$39.03 in total outside the harbor area per day but in relation to this "typical trip"

Harbor Facility Needs

44.2% of users said existing facilities were in need of repair (n=23)

Of those saying existing facilities were in need of repair (n=23):
- 48% say annual slips or moorage need repair
- 39% say transient slips or moorage need repair
- 70% say boat launch ramps need repair
- 13% say boat or travel lift needs repair
- 52% say fish cleaning stations need repair
- 18% say gas docks need repair
- 59% say parking facilities need repair
- 30% say rest rooms need repair
- 26% say winter storage facilities need repair
- 9% say protection from waves or storms needs repair
- Other facilities in need of repair listed in open-ended response – (nothing listed by more than 1 person)
- Avg. # of additional days would use harbor if all facilities were repaired = 33 days

65.4% of users said additional facilities are needed (n=34)

Of those saying additional facilities were needed (n=34):
- 62% want annual slips or moorage
- 41% want transient slips or moorage
- 59% want boat launch ramp
- 21% want boat or travel lift
- 35% want fish cleaning station
- 15% want gas dock
- 61% want parking facilities
- 32% want rest rooms
- 26% want winter storage
- 6% want protection from waves or storms
- Other facilities listed in open-ended response – (nothing listed by more than 1 person)
- Avg. # of additional days would use harbor if all facilities were added = 39 days

Of those suggesting the need for a new harbor, 10% suggested Juneau as the location for a new harbor.

Benefits of a new harbor would be:
43% said closer to my home
53% said closer to the areas I enjoy recreating in
33% said provides a safe harbor
80% said other benefits (i.e., relieve crowding, provide more moorage)

Summary for 2005 Charter Fishermen and Commercial Passenger Boat Owners Survey

Harbor Use
(The harbor includes Harris Harbor, Auk Bay, Aurora, and Douglas.)

7.2% of respondents listed as used in 2005 (n=17), 76% were charter fishermen, 24% were commercial passenger boat owners

Of those who used harbor (n=17):

Avg. boat length = 28ft., avg. draft = 4ft., avg. horsepower = 230hp,
% powerboat = 87%, % sailboat =13%
Avg. # of years involved in coastal Alaska boating = 23 years

Mean days rented annual/seasonal slip or mooring = 139 days
Mean days rented transient slip or mooring = 48 days
Mean days rented dry storage = 15 days

35% used boat launch ramp
18% used boat or travel lift
72% used gas dock
89% used parking facilities

29.4% experienced a delay getting in or out of harbor

Going into harbor:	5 respondents said average delay was 219 minutes, and they experienced a delay on average 11 times in 2005
Coming out :	2 respondents said average delay was 12 minutes, and they experienced a delay on average 3 times in 2005

Revenue Generated by Charter Fishermen and Commercial Passenger Boat Owners

3.7% of respondents listed Juneau as the harbor used on their "typical trip" (n=8)

The typical trip lasted 3.4 days, involved 7 customers and 2 crewmembers, and required an average travel time from home of 1.0 hours.

Mean revenue per day per customer was $200

Harbor Facility Needs

41.1% of users said existing facilities were in need of repair (n=7)

Of those saying existing facilities were in need of repair (n=7):

57% say annual slips or moorage need repair
43% say transient slips or moorage need repair
70% say boat launch ramps need repair
25% say boat or travel lift needs repair
14% say fish cleaning stations need repair
29% say gas docks need repair
71% say parking facilities need repair
50% say rest rooms need repair
0% say winter storage facilities need repair
25% say protection from waves or storms needs repair
Other facilities in need of repair listed in open-ended response – sewage pumpout station, grid
Avg. # of additional days would use harbor if all facilities were repaired = 23 days

52.9% of users said additional facilities were needed (n=9)

Of those saying additional facilities were needed (n=9):

89% want annual slips or moorage
67% want transient slips or moorage
44% want boat launch ramp
44% want boat or travel lift
11% want fish cleaning station
20% want gas dock
80% want parking facilities
22% want rest rooms
44% want winter storage
44% want protection from waves or storms
Other facilities listed in open-ended response – (nothing listed by more than 1 person)
Avg. # of additional days would use harbor if all facilities were added = 51 days

Of those suggesting the need for a new harbor, 2% suggested Juneau as the location for a new harbor.

There was an insufficient sample size (n<15) to characterize the benefits of a new harbor.

Ketchikan

Summary for 2005 Commercial Fishing Vessel Survey

Harbor Use

5.3% of respondents listed as the most frequently used port
3.1% of respondents listed as the home port
10.0% of respondents (n=99) listed the port as used for some amount of time in 2004 or as home port

Of those who said Ketchikan was the most frequently used port (n=53):
- 43% rented transient moorage space
- 55% rented a tenant slip
  - Of the 45% who did not rent a tenant slip, 52% would like to rent a slip (n=12)

Of those who used port (n=99):
- Avg. boat length =52ft., draft (loaded =7.6ft. and unloaded=5.8ft.), crew size=3
- Mean days used = 83 days
- Reasons used:
  - 74% said near fishing
  - 22% said near residence
  - 16% said used for gear storage
  - 65% said used for refueling
  - 48% said protected moorage
  - 28% said near airport
  - 51% said near processor
  - 25% said used for off-season storage
- Species caught related to port – mostly salmon, some sea cucumbers and urchins
- 5% experienced a delay getting in or out of harbor
  - Going into harbor: 3 respondents said average delay was 16 hours, and they experienced a delay on average 3 times in 2004
  - Coming out : no delays reported

Additional Facility Needs

47% of users said additional facilities are needed (n=47)

Of those saying additional facilities are needed:

67% want additional moorage
48% want working floats
44% want drive down float
35% want gear transfer floats
41% want moorage for larger vessels
13% want waste-oil disposal facility
33% want rest rooms
26% want additional parking
30% want travel lift
Other facilities listed in open-ended response – gear storage facility

Benefits of a New Harbor

1.5% of survey respondents indicated their fishing business would be enhanced by the creation of a new harbor in Ketchikan.

There was an insufficient sample size (n<20) to characterize use and important features for a new harbor.

Summary for 2005 Recreational Boating Survey

Harbor Use

(The harbor includes Mountain Point, Knudson Cove, Thomas Basin, Bar Harbor, and Hole-in-the-wall Harbor.)

7.6% of respondents listed as used in 2005 (n=30)

Of those who used harbor (n=30):

Avg. boat length =22ft., avg. draft= 3ft., % powerboat =98%, % sailboat =2%

Avg. # of years involved in coastal Alaska boating = 16 years

Mean days rented annual/seasonal slip or mooring = 157 days

Mean days rented transient slip or mooring = 12 days

Mean days rented dry storage = 2 days

67% used boat launch ramp

0% used boat or travel lift

10% used gas dock

84% used parking facilities

40.0% experienced a delay getting in or out of harbor

Going into harbor: 12 respondents said average delay was 17 minutes, and they experienced a delay on average 7 times in 2005

Coming out : 12 respondents said average delay was 17 minutes, and they experienced a delay on average 6 times in 2005

Expenditures by Recreational Boaters

6.5% of respondents listed Ketchikan as the harbor used on their "typical trip" (n=25)

The typical trip lasted 2.4 days, involved 3 people, and required an average travel time from home of 0.1 hours.

Boaters spent on average per day in the harbor area:

$23.63 at the boat harbor
$22.19 at gas stations
$ 9.08 at bait and tackle shops
$ 8.53 at grocery or convenience type stores
$ 0.00 at restaurants or bars
$ 0.00 at hotels, motels, B&Bs, campgrounds
$ 0.00 at other retail stores
$ 0.00 at entertainment businesses (e.g., movies, boat tours)
$ 0.00 at other businesses
$57.18 in total in the harbor area
$39.14 in total outside the harbor area per day but in relation to this "typical trip"

Harbor Facility Needs

63.3% of users said existing facilities were in need of repair (n=19)

Of those saying existing facilities were in need of repair (n=19):

68% say annual slips or moorage need repair
75% say transient slips or moorage need repair
53% say boat launch ramps need repair
0% say boat or travel lift needs repair
65% say fish cleaning stations need repair
0% say gas docks need repair
65% say parking facilities need repair
32% say rest rooms need repair
0% say winter storage facilities need repair
21% say protection from waves or storms needs repair
Other facilities in need of repair listed in open-ended response – (nothing listed by more than 1 person)
Avg. # of additional days would use harbor if all facilities were repaired = 8 days

56.7% of users said additional facilities are needed (n=17)

Of those saying additional facilities are needed (n=17):

65% want annual slips or moorage
71% want transient slips or moorage
69% want boat launch ramp
18% want boat or travel lift
41% want fish cleaning station
47% want gas dock
94% want parking facilities
50% want rest rooms
12% want winter storage
37% want protection from waves or storms
Other facilities listed in open-ended response – (nothing listed by more than 1 person)
Avg. # of additional days would use harbor if all facilities were added = 59 days

Of those suggesting the need for a new harbor, 6% suggested Ketchikan as the location for a new harbor.

There was an insufficient sample size (n<20) to characterize the benefits of a new harbor.

Summary for 2005 Charter Fishermen and Commercial Passenger Boat Owners Survey

Harbor Use

(The harbor includes Mountain Point, Knudson Cove, Thomas Basin, Bar Harbor, and Hole-in-the-wall Harbor.)

7.2% of respondents listed as used in 2005 (n=17), 53% were charter fishermen, 47% were commercial passenger boat owners

Of those who used harbor (n=17):

Avg. boat length = 28ft., avg. draft = 4ft., avg. horsepower = 308hp,
% powerboat = 93%, % sailboat =7%
Avg. # of years involved in coastal Alaska boating = 20 years

Mean days rented annual/seasonal slip or mooring = 158 days
Mean days rented transient slip or mooring = 42 days
Mean days rented dry storage = 0 days

41% used boat launch ramp
12% used boat or travel lift
35% used gas dock
79% used parking facilities

17.6% experienced a delay getting in or out of harbor

Going into harbor:	3 respondents said average delay was 19 minutes, and they experienced a delay on average 7 times in 2005
Coming out :	2 respondents said average delay was 14 minutes, and they experienced a delay on average 3 times in 2005

Revenue Generated by Charter Fishermen and Commercial Passenger Boat Owners

5.6% of respondents listed Ketchikan as the harbor used on their "typical trip" (n=12)

The typical trip lasted 2.1 days, involved 4 customers and 2 crewmembers, and required an average travel time from home of 1.1 hours.

Mean revenue per day per customer was $196

Harbor Facility Needs

52.9% of users said existing facilities were in need of repair (n=7)

Of those saying existing facilities were in need of repair (n=7):

56% say annual slips or moorage need repair
67% say transient slips or moorage need repair
56% say boat launch ramps need repair
0% say boat or travel lift needs repair
22% say fish cleaning stations need repair
0% say gas docks need repair
25% say parking facilities need repair
44% say rest rooms need repair
0% say winter storage facilities need repair
11% say protection from waves or storms needs repair
Other facilities in need of repair listed in open-ended response – (nothing listed by more than 1 person)
Avg. # of additional days would use harbor if all facilities were repaired = 18 days

52.9% of users said additional facilities are needed (n=9)

Of those saying additional facilities are needed (n=9):

56% want annual slips or moorage
11% want transient slips or moorage
22% want boat launch ramp
0% want boat or travel lift
22% want fish cleaning station
22% want gas dock
22% want parking facilities
44% want rest rooms
0% want winter storage
0% want protection from waves or storms
Other facilities listed in open-ended response – (nothing listed by more than 1 person)
Avg. # of additional days would use harbor if all facilities were added = 7 days

Of those suggesting the need for a new harbor, 2% suggested Ketchikan as the location for a new harbor.

There was an insufficient sample size (n<15) to characterize the benefits of a new harbor.

Naknek

Summary for 2005 Commercial Fishing Vessel Survey

Harbor Use

8.0% of respondents listed as the most frequently used port
8.1% of respondents listed as the home port
11.2% of respondents (n=111) listed the port as used for some amount of time in 2004 or as home port

Of those who said Naknek was the most frequently used port (n=80):
10% rented transient moorage space
6% rented a tenant slip
Of the 94% who did not rent a tenant slip, 25% would like to rent a slip (n=19)

Of those who used port (n=111):
Avg. boat length =35ft., draft (loaded =4.5ft. and unloaded=4.0ft.), crew size=3
Mean days used = 80 days
Reasons used:
75% said near fishing
17% said near residence
60% said used for gear storage
47% said used for refueling
37% said protected moorage
29% said near airport
63% said near processor
59% said used for off-season storage
Species caught related to port – almost all salmon, many specified sockeye salmon
5% experienced a delay getting in or out of harbor
Going into harbor: 5 respondents said average delay was 11 hours, and they experienced a delay on average 5 times in 2004
Coming out : 3 respondents said average delay was 7 hours, and they experienced a delay on average 7 times in 2004

Additional Facility Needs

28% of users said additional facilities are needed (n=31)

Of those saying additional facilities are needed(n=31):

87% want additional moorage
77% want working floats
48% want drive down float
68% want gear transfer floats
23% want moorage for larger vessels
39% want waste-oil disposal facility
55% want rest rooms
26% want additional parking
48% want travel lift
Other facilities listed in open-ended response – dredging

Benefits of a New Harbor

3.8% of survey respondents indicated their fishing business would be enhanced by the creation of a new harbor in Naknek.

If a harbor was developed:
47% would rent a tenant slip
39% would rent transient moorage space
47% would use dock space only (for loading and unloading)

They would use the harbor for an average of 45 days per year.

Important features that would make the harbor attractive:
(mean score, rated on a scale of 1=not important to 5=very important)

4.6	Provides protected moorage
4.3	Close to fishing grounds
3.8	Provides repair facilities
3.6	Provides vehicle parking facilities
3.5	Provides refueling
3.4	Provides options for additional fishing opportunities
3.4	Close to food stores
3.3	Close to a processor
3.1	Close to an airport
3.0	Provides gear storage
2.2	Provides moorage so don't have to use dry storage
2.0	Close to where you live

Other features listed in open-ended response – ice, all tide access

Summary for 2005 Recreational Boating Survey

Harbor Use

0.5% of respondents listed as used in 2005 (n=2)

There was an insufficient sample size (n<20) to further characterize use of the harbor by recreational boaters.

Expenditures by Recreational Boaters

There was an insufficient sample size (n<20) to characterize expenditures by recreational boaters.

Harbor Facility Needs

100.0% of users said existing facilities were in need of repair (n=2)

100.0% of users said additional facilities are needed (n=2)

There was an insufficient sample size (n<20) to further characterize harbor facility needs of recreational boaters.

Summary for 2005 Charter Fishermen and Commercial Passenger Boat Owners Survey

Harbor Use

0.4% of respondents listed as used in 2005 (n=1)

There was an insufficient sample size (n<15) to further characterize use of the harbor by charter fishermen and commercial passenger boat owners.

Revenue Generated by Charter Fishermen and Commercial Passenger Boat Owners

There was an insufficient sample size (n<15) to characterize revenue by charter fishermen and commercial passenger boat owners.

Harbor Facility Needs

0.0% of users said existing facilities were in need of repair

0.0% of users said additional facilities are needed

There was an insufficient sample size (n<15) to further characterize harbor facility needs of charter fishermen and commercial passenger boat owners.

Naknek (Port of Bristol Bay) Trip Report

Place: Community of Naknek on the north shore of the Naknek River in Bristol Bay Borough

Current Facilities: Primary facilities include a 200' commercial dock for cargo loading and unloading, boat launch ramp, and small dock space for commercial fishermen. See Appendix A for complete inventory information and map. See Appendix B for facility photos.

Date of Visit: September 6, 2005

Local Contacts: Joe Harris, harbormaster, (907)246-6168
Fred Pike, Bristol Bay Borough Manager, P.O. Box 189, Naknek, AK 99633, (907)246-4224, Fax (907)246-6633, manager@theborough.com

Problems and Opportunities: There are several safety and congestion issues at this harbor.
1. Preliminary information from the commercial fishing vessel survey conducted in spring 2005 by Cornell University indicated that additional moorage, working floats, and gear transfer floats were desired by over half of the fishermen indicating that additional facilities were needed. See previous section for more details from the commercial fishing vessel survey.
2. The current commercial cargo dock was built over 20 years ago in 1982 and is operating beyond its expected lifespan. Repairs are being made to shore up concrete dock panels and replace pilings. However, the harbormaster believes these are temporary repairs and eventually the dock will have to be rebuilt.
3. During the summer season dock space for barges is at a premium and several barges must raft up along the main dock face for loading and unloading. This causes delays in loading and unloading as cargo must be moved from one barge to the next before being unloaded. Land exists or could be created with fill from just upland of the harbor to extend the main dock face.
4. Barges often extend over the ends of the main dock face (see photos), making it difficult and dangerous to access the boat launch ramp or the area designated for commercial fishermen. For example, this past summer when the tide was going out, a commercial fishing boat came off its anchor in the river and floated down into the eddy created between the extending barge and the boat launch ramp. Within five minutes the commercial fishing boat was sucked under the barge. No one was injured but the boat, which was pulled out at the next high tide, was damaged. Lengthening the dock as suggested above would address this problem.
5. The harbormaster currently sells 20 season passes for commercial fishermen to tie up at the small dock space on the side of the main dock. The length of the dock is inadequate for all boats to tie up, so they raft up to eight boats deep. When rafting occurs, crew and equipment (e.g., nets, ice, groceries) must be passed from boat to boat for loading and unloading. This creates unsafe conditions and causes delays in getting to and from the fishery when openings occur.
6. During the fishing season many commercial fishing boats anchor in the river and use skiffs to bring crew and equipment to and from shore. The harbormaster estimates that if dock space were available, he could sell two to three times the number of seasonal passes that he sells now. He feels that many fishermen would prefer not to be dependant on the nearby canneries for dock space.
7. Access to the commercial fishermen's dock parking area is gained by driving between the working commercial cargo dock and storage area. Forklifts are continually moving containers

between the dock and storage area, making the chances for an accident with a commercial fishermen quite high. Only property damage accidents to vehicles have occurred to date.
8. Before the beginning of each summer season, depths in front of the main dock are checked and dredging is done where necessary. Winter ice also moves navigational hazards (i.e., large rocks) down river. Several years ago the Army Corps of Engineers came in and removed some of the accumulated hazards.

Local Sponsor Views: The harbormaster and borough representatives we met with were very interested in working with the Corps and other federal and state agencies to improve their harbor. A previous 905-B report from the Army Corps of Engineers suggested harbor improvements should be considered. The borough has developed a site plan in consultation with PN&D Engineers to rebuild and extend the commercial dock and create a new area/dock space for commercial fishermen. They feel this plan would address the problems identified above. They have obtained funding thus far from the state legislature and EDA. Some local funds may be available from the 3% raw fish tax.

Potential Economic Efficiencies: The harbor is currently used primarily for cargo transfer. In 2004 and 2005, over 2,000 containers of fish were shipped from the harbor. The frozen fish goes to Dutch Harbor and then on to Japan and China. The canned fish goes primarily to Seattle. Additional containers of cargo were brought in for the local community and sport fishing lodges as well as serving as a transfer point for moving cargo from large barges to smaller barges that can access smaller neighboring communities. Naknek serves as a central transfer point for communities as far south as Port Heiden, north into Lake Iliamna, and as far west as Togiak. They also service off-shore processors. If congestion at the dock face were addressed, cargo transfer could occur more quickly and efficiently saving time and money.

Harbor facilities are currently used during the herring, halibut and sockeye salmon fishing seasons. There are over 1,800 drift net permits issued for the area. Approximately 55% of the permits are owned by nonresidents of the area. Upland areas of the community store over 900 fishing vessels during the off-season. Development of additional dock space would increase fishing efficiency. It would likely require some dredging. Also, separation of activities (cargo loading and fishing boat moorage) should be considered to address safety concerns.

Appendix A: Naknek Harbor Inventory 2005

Port name	Owned by?	Lat/Long	Telephone # (harbormaster)	VHF channel
Naknek	Borough of Bristol Bay	58-44.001N 156-59.028W	246-6168	12

Emergency number	Distance from nearest city	Harbor capacity	Berthing fees	Transient fees
911	1 mile	its along the river so additional boats can tie up and anchor but specifically there are 20 seasonal permits sold	$10 up to a 32 footer	150$ season (April 15th- Oct 15)

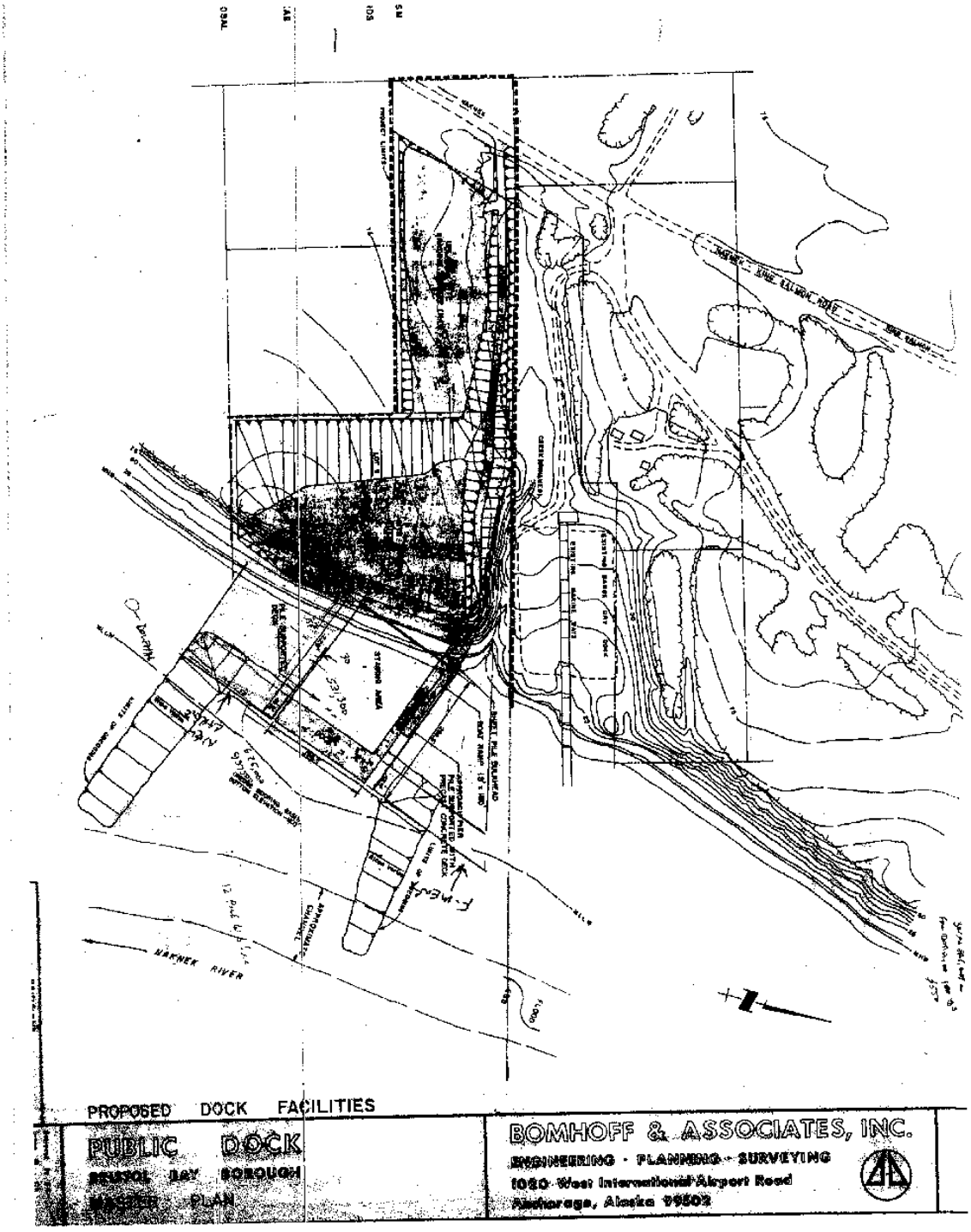
Lights on floats?	Power? Cost?	Potable water	Grid facilities	Fuel available	Communications	Sewer pump-out	Repair facilities
yes	yes, included in fee	yes	no	no	yes- free local telephones and use of calling card	no	no

Boat launch ramp	Seaplane float	Grocery	Lodging	Laundromat	Airport nearby? How far?	Access to state ferry	Nearest alternative harbor and how far?
yes	no	1 mile	1 mile	1 mile	15 miles away	no	Dillingham

Additional facilities desired by contact person (usually harbormaster)?	Name of person providing info	Date contacted
expand fisherman's dock and cargo dock	Joe Harris	7/25/2005

Additional Remarks
said could obtain blueprints from PN&D- that is the engineering firm which is monitoring their harbor's decay. The harbor set up is a 200 dock raft and a little area ~32 by 32 feet which is called the fisherman's dock

Figiure A-1. Map of Naknek harbor and proposed dock facilities.



Appendix B: Naknek Harbor Site Pictures

Above: Figure B-1. Naknek boat launch ramp.

Next page: Figure B-2. Aerial view of Naknek harbor showing barge extending beyond dock face.

Following page: Figure B-3. Naknek parking lot for commercial fishermen with limited space for mooring due to low tide. Commercial fishing boat in picture is grounded. Barges are rafted two deep at front face of dock.

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GENSTAR

Petersburg

Summary for 2005 Commercial Fishing Vessel Survey

Harbor Use

6.8% of respondents listed as the most frequently used port
6.1% of respondents listed as the home port
10.7% of respondents (n=106) listed the port as used for some amount of time in 2004 or as home port

Of those who said Petersburg was the most frequently used port (n=68):
- 23% rented transient moorage space
- 79% rented a tenant slip*
  - Of the 21% who did not rent a tenant slip, 40% would like to rent a slip (n=6)

*Some harbor users indicated they rented both transient moorage space and a tenant slip.

Of those who used port (n=106):
- Avg. boat length =48ft., draft (loaded =7.3ft. and unloaded=5.6ft.), crew size=3
- Mean days used = 127 days
- Reasons used:
  - 72% said near fishing
  - 44% said near residence
  - 34% said used for gear storage
  - 69% said used for refueling
  - 58% said protected moorage
  - 40% said near airport
  - 65% said near processor
  - 37% said used for off-season storage
- Species caught related to port – mostly salmon, but also halibut and crab
- 4% experienced a delay getting in or out of harbor
  - Going into harbor: 3 respondents said average delay was 5 hours, and they experienced a delay on average 8 times in 2004
  - Coming out : 1 respondent said delay was 2 hours, and they experienced a delay on average 4 times in 2004

Additional Facility Needs

39% of users said additional facilities are needed (n=41)

Of those saying additional facilities are needed(n=41):

42% want additional moorage
34% want working floats
59% want drive down float
39% want gear transfer floats
12% want moorage for larger vessels
12% want waste-oil disposal facility
32% want rest rooms
39% want additional parking
42% want travel lift
Other facilities listed in open-ended response – (nothing listed by more than 1 person)

Benefits of a New Harbor

1.1% of survey respondents indicated their fishing business would be enhanced by the creation of a new harbor in Petersburg.

There was an insufficient sample size (n<20) to characterize use and important features for a new harbor.

Summary for 2005 Recreational Boating Survey

Harbor Use

1.9% of respondents listed as used in 2005 (n=8)

There was an insufficient sample size (n<20) to further characterize use of the harbor by recreational boaters.

Expenditures by Recreational Boaters

There was an insufficient sample size (n<20) to characterize expenditures by recreational boaters.

Harbor Facility Needs

37.5% of users said existing facilities were in need of repair (n=3)

37.5% of users said additional facilities are needed (n=3)

There was an insufficient sample size (n<20) to further characterize harbor facility needs of recreational boaters.

Summary for 2005 Charter Fishermen and Commercial Passenger Boat Owners Survey

Harbor Use

6.9% of respondents listed as used in 2005 (n=16), 75% were charter fishermen, 25% were commercial passenger boat owners

Of those who used harbor (n=16):

Avg. boat length = 28ft., avg. draft = 4ft., avg. horsepower = 286hp,
% powerboat = 100%, % sailboat =0%
Avg. # of years involved in coastal Alaska boating = 19 years

Mean days rented annual/seasonal slip or mooring = 206 days
Mean days rented transient slip or mooring = 19 days
Mean days rented dry storage = 12 days

53% used boat launch ramp
7% used boat or travel lift
73% used gas dock
67% used parking facilities

18.7% experienced a delay getting in or out of harbor

Going into harbor:	3 respondents said average delay was 346 minutes, and they experienced a delay on average 11 times in 2005
Coming out :	2 respondents said average delay was 17 minutes, and they experienced a delay on average 3 times in 2005

Revenue Generated by Charter Fishermen and Commercial Passenger Boat Owners

5.5% of respondents listed Petersburg as the harbor used on their "typical trip" (n=12)

The typical trip lasted 3.1 days, involved 5 customers and 2 crewmembers, and required an average travel time from home of 0.6 hours.

Mean revenue per day per customer was $150

Harbor Facility Needs

37.5% of users said existing facilities were in need of repair (n=6)

Of those saying existing facilities were in need of repair (n=6):

83% say annual slips or moorage need repair
50% say transient slips or moorage need repair
50% say boat launch ramps need repair
17% say boat or travel lift needs repair
17% say fish cleaning stations need repair
17% say gas docks need repair
50% say parking facilities need repair
33% say rest rooms need repair
0% say winter storage facilities need repair
33% say protection from waves or storms needs repair
Other facilities in need of repair listed in open-ended response – (nothing listed by more than 1 person)
Avg. # of additional days would use harbor if all facilities were repaired = 72 days

43.7% of users said additional facilities are needed (n=7)

Of those saying additional facilities are needed (n=7):

75% want annual slips or moorage
50% want transient slips or moorage
75% want boat launch ramp
25% want boat or travel lift
50% want fish cleaning station
0% want gas dock
50% want parking facilities
50% want rest rooms
0% want winter storage
50% want protection from waves or storms
Other facilities listed in open-ended response – (nothing listed by more than 1 person)
Avg. # of additional days would use harbor if all facilities were added = 20 days

Of those suggesting the need for a new harbor, 1% suggested Petersburg as the location for a new harbor.

There was an insufficient sample size (n<15) to characterize the benefits of a new harbor.

Petersburg Trip Report

Place: City of Petersburg on the Wrangell Narrows in Southeast Alaska

Current Facilities: Primary facilities include 700 berths, 105 transient spaces, 2 tidal grids, working floats and boat launching facilities. See Appendix A for complete inventory information. See Appendix B for facility photos.

Date of Visit: September 8, 2005

Local Contacts: James Stromdahl, Harbormaster
Glorianne DeBoer, Port Administrator
P.O. Box 1047, Petersburg, AK 99833
(907)772-4688, FAX (907)772-4687
harbor@ci.petersburg.ak.us

Problems and Opportunities:

1. Preliminary information from the commercial fishing vessel survey conducted in spring 2005 by Cornell University indicated that a drive down float was desired by over half of the fishermen who indicated that additional facilities were needed. Approximately 40% wanted additional moorage, gear transfer floats, a travel lift, and additional parking. See previous section for more details from the commercial fishing vessel survey.

2. Renovation work was about to begin on docks in the middle harbor, creating new space for vessels in the 40' to 60' range. However, after the renovation, there will still be vessels on the waiting list for berths. The harbor staff estimate about 50 vessels are currently on the waiting list. They need space for vessels under 30' and over 75'. While stalls are rented on an annual basis, they use a hot berthing system to accommodate transient usage.

3. As the crab rationalization program goes into effect, the community would like to attract boats that are currently going to Seattle to the Petersburg harbor. By shortening the distance between the fishery and the harbor, the fishermen would save time and money.

4. Currently commercial fishermen experience delays waiting for cranes and access to working floats for gear transfer and repair.

5. The multi-use nature of some of the docks creates potential safety concerns as tourists are leaving small cruise ships while fishermen are trying to bring gear down to the their boats. No accidents have occurred to date.

6. The tidal flux of 22'-24' is large enough that at low tide some elderly citizens of the community can not access their boats because they can not walk down the steep gangways.

7. A section of the harbor is shallower than nearby sections. With a strong tidal current coming through Wrangell Narrows, the current speeds up at the shallower section, making it difficult for

boats to land and access their berths. This has caused "fender bender" accidents to date. It also causes additional wear and tear on the floating docks. If possible, the harbormaster has a larger boat berthed at the end of the dock where the current speed picks up. This boat helps to displace the current and ease the situation.

8. On sunny days and weekends the boat launch ramp is backed up with lines of cars waiting to launch. The parking lot is full and overflows onto on street parking.

9. Some fishermen homeport in Petersburg but because of lack of processing and transport facilities (i.e., cold storage, air freight), they take their catch to Juneau. The local community then loses out on the raw fish tax.

Local Sponsor Views: The harbormaster, assistant harbormaster, and harbor board chair whom we met with were very interested in working with the Corps and other federal and state agencies to improve their harbor. They have developed a site plan in consultation with PN&D Engineers to dredge the shallow section of the harbor, add additional wharf area, provide a drive down float, and additional moorage floats to service tour boat and other commercial operations. (See Appendix C for schematic of plan and projected costs for Phase 1, including approximately $3 million for dredging and sheet piling.) They feel this plan would address the most critical problems identified above. They are currently seeking funding for this project. It is number one on the priority list for the city.

Potential Economic Efficiencies: Harbor officials estimate that 94% of their permanent slips are rented out to commercial fishermen. The remainder for pleasure craft. There are seven processors located in the harbor. Harbor staff reported 5,000-6,000 transient visits per year and the issuance of 500-600 annual boat launch permits. Efficiencies could be gained for commercial fishermen by providing more facilities for gear transfer and additional moorage for smaller and larger vessels. New vessels could reduce their current travel time to the fisheries.

Dredging of the shallow area of the harbor would slow down the current, providing for safer boat landings. A drive down float would provide for more efficient gear transfer and allow elderly citizens access to their boats at low tide.

Providing additional cold storage and air freight capacity were identified as high priorities for improving the seafood processing sector of the economy in Petersburg (Petersburg Strategic Development Plan, McDowell Group, 2001). Primary fisheries using the Petersburg harbor include salmon (mostly pink and chum), halibut, sablefish, and crab.

Appendix A: Petersburg Harbor Inventory 2005

Port name	Owned by?	Lat/Long	Telephone # (harbormaster)	VHF channel
Petersburg Banana Point Launch Ramp	City of Petersburg Owned By Dept F&G	56-32.236N 132-43.449W	772-4688	9, 16, 68
Petersburg Kupreanof Float	State of Alaska DOT& PF	56-48.844N 132-58.728W	772-4688	none written in
Petersburg Middle Harbor	City of Petersburg	56-48.713N 132-57.867W	772-4688	9, 16, 68
Petersburg North Harbor	City of Petersburg	56-48.833N 132-57.729W	772-4688	9, 16, 68
Petersburg Papke's Landing	State of Alaska DOT& PF	56-40.659N 132-56.129W	772-4688	none written in
Petersburg South Harbor	City of Petersburg	56-48.674N 132-57.882W	772-4688	9, 16, 68

Port name	Emergency number	Distance from nearest city	Harbor capacity	Berthing fees	Transient fees	Lights on floats?
Petersburg Banana Point Launch Ramp	772-3838	30 miles North of Petersburg	left blank	n/a	n/a	no
Petersburg Kupreanof Float	772-3838	across Wrangell Narrows from Petersburg	8	open moorage	open moorage	no
Petersburg Middle Harbor	772-3838	at city center	136	2.80/ft per month	.35/ft/day	yes
Petersburg North Harbor	772-3838	at city center	128	2.80/ft per month	.35/ft/day	yes
Petersburg Papke's Landing	772-3838	13 miles	9	open moorage	open moorage	no
Petersburg South Harbor	772-3838	4 blocks	126	2.80/ft per month	.35/ft/day	yes

Port name	Power? Cost?	Potable water	Grid facilities	Fuel available	Communications	Sewer pump-out	Repair facilities
Petersburg Banana Point Launch Ramp	no	no	see South Harbor	in town	in town	see South Cove harbor	in town
Petersburg Kupreanof Float	no	no	no	no	no	no	no
Petersburg Middle Harbor	4$ per day	yes	see North harbor	several locations	see north and south harbor	no	yes
Petersburg North Harbor	4$ per day	yes	yes	yes, several locations	telephone at top of gangway	no	yes
Petersburg Papke's Landing	no	no	see South Harbor	in town	in town	no	in town
Petersburg South Harbor	4$ per day	yes	yes	several locations	telephone at top of gangway	no	yes

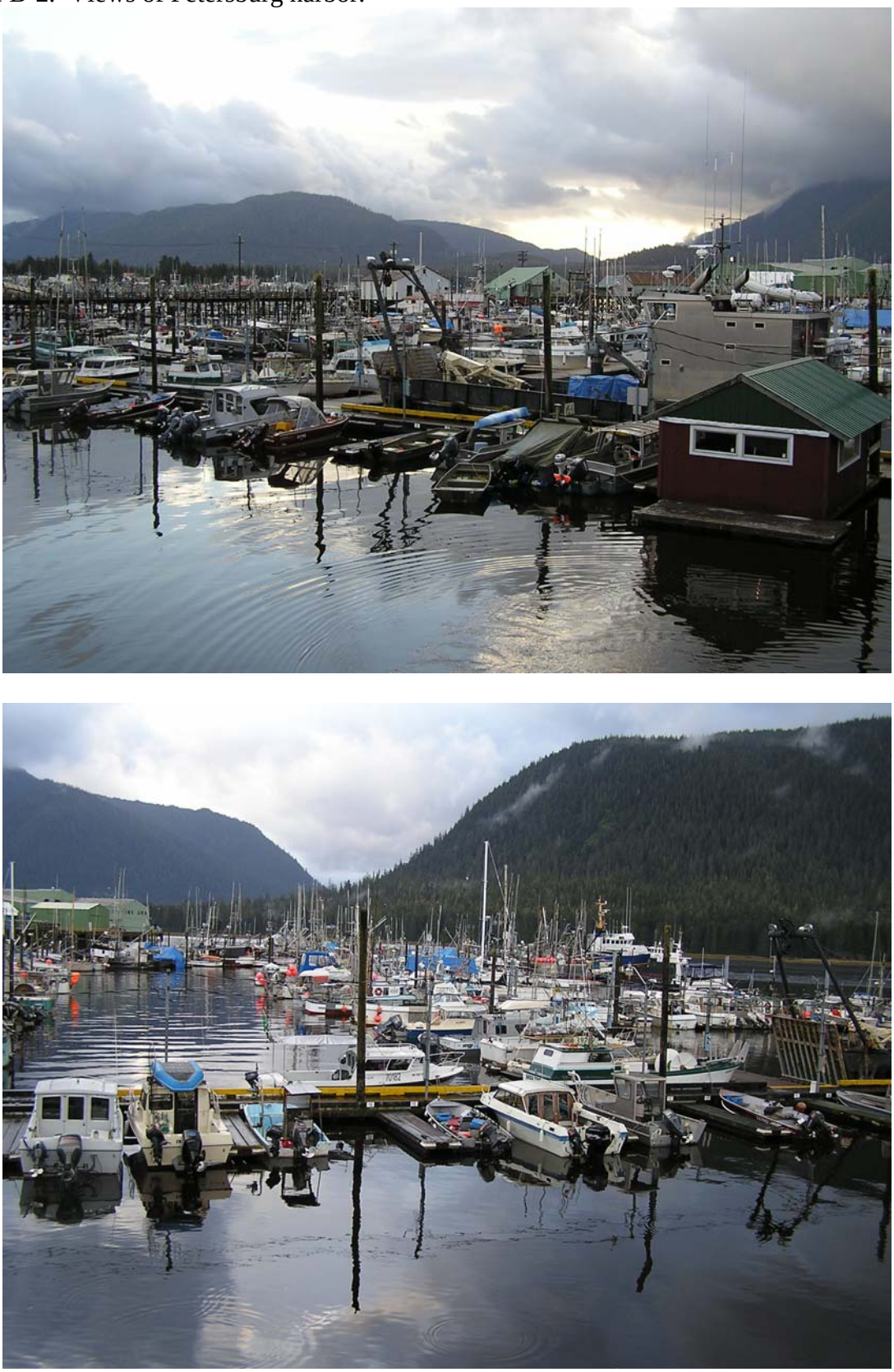
Port name	Boat launch ramp	Seaplane float	Grocery	Lodging	Laundromat	Airport nearby? How far?	Access to state ferry
Petersburg Banana Point Launch Ramp	yes	left blank	in town	in town	in town	yes, 30 miles	yes, in town
Petersburg Kupreanof Float	none given	none given	no	no	no	in Petersburg	yes, in town
Petersburg Middle Harbor	no	no	in town	in town	in town	yes, 1 mile	yes, 1 mile
Petersburg North Harbor	yes	no	in town	in town	in town	yes, mile	yes, 1 mile
Petersburg Papke's Landing	no	no	in town	in town	in town	yes, 13 miles	yes, 12 miles
Petersburg South Harbor	yes	yes	in town	in town	in town	yes, 1.5 mile	yes .5 mile

Port name	Nearest alternative harbor and how far?	Additional facilities desired by contact person (usually harbormaster)?	Name of person providing info	Date contacted
Petersburg Banana Point Launch Ramp	Wrangell	Development of our landfill area near south harbor. Install sheet pilings, pavement, lifting cranes, drive down float for vehicles, dockage for tour ships	James Stromdahl-harbormaster	7/20 email received
Petersburg Kupreanof Float	Wrangell		James Stromdahl-harbormaster	5-Aug
Petersburg Middle Harbor	Wrangell	Development of our landfill area near south harbor. Install sheet pilings, pavement, lifting cranes, drive down float for vehicles, dockage for tour ships	James Stromdahl-harbormaster	7/20 email received
Petersburg North Harbor	Wrangell	Development of our landfill area near south harbor. Install sheet pilings, pavement, lifting cranes, drive down float for vehicles, dockage for tour ships	James Stromdahl-harbormaster	7/20 email received
Petersburg Papke's Landing	Wrangell		James Stromdahl-harbormaster	5-Aug
Petersburg South Harbor	Wrangell	Development of our landfill area near south harbor. Install sheet pilings, pavement, lifting cranes, drive down float for vehicles, dockage for tour ships	James Stromdahl-harbormaster	7/20 email received

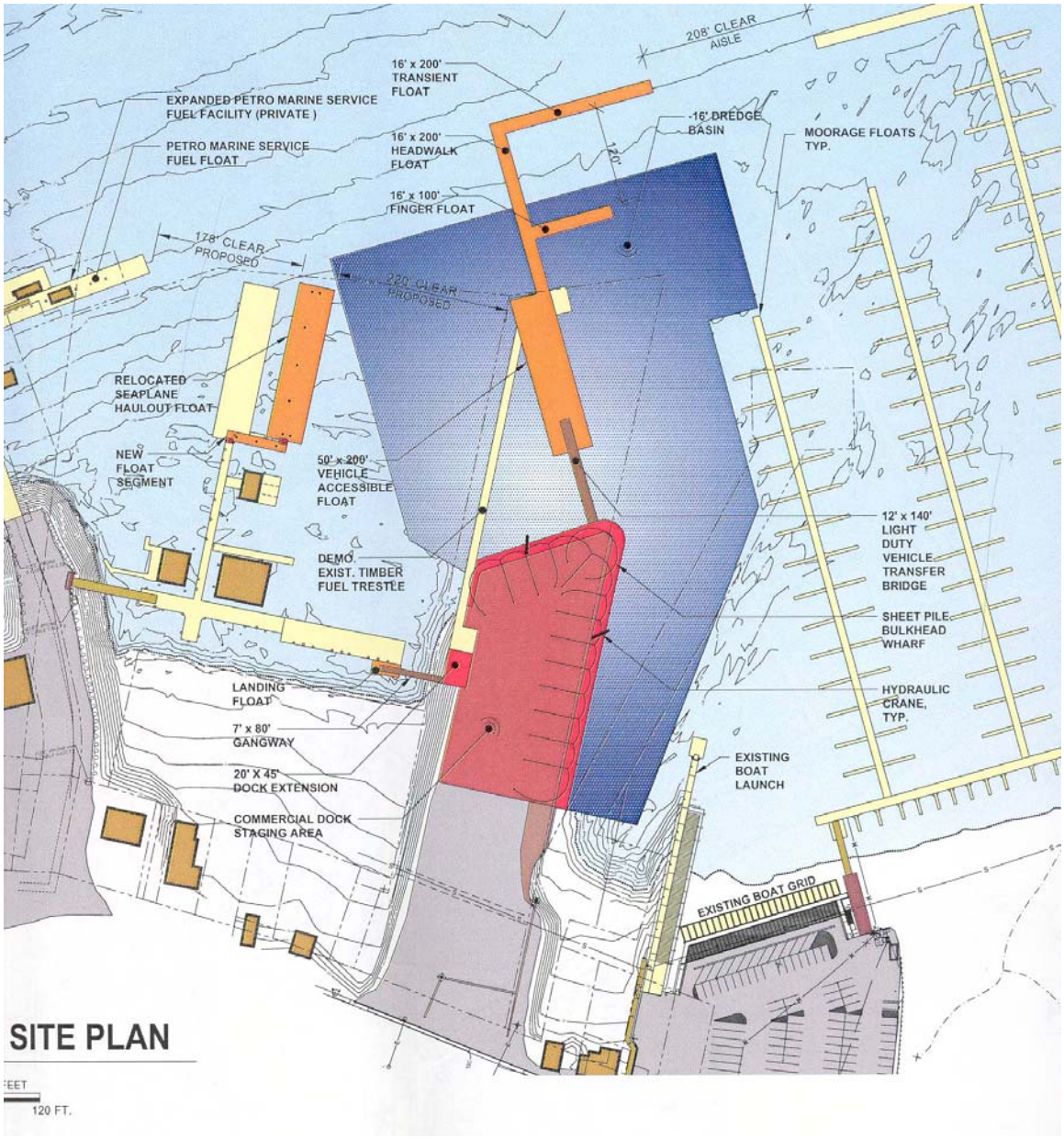
Appendix B: Petersburg Harbor Site Pictures

Figure B-1. Aerial view of Petersburg harbor, city, and airport runway.

Figure B-2. Views of Petersburg harbor.



Appendix C: Schematic of proposed dredging and projected costs for Phase 1



P | N | D
Incorporated

CONSULTING
ENGINEERS

CITY OF PETERSBURG

SOUTH HARBOR
COMMERCIAL DOCK PHASE I
PRELIMINARY ENGINEER'S ESTIMATE
AT
35% SCHEMATIC DESIGN
MARCH 31, 2005
Prepared by: PND, INC.

Item	Item Description	Units	Quantity	Unit Cost	Amount
1	Mobilization/Demobilization	LS	All Reqd	8%	$280,000.00
2	Demolition and Disposal	LS	All Reqd	$100,000	$100,000.00
3	Type II-A Classified Fill	CY	1200	$20.00	$24,000.00
4	Type III Classified Fill	CY	20,000	$12.00	$240,000.00
5	Salvage & Place Riprap Class II	CY	1200	$20.00	$24,000.00
6	Drainage Improvements	LS	All Reqd	$40,000.00	$40,000.00
7	Vibracompaction	LS	All Reqd	$75,000	$75,000.00
8	Dredging & Disposal	CY	45,000	$22.00	$990,000.00
9	Sheet Pile Bulkhead	LF	565	$3,750	$2,118,750.00
10	Construction Survey Measurement	LS	All Reqd	$40,000.00	$40,000.00

ESTIMATED CONSTRUCTION BID PRICE	**3,931,750.00**
CONTINGENCY (10%)	**393,175.00**
ENVIRONMENTAL SAMPLING & PERMITTING	**75,000.00**
FINAL DESIGN SERVICES (2%)	**78,635.00**
CONTRACT ADMIN. & CONSTRUCTION INSPECTION (8%)	**314,540.00**
	4,793,100.00

Whittier

Summary for 2005 Commercial Fishing Vessel Survey

Harbor Use

1.8% of respondents listed as the most frequently used port
1.2% of respondents listed as the home port
4.1% of respondents (n=41) listed the port as used for some amount of time in 2004 or as home port

Of those who said Whittier was the most frequently used port (n=18):
81% rented transient moorage space
35% rented a tenant slip*
Of the 65% who did not rent a tenant slip, 90% would like to rent a slip (n=11)

*Some harbor users indicated they rented both transient moorage space and a tenant slip.

Of those who used port (n=41):
Avg. boat length =33ft., draft (loaded =6.0ft. and unloaded=4.4ft.),
crew size=2
Mean days used = 43 days
Reasons used:
89% said near fishing
42% said near residence
6% said used for gear storage
69% said used for refueling
53% said protected moorage
0% said near airport
22% said near processor
14% said used for off-season storage
Species caught related to port – mostly salmon, some halibut
32% experienced a delay getting in or out of harbor
Going into harbor: 12 respondents said average delay was 7 hours, and they experienced a delay on average 7 times in 2004
Coming out : 4 respondents said average delay was 7 hours, and they experienced a delay on average 12 times in 2004

Additional Facility Needs

83% of users said additional facilities are needed (n=34)

Of those saying additional facilities are needed(n=34):

94% want additional moorage
62% want working floats
24% want drive down float
41% want gear transfer floats
41% want moorage for larger vessels
18% want waste-oil disposal facility
21% want rest rooms
29% want additional parking
18% want travel lift
Other facilities listed in open-ended response – (nothing listed by more than 1 person)

Benefits of a New Harbor

1.6% of survey respondents indicated their fishing business would be enhanced by the creation of a new harbor in Whittier.

There was an insufficient sample size (n<20) to characterize use and important features for a new harbor.

Summary for 2005 Recreational Boating Survey

Harbor Use

25.0% of respondents listed as used in 2005 (n=99)

Of those who used harbor (n=99):

Avg. boat length =23ft., avg. draft= 3ft., % powerboat =95%, % sailboat =5%
Avg. # of years involved in coastal Alaska boating = 18 years

Mean days rented annual/seasonal slip or mooring = 45 days
Mean days rented transient slip or mooring = 5 days
Mean days rented dry storage = 3 days

87% used boat launch ramp
4% used boat or travel lift
48% used gas dock
85% used parking facilities

62.6% experienced a delay getting in or out of harbor

Going into harbor:	60 respondents said average delay was 36 minutes, and they experienced a delay on average 15 times in 2005
Coming out :	48 respondents said average delay was 31 minutes, and they experienced a delay on average 18 times in 2005

Expenditures by Recreational Boaters

16.1% of respondents listed Whittier as the harbor used on their "typical trip" (n=63)

The typical trip lasted 3.0 days, involved 3 people, and required an average travel time from home of 1.7 hours.

Boaters spent on average per day in the harbor area:
$47.86 at the boat harbor
$31.26 at gas stations
$ 4.88 at bait and tackle shops
$ 4.74 at grocery or convenience type stores
$ 7.84 at restaurants or bars
$ 1.51 at hotels, motels, B&Bs, campgrounds
$ 1.36 at other retail stores
$ 0.66 at entertainment businesses (e.g., movies, boat tours)
$ 2.57 at other businesses (e.g., parking fees)
$96.28 in total in the harbor area
$67.61 in total outside the harbor area per day but in relation to this "typical trip"

Harbor Facility Needs

70.7% of users said existing facilities were in need of repair (n=70)

Of those saying existing facilities were in need of repair (n=70):
- 50% say annual slips or moorage need repair
- 51% say transient slips or moorage need repair
- 80% say boat launch ramps need repair
- 6% say boat or travel lift needs repair
- 37% say fish cleaning stations need repair
- 6% say gas docks need repair
- 60% say parking facilities need repair
- 29% say rest rooms need repair
- 6% say winter storage facilities need repair
- 14% say protection from waves or storms needs repair
- Other facilities in need of repair listed in open-ended response – harbormaster's office
- Avg. # of additional days would use harbor if all facilities were repaired = 13 days

65.7% of users said additional facilities are needed (n=65)

Of those saying additional facilities are needed (n=65):
- 54% want annual slips or moorage
- 48% want transient slips or moorage
- 57% want boat launch ramp
- 9% want boat or travel lift
- 35% want fish cleaning station
- 11% want gas dock
- 63% want parking facilities
- 15% want rest rooms
- 14% want winter storage
- 11% want protection from waves or storms
- Other facilities listed in open-ended response – (nothing listed by more than 1 person)
- Avg. # of additional days would use harbor if all facilities were added = 14 days

Of those suggesting the need for a new harbor, 10% suggested Whittier as the location for a new harbor.

Benefits of a new harbor would be:
50% said closer to my home
63% said closer to the areas I enjoy recreating in
56% said provides a safe harbor
29% said other benefits (i.e., relieve crowding, provide more moorage)

Summary for 2005 Charter Fishermen and Commercial Passenger Boat Owners Survey

Harbor Use

7.6% of respondents listed as used in 2005 (n=18), 39% were charter fishermen, 61% were commercial passenger boat owners

Of those who used harbor (n=18):

Avg. boat length = 29ft., avg. draft = 4ft., avg. horsepower = 320hp,
% powerboat = 100%, % sailboat =0%
Avg. # of years involved in coastal Alaska boating = 15 years

Mean days rented annual/seasonal slip or mooring = 10 days
Mean days rented transient slip or mooring = 82 days
Mean days rented dry storage = 0 days

67% used boat launch ramp
11% used boat or travel lift
71% used gas dock
71% used parking facilities

27.8% experienced a delay getting in or out of harbor
Going into harbor: 5 respondents said average delay was 120 minutes, 5 times in 2005
Coming out : 3 respondents said average delay was 15 minutes, 6 times in 2005

Revenue Generated by Charter Fishermen and Commercial Passenger Boat Owners

3.0% of respondents listed Whittier as the harbor used on their "typical trip" (n=7)

The typical trip lasted 5.1 days, involved 7 customers and 2 crewmembers, and required an average travel time from home of 1.4 hours.

Mean revenue per day per customer was $155

Harbor Facility Needs

77.8% of users said existing facilities were in need of repair (n=14)

Of those saying existing facilities were in need of repair (n=14):
64% say annual slips or moorage need repair
57% say transient slips or moorage need repair
50% say boat launch ramps need repair
54% say boat or travel lift needs repair
43% say fish cleaning stations need repair
43% say gas docks need repair
21% say parking facilities need repair
23% say rest rooms need repair
43% say winter storage facilities need repair
0% say protection from waves or storms needs repair
Other facilities in need of repair listed in open-ended response – (nothing listed by more than 1 person)
Avg. # of additional days would use harbor if all facilities were repaired = 90 days

61.1% of users said additional facilities are needed (n=11)

Of those saying additional facilities are needed (n=11):
91% want annual slips or moorage
100% want transient slips or moorage
64% want boat launch ramp
30% want boat or travel lift
45% want fish cleaning station
45% want gas dock
36% want parking facilities
18% want rest rooms
45% want winter storage
9% want protection from waves or storms
Other facilities listed in open-ended response – (nothing listed by more than 1 person)
Avg. # of additional days would use harbor if all facilities were added = 40 days

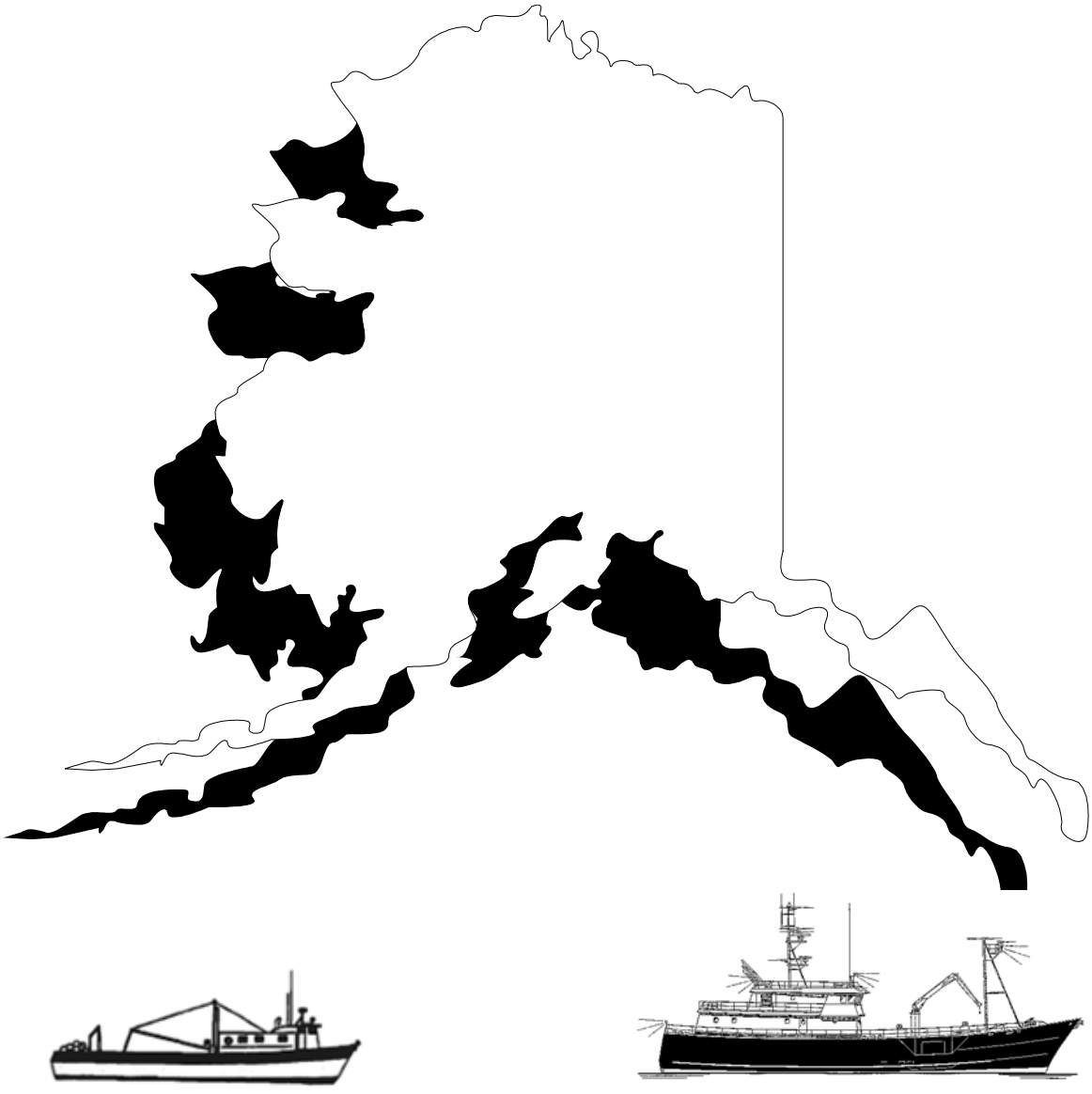
Of those suggesting the need for a new harbor, 7% suggested Whittier as the location for a new harbor.

Benefits of a new harbor would be:
37% said closer to my home
37% said closer to the areas I take my customers
37% said closer to other tourist attractions
25% said closer to land transportation for customers
62% said provides a safe harbor
63% said other benefits (i.e., relieve crowding, provide more moorage)

APPENDIX A: COMMERCIAL FISHING QUESTIONNAIRE

ALASKA HARBOR NEEDS SURVEY

FOR COMMERCIAL FISHING VESSELS



ALASKA HARBOR NEEDS SURVEY

FOR COMMERCIAL FISHING VESSELS

Research conducted by the
Human Dimensions Research Unit
Department of Natural Resources
Cornell University

You were chosen to participate in this survey because you are a commercial fisherman and you operate a boat or vessel within Alaska waters. This research is being conducted for the U.S. Army Corps of Engineers. The Corps is beginning a planning effort to determine additional needs for moorage and related harbor/port facilities in Alaska, and they are seeking your input.

Your participation in this survey is voluntary. However, we hope you will participate. The Corps depends on information from commercial fishermen especially to understand the moorage and other facility needs of operators of commercial vessels.

This survey is designed for each respondent to answer with respect to a specific vessel. The name of that vessel and its Alaska Department of Fish and Game (ADF&G) registration number appears on the top of the first page. If you own or operate more than one vessel, please answer the survey with respect to the vessel we have identified, and your need for moorage and other facilities while operating this vessel in Alaska.

Please complete the survey at your earliest convenience, place it in the enclosed postage-paid envelope, and drop it in any mailbox. Your response is very important to us. All information you provide will be kept confidential. Results will be published only as group data, in such a way that your information can not be identified with your name or the name of your vessel.

THANK YOU FOR YOUR ASSISTANCE!

OMB 0710-0001, Expires: 30 November 2005

Please answer this survey with respect to the vessel listed below: ***(If someone else in your business would be better able to answer questions regarding moorage needs for this vessel, please pass the survey on to them.)***

1. Please describe your vessel below:

a. Vessel size:

a. Length _____ feet
b. Beam _____ feet
c. Draft (unloaded) _____ feet
d. Draft (loaded) _____ feet

b. Vessel speed

a. Average cruising speed _____ knots
b. Average speed when fishing _____ knots

c. What is your approximate fuel use per hour while:

a. at cruising speed? _____ gal./hour
b. fishing? _____ gal./hour
c. engine is idling? _____ gal./hour

d. Does your vessel have a bow thruster? ☐ yes ☐ no

e. Average crew size from home port to fishing grounds (including skipper)

_____

2. Where was the home port for this vessel in 2004?

_____

3. What harbor/port in Alaska was most frequently used in relation to your fishing in Alaska in 2004 ***(this may be the same as the home port you listed above)*****?**

_____

a. Do you rent a tenant slip in this harbor/port? ☐ Yes ☐ No

If No, would you like to be able to rent a stall in this harbor/port? ☐ Yes ☐ No

b. Do you rent transient moorage space in this harbor/port? ☐ Yes ☐ No

4. Does this vessel typically use OTHER harbor/ports in Alaska, in addition to the harbor named above, either as a base for fishing, for delivery of fish for processing, or for other purposes?

☐ Yes ☐ No

5. For all the harbors/ports you used in 2004, including your home port, please list the approximate number of days you use each annually. Then, place a check under any listed reason for using that harbor that applies to you.

Name of Harbor/Port	Number of days used annually	Please check (X) any reason you use this harbor/port:							
		Near Fishing	Near Resi-dence	Gear Stor-age	Re-fuel-ing	Pro-tected Moorage	Near Air-port	Near Pro-cessor	Off-season storage

6. Please complete the following chart, using one line for each species or species group you fished for out of an Alaska harbor/port in 2004. For each species and associated harbor, indicate the Commercial Fisheries Entry Commission fishery code (if known), the number of trips and total days fished, and the total number of days your vessel was in the harbor in connection with this fishing.

Species	CFEC Fishery Code (If known)	Harbor/Port	Number of trips in 2004	Total days fished on these trips	Total days in port related to these trips

7. Did you fish with this vessel using a harbor/port outside of Alaska in 2004?

☐ No ☐ Yes -> How many days did you fish? _____

8. If you have encountered delays in getting into or out of any Alaska harbors during the 2004 season due to congestion or other harbor conditions, please indicate in the following table. Write in the harbor/port involved, the number of times in 2004 you experienced the delay and average length of the delay at that harbor.

Harbor/port where your delay occured	Length of delay and when the delay occurred			
	Going into the harbor:		**Coming out of the harbor:**	
	Number of times in 2004 you had delay	Average length of delay:	Number of times in 2004 you had delay	Average length of delay:
	_____	____ hours	_____	____ hours
	_____	____ hours	_____	____ hours
	_____	____ hours	_____	____ hours
	_____	____ hours	_____	____ hours
	_____	____ hours	_____	____ hours

9. For any existing harbor in the State of Alaska where you feel additional facilities are needed, write in the harbor/port and check any listed facilities that you feel are needed at that harbor. You may write in any additional facility not listed in the far right column.

Harbor/Port	Additional Facilities Needed									
	Addi-tional moor-age	Work-ing floats	Drive down float	Gear trans-fer floats	Moor-age for larger vessels	Waste-oil dis-posal facility	Rest rooms	Addi-tional park-ing	Travel lift	Other: _____ _____

10. If your fishing business would be enhanced by the creation of a new harbor in Alaska, please provide that information below:

A. near the community of _____,

B. Please name location of bay, town, river, or other feature

_____.

C. How would you use this harbor?

☐ rent of tenant slip

☐ rent of transient moorage space

☐ dock space only (for loading or unloading)

D. Approximately how many days per year would you use this harbor?

_____ days

E. What are the important features that would make this new harbor attractive to you? *(Please circle a number for each item.)*

		Not Impor-tant				Very Impor-tant
A	Close to fishing grounds?	1	2	3	4	5
B	Provides protected moorage?	1	2	3	4	5
C	Provides vehicle parking facilities?	1	2	3	4	5
D	Provides repair facilities?	1	2	3	4	5
E	Close to food stores?	1	2	3	4	5
F	Close to a processor?	1	2	3	4	5
G	Close to an airport?	1	2	3	4	5
H	Provides refueling?	1	2	3	4	5
I	Close to where you live?	1	2	3	4	5
J	Provides gear storage?	1	2	3	4	5
K.	Provides options for additional fishing opportunities?	1	2	3	4	5
L.	Provides moorage so don't have to use dry storage?	1	2	3	4	5

F. Are there any other features that would make this new harbor attractive to you?

_____

Please use the space below for any comments you wish to make.

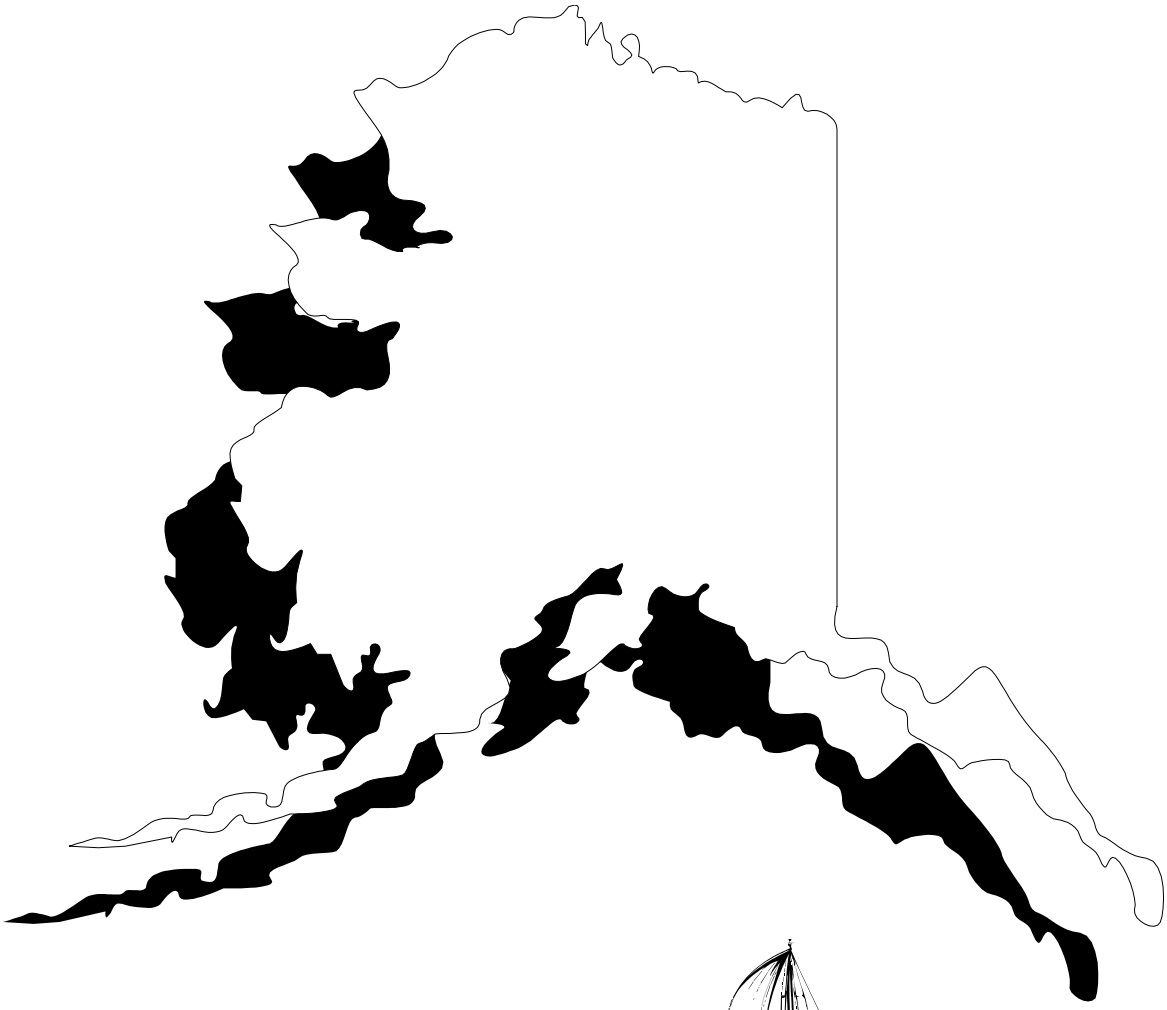
THANK YOU VERY MUCH FOR YOUR TIME AND EFFORT!

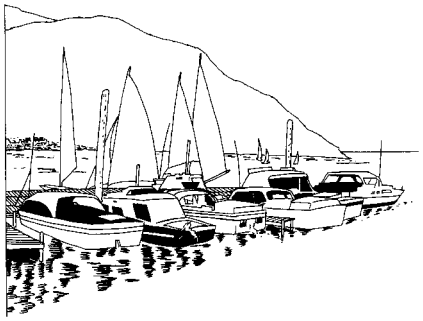
To return this questionnaire, simply place it in the enclosed postage-paid envelope, seal it, and drop it in the nearest mailbox.

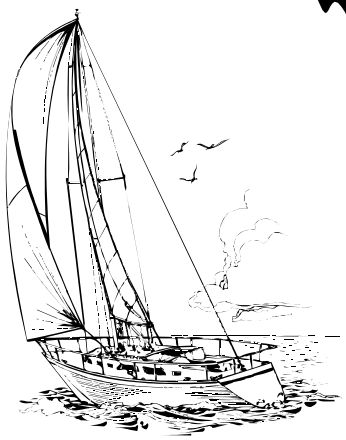
APPENDIX B: RECREATIONAL BOATING QUESTIONNAIRE

ALASKA SMALL BOAT HARBOR NEEDS

SURVEY OF RECREATIONAL BOATERS







ALASKA SMALL BOAT HARBOR NEEDS

SURVEY OF RECREATIONAL BOATERS

Research conducted by the
Human Dimensions Research Unit
Department of Natural Resources
Cornell University

We are conducting a survey of recreational boaters in Alaska to learn more about their experiences, especially in coastal harbors where additional facilities may be desired. You were chosen to participate in this survey because you have at least one boat registered in Alaska. Information from this study will help the U.S. Army Corps of Engineers in a planning effort to determine additional needs for moorage and related harbor facilities in Alaska.

Your participation in this survey is voluntary. However, we hope you will participate. The Corps depends on information from people like you to understand the moorage and other facility needs of recreational boaters.

Please complete the survey at your earliest convenience, place it in the enclosed postage-paid envelope, and drop it in any mailbox. Your response is very important to us. All information you provide will be kept confidential and will never be associated with your name. The questionnaire has an identification number so your name can be crossed off our list when you respond and we will not send you further reminder notices.

THANK YOU FOR YOUR ASSISTANCE!

OMB 0710-0001, Expires: 30 November 2005

1. How many boats 18 feet or longer are currently registered in your name in Alaska?

_____ number of boats

2. Did you use any of these boats in coastal (or tidal) waters off Alaska in 2005?

_____ No (Continue with Question 3)
_____ Yes (Go to Question 4 and continue)

---

3. Why didn't you use any of your boats (18 feet or longer) in coastal waters in 2005? *(Please check all that apply.)*

_____ The coast is too far from my home.
_____ Normally I would boat along the coast, but I didn't have the time/opportunity to this year.
_____ I prefer inland boating.
_____ My boat(s) is not equipped for coastal boating.
_____ I would boat on the coast but I can't get a slip at my preferred location
Please specify: _____ harbor.
_____ I would boat on the coast but there is no boat launch ramp near my preferred location
Please specify preferred location: _____.
_____ Other reason: _____.

STOP HERE. If you did not use any of your boats in coastal waters in 2005, please stop here and return your survey in the pre-addressed, postage-paid envelope provided. Thank you for taking the time to complete this survey.

---

4. Please tell us about each of the boats 18 feet or longer that you own and used in 2005 in coastal Alaska? *(Please write in the length and draft of your boat and check whether it is a power or sail boat.)*

	Length	Draft *(including propeller)*	Powerboat	Sailboat
Boat used most often	_____	_____	_____	_____
Other boat 1	_____	_____	_____	_____
Other boat 2	_____	_____	_____	_____
Other boat 3	_____	_____	_____	_____

5. How many days in the past 12 months have you gone boating in all of the boats 18 feet or longer that you own in Alaskan coastal waters? *(Count a partial day as 1 day.)*

Month	# of days of boating
October '04	_____
November '04	_____
December '04	_____
January '05	_____
February	_____
March	_____
April	_____
May	_____
June	_____
July	_____
August	_____
September	_____

6. What is the primary way that you gain access to Alaskan coastal waters to use your boat(s) that are 18 feet or longer? *(Check only ONE method.)*

_____ From a slip or mooring that you rent at a harbor

_____ From a private dock or mooring

_____ From a boat launch ramp, boat hoist, or travel lift

_____ From a beach

7. Please write down each of the coastal Alaskan harbors you used in 2005, followed by the number of days you rented annual or transient slips or moorage or dry storage at that harbor (*count a partial day as a whole day*). Then, place a check under any of the additional facilities you used in that harbor.

Name of Harbor	Number of days rented			Please check (X) any facility you used in this harbor:			
	Annual/ seasonal slip or mooring	Transient slip or mooring	Dry storage (e.g., winter storage)	Boat launch ramp	Boat or travel lift	Gas dock	Parking facilities

8. If you have encountered delays in getting into or out of any Alaska harbors during the 2005 season due to congestion or other harbor conditions, please indicate in the following table. Write in the harbor involved, the number of times in 2005 you experienced the delay and average length of the delay at that harbor.

Harbor where your delay occurred	**Going into the harbor:**		**Coming out of the harbor:**	
	Number of times in 2005 you had delay	Average length of delay:	Number of times in 2005 you had delay	Average length of delay:
	_____	____ minutes	_____	____ minutes
	_____	____ minutes	_____	____ minutes
	_____	____ minutes	_____	____ minutes

Please check here ____ if you did not encounter any such delays.

9. Think back to a typical trip you took on the boat you used most often in coastal Alaskan waters this past year. How many days were you away from home on that typical trip?

_____ # of days boating *(if you were just out for the day, please write in 1 day)*

_____ # of hours traveling to reach the boat (one-way)

9b. How many people, including yourself went on the trip?

_____ # of people, including yourself

9c. What harbor did you leave from for this typical trip?

_____

9d. For this typical trip, approximately how much did you and others on your boat spend in the following business categories: (1) in the harbor area, and (2) outside the harbor area but within Alaska? *(Please include expenditures made traveling from home to your boat and from your boat back home.)*

	PLACE OF EXPENDITURES:	
Typical Trip Expenditures	In Harbor Area	Outside Harbor Area
Boat Harbor (rental or launching fee, fuel, supplies)	$_____	
Bait and tackle shops	$_____	$_____
Restaurants or bars	$_____	$_____
Grocery or convenience type stores	$_____	$_____
Hotels, motels, B&Bs, campgrounds	$_____	$_____
Entertainment (movies, amusement parks, boat tours)	$_____	$_____
Gas stations (fuel, sundries)	$_____	$_____
Other retail stores	$_____	$_____
Other: (_____)	$_____	$_____
TOTAL	$_____	$_____

10. For any harbor in coastal Alaska where you feel existing facilities need repair or additional facilities are needed, please answer Part A for existing facilities in need of repair and Part B for additional facilities needed.

<u>Part A (Existing Facilities In Need Of Repair)</u>: Write in the name of the harbor and check any listed facilities that you feel are *in need of repair*. You may write in other existing facilities not listed that are in need of repair in the "other" column. Then please estimate the number of additional days you would use this harbor if all facilities you indicated were repaired. Please write in "zero" if you would not use the harbor any additional days beyond your current use.

Harbor Name	Existing Facilities In Need Of Repair											
	Annual slips or moorage	Transient slips or moorage	Boat launch ramp	Boat or travel lift	Fish cleaning station	Gas dock	Parking facilities	Rest rooms	Winter storage	Protection from waves or storms	Other: _____ _____ _____ _____ _____	Number of Additional Days of Harbor Use if All Facilities Repaired

<u>Part B (Additional Facilities Needed)</u>: Write in the name of the harbor and check any *additional* facilities that you feel are needed. You may write in other additional facilities not listed that you feel are needed in the "other" column. Then please estimate the number of additional days you would use this harbor if all facilities you indicated were added. Please write in "zero" if you would not use the harbor any additional days beyond your current use.

Harbor Name	Additional Facilities Needed											
	Annual slips or moorage	Transient slips or moorage	Boat launch ramp	Boat or travel lift	Fish cleaning station	Gas dock	Parking facilities	Rest rooms	Winter storage	Protection from waves or storms	Other: _____ _____ _____ _____ _____	Number of Additional Days of Harbor Use if All Facilities Added

11. Are there any locations in coastal Alaskan waters where you think a new harbor would be beneficial to you?

_____ No

_____ Yes -> near the community of _____,

Why would this new harbor be of benefit to you? *(Check all that apply.)*

_____ Closer to my home

_____ Closer to the areas I enjoy recreating in

_____ Provide a safe harbor

_____ Other *(please specify:* _____)

12. How many years have you boated in coastal Alaskan waters?

_____ years

Please use the space below for any comments you wish to make.

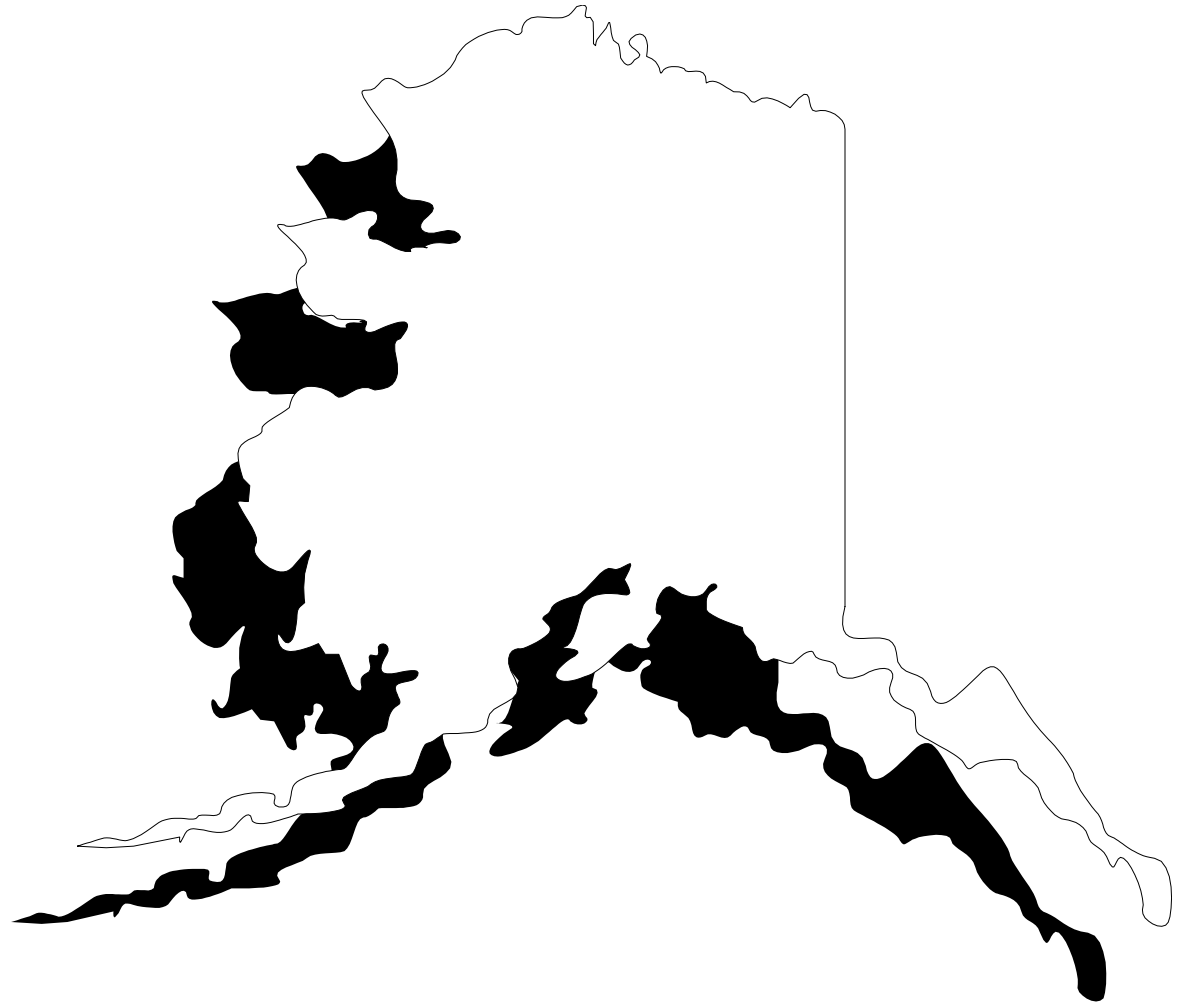
THANK YOU VERY MUCH FOR YOUR TIME AND EFFORT!

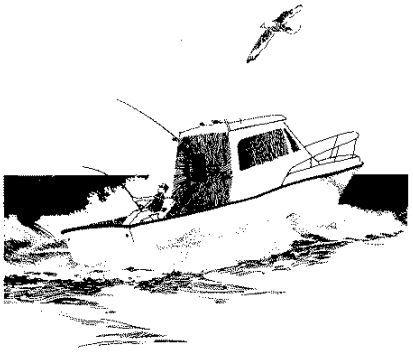
To return this questionnaire, simply place it in the enclosed postage-paid envelope, seal it, and drop it in the nearest mailbox.

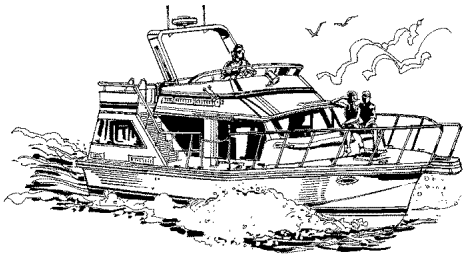
APPENDIX C: CHARTER / COMMERCIAL BOAT OWNERS QUESTIONNAIRE

ALASKA SMALL BOAT HARBOR NEEDS

SURVEY OF CHARTER / COMMERCIAL BOAT OWNERS







ALASKA SMALL BOAT HARBOR NEEDS

SURVEY OF CHARTER /COMMERCIAL BOAT OWNERS

Research conducted by the
Human Dimensions Research Unit
Department of Natural Resources
Cornell University

We are conducting a survey of charter and commercial boat owners in Alaska to learn more about your experiences, especially in coastal harbors where additional facilities may be desired. You were chosen to participate in this survey because you have at least one commercial boat registered in Alaska. Information from this study will help the U.S. Army Corps of Engineers in a planning effort to determine additional needs for moorage and related harbor facilities in Alaska.

Your participation in this survey is voluntary. However, we hope you will participate. The Corps depends on information from people like you to understand the moorage and other facility needs of charter and commercial operators.

Please complete the survey at your earliest convenience, place it in the enclosed postage-paid envelope, and drop it in any mailbox. Your response is very important to us. All information you provide will be kept confidential and will never be associated with your name. The questionnaire has an identification number so your name can be crossed off our list when you respond and we will not send you further reminder notices.

THANK YOU FOR YOUR ASSISTANCE!

OMB 0710-0001, Expires: 30 November 2005

1. How many charter/commercial boats 18 feet or longer are currently registered in your name in Alaska?

_____ number of boats

2. Did you use any of these boats in coastal (or tidal) waters off Alaska in 2005?

_____ No (Continue with Question 3)
_____ Yes (Go to Question 4 and continue)

---

3. Why didn't you use any of your charter/commercial boats (18 feet or longer) in coastal waters in 2005? *(Please check all that apply.)*

_____ The coast is too far from my home.
_____ Normally I would boat along the coast, but I didn't have the time/opportunity to this year.
_____ My business is inland boating-based.
_____ My boat(s) is not equipped for coastal boating.
_____ I would boat on the coast but I can't get a slip at my preferred location
Please specify: _____ harbor.
_____ I would boat on the coast but there is no boat launch ramp near my preferred location
Please specify preferred location: _____.
_____ Other reason: _____.

STOP HERE. If you did not use any of your boats in coastal waters in 2005, please stop here and return your survey in the pre-addressed, postage-paid envelope provided. Thank you for taking the time to complete this survey.

---

4. Please tell us about each of the types of charter/commercial boats 18 feet or longer that you own and used so far this year in coastal Alaska? *(Please write in the number of each type of boat, their length, draft, and horsepower and check whether they are power or sailboats.)*

	# of boats	Length	Draft *(including propeller)*	Horse power	Powerboat	Sailboat
Boat type used most often	_____	_____	_____	_____	_____	_____
Boat type 2	_____	_____	_____	_____	_____	_____
Boat type 3	_____	_____	_____	_____	_____	_____
Boat type 4	_____	_____	_____	_____	_____	_____

5. How many days in the past 12 months were all of the charter/commercial boats 18 feet or longer that you own used in Alaskan coastal waters? *(Count a partial day as 1 day.)*

Month	# of days of boating
October '04	_____
November '04	_____
December '04	_____
January '05	_____
February	_____
March	_____
April	_____
May	_____
June	_____
July	_____
August	_____
September	_____

6. What is the primary way that you gain access to Alaskan coastal waters to use your charter/commercial boat(s) that are 18 feet or longer? *(Check only ONE method.)*

_____ From a slip or mooring that you rent at a harbor

_____ From a private dock or mooring

_____ From a boat launch ramp, boat hoist, or travel lift

_____ From a beach

7. Please write down each of the coastal Alaskan harbors you used for charter/commercial purposes in 2005, followed by the number of days you rented annual or transient slips or moorage or dry storage at that harbor (*count a partial day as a whole day*). Then, place a check under any of the additional facilities you used in that harbor.

Name of Harbor	Number of days rented			Please check (X) any facility you used in this harbor:			
	Annual/ seasonal slip or mooring	Transient slip or mooring	Dry storage (e.g., winter storage)	Boat launch ramp	Boat or travel lift	Gas dock	Parking facilities

8. If you have encountered delays in getting into or out of any Alaska harbors during the 2005 season due to congestion or other harbor conditions, please indicate in the following table. Write in the harbor involved, the number of times in 2005 you experienced the delay and average length of the delay at that harbor.

Harbor where your delay occurred	**Going into the harbor:**		**Coming out of the harbor:**	
	Number of times in 2005 you had delay	Average length of delay:	Number of times in 2005 you had delay	Average length of delay:
	_____	____ minutes	_____	____ minutes
	_____	____ minutes	_____	____ minutes
	_____	____ minutes	_____	____ minutes

Please check here _____ if you did not encounter any such delays.

9. Think back to a typical charter/commercial trip you took on the boat you used most often in coastal Alaskan waters this past year. How many days were you away from home on that typical trip?

_____ # of days boating *(if you were just out for the day, please write in 1 day)*

_____ # of hours traveling to reach the boat (one-way)

9b. How many customers went on the trip?

_____ # of customers

9c. How many crew members, including yourself went on the trip?

_____ # of crew members, including yourself

9d. What harbor did you leave from for this typical trip?

_____

9e. How much did you charge your customers in total for this trip?

$_____ Total cost charged

10. For any harbor in coastal Alaska where you feel existing facilities need repair or additional facilities are needed, please answer Part A for existing facilities in need of repair and Part B for additional facilities needed.

<u>Part A (Existing Facilities In Need Of Repair)</u>: Write in the name of the harbor and check any listed facilities that you feel are *in need of repair*. You may write in other existing facilities not listed that are in need of repair in the "other" column. Then please estimate the number of additional days you would use this harbor if all facilities you indicated were repaired. Please write in "zero" if you would not use the harbor any additional days beyond your current use.

Harbor Name	Existing Facilities In Need Of Repair											
	Annual slips or moorage	Transient slips or moorage	Boat launch ramp	Boat or travel lift	Fish cleaning station	Gas dock	Parking facilities	Rest rooms	Winter storage	Protection from waves or storms	Other: _____ _____ _____ _____	Number of Additional Days of Harbor Use if All Facilities Repaired

<u>Part B (Additional Facilities Needed)</u>: Write in the name of the harbor and check any *additional* facilities that you feel are needed. You may write in other additional facilities not listed that you feel are needed in the "other" column. Then please estimate the number of additional days you would use this harbor if all facilities you indicated were added. Please write in "zero" if you would not use the harbor any additional days beyond your current use.

Harbor Name	Additional Facilities Needed											
	Annual slips or moorage	Transient slips or moorage	Boat launch ramp	Boat or travel lift	Fish cleaning station	Gas dock	Parking facilities	Rest rooms	Winter storage	Protection from waves or storms	Other: _____ _____ _____ _____	Number of Additional Days of Harbor Use if All Facilities Added

11. Are there any locations in coastal Alaskan waters where you think a new harbor would be beneficial to you?

_____ No

_____ Yes -> near the community of _____,

Why would this new harbor be of benefit to you? *(Check all that apply.)*

_____ Closer to my home

_____ Closer to the areas I take my customers

_____ Closer to other tourist attractions

_____ Closer to land transportation for customers

_____ Provide a safe harbor

_____ Other *(please specify:* _____)

12. How many years have you been involved in charter/commercial boating operations in coastal Alaskan waters?

_____ years

Please use the space below for any comments you wish to make.

THANK YOU VERY MUCH FOR YOUR TIME AND EFFORT!

To return this questionnaire, simply place it in the enclosed postage-paid envelope, seal it, and drop it in the nearest mailbox.

APPENDIX D: INVENTORY OF ALASKA HARBOR FACILITIES

2005 Alaska Harbor Inventory

prepared by

Nancy A. Connelly, Lisa K. Blake, Julie T. Weber, and Tommy L. Brown
Human Dimensions Research Unit
Cornell University
Ithaca, NY 14853

This harbor inventory was prepared as part of a larger project assessing the demand for harbors, dockage, etc. in coastal Alaska. The larger study, funded by the U.S. Army Corps of Engineers, examined the needs of commercial fishermen, charter operators, and recreational boaters for harbor facilities. The needs of these groups must be considered in light of the current supply of facilities and thus led to the call for this inventory.

The 1995 Harbor Directory prepared by the Alaska Department of Transportation and Public Facilities was used as a baseline from which the current inventory was updated. The harbor directory, which was previously accessible on the web but is no longer available, listed over 100 harbors in Alaska and provided an inventory of facilities and maps for each harbor. Based on the results of the survey of commercial fishermen conducted as part of our larger project, additional harbors not covered in the 1995 inventory were added to the current inventory if a substantial number of fishermen accessed that harbor.

Using contact information in the previous inventory and web-based resources, each harbor operator was contacted by telephone in the summer of 2005. Facility information was gathered over the phone or by fax. Information obtained included facility services such as harbor capacity and repair facilities, and nearby services such as lodging and grocery stores. The current inventory also included boat launch ramps and seaplane floats not covered in the previous inventory. We asked harbormasters to identify additional facilities needed at the harbor and included this information at the end of each harbor listing.

The current inventory, summarized in the first table, provides current information on 89 harbors in Alaska. An additional 19 harbors are listed in a second table with their information from 1995. We were unable to update information for these harbors. In both tables, blank spaces indicate the information was not available. The inventory is also available in Excel format from nac4@cornell.edu.

Table 1. 2005 Harbor Inventory. **Aleknagik Dock – Bethel Small Boat Harbor**

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Aleknagik Dock	North shore dock	State of Alaska	59-17N 158-36W	842-5953	12, 16	842-5953	0.5 mile	N/A (boats tied to dock or anchor)	
Angoon Dock		City of Angoon	57 30.2N 134-35.5W	788-3960	16	788-3960	at city center	N/A	No
Angoon Harbor		City of Angoon	57 29.65N 134-33.907W	788-3960	16	788-3960	1 mile	78	$100 per year for a 20 ft. stall (no permanent moorage available for 30 feet and up)
Bethel Small Boat Harbor		City of Bethel	60-47N 161-44W	543-2310	10	911	1 mile	60	$0.50 per foot for boats up to 90 ft; $0.60 per foot for boats 100-199 ft; $0.90 per foot for boats 200-299 ft.

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Aleknagik Dock		street lights	Boaters can ask city to run cord down; free	No	No	Yes, at Moody's marina (.25 miles)	No
Angoon Dock	No	No	No	No	No, see Angoon Harbor	Yes	Yes
Angoon Harbor	$10 per night	No	No	Yes	Yes	Yes	Telephone in harbor parking lot
Bethel Small Boat Harbor	$25 per day	No	Free power available now, but it will be likely removed soon	Yes	No, pull up on beach	Yes	In harbormaster's office

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Aleknagik Dock	No	Boat trailer to get boat out of water, but boaters do their own repairs	Yes	No	No	No	No	yes, .25 miles	No
Angoon Dock	No	No	No	No	In town	In town	No	Seaplane float, .25 mile	Yes, 2 miles South of town
Angoon Harbor	No	No	No	Yes	In town	In town	In town	Seaplane float, .5 miles	Yes, 2 miles South of town
Bethel Small Boat Harbor	No	Not really	No, beach	Yes	In town	In town	In town	Yes, 6 miles	No

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Aleknagik Dock	Dillingham via water 30 miles at least	Float plane dock, small boat harbor with slips	Patty Heyano - city administrator	21-Jul
Angoon Dock	Tennakee	New float at Killisnoo harbor; also boat launch, restroom and washing facilities	Albin Fredrickson	28-Jul fax received
Angoon Harbor	Tennakee	New float at Killisnoo harbor; also boat launch, restroom and washing facilities	Albin Fredrickson	28-Jul fax received
Bethel Small Boat Harbor	Dillingham, 200 miles	Shower facilities, bathrooms	Heath Martin	26-Jul

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Chenega Bay Boat Harbor		State of Alaska	60-3.977N 148-.576W	573-5112	16	573-5132 or 573-5212	0.5 mile	16	said they took all the prices within the area of Prince William's Sound and theirs is the cheapest
Coffman Cove Harbor		City of Coffman Cove	56-00.662N 132-49.945W	329-2922	N/A	911	at city center	28	$15 per ft/year
Cold Bay Dock		The City of Cold Bay	55-12.436N 162-41.742W	532-2401 (home: 532-2838)	N/A	532-2652	0.5 mile	N/A	Yes
Cordova	N/A	City of Cordova	60-32.830N 145-46.075 W	424-6400	16, 68	424-6100	0.25 mile	736	$23.33 per ft/yr

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Chenega Bay Boat Harbor		Some (upgrades expected to take place in Aug. and be completed by Oct.)	No, but electrical meters expected to be installed in each stall by Oct.	Yes, a garden hose; should be updated by Oct.	No	Officially no, but will give it to people who run out	No
Coffman Cove Harbor	$5 per day; $20 per week; $50 per month	No	No	Yes	No	Yes	Yes
Cold Bay Dock	N/A	No	No	No	No	No	In town
Cordova	$0.57 per ft/day if paid in advance; $0.68 cents if billed after stay	No	Yes, costs are administered through local electric company	Yes	Yes	Yes	Telephones in harbor office

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Chenega Bay Boat Harbor	No	No	No	Yes	No	No	No	Yes, 1.25 mile	Yes
Coffman Cove Harbor	No	No	Yes	Yes	In town	In town	In town	Seaplane float in harbor	Yes, 60 miles to Hollis
Cold Bay Dock	No	No	Yes	No	In town	In town	In town	Yes	Yes
Cordova	Yes	Yes	Yes	Yes	In town	In town	In town	Yes, two - a municipal airport is located 1 mile away, and a much larger one is located 13 miles away	Yes, 1 mile

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Chenega Bay Boat Harbor	Whittier, 80 miles via water	Waste facilities for bathrooms, protective breakwater/float so they can dispense fuel (won't dispense it without some type of protection) search and rescue team (certified captains and EMTs located in a strategic area)	Michael Vigil - councilman	21-Jul
Coffman Cove Harbor	Petersburg		Rebecca Rusher	25-Jul fax received
Cold Bay Dock	King Cove	Small boat harbor		15-Jul
Cordova	Valdez, 60-70 miles away	Travel lift and boat haul out	Dale Muma - harbormaster	7-Jul

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Craig Dock	City Dock and float	City of Craig	55-28.667N 133-09.105W	826-3404	16	911	at city center	12	$10 per foot/year
Craig North Cove Harbor		Owned and Operated by the City of Craig	55-28.685N 133-08.650W	826-3404	16	911	.25 mile	114	$10 per foot/year
Craig South Cove Harbor		Owned and operated by the city of Craig	55-28.505N 133-08.589W	826-3404	16	911	.25 mile	120	$10 per foot/year
Craig: False Island Dock				826-3404	16	911			$10 per foot/year

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Craig Dock	$5-$120 per day	Yes	No	Yes	Yes	Yes	Yes
Craig North Cove Harbor	$5-$120 per day	Yes	Yes, electric hookup costs $50.40 with a $100 deposit to AP&T	Yes	Yes	Yes	Yes
Craig South Cove Harbor	$5-$120 per day	Yes	Yes, electric hookup costs $50.40 with a $100 deposit to AP&T	Yes	Yes	Yes	Yes
Craig: False Island Dock	$5-$120 per day	Yes	No	Yes	No	Yes	Yes

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Craig Dock	Yes, portable	Moderate	No	Recently acquired one from state of Alaska	In town	In town	In town	Yes, 9-10 miles (in Klawock), and seaplane	No
Craig North Cove Harbor	Yes, portable	Moderate	Yes	Recently acquired one from state of Alaska	In town	In town	In town	Yes, 9-10 miles (in Klawock), and seaplane	No
Craig South Cove Harbor	Yes, portable	Moderate	No	Recently acquired one from state of Alaska	In town	In town	In town	Yes, 9-10 miles (in Klawock), and seaplane	No
Craig: False Island Dock	Yes, portable	Moderate	Yes	Recently acquired one from state of Alaska	In town	In town	In town	Yes, 9-10 miles (in Klawock), and seaplane	No

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Craig Dock	Klawock, 7 miles North	Additional moorage- have waiting list and are trying to develop a new facility in the NW corner of Craig. Additional moorage for private vessels in the 75' to 100’ would be significantly helpful since this is anticipated to grow further.	Michael Kampnich	8-Aug received via mail
Craig North Cove Harbor	Klawock, 7 miles North	Additional moorage- have waiting list and are trying to develop a new facility in the NW corner of Craig. Additional moorage for private vessels in the 75' to 100’ would be significantly helpful since this is anticipated to grow further.	Michael Kampnich	8-Aug received via mail
Craig South Cove Harbor	Klawock, 7 miles North	Additional moorage- have waiting list and are trying to develop a new facility in the NW corner of Craig. Additional moorage for private vessels in the 75' to 100’ would be significantly helpful since this is anticipated to grow further.	Michael Kampnich	8-Aug received via mail
Craig: False Island Dock	Klawock, 7 miles North	Additional moorage- have waiting list and are trying to develop a new facility in the NW corner of Craig. Additional moorage for private vessels in the 75' to 100’ would be significantly helpful since this is anticipated to grow further.	Michael Kampnich	8-Aug received via mail

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Craig: False Island LR				826-3404	16	911			$10 per foot/year
Dillingham	N/A	City of Dillingham	59-02.242N 158-28.669W	842-1069	16	581-1233	.25 mile		$70 per year for boats up to 25 ft; $260 per year for boats 26 ft. and longer
Egegik		City of Egegik		233-2400	N/A	233-2400	1 block	20; boats can also beach on river (1.5 miles wide and 6 miles long)	$150 per yr
Elfin Cove Inner harbor		Community of Elfin Cove	58-11.558N 136-20.679W	239-2226 (community association)	14, 16	239-9220 (No police department or hospitals)	at city center	47	No: open moorage

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Craig: False Island LR	$5-$120 per day	Yes	No	Yes	No	Yes	Yes
Dillingham		No	No	Yes	Yes	No	Phones at harbor, radio communication with police department VHS
Egegik	$10 per day	Yes	Yes, cost is included in fee	Yes	No	No	.25 miles
Elfin Cove Inner harbor		Some, but minimal	Yes	Yes	Yes	Yes	Payphone

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Craig: False Island LR	Yes, portable	Moderate	No	Recently acquired one from state of Alaska	In town	In town	In town	Yes, 9-10 miles (in Klawock), and seaplane	No
Dillingham	No	Yes	Yes	No	In town	In town	In town	Yes, 2 miles	No
Egegik		Not specifically	Yes	No	1 block		.25 mile	Yes, 3 miles	No
Elfin Cove Inner harbor	No	No	No	No	In town - limited	No	seasonal	Seaplane float located in Outer harbor	Yes

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Craig: False Island LR	Klawock, 7 miles North	Additional moorage- have waiting list and are trying to develop a new facility in the NW corner of Craig. Additional moorage for private vessels in the 75' to 100’ would be significantly helpful since this is anticipated to grow further.	Michael Kampnich	8-Aug received via mail
Dillingham	Kanaknek Beach, 2 miles away	None	Gary Peters - assistant harbormaster	8-Jul
Egegik		None	Mike Gravelle - someone in office	15-Jul
Elfin Cove Inner harbor	Pelican, about 25-35 miles	None	Jane Button - with Community association of Elfin Cove	13-Jul

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Elfin Cove Outer Harbor		Community of Elfin Cove	58-11.745N 136-20.836W	239-2226 (community association)	14, 16	239-9220 (No police department or hospitals)	at city center	18	No: open moorage
Gustavus Dock and Float	no	State of Alaska	58-23.346N 135-43.756W	697-2451	16 (coast guard)	911	1 mile	N/A (personal moorage)	N/A
Haines Harbor		Haines Borough	59-13.980N 135-26.324W	766-2448	12, 16	766-2121	1 block	200	$0.95 per ft.
Haines Letnikof Cove float		Haines Borough	59-10.408N 135-23.272W	766-2448	12, 16	766-2121	5 miles	35	$0.95 per ft.

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Elfin Cove Outer Harbor		No	Yes, limited use	Yes, at gangway	No, see Inner Harbor	Yes	Yes
Gustavus Dock and Float	N/A	No	No	No	No	No	No
Haines Harbor	$0.30 per ft/day; $3.50 month	Yes	Yes	Yes	Yes	Yes	Telephone at gangway
Haines Letnikof Cove float	$0.30 per ft/day; $3.50 month	No	No	No	No, see Haines Harbor	Yes, in town	In town

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Elfin Cove Outer Harbor	No	No	No	Yes	In town - limited	No	seasonal	Seaplane float located in Outer harbor	Yes
Gustavus Dock and Float	No	No	A concrete block that goes into water	No	.75 mile	.75 mile	No	Yes, 3.5 miles	No
Haines Harbor	No	Yes	Yes	Yes	In town	In town	In town	Yes, 5 miles from town	Yes, 3 miles
Haines Letnikof Cove float	No	Yes	Yes	No	In town	In town	In town	Yes, 5 miles from town	Yes, 3 miles

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Elfin Cove Outer Harbor	Pelican, about 25-35 miles	Bathrooms	Jane Button - with Community association of Elfin Cove	13-Jul
Gustavus Dock and Float	Bertlock Cove in Glacier National Park, 12 miles via water	Need moorage so can tie up boats, right now they can accommodate boats up to 60 ft; dock was built in the 1960s and is rotting, the floats are poor, no breakwater for wind protection.	Lexa Myer - musical clerk	22-Jul
Haines Harbor	Skagway	Restrooms	Bob Wentworth - harbormaster	18-Jul fax received
Haines Letnikof Cove float	Skagway	Restrooms	Bob Wentworth - harbormaster	18-Jul fax received

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Haines Lutak Inlet Launch Ramp		City of Haines, Owned by Dept of F & G	59-16.971N 135-28.105W	766-2448	12, 16	766-2121	6 miles	N/A	N/A
Homer Boat Harbor	N/A	City of Homer	59-36.220N 151-24.905W	235-3160 (extension 202)	16, 10, 68	911	7 miles	920 (also 6,000 ft. of river for transient moorage)	$20.32 per ft/year
Hoonah City Float and Hoonah Harbor		City of Hoonah	58-06.669N 135-26.955W	945-3670	9, 14	945-3670	at city center	260	$15 per ft. plus 5% tax (July 1st it will be going up to $16 per ft. + 5% tax)
Hydaburg Harbor	N/A	City of Hydaburg	55-12.667N 132-49.833W	285-3761		911	0.5 mile		

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Haines Lutak Inlet Launch Ramp	N/A	No	No	No	See Haines Harbor	Yes, in town	In town
Homer Boat Harbor	monthly fee is 17% of annual fee; semi-annual fee is 67% of annual fee	High mass lights	1/3 have lights operated through outside agency, $19.25 month+ $0.113 per KWH	50% Yes	2 grids	2 fuel floats in harbor	Phones, but not in harbor (in uplands)
Hoonah City Float and Hoonah Harbor	$10 for boats up to 20ft; and then every 3 feet it goes up	Yes	Yes, cost is $5 or $0.28 per KWH for all except 24 slips	Yes	Yes	Yes, in outer harbor through private company	Telephone at harbor (closes at 7pm)
Hydaburg Harbor		Yes	Yes	Yes	Yes	No	Not really

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Haines Lutak Inlet Launch Ramp	No	Yes	Yes	No	In town	In town	In town	Yes, 10 miles	Yes, 1 mile
Homer Boat Harbor	No, have eco-barge	No	Yes	No, but have something that can be used	5 mi away, convenience stores closer	1 mile	5 miles	Yes, 5 miles	Yes
Hoonah City Float and Hoonah Harbor	No	Yes	Yes	Yes	In town	In town		Yes, 1.5 miles	Yes
Hydaburg Harbor	No	Yes	Yes	Yes	In town	In town	No	No	No

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Haines Lutak Inlet Launch Ramp	Skagway	Restrooms	Bob Wentworth - harbormaster	18-Jul fax received
Homer Boat Harbor	Seldovia, 15-20 miles away	Travel life and expanded capacity since they are overcrowded	Steve Dean - harbormaster	11-Jul
Hoonah City Float and Hoonah Harbor		Travel life and expanded capacity since they are overcrowded	Paul Dybdahl - harbormaster	8-Jul
Hydaburg Harbor			Vicky LeCornu - no harbormaster there	7-Jul

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Juneau Amalga Harbor LR		Owned and Operated by City and Borough of Juneau	58-29.429N 134-47.387W	586-5255	16, 73	911	26 miles North	N/A	N/A
Juneau Aurora Harbor		City and Borough of Juneau	58-18.262N 134-25.982W	586-5255	16, 73	911	1 mile	457	by length
Juneau Don Statter Harbor		City and Borough of Juneau	58-22.993N 134-38.877W	586-5255	16, 73	911	12 miles	200	N/A
Juneau Douglas City Dock		condemned	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Juneau Amalga Harbor LR	N/A	No	No	No	In town	In town	In town
Juneau Aurora Harbor	$0.35 per ft. daily	Yes	Yes	Yes	No	Yes, several locations	Yes, telephone at harbor
Juneau Don Statter Harbor	$0.35 per ft. daily	Yes	yes 30A & 50A	No	No	Yes, several locations	Yes, telephone at harbor
Juneau Douglas City Dock	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Juneau Amalga Harbor LR	At Don Statter harbor	In town	No	No	In town	In town	In town	Yes, 16 miles	Yes, 13 miles
Juneau Aurora Harbor	Yes	Yes	No	No	In town	In town	Yes	Yes, 8 miles	Yes, 14 miles
Juneau Don Statter Harbor	Yes	Yes	No	No	Yes	Yes	Yes, in town	Yes, 4 miles	Yes, 2 miles
Juneau Douglas City Dock	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Juneau Amalga Harbor LR			Lou McCall - harbormaster	12-Jul fax received
Juneau Aurora Harbor			Lou McCall - harbormaster	12-Jul fax received
Juneau Don Statter Harbor			Lou McCall - harbormaster	12-Jul fax received
Juneau Douglas City Dock	N/A	N/A	N/A	N/A

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Juneau Douglas Harbor		City and Borough of Juneau	58-16.551N 134-23.210W	586-5255	16, 73	911	3 miles	135	$14 - $26 per ft.
Juneau Echo Cove Launch Ramp		Owned and Operated by City and Borough of Juneau	58-39.687N 134-54.544W	586-5255	16, 73	911	40 miles north	N/A	N/A
Juneau Harris Harbor		City and Borough of Juneau	58-18.043N 134-25.728W	586-5255	16, 73	911	1 mile	275	Varies
Juneau North Douglas Launch Ramp		City and Borough of Juneau	58-19.4N 134-37.6W	N/A	16, 73	911	9 miles	N/A	$25 per year for required license (boat launch facility)

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Juneau Douglas Harbor	$0.35 per ft/day	Yes	Yes, cost is $3 per day	Yes	No	Yes, several locations	Yes, telephone at harbor
Juneau Echo Cove Launch Ramp	N/A	No	No	No	No	Yes, in town	Yes, in town
Juneau Harris Harbor	$0.35 per ft/day	Yes	yes 3A & 50A	Yes	Yes	Yes	Telephone at harbor
Juneau North Douglas Launch Ramp	N/A	No	No	No	No	Yes, several locations	In town

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Juneau Douglas Harbor	No	In Aurora Harbor	No	No	In town	In town	In town	Yes, 11 miles	Yes, 17 miles
Juneau Echo Cove Launch Ramp	See Don Statter harbor	No	No	No	In town	In town	In town	Yes, 30 miles	Yes, 27 miles
Juneau Harris Harbor	Yes	Yes	Yes	Yes	In town	In town	In town	Yes, 8 miles	Yes, 14 miles
Juneau North Douglas Launch Ramp	No	No	No	No	In town	In town	In town	Yes, 17 miles	Yes, 23 miles

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Juneau Douglas Harbor		Need Sheet pile or Rubble mound, breakwater at entrance to prevent damage to floats.	Lou McCall - harbormaster	12-Jul fax received
Juneau Echo Cove Launch Ramp			Lou McCall - harbormaster	12-Jul fax received
Juneau Harris Harbor			Lou McCall - harbormaster	12-Jul fax received
Juneau North Douglas Launch Ramp			Lou McCall - harbormaster	12-Jul fax received

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Juneau Taku Harbor		State of Alaska	58-04.108N 134-.735W	586-5255	16, 73	911	20 miles by water	18	No: open moorage
Kake Dock and Float		City of Kake	56-58.352N 133 - 56.735W	785-3251	16	785-3392	2 blocks	7	No: open moorage
Kake Portage Cove Harbor		City of Kake	56-56.780N 133-53.826W	785-3251	16	785-3393	2 miles	119	$0.50 per ft/month; $6 per ft/yr
Kasaan Float	no	State of Alaska	55-32.217N 132-23.910W	542-2212	16	542-2233 (clinic)	at city center	5 (no moorage slips)	No

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Juneau Taku Harbor	No: open moorage	No	No	No	No	No	No
Kake Dock and Float	No: open moorage	No	No	No	No	No	No
Kake Portage Cove Harbor	$0.30 per ft. daily	Yes, some	Yes, there is power by the harbormasters office, it costs $7.5 per day	Yes	Yes	No	Pay phone
Kasaan Float	No	No	No	No	No	No	No

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Juneau Taku Harbor	No	No	No	No	No	No	No	No	No
Kake Dock and Float	No	No	No	Yes	Closer to harbor	Closer to harbor	No	Yes, 1 mile	Yes
Kake Portage Cove Harbor	Yes	No	Yes	Yes	In town	In town	No	yes, 2 miles	Yes
Kasaan Float	No	No	No	Yes	No	Yes	No	No	No

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Juneau Taku Harbor			Lou McCall - harbormaster	12-Jul fax received
Kake Dock and Float	None	None	Karen Kadke - filling in for harbormaster (will be back Aug)	12-Jul
Kake Portage Cove Harbor	None	Restrooms, showers, Laundromat	Karen Kadke - filling in for harbormaster (will be back Aug)	12-Jul
Kasaan Float	Thorne Bay	Didn't know	Betty - with the city	22-Jul

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Kenai		Operated by City of Kenai		283-8232	16	911	at city center	Approx. 60 (boats must have permits)	$150 per year
Ketchikan Bar Harbor North		City of Ketchikan	55-20.979N 131-41.082W	228-5632	16, 73, 74	911	1.5 miles	303	$8.84 per ft/half year
Ketchikan Bar Harbor South		City of Ketchikan	55-20.979N 131-41.082W	228-5632	16, 73, 74	911	1.5 miles	520	$8.84 per ft/half year
Ketchikan City Float		Owned and Operated by City of Ketchikan	55-20.597N 131-39.119W	228-5632	16, 73, 74	911	0.5 mile	45	N/A

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Kenai	$10 per day	Yes, at the city dock	Yes, through private co-op	?	No	Yes	Yes
Ketchikan Bar Harbor North	$0.38 per ft/day	Yes	Yes, for stall holders; some transient available	Yes	See Bar Harbor South	Yes, several locations	Telephone in harbor
Ketchikan Bar Harbor South	$0.38 per ft/day	Yes	Yes, limited transient power	Yes	Yes, 20 ft x 98 ft, 40 tons per bent, 8'-0" on center	Yes, several locations	Telephone in harbor
Ketchikan City Float	$0.38 per ft/day	Yes	Transient power available	Yes	See Thomas Basin or Bar Harbor	Yes, several locations	Telephone in harbor

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Kenai	No	No	Yes	No, but there is one next to airport	In town	In town	In town	Yes, 1 mile	No
Ketchikan Bar Harbor North	No	Yes	Yes	No	In town	In town	yes	Yes, .5 miles	Yes, .5 miles
Ketchikan Bar Harbor South	No	Yes	Yes	No	In town	In town	In town	Yes, .5 miles	Yes, .75 miles
Ketchikan City Float	Yes	Yes	No	No	In town	In town	In town	Yes, 1.8 miles	Yes, 1.5 miles

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Kenai	Seward or Hoonah, about 75 miles	Repair shops, electronic gear, parking area (unpaved as of now), extra road going into area	Keith Kornelis - harbormaster	18-Jul
Ketchikan Bar Harbor North	Saxman/Wards Cove AK		Christopher Brewton - director of Port and harbors	14-Jul fax received
Ketchikan Bar Harbor South	Saxman/Wards Cove AK	Breakwater South land side was never finished and it leaves floats 5 and 4 open to prevailing wind and waves, which wreck havoc on the new floats replaced this year	Christopher Brewton - director of Port and harbors	14-Jul received fax
Ketchikan City Float	Saxman/Wards Cove AK		Christopher Brewton - director of Port and harbors	14-Jul received fax

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Ketchikan Hole in the Wall Harbor		City of Ketchikan	55-19.117N 131-31.215W	228-5632	16, 73, 74	911	7 miles	27	$10.60 per ft/half year
Ketchikan Knudsen Cove Harbor		City of Ketchikan	55-28.385N 131-47.929W	228-5632	16, 73, 74	911	14 miles	54	$10.60 per ft/half year
Ketchikan Loring Float		State of Alaska DOT& PF	55-35.982N 131-38.000W	228-5632	N/A	N/A	at city center	10	No
Ketchikan Mt. Point Launch Ramp		City of Ketchikan	55-17.578N 131-32.524W	228-5632	16, 73, 74	911	4.5 miles	N/A	No

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Ketchikan Hole in the Wall Harbor	$0.38 per ft/day	Yes	Ye, but no transient power	No	See Thomas basin	Yes, several locations	In town
Ketchikan Knudsen Cove Harbor	$0.38 per ft/day	Yes	No	No	See Bar Harbor South	Yes, several locations	In town
Ketchikan Loring Float	No	No	No	No	No	No	No
Ketchikan Mt. Point Launch Ramp	No	No	No	No	See Thomas Basin	Yes, several locations	In town

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Ketchikan Hole in the Wall Harbor	No	Yes	No	No	In town	In town	In town	Yes, 9 miles	Yes, 8.5 miles
Ketchikan Knudsen Cove Harbor	No	Yes	Yes	No	In town	In town	In town	Yes, 14 miles	Yes, 13.5 miles
Ketchikan Loring Float	No	No			No	No	No	No	No
Ketchikan Mt. Point Launch Ramp	No	Yes	No	No	In town	In town	In town	Yes, 7 miles	Yes, 7.5 miles

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Ketchikan Hole in the Wall Harbor	Saxman/Wards Cove AK		Christopher Brewton - director of Port and harbors	14-Jul received fax
Ketchikan Knudsen Cove Harbor	Saxman/Wards Cove AK		Christopher Brewton - director of Port and harbors	14-Jul received fax
Ketchikan Loring Float		Float in need of repair	Christopher Brewton - director of Port and harbors	4-Aug received fax
Ketchikan Mt. Point Launch Ramp	Saxman/Wards Cove AK		Christopher Brewton - director of Port and harbors	14-Jul received fax

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Ketchikan Ryus Float		City of Ketchikan	55-20.49N 131-38.875W	228-5632	16, 73, 74	911	at city center	N/A	N/A
Ketchikan Thomas Basin		City of Ketchikan	55-20.306N 131-38.584W	228-5632	16, 73, 74	911	2 blocks	240	$8.84 per ft/half year
King Cove Boat Harbor	N/A	Owned and Operated by City of King Cove	55-03.519N 162-19.367W	497-2237	6, 16	497-2211	at city center	110 (Two harbors: smaller boat harbor holds 60, larger holds 50)	$0.80 per foot x length (ft.) x width (ft.) for small boats; $0.30 per ft. for large boats, plus 20% annual moorage per month
Klawock City Dock		City of Klawock	55-32.417N 133-06.490W	755-2260	N/A	911	.25 mile	N/A	$11.00 per ft/yr

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Ketchikan Ryus Float	Free for 2 hours (loading zone)	Yes	No	No	See Thomas Basin	Yes, several locations	Telephone near float
Ketchikan Thomas Basin	$0.38 per ft/day	Yes	Yes, for stall holders only	Yes	Yes	Yes, several locations	Telephone at harbor
King Cove Boat Harbor	$20/day up to 32ft; $25/day 47-60ft; $30/day 61-75ft; $40/day 76-90ft; $55/day 91-105ft. $65/day 106-125ft; $75/day 126-150ft; $85/day 151ft. and up	Yes	No, but expecting it by this fall	Yes, in old and in new	Yes	Expecting it by fall	Yes
Klawock City Dock	$11.45 per day	No	Yes	Yes	Yes	In town	In town

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Ketchikan Ryus Float	No	Yes	No	No	In town	In town	In town	Yes, 1.8 miles	Yes, 1.5 miles
Ketchikan Thomas Basin	No	Yes	No	No	In town	In town	In town	Yes, 2 miles	Yes, 2.5 miles
King Cove Boat Harbor	Yes	Yes	Yes	No, but have something that can be used	In town	In town	In town	Yes, all purpose 40 miles away	Yes, 5 miles
Klawock City Dock	No	No	N/A	N/A	In town	In town	In Craig	Yes, 3 miles	Yes

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Ketchikan Ryus Float	Saxman/Wards Cove AK		Christopher Brewton - director of Port and harbors	14-Jul received fax
Ketchikan Thomas Basin	Saxman/Wards Cove AK		Christopher Brewton - director of Port and harbors	14-Jul received fax
King Cove Boat Harbor	Sand Point, 85-90 miles	Restaurant, larger marine trawl, haul out for bigger boats, better sheet pile (to deal more in shipping) [because the fishing quality has gone down so if we have this boats don't need to go all the way up to Stockpile or Kodiak]	David Bash - harbormaster	7-Jul
Klawock City Dock	Craig	N/A	Rose Kato - harbormaster	N/A

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Klawock Harbor		City of Klawock	55-33.282N 133-06.125W	755-2260	N/A	911	at city center	60+	$11.00 per ft/yr
Kodiak City Float		City of Kodiak	57-47.287N 152-24.014W	486-8080	12, 16	911	2 blocks	30	$20.50 per ft/yr for 86 ft and under; $24.75 per ft/yr for over 86 ft
Kodiak St Herman's Boat Harbor		City of Kodiak	57-46.422N 152-25.116W	486-8080	12, 16	911	1 mile	350	$20.50 per ft/yr for 86 ft and under; $24.75 per ft/yr for over 86 ft
Kodiak St. Paul Boat Harbor		City of Kodiak	57-47.118N 152-24.569W	486-8080	12, 16	911	1 city block	280	$20.50 per ft/yr for 86 ft and under; $24.75 per ft/yr for over 86 ft

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Klawock Harbor	$11.45 per day	Yes	Yes	Yes	See Klawock Dock	In town	In town
Kodiak City Float	$19 per ft/yr for boats 86 ft and under; $22.75 per ft/yr for over 86 ft	Yes	Yes, $0.17 per KWH; $10 day	Yes	Yes	Yes, 2 privately owned	Yes, phones in harbor
Kodiak St Herman's Boat Harbor	$19 per ft/yr for boats 86 ft and under; $22.75 per ft/yr for over 86 ft	Yes	Yes, $0.17 per KWH; $10 day	No	No	Yes	
Kodiak St. Paul Boat Harbor	$19 per ft/yr for boats 86 ft and under; $22.75 per ft/yr for over 86 ft	Yes	Yes, $0.17 per KWH; $10 day	Yes	1 tidal grid	Yes	Telephone in harbor

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Klawock Harbor	No	Yes	N/A	Yes	In town	In town	n/a	Yes, 3 miles	Yes, 20 miles at Hollis
Kodiak City Float	Yes	Yes	No	Yes, 3 seaplanes	In town	In town	In town	Yes, one small airport close, larger main airport 7 miles	Yes
Kodiak St Herman's Boat Harbor	Yes	No	2 boat launches	No	In town	In town	In town	Yes, 6 miles	Yes
Kodiak St. Paul Boat Harbor	No		Yes	Yes at the Trident Basin (a separate location)	In town	In town	In town	Yes	Yes

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Klawock Harbor	Craig	N/A	Rose Kato - harbormaster	N/A
Kodiak City Float	None	Dredging	Martin Owen - harbormaster	12-Jul
Kodiak St Herman's Boat Harbor	None	Dredging from Uski Island to Gall Island	Martin Owen - harbormaster	12-Jul
Kodiak St. Paul Boat Harbor	None	Dredging at channel entrance	Martin Owen - harbormaster	12-Jul

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Metlakatla City Float		City of Metlakatla	55-07.731N 131-34.249W	886-4646	12 , 16, 18	911	0.5 mile	40	$5.50 per ft/yr
Metlakatla Harbor		City of Metlakatla	55-07.856N 131-35.098W	886-4646	12 , 16, 18	911	.25 mile	120	$5.50 per ft/yr
Naknek		Borough of Bristol Bay	58-44.001N 156-59.028W	246-6168	12	911	1 mile	35 (additional moorage along river)	$10 for boats up to 32 ft.
Old Harbor Dock (larger boats)		Owned and Operated by City of Old Harbor	57-12N 153-18W	286-2203	16	286-2275	N/A	40	No: open moorage

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Metlakatla City Float – Old Harbor Dock (larger boats)

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Metlakatla City Float	open moorage	Yes	Yes	Yes	No	No	Telephone in harbor master's office
Metlakatla Harbor	open moorage	Yes	Yes	Yes	Yes at city dock	Yes, but hard to access (need a truck to bring it down)	Pay phone at police department
Naknek	$150 per season (April 15th - Oct 15)	Yes	Yes, cost is included in fee	Yes	No	No	Yes, free local telephones and use of calling card
Old Harbor Dock (larger boats)	No: open moorage	No	No	Yes, using long hose	No	Yes	In store across the harbor (if that is closed then no)

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Metlakatla City Float	No	No	No-boat launch is in Old Break-water	Seaplane-state owned	In town	In town	No	Yes, not maintained so for emergency landing only	Yes
Metlakatla Harbor	No	Mechanic in town	Yes	Yes	In town	In town	No	Yes, not maintained so for emergency landing only	Yes
Naknek	No	No	Yes	No	1 mile	1 mile	1 mile	Yes, 15 miles	No
Old Harbor Dock (larger boats)	No	No	No, using the beach	No	In town	In town	No	Yes, 1 mile	No

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Metlakatla City Float	None	None	Bruce Guthriel	13-Jul
Metlakatla Harbor	None	None	Bruce Guthriel	13-Jul
Naknek	Dillingham	Expand fisherman's dock and floating	Joe Harris	25-Jul
Old Harbor Dock (larger boats)	Kodiak, about 60 miles	Water, electricity	Russel Fox - treasurer	13-Jul

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Old Harbor Float (smaller boats)		Owned and Operated by City of Old Harbor	57-11.945N 153-18.148W	286-2203	16	286-2275	0.25	4	No: open moorage
Pelican Harbor	no	City of Pelican	57-57.517N 136-13.727W	735-2212	16	911 (Clinic: 735-2250)	at city center	Approx. 100 (accommodates boats up to 50 ft. long, 30 skiff stalls)	$10 per ft. plus 4% tax
Petersburg Banana Point Launch Ramp		City of Petersburg Owned By Dept F&G	56-32.236N 132-43.449W	772-4688	9, 16, 68	772-3838	30 miles North of Petersburg	N/A	N/A
Petersburg Kupreanof Float		State of Alaska DOT& PF	56-48.844N 132-58.728W	772-4688	N/A	772-3838	across Wrangell Narrows from Petersburg	8	No: open moorage

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Old Harbor Float (smaller boats)	No: open moorage	No	No	No	No	Yes	In store across the harbor (if that is closed then no)
Pelican Harbor	$7-$18 dollars per day plus $10 for electrical charges	No	Yes	Yes	Yes	Yes	Telephone at port and two in town
Petersburg Banana Point Launch Ramp	N/A	No	No	No	See South Harbor	Yes, in town	Yes, in town
Petersburg Kupreanof Float	No: open moorage	No	No	No	No	No	No

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Old Harbor Float (smaller boats)	No	No	No	No	In town	In town	No	Yes, 1 mile	No
Pelican Harbor	No	Yes have mechanic in town	Yes, for small boats	Yes	In town	In town	in town	No	Yes
Petersburg Banana Point Launch Ramp	See South Cove harbor	In town	Yes		In town	In town	in town	Yes, 30 miles	Yes, in town
Petersburg Kupreanof Float	No	No			No	No	No	Yes, in Petersburg	in Petersburg

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Old Harbor Float (smaller boats)	Kodiak, about 60 miles		Russel Fox - treasurer	13-Jul
Pelican Harbor	Elfin Cove, about 20 miles	3 older finger floats (5 total) and better ferry access	David Duffey- harbor master	7-Jul
Petersburg Banana Point Launch Ramp	Wrangell	Development of our landfill area near south harbor. Install sheet pilings, pavement, lifting cranes, drive down float for vehicles, dockage for tour ships	James Stromdahl - harbormaster	20-Jul received email
Petersburg Kupreanof Float	Wrangell		James Stromdahl - harbormaster	5-Aug

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Petersburg Middle Harbor		City of Petersburg	56-48.713N 132-57.867W	772-4688	9, 16, 68	772-3838	at city center	136	$2.80per ft/month
Petersburg North Harbor		City of Petersburg	56-48.833N 132-57.729W	772-4688	9, 16, 68	772-3838	at city center	128	$2.80per ft/month
Petersburg Papke's Landing		State of Alaska DOT& PF	56-40.659N 132-56.129W	772-4688	N/A	772-3838	13 miles	9	No: open moorage
Petersburg South Harbor		City of Petersburg	56-48.674N 132-57.882W	772-4688	9, 16, 68	772-3838	4 blocks	126	$2.80per ft/month

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Petersburg Middle Harbor	$0.35 per ft/day	Yes	Yes, cost is $4 per day	Yes	See North Harbor	Yes, several locations	See North and South Harbor
Petersburg North Harbor	$0.35 per ft/day	Yes	Yes, cost is $4 per day	Yes	Yes	Yes, several locations	Telephone at top of gangway
Petersburg Papke's Landing	No: open moorage	No	No	No	See South Harbor	Yes, in town	Yes, in town
Petersburg South Harbor	$0.35 per ft/day	Yes	Yes, cost is $4 per day	Yes	Yes	Yes, several locations	Telephone at top of gangway

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Petersburg Middle Harbor	No	Yes	No	No	In town	In town	In town	Yes, 1 mile	Yes, 1 mile
Petersburg North Harbor	No	Yes	Yes	No	In town	In town	In town	Yes, 1 mile	Yes, 1 mile
Petersburg Papke's Landing	No	In town	No	No	In town	In town	In town	Yes, 13 miles	yes, 12 miles
Petersburg South Harbor	No	Yes	Yes	Yes	In town	In town	In town	Yes, 1.5 mile	Yes, .5 mile

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Petersburg Middle Harbor	Wrangell	Development of our landfill area near south harbor. Install sheet pilings, pavement, lifting cranes, drive down float for vehicles, dockage for tour ships	James Stromdahl - harbormaster	20-Jul received email
Petersburg North Harbor	Wrangell	Development of our landfill area near south harbor. Install sheet pilings, pavement, lifting cranes, drive down float for vehicles, dockage for tour ships	James Stromdahl - harbormaster	20-Jul received email
Petersburg Papke's Landing	Wrangell		James Stromdahl - harbormaster	5-Aug
Petersburg South Harbor	Wrangell	Development of our landfill area near south harbor. Install sheet pilings, pavement, lifting cranes, drive down float for vehicles, dockage for tour ships	James Stromdahl - harbormaster	20-Jul received email

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Port Lions Small Boat Harbor		State of Alaska	57-52.327N 152-51.813W	454-2477	6, 16	454-2275	0.5 mile	Less than 119	Yes
Sand Point	N/A	City of Sand Point	55-19.933N 160-30.086W	383-2331	6, 16	911	.25 mile	144	$12 per ft/year
Seldovia Boat Harbor		City of Seldovia	59-26.275N 151-43.112W	234-7886	16	911	at city center	142	$16.50 per ft/year
Seward Boat Harbor	N/A	City of Seward	60-06.932N 149-26.090W	224-3138	17	911	9 blocks	540 (expanding next year)	$38.50 per ft/year

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Port Lions Small Boat Harbor	Yes	Yes	Yes, provided by KEA	No	Yes	Yes, at the ferry dock port Wakefield side	Yes, in harbormaster's office
Sand Point	$1.25 per foot length x $0.33 per foot width, daily	Yes	Yes, cost administered by city	Yes	Yes	Yes, in town	Pay phones in harbor
Seldovia Boat Harbor	$.65 per ft/day	Yes	Yes, $0.12 per KWH and service charge of $15.80 per month	Yes	Yes	Yes, in town	Yes, in town
Seward Boat Harbor	$35.80 per ft/yr	Yes	Yes, 12 cents per KWH except for transient	Yes, in summer	No	Yes	Yes, in harbor

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Port Lions Small Boat Harbor	No	No	No	No	Few miles	Few miles	Few miles	Yes, 2 miles	Yes, 4 miles
Sand Point	No	Yes, minimal	Yes	No	In town	In town	In town	Yes, 1 mile	Yes
Seldovia Boat Harbor	No	No	Yes	Yes	In town	In town	In town	Yes, 1 mile; seaplane float in harbor	Yes, in town
Seward Boat Harbor	Yes	Yes	Yes	No	One block	One block	Two blocks	Yes, .5 mile	Yes

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Port Lions Small Boat Harbor	Kodiak	Development of our landfill area near south harbor. Install sheet pilings, pavement, lifting cranes, drive down float for vehicles, dockage for tour ships	Sr. Russel Guneersen	25-Jul
Sand Point	King Cove, 85 miles	New boat launch ramp	Richard Kochutem - harbormaster	8-Jul
Seldovia Boat Harbor	Homer	Storage available	Susan Carlough - harbormaster	19-Jul fax received
Seward Boat Harbor	Kodiak, Whittier and Homer all close, unsure of how far	In the Basin next to industrial area they are currently undertaking repairs because of surging problem (boats bump into the harbor)	Scott Ransom - harbormaster	11-Jul

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Sitka ANB Float		Owned and Operated by City and Borough of Sitka	57-02.998N 135-20.577W	747-3439	16	911	2 blocks	107	$1.30 per ft/month (in October will go up to $1.75 per ft/month)
Sitka City Grid		Owned and Operated by City and Borough of Sitka	57-02N 135-20W	747-3439	16	911	3 blocks	N/A	No
Sitka Crescent Harbor		City and Borough of Sitka	57-02.935N 135-19.831W	747-3439	16	911	3 blocks	413	$1.30 per ft/month (in October will go up to $1.75 per ft/month)
Sitka New Thomsen Harbor		City and Borough of Sitka		747-3439	16	911		265 (additional moorage space available for as many boats as can fit)	$1.30 per ft/month (in October will go up to $1.75 per ft/month)

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Sitka ANB Float	$6 per ft/month for boats up to 80 ft; $9 per foot/month for boats 81 feet and up	Yes	Yes, cost is $5 per day	Yes	Yes, see Sitka Grid	Yes, several locations	Telephone at top of gangway
Sitka City Grid	No	Yes	Yes	Yes	Yes	Yes, several locations	Yes, in town
Sitka Crescent Harbor	$6 per ft/month for boats up to 80 ft; $9 per foot/month for boats 81 feet and up	Yes	Yes, cost is $5 per day	Yes	Yes, see Sitka Grid	Yes, several locations	Yes, in town
Sitka New Thomsen Harbor	$6 per ft/month for boats up to 80 ft; $9 per foot/month for boats 81 feet and up	Yes	Yes	Yes	No	Yes (privately owned)	Yes, but everything such as wiring is done through outside corporation

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Sitka ANB Float	Yes	Yes	No	It is in between all facilities	In town	In town	In town	Yes, 1 mile	Yes, 5 miles
Sitka City Grid	Yes	Yes	No	It is in between all facilities	In town	In town	In town	Yes, 1 mile	Yes, 5 miles
Sitka Crescent Harbor	Yes	Yes	Yes	It is in between all facilities	In town	In town	In town	Yes, 1 mile	Yes, 5 miles
Sitka New Thomsen Harbor	Yes	Major repairs need to be done at city grid	No	It is in between all facilities		In town	In town	Yes	Yes

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Sitka ANB Float	Hoonah, Alaska	Additional boat launches needed in Sitka system	Ray Majeski - harbormaster	13-Jul fax received
Sitka City Grid	Hoonah, Alaska	Additional boat launches needed in Sitka system	Ray Majeski - harbormaster	13-Jul fax received
Sitka Crescent Harbor	Hoonah, Alaska	Additional boat launches needed in Sitka system	Ray Majeski - harbormaster	13-Jul fax received
Sitka New Thomsen Harbor	Hoonah, Alaska	Additional boat launches needed in Sitka system	Ray Majeski - harbormaster	13-Jul fax received

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Sitka Sealing Cove Harbor		City and Borough of Sitka	57-02.820N 135-20.783W	747-3439	16	911	1.25 miles	398	$1.30 per ft/month (in October will go up to $1.75 per ft/month)
Sitka Starrigavin LR		State of Alaska	57-08.081N 135-22.408W	747-3439	16	911	7 miles north	N/A	$1.30 per ft/month (in October will go up to $1.75 per ft/month)
Sitka Thomsen Harbor		City and Borough of Sitka	57-03.344N 135-21.065W	747-3439	16	911	0.5 mile	266	$1.30 per ft/month (in October will go up to $1.75 per ft/month)
Skagway Harbor		City of Skagway	59-26.938N 135-19.317W	983-2628	16	911	0.5 mile	150	$12 per ft/year

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Sitka Sealing Cove Harbor	$6 per ft/month for boats up to 80 ft; $9 per foot/month for boats 81 feet and up	Yes	Yes, cost is $2 per day	Yes	Yes, see Sitka Grid	Yes, several locations	Telephone at bottom of gangway
Sitka Starrigavin LR	$6 per ft/month for boats up to 80 ft; $9 per foot/month for boats 81 feet and up	No	No	No	Yes, see Sitka Grid	Yes, several locations	In town
Sitka Thomsen Harbor	$6 per ft/month for boats up to 80 ft; $9 per foot/month for boats 81 feet and up	Yes	Yes, cost is $5 per day	Yes	Yes, see Sitka Grid	Yes, several locations	Yes, on main float
Skagway Harbor	$0.30 per ft.	Yes, piling lights	Yes, administered through electrical company, $5 fee + $0.11-$0.18 per KWH	Yes	Yes	Yes	Yes in harbor

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Sitka Sealing Cove Harbor	No	Yes	Yes	It is in between all facilities	In town	In town	In town	Yes, .5 mile	Yes, .5 mile
Sitka Starrigavin LR	See Thomp-son Harbor	In town	No	It is in between all facilities	In town	In town	In town	Yes, 8 miles	Yes, 1 mile
Sitka Thomsen Harbor	Yes	Yes	No	It is in between all facilities	In town	In town	In town	Yes, 1.5 miles	Yes, 5 miles
Skagway Harbor	Yes	1 boat mechanic in town	Yes	Yes	In town	In town	In town	Yes	Yes

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Sitka Sealing Cove Harbor	Hoonah, Alaska	Additional boat launches needed in Sitka system	Ray Majeski - harbormaster	13-Jul fax received
Sitka Starrigavin LR	Hoonah, Alaska	Additional boat launches needed in Sitka system	Ray Majeski - harbormaster	13-Jul fax received
Sitka Thomsen Harbor	Hoonah, Alaska	Additional boat launches needed in Sitka system	Ray Majeski - harbormaster	13-Jul fax received
Skagway Harbor	Haines, 13 miles	Travel lift and more accessible crane for public use	Matt O'Boyle	12-Jul

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
St Paul Harbor		Owned and Operated by City of St. Paul	57-07.743N 170-17.058W	546-3140	16	546-3140	0.5 mile	15	No
St. George Harbor		left blank	56-34.204N 169-40.217W	859-2263 x 1 (home: 859-2418)	12, 16	859-2415			
Thorne Bay City Harbor		Owned and Operated by the City of Thorne Bay	55-40.974N 132-31.447W	828-3380	N/A	911	at city center	108	$1.30 per ft/month
Unalakleet	no	City of Unalakleet		624-3531	11	911	adjacent to it	As many as can fit (boats are grounded)	N/A

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
St Paul Harbor		No					
St. George Harbor						Yes	Yes
Thorne Bay City Harbor	$0.26 per ft. for boats up to 32ft; $0.35 per foot for boats over 32ft	Yes	Yes, $0.25 per KWH	Yes	Yes, 24 ft x 80 ft	Yes, in town	Yes, in town
Unalakleet	N/A	Yes	No	No	No	Yes	No

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
St Paul Harbor									
St. George Harbor	No	No	Yes	No	Yes	Yes	No	Yes .25 mile	No
Thorne Bay City Harbor	No	Yes, limited	Yes	Yes	In town	In town	No	Yes, 33 miles; seaplane float in harbor	Yes, 63 road miles at Hollis
Unalakleet	No	No	Yes	No	In town	In town	In town	Yes .5 mile	No

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
St Paul Harbor		None	Jason Merculief - harbormaster	8-Jul
St. George Harbor	St. Paul Island	Processing plant (in concept)	Alvin Merculief	4-Aug fax received
Thorne Bay City Harbor	Davidson landing S.S	Hydraulic Boom to off-load fish and equipment; also a number of commercial boats have expressed interest in adding a work/storage float as a possible future project	Terry Willburn	26-Jul fax received
Unalakleet	St. Michaels, 50 miles	None	David Soulak - worked in city office	20-Jul

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Unalaska Small Boat Harbor		Owned and Operated by the City of Unalaska	53-52.658N 166-33.250W	581-1254	16	581-1233	1 mile	30	From $37.92/month for 0-20ft to $128.96/month for 56-60ft
Valdez Harbor	N/A	City of Valdez	61-07.372N 146-21.272W	835-4981	16	835-4560	0.5 mile	500 slips and 200 for transient	17.37 ft/yr
Whittier		City of Whittier	60-46.682N 148-41.485W	472-2330	6, 7, 8, 16	911	0.5 mile	338 (soon to be expanded)	$11.80 per ft/month $36.60 per ft/yr
Wrangell-Fish and Game Float		City of Wrangell	56-28.000N 132-23.109W	874-3736	16	911	1.25 miles	36	$12 per ft/yr

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Unalaska Small Boat Harbor	From $5.95 daily for 0-20ft to $19.85 daily for 56-60 ft	Yes	Yes	Yes, seasonally	No	Yes, in town	Yes, in town
Valdez Harbor	$19.11 per ft/year	Yes	Yes, $0.18 per KWH	Yes	Yes	Yes	Telephones
Whittier	$0.60 per foot daily	Yes	Yes, $9 flat fee plus $0.09 per KWH	Yes	2 grids	Yes, in harbor	At harbormasters office
Wrangell-Fish and Game Float	$0.30 per ft. daily if prepaid; $0.60 if paid through invoice	Yes	Yes, costs $5 per day	Yes	Yes, at Shakes island	Yes, several locations	Yes, top of gangway

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Unalaska Small Boat Harbor	No	Yes	Yes, located at the mouth of Iliuliuk Creek	No	In town	In town	No	Yes, 2 miles	Yes, in town
Valdez Harbor	Yes	Yes	Yes	No	In town	In town	In town	Yes	Yes
Whittier	Yes, one portable and one in harbor	Yes, 2 or 3 people in town			In town	In town	In town	Yes, emergency air strip in harbor and a larger airport further away in Anchorage (not positive)	Yes
Wrangell-Fish and Game Float	No	Yes	No	Yes	In town	In town	In town	Yes, 2 miles	Yes, 1 .5 miles

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Unalaska Small Boat Harbor	King Cove; Akutan is nearest community	Harbor office on the docks, restrooms with showers and laundry facility; would be good to have a travel lift with vessel cleaning station and the ability to apply bottom paint safely for the environment.	Scott Brown - harbormaster	20-Jul fax received
Valdez Harbor	Whittier, 50-60 miles	New harbor completely	Alan Sorum - harbor master	7-Jul
Whittier	Either Seward, Cordova or Valdez	Expansion of harbor tractor launching to ease nearby crowding	Sue Miller - Office Manager	12-Jul
Wrangell-Fish and Game Float	Petersburg	Wireless internet, updated electrical, functional sewer pump outs	Greg Meissner	19-Jul fax received

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees
Wrangell Inner Harbor		City of Wrangell	56-27.927N 132-22.712W	874-3736	16	911	0.5 mile	142	$12 per ft/yr
Wrangell Reliance Harbor		City of Wrangell	56-27.942N 132-22.958W	874-3736	16	911	0.5 mile	86	$12 per ft/yr
Wrangell Shoemaker Bay Harbor		City of Wrangell	56-25.013N 132-21.165W	874-3736	16	911	5.5 miles	259	$12 per ft/yr
Wrangell Standard Oil Float		City of Wrangell	56-27.841N 132-22.928W	874-3736	16	911	1 mile	48	$12 per ft/yr
Yakutat Harbor		City of Yakutat	59-34.049N 139-43.135W	784-3323 or 784-3491	16	911	2 miles	106	$1.50 per foot/month

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Transient Fees	Lights on Floats?	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications
Wrangell Inner Harbor	$0.30 per ft. daily if prepaid; $0.60 if paid through invoice	Yes	Yes, costs $5 per day	Yes	Yes, at Shakes island	Yes, several locations	Yes, in parking lot
Wrangell Reliance Harbor	$0.30 per ft. daily if prepaid; $0.60 if paid through invoice	Yes	Yes, costs $5 per day	Yes	Yes, at Shakes island	Yes, several locations	Telephone near top of gangway
Wrangell Shoemaker Bay Harbor	$0.30 per ft. daily if prepaid; $0.60 if paid through invoice	Yes	Yes, costs $5 per day	Yes	Yes	Yes, in town	Yes, in town
Wrangell Standard Oil Float	$0.30 per ft. daily if prepaid; $0.60 if paid through invoice	Yes	Yes, costs $5 per day	Yes	Yes, at Shakes island	Yes, several locations	Telephone at head of approach
Yakutat Harbor	$0.45 per ft daily	Yes	Yes, $0.30 per KWH	Yes	Yes	Yes, in town	Telephone in parking lot

Port Name	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?
Wrangell Inner Harbor	No	Yes	No	Yes	In town	In town	In town	Yes, 2 miles	Yes, .5 mile
Wrangell Reliance Harbor	No	Yes	No	No	In town	In town	In town	Yes, 2 miles	Yes, .5 mile
Wrangell Shoemaker Bay Harbor	No	Yes	Yes	No	In town	In town	In town	Yes, 5 miles	Yes, 5.5 miles
Wrangell Standard Oil Float	No	Yes	No	Yes	In town	In town	In town	Yes, 2 miles	Yes
Yakutat Harbor	No	No			In town	In town	No	Yes, 6 miles	Yes

Port Name	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Wrangell Inner Harbor	Petersburg	Wireless internet, updated electrical, functional sewer pump outs	Greg Meissner	19-Jul fax received
Wrangell Reliance Harbor	Petersburg	Wireless internet, updated electrical, functional sewer pump outs	Greg Meissner	19-Jul fax received
Wrangell Shoemaker Bay Harbor	Petersburg	Wireless internet, updated electrical, functional sewer pump outs	Greg Meissner	19-Jul fax received
Wrangell Standard Oil Float	Petersburg	Wireless internet, updated electrical, functional sewer pump outs	Greg Meissner	19-Jul fax received
Yakutat Harbor	Cordova	Need harbormaster office and shower, restroom, laundry; marine way needs sealed foam floats on dock, expanded and parking more berths.	Erving Grass	8-Jul fax received

Table 2. 1995 Harbor Inventory (unable to update in 2005). **Barnoff Float – Funter Bay Refuge Float**

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees	Transient Fees	Lights on Floats?
Baranof Float		State of Alaska DOT & PF	57-05.339N 134-50.040W	current information not available	blank	no	at city center	19	No: open moorage	No: open moorage	No
Edna Bay Refuge Float		State of Alaska DOT & PF	55-56.99N 133-39.60W	current information not available	16, 65, 83	no	at city center	15	No: open moorage	No: open moorage	No
Entrance Island Refuge Float		State of Alaska DOT & PF	57-24.746N 133-26.502W	current information not available	blank	no	blank	6	No: open moorage	No: open moorage	No
Funter Bay Harbor		State of Alaska DOT & PF	58-15.299N 134-53.750W	current information not available	blank	no	blank	8	No: open moorage	No: open moorage	No
Funter Bay Refuge Float		State of Alaska DOT & PF	58-14.635N 134-53.03W	current information not available	blank	no	blank	8	No: open moorage	No: open moorage	No

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communi cations	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging
Baranof Float	No	No	yes	No	No	No	No	current information not available	Yes	No	No
Edna Bay Refuge Float	No	No	yes	No	No	No	No	current information not available	current information not available	Yes	No
Entrance Island Refuge Float	No	No	No	No	No	No	No	current information not available	current information not available	No	No
Funter Bay Harbor	No	No	No	No	No	No	No	current information not available	Yes	No	No
Funter Bay Refuge Float	No	No	No	No	No	No	No	current information not available	current information not available	No	No

Port Name	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Baranof Float	No	Seaplane float	No	current information not available	current information not available	current information not available	N/A
Edna Bay Refuge Float	No	No	No	current information not available	current information not available	current information not available	N/A
Entrance Island Refuge Float	No	No	No	current information not available	current information not available	current information not available	N/A
Funter Bay Harbor	No	Seaplane float at harbor	No	current information not available	current information not available	current information not available	N/A
Funter Bay Refuge Float	No	See Funter Bay Harbor	No	current information not available	current information not available	current information not available	N/A

Port Name	Other names?	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees	Transient Fees	Lights on Floats?
Halibut Cove Floats		State of Alaska DOT & PF	59-35.68N 151-13.21W	current information not available		no	1/10 mile	27	No: open moorage	No: open moorage	Yes
Helm Bay Refuge Float		State of Alaska DOT & PF	55-37.887N 131-58.668W	current information not available		no	blank	5	No: open moorage	No: open moorage	No
Hollis Float		State of Alaska DOT & PF	55-28.918N 132-38.767W	current information not available		no	25 miles to Klawock	11	No: open moorage	No: open moorage	No
Hyder Harbor		State of Alaska DOT & PF	55-54.364N 130-00.687W	250-636-9148		604-636-2722	.75 mile	29	No: open management	No: open management	No
Jakolof Bay Float		State of Alaska DOT & PF	59-27.931N 151-32.205W	current information not available		911	10 miles	13	No: open moorage	No: open moorage	No

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2) N/A - response for that category was "not applicable"

Port Name	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging
Halibut Cove Floats	No	No	No	No	No	No	No	current information not available	current information not available	No	No
Helm Bay Refuge Float	No	No	No	No	No	No	No	current information not available	current information not available	No	No
Hollis Float	No	No	Yes	No	No	No	No	Yes	Yes	No	No
Hyder Harbor	No	No	No	In Stewart B.C	Yes, in town	No	No	Yes	Yes	In town	In town
Jakolof Bay Float	No	No	In Seldovia	In Seldovia	In Seldovia	No	No	current information not available	current information not available	In Seldovia	In Seldovia

Port Name	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Halibut Cove Floats	No	No	No	current information not available	current information not available	current information not available	N/A
Helm Bay Refuge Float	No	No	No	current information not available	current information not available	current information not available	N/A
Hollis Float	No	Seaplane float	Yes, .5 mile	Klawock	current information not available	current information not available	N/A
Hyder Harbor	In town	Yes, 3 miles in Stewart B.C	Yes, 1 mile	current information not available	current information not available	current information not available	N/A
Jakolof Bay Float	In Seldovia	Yes, 1 mile	Yes, 10 miles in Seldovia	Seldovia	current information not available	current information not available	N/A

Port Name	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees	Transient Fees	Lights on Floats?
Meyers Chuck Harbor	State of Alaska DOT & PF	55-44.4N 132-15.5W	current information not available		no	at city center	20	No: open moorage	No: open moorage	No
Ninilchik Boat Harbor	State of Alaska DOT & PF	60-03.260N 151-39.871W	current information not available		no	0.5 mile	32	No: open moorage	No: open moorage	No
Point Baker Float	State of Alaska DOT & PF	56-21.209N 133-37.243W	current information not available		no	at community center	27	No: open moorage	No: open moorage	Yes
Port Alexander Inner Harbor	State of Alaska DOT & PF	56-15.089N 134-38.832W	568-2211 (city office)		no	.25 mile	15	No: open moorage	No: open moorage	No
Port Alexander Outer Harbor	State of Alaska DOT & PF	56-14.799N 134-38.911W	568-2211 (city office)		no	at city center	24	No: open moorage	No: open moorage	No

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging
Meyers Chuck Harbor	No	No	Yes	No	No	No	No	current information not available	Yes	No	No
Ninilchik Boat Harbor	No	No	No	Yes	in town	No	No	current information not available	current information not available	In town	In town
Point Baker Float	Yes	Yes, seasonal	Yes	Yes, on float	yes, on float	No	No	current information not available	Yes	On float	Yes, on float
Port Alexander Inner Harbor	No	No	Yes	summer season	in town	No	No	current information not available	current information not available	In town	In town
Port Alexander Outer Harbor	No	Yes	Yes, see inner harbor	summer season	Yes	No	No	current information not available	Yes	In town	In town

Port Name	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Meyers Chuck Harbor	No	No	No	current information not available	current information not available	current information not available	N/A
Ninilchik Boat Harbor	No	No	Yes, see Homer harbor	current information not available	current information not available	current information not available	N/A
Point Baker Float	On float	No	No	current information not available	current information not available	current information not available	N/A
Port Alexander Inner Harbor	No	No, see outer harbor	No	current information not available	current information not available	current information not available	N/A
Port Alexander Outer Harbor	In town	Seaplane float	No	current information not available	current information not available	current information not available	N/A

Port Name	Owner	Lat/Long	Telephone Number (harbormaster)	VHF Channel	Emergency Telephone Number	Distance From City	Harbor Capacity	Berthing Fees	Transient Fees	Lights on Floats?
Port Protection Refuge Float	State of Alaska DOT & PF	56-19.348N 133-36.805W	current information not available		no	at community center	15	No: open moorage	No: open moorage	No
Swanson Harbor Refuge Float	State of Alaska DOT & PF	58-12.775N 135-06.577W	current information not available		no		9	No: open moorage	No: open moorage	No
Tatitlek Dock	State of Alaska DOT & PF	60-51N 146-41W	current information not available		no	at city center		No: open moorage	No: open moorage	No
Tenakee Springs Harbor	City of Tenakee	57-46.686N 135-09.587W	736-2211	16	736-2211	0.5 mile	56	current information not available	current information not available	No

Notes: 1) Blank space - no response received in that category
2) N/A - response for that category was "not applicable"

Port Name	Power Available? If Yes, Cost?	Potable Water	Grid Facilities	Fuel Available	Communications	Sewer Pump-out	Repair Facilities	Boat Launch Ramp	Seaplane Float	Grocery	Lodging
Port Protection Refuge Float	No	No	Yes	No	No	No	No	current information not available	Yes	No	No
Swanson Harbor Refuge Float	No	No	No	No	No	No	No	current information not available	current information not available	No	No
Tatitlek Dock	No	No	No	No	No	No	No	current information not available	current information not available	No	No
Tenakee Springs Harbor	No	No	Yes	Yes, in town	Yes	No	No	current information not available	In town	In town	In town

Port Name	Laundromat	Airport nearby? If yes, how far?	Access to state ferry?	Nearest alternative harbor? How far away?	Additional Facilities Needed	Survey Respondent	Date contacted
Port Protection Refuge Float	No	Seaplane float	No	current information not available	current information not available	current information not available	N/A
Swanson Harbor Refuge Float	No	No	No	current information not available	current information not available	current information not available	N/A
Tatitlek Dock	No	No	No	current information not available	current information not available	current information not available	N/A
Tenakee Springs Harbor	In town	No, seaplane float in town	Yes, in town	current information not available	current information not available	current information not available	N/A