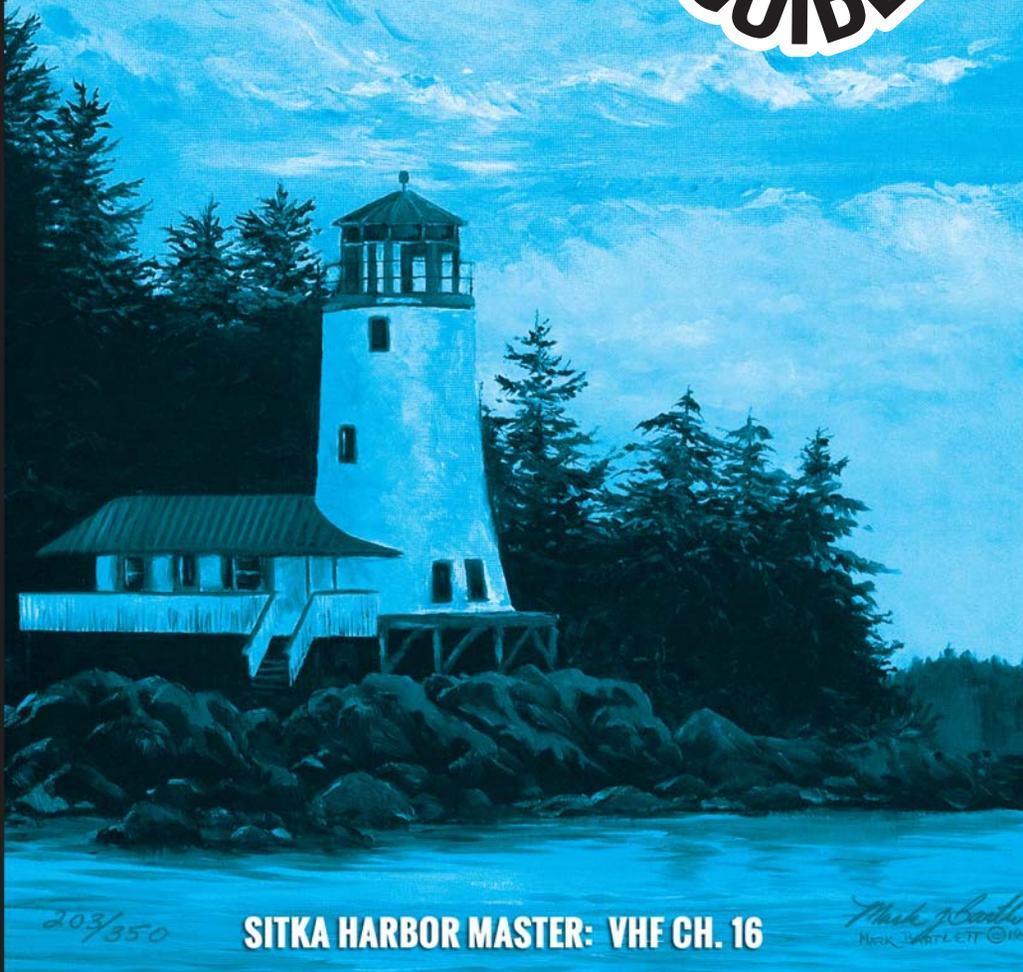


2014

# SITKA HARBOR GUIDE

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203/350

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## 2014 HARBOR NOTES

If you count it all up, Sitka has more than 8 miles of city docks – the largest small boat harbor system in the entire state of Alaska. One thousand three hundred stalls. But that's still not enough – there are more than 300 vessels waiting for slips.

2014 welcomes a completely refurbished ANB Harbor. Sitka Harbor-master Stan Eliason said everything was replaced – floats and fingers, electrical and water hookups, even the main pilings. The approx. \$7.5 million project was funded through a 50/50 match with the state. ANB's new configuration accommodates 94 vessels of various sizes, a few less than the old setup. Eliason said some slips were made larger and others were eliminated to ease bottlenecks. There are now some 55-foot stalls.

Spring is too busy a time for a formal ribbon-cutting, so the harbor's official re-opening will be held some time later in the year, Eliason said. That ceremony will include the unveiling of a skookum sign bearing the new formal name of the facility: "Alaska Native Brotherhood Harbor."

Eliason said the next major project will probably be a \$5.4 million re-do of the transient dock – 1900 feet of moorage (both sides) – used by every sort of vessel from local boats to visi-

tors' and commercial fishing packers to luxury yachts. The transient dock is located just north of the Harbor-master's Office.

The facility needed emergency repairs about a year ago, requiring other maintenance to be deferred. "It's 40 years old and in dire need of replacement," Eliason said. The city is seeking 50/50 matching funds for the project, which could occur as early as next winter.

Fishermen may also notice a new "gut barge boat." In years past, a private contractor was paid \$42,000 a year to transport fish-cleaning refuse to be disposed at sea. A city employee will now perform the function. The 32-ft. Munson Pacman is equipped with a hydraulic crane capable of lifting 2,200 lbs, raising small craft that have sunk and for maintenance tasks. The Salmon Mitigation Grant program paid for the boat.

Mariners concerned that activities in the harbors may conflict with their personal plans might consider signing up for Harbor Email Notifications. Boat owners can stay up-to-date with weather alerts, repairs and general harbor notifications. Just go to [CityOfSitka.com](http://CityOfSitka.com) and click on "Departments" to find the Harbor Department page. ~ WS

The Sitka Harbor Guide is published yearly by Will Swagel Ink. The Harbor Guide may be found year-round at the Harbormaster's office, Murray Pacific, City Hall & at the fuel docks during the fishing season. For information call 907-747-7595. [SitkaHarborGuide.com](http://SitkaHarborGuide.com)

Cover image "Rockwell Lighthouse" by Mark Bartlett. Available at Fishermen's Eye Gallery.

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**EYAK'S CASTLE** BY WILL SWAGEL

If you do a thing often enough, it becomes habit. If you perform a service for enough people for enough time, you become infrastructure.

Skipper Dave Castle and his vessel, F/V Eyak, qualify as Baranof Island infrastructure. They are a vital link between Sitka and the few hardy people who live in Port Alexander, at the hatchery at Port Armstrong and at the government research station at Little Port Walter.

but few brave 25-foot waves and 50-knot winds to complete their appointed rounds.

Castle said he makes most of his income buying fish aboard the Eyak on the grounds during the season. When the Eyak is busy on the fishing grounds, Port Alexander and points south get their mail and goods via F/V Silver Arrow -- a smaller, faster vessel that Castle also owns.

"It all works for me as a lifestyle," he said. "I think I could actually make more if I only did the fish-buying because the weekly (mail) contract complicates things sometimes, but the weekly thing is kind of a driver and everything else is programmed around that."



*Eyak underway to southern Baranof Island, one of 75-80 such trips per year (photo courtesy of Dave Castle)*

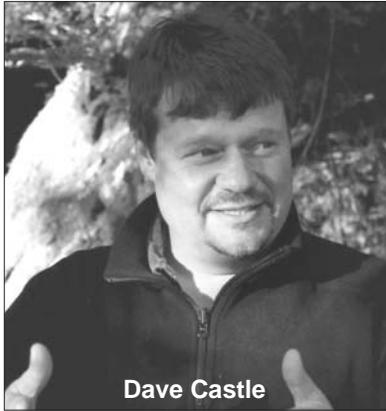
Once a week in winter and twice a week in summer, Castle delivers to these outposts food and all manner of supplies. What makes him infrastructure is that he also carries the U.S. mail. Most mail carriers must deal with "snow, rain, sleet and gloom of night,"

F/V Eyak is 71-foot-long (86 feet overall) with a 24.5-foot beam. It is classified as a power scow. It is all wood, capped with a steel toe. "Like a steel-toed boot," Castle said.

The vessel was built in 1943 for the New England Fish Company

and named for the Eyak people and river of the Copper River region. Castle said the Eyak is somewhat unusual for that period because, while many similar vessels were built as warships, the Eyak was actually built to buy fish.

"Its original purpose was as a tender," he noted. "It still is."



Dave Castle

In order to ply shallower river waters, Eyak was built with a flat bottom. That's where Castle's expertise comes into play.

"If we get a couple of thousand-pound pallets of plywood, I try to keep a little bit of a port list because of the Eyak being built flat-bottomed," he said. "I don't have a nice little bilge in the middle; I've got a 24-foot wide bilge. If I keep a little bit of a list, then I have a little bit of bilge on the port side. A low spot."

Castle admits he sometimes wishes Eyak had a smoother running V-bottom, but says this with obvious love for the vessel.

"(Eyak is) a very well-built, well-cared-for vessel," he said. "And going strong."

### The Mail Route

Cruising speed for Eyak is 6 knots, at which speed the vessel burns 10 gallons of fuel or less per hour. Castle said at 7 knots and above the fuel consumption rises sharply, reaching around 30 gallons per hour at 9 knots.

He said it's about 75 nautical miles from Sitka to Port Alexander along the outside of Baranof Island. Taking the inside route through Chatham Strait to Port Alexander clocks in at about 145 nautical miles.

For obvious reasons, Castle said nearly all his trips are down the outside of Baranof Island.

"Sometimes, if I have a big load of fish food in heavier weather, I might take the longer route," he said.

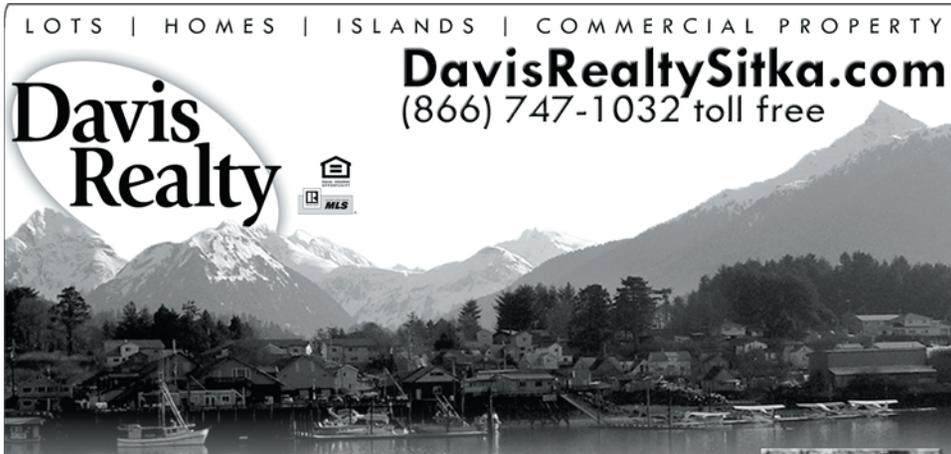


Unloading salmon in Port Alexander (Photo courtesy of Dave Castle)

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Eyak is powered by two 285 Cummins diesel engines. The old engines they replaced a few years ago were a pair of 1936 115hp Caterpillars. Eyak was built in 1943 -- seven years after her engines.



1936 Caterpillar diesel, one of Eyak's two original engines. (Photo courtesy of Dave Castle)

"I think that wartime shortages might have been the reason why the new boat had the older engines, Castle said.

On the Friday afternoon I met with Castle, he and a deckhand were loading Eyak at the city bulkhead. A week before, he had hauled 250,000 lbs of fish food to Deep Inlet. This day he was taking 26,000 lbs. of fish food to Port Armstrong.

Castle said he operates under a unique-to-Alaska federal regulatory provision that allows commercial fishing tenders to serve remote communities that don't have bi-weekly common carrier service.



Silver Arrows carries the mail when Eyak is busy elsewhere. (Photo courtesy of Dave Castle)

"I am allowed to haul freight as a non-inspected vessel because there are no licensed carriers operating in that area," he said.

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ing the U.S. mail since 1998 when the Ketchikan-based air service that had the mail contract went out of business. Castle said authorities asked him to haul the mail once. Then, they asked him if he could do it for a month or two more. Then, Port Alexander residents lobbied the post office to let Castle carry the mail for them permanently.

“And it just sort of evolved,” Castle said. “It was really an airplane contract, but I had the support of the community. And that was really important to me.”

Then Castle had to break off the interview. The regular shipment



F/V Eyak has been working steadily for 71 years. (Photograph courtesy of Dave Castle.)

of building materials from Spennard Builders Supply was expected shortly. The Eyak carries UPS packages on the last leg of their journey (Castle also carries Fed Ex packages, which travel as mail.) He carries freight for Alaska Marine Lines and Samson Tug & Barge. Groceries are carried as

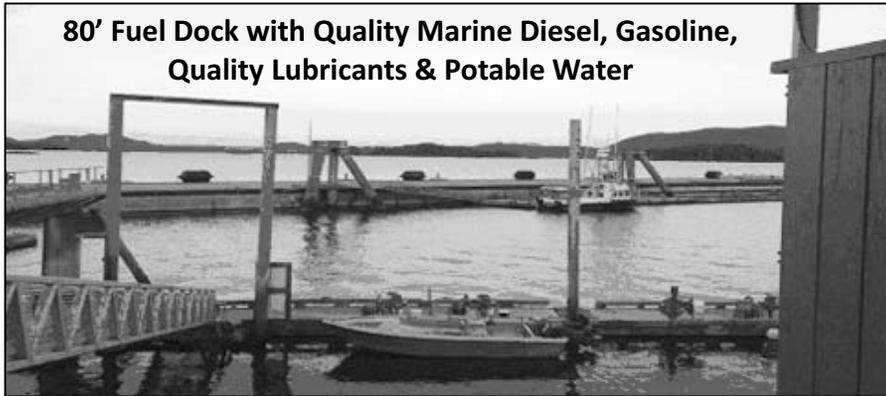
U.S. mail.

“In winter, a regular load of general cargo and mail would be about 1,500 to 2,500 lbs. for Port Alexander, Port Armstrong and Little Port Walter,” he said. In spring, his average load might swell as new building projects are started.



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### Resident of Baranof Island

Castle hails originally from interior Alaska – Wood River, near Fairbanks. Castle's father was a guide and Castle was homeschooled. When he was just 14, he met a group of people from Southeast, who invited him to come and work on a boat.

In 1989, he started running Eyak as a tender for Sitka Sound Seafoods, and in 1996 he bought the vessel. Castle purchased Silver Arrow in 2000 to move mail and freight when the Eyak is busy buying fish.

Castle said he has taken many trips alone, but often travels with

a mate, or with a passenger hitching a ride one way or the other.

Castle's children are grown up and moved away – his older son Ryan is a journeyman electrician in Fairbanks and his younger son John is working his way into the film business in Florida. Both sons grew up in Sitka.

But Castle is firmly rooted on Baranof Island – or more accurately, anchored to it.

Eyak is Castle's home; he lives onboard full time with a Blue Heeler named Olive -- a dingo and Australian shepherd mix. Eyak's pilothouse and galley have an open-floor-plan feel, and both dog

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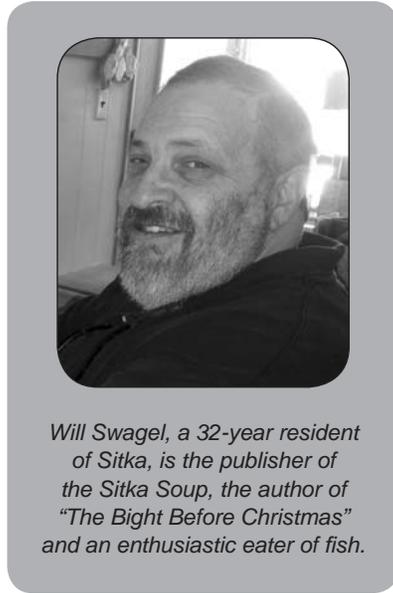
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and man look supremely relaxed in the space.

Castle said he has plans to make Eyak both a more comfortable home and a better hauler. He wants to put a big porch aft, to replace the smaller deck now there. This will give him space to add a big box cooler and a freezer and a hot tub and an artisan oven.

Soon it will be time to shove off.

“I claim my residency in Port Alexander and I vote there,” Castle said, getting back to work. “But there are a lot of places on this island that I love. In reality, I feel like I am a resident of Baranof Island.”



*Will Swagel, a 32-year resident of Sitka, is the publisher of the Sitka Soup, the author of “The Bight Before Christmas” and an enthusiastic eater of fish.*

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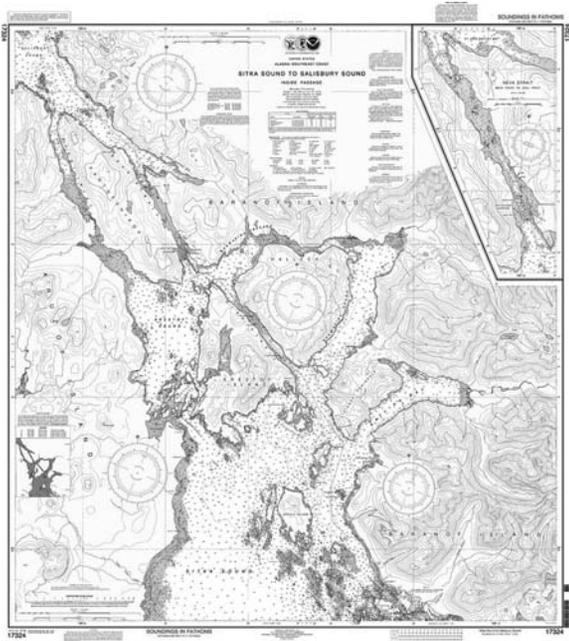
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# CHART CHANGES

In 1862, five years before the U.S. took possession of Sitka and Alaska, the government started printing the beautiful, color lithographic charts on heavy bond beige paper that were ultimately sold by private vendors, like Murray Pacific and Old Harbor Books. That era has come to an end.



commercial printers who are partnering with the government in a Print-on-Demand (POD) system. Mariners will be able to order paper charts from these firms online or by phone.

NOAA's Office of Coast Survey is the nation's nautical chart maker. Originally formed by President Thomas Jefferson in 1807, Coast Survey updates charts, surveys the coastal seafloor, responds to maritime emergencies, and

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searches for underwater obstructions that pose a danger to navigation.

"The decision to stop (paper chart) production is based on several factors," NOAA stated. "The declining demand for lithographic charts, the increasing use of digital and electronic charts and federal budget realities."

National Public Radio reported that the government sells about 60,000 of the old 4-by-3-foot lithographic charts each year for about \$20 apiece, the same amount it costs to print them. NOAA spends about \$100 million a year to survey and chart U.S. waters.

Until now, the government has had to print many more charts than are sold in order to maintain inventory of paper charts. When new versions of the charts are released, the old ones need to be returned. Print-on-Demand solves that expensive problem.

"I don't think it's cost effective for them," said Darin Duffield at Murray Pacific's Sitka store. "They have to print a large number of charts that may or may not be sold. Plus, they have to handle the returns of the outdated charts."

Still, Duffield said he put in a big last order for charts. "But (folks) need to know that when I'm out of



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charts, I'm out of charts," he said.

NOAA answers a wide variety of questions in a PDF document posted at <http://www.nauticalcharts.noaa.gov/staff/docs/FAQ%20lithographic%20chart%20announcement.pdf>

NOAA states that there are two companies that have agreed to produce POD charts – OceanGraphix and East View Geospatial. As part of the agreement with the government, both companies are required to make a good faith effort to print the chart and ship within 24-hours of receiving the order. The POD charts are to be produced so they are tolerant of water and UV damage and stand

up to repeated folding, writing and erasing – similar to the traditional NOAA charts.

OceanGraphix has 37 U.S. retail locations. In Southeast, mariners can view the POD product at JT Brown's store in Craig and Marine Exchange of Alaska in Juneau.

For more information about electronic charts available from NOAA, visit <http://www.nauticalcharts.noaa.gov/staff/news/2014/pdfcharts.html>

And for those who display nautical charts as artwork, the new printable PDF charts at 400 dpi con-

*(continued on page 22)*

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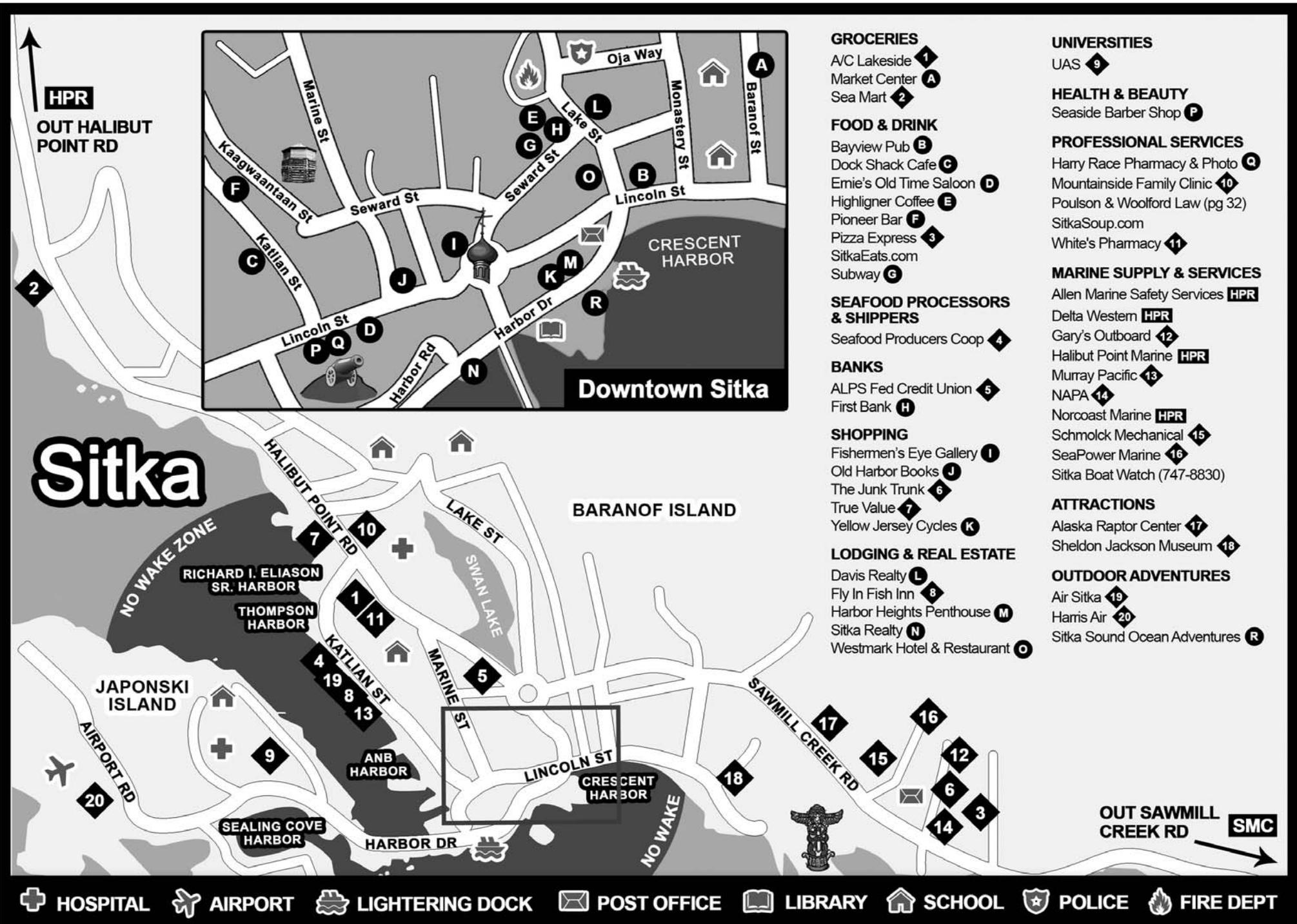
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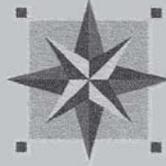
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tinue the look and colors of traditional charts. Customers will have more choices where paper is concerned. NOAA asked chart lovers to remember that they have tens of thousands of historical charts free for download and printing, at [nauticalcharts.noaa.gov/history](http://nauticalcharts.noaa.gov/history). They said many notable Americans helped produce the historical charts, including American artist James Whistler and Sierra Club founder John Muir, who both worked for the agency. -- By Will Swagel

## SEASIDE BARBER SHOP



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~ Will Swagel

Fishermen are a famously independent lot who sometimes get accused of letting their independence get in the way of their own long-term economic interests. Well, the more than 500 fishermen-owners of Seafood Producers Cooperative (S.P.C.) can tell their accusers a story that shoots that reputation right down.

in gross sales revenues. With buying stations up and down the West Coast, S.P.C today is the oldest, largest and most successful fishermen's cooperative in North America.

"The fishermen deliver their catch to their own company," said S.P.C Sitka Plant Manager Craig Shoemaker of the Coop's business plan. "We process the fish and market it for the fishermen, returning dividends to the fishermen, above and beyond what they would normally get if they sold their catch for cash."



It's a story that goes all the way back to the 1940's, picks up in Sitka in the 1980's and continues big time today. The fishermen-owners of S.P.C. produce eight million lbs. of catch annually, netting \$44 million



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Snowy Sisters rise behind S.P.C.'s Katlian Street Plant. (Photo provided by SPC)

Shoemaker explained, for example, that halibut might be fetching \$6 per pound at the dock. After the product is sold, S.P.C fishermen might get a 5 percent dividend – 30 cents extra per pound.

“We call it percentage over dock,” Shoemaker said. The rest of us might call it a chunk of change.



The SPC workforce processes all five species of salmon, as well as halibut, black cod, rockfish, ling cod, and Pacific cod. (Photo provided by SPC)

### Halibut Livers & Vitamin A

Halibut Liver Oil Producers Cooperative began in 1944 as a partnership between the Deep Sea Fishermen’s Union, the Seattle Boat Owners Association and the Lyle Branchflower Company. Branchflower was a producer of Vitamin A made from fish liver oil.

Because of federal anti-trust action and the post-war introduction of synthetic vitamins, the cooperative – then called Halibut Producers Cooperative – changed its focus to become a food producing co-op. The company expanded, eventually purchasing its own processing plant in Seward, Alaska (formerly owned by Icicle Seafoods). Unfortunately, the Seward plant – along with the rest of that town’s waterfront – slid into Resurrection Bay during the devastating Good Friday earthquake in 1964.

In 1978, H.P.C. began construction on a new processing facility in Sitka. Product lines continued to evolve and become more diverse. In 1984 the company name was changed to Seafood Producers Cooperative. Today, the Sitka

plant processes all five species of salmon, as well as halibut, black cod, rockfish, ling cod, and Pacific cod.

### At Home in Sitka

Craig Shoemaker was raised in Kotzebue and worked at a number of seafood plants in Alaska. He came to Sitka on New Year’s in 1982 to assist in the development of the inventory control and shipping department. He would eventually become plant manager, the position he still holds. S.P.C. employs 36 resident Sitkans on a year-round basis, and hires an additional 85 employees for the peak summer season.

During the winter months S.P.C. processes king salmon, rockfish and bait herring. The 2013 long-line season for halibut, black cod and rockfish began March 23, followed by the roe herring fishery. During this period staffing increased to approximately 70 employees – working round the clock in two 12-hour shifts.

(continued on page 26)



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Shoemaker paused a moment to comment on the magic of early spring in Sitka: "You're coming out of winter and the early spring days are getting longer," he said. "You're looking at the birds and they're really hungry. Longline fishing begins, large schools of herring are moving into the area with the sea lions and the whales in pursuit; the table is set and the feast begins."

Members continue to troll for spring king salmon through May and June. July marks the beginning of the general troll season which continues though the third week in September. Shoemaker said that work is slowing down at the plant by the beginning of October.

The size of the S.P.C. workforce mirrors the progression of the



SPC's workforce ranges from 36 people year-round to 120 at the height of the summer season. (Photo provided by SPC)

fisheries. Thirty five workers are brought in for herring. In June another 40 or more are brought in for the salmon season.

"In July and August, fishermen are real busy harvesting, like farmers," Shoemaker said. "June 25 to September 10, that's the big time of the year. By mid-September things are beginning to slow down a bit."

### Hairnets, Boots & Gloves

A friend of mine from San Francisco used to wax poetic about the three summers he spent in Kodiak working in plants processing fish on what he affectionately called "the slime line."

Until the 1990's, Alaska fish processing jobs were prized by Ameri-

*(continued on page 29)*



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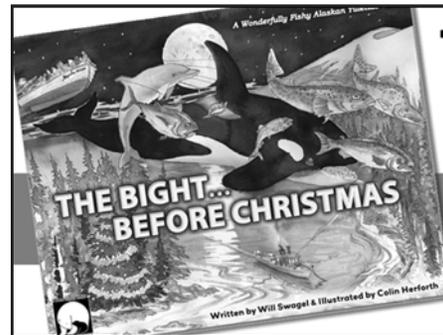
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## Artist Profile: Mark Bartlett

It might be appropriate that Mark Bartlett paints the Rockwell Lighthouse, because light is one of his main sources of creativity.

"I'm always seeking light," the 52-year-old Sitka-based artist said. "That's what I'm looking for and where I start a painting.

"If I'm doing a mountain, for instance, I want some drama and the way the light is hitting the mountain is how I develop that drama."

Bartlett's subjects span Alaska – he explores the misty, defused light of Southeast and the sharper light of the Interior. A naturalist, he is nonetheless unafraid of taking some creative license.

"I'm trying to accomplish a good painting," he said. "So if it's a mountain I want to have very good mountain structure and anatomy, which is important to identify that mountain. I do a realistic interpretation of what I see. But if I feel the need to put in (details like) foothills or trees, I take complete liberties."

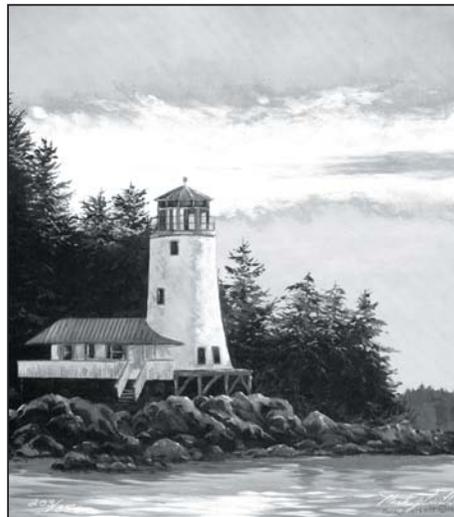
Bartlett grew up outside Fairbanks, drawing constantly as a child. He often explored the landscape with his father, then turned to his mother – a typing teacher – for an endless supply of clean, white wheels of paper. He



admires the work of Alaskan romantic painters like Sydney Laurence, Ernie Robertson and Ray Sandberg.

Like those painters, Bartlett tries to depict "the size of the land and the people living on it." He has several studies of the Rockwell Lighthouse, both close up, as below, and small enough to be a mere candle at the base of the Pyramid Mountains. Many people have purchased Mark's Lighthouse paintings, including publisher and former Presidential candidate Steve Forbes.

~ WS



"Rockwell Lighthouse"

*S.P.C. (con't from p. 27)*

can college students, who could work long hours and earn much more than they could in most jobs in the Lower 48. And – like my friend – they were also attracted by the prospect of an adventure in Alaska.

Filipinos in Alaska have had a long history with fish plants, with many workers making Sitka their home. Processing jobs have also lured Latin Americans.

Until recently, scores of college students from Poland and other Eastern European countries were



*SPC has more than 500 fishermen-owners, who receive an extra dividend on their catch – called percentage over dock. (Photo provided by SPC)*

allowed to work summers in the U.S. under the J-1 visa cultural exchange program, which was started in the mid-60s.

"The Alaska seafood processing industry enjoyed having those student employees for many seasons,"



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SPC is "99% hook & line." Trollers & longliners – and combination vessels unload to the plant. (Photo by SPC)

recent high unemployment rates in the Lower 48 might draw U.S. college students back to Alaska again. And if the backpacking visitors to Sitka each summer are any indication, an Alaskan summer hasn't lost any of its allure for the young.

### All Along the Coast

Shoemaker said. "But a year ago, the State Department declassified seafood processing for that program, so now we are moving more towards a domestic workforce."

Shoemaker said he hopes the

The scene outside the S.P.C plant is a busy one. Fish are unloaded from boats, while line workers labor to keep up with the flow. Ice is everywhere. Hundreds of squawking gulls – and often eagles – take up positions in and over the channel to catch any errant morsels. The plant is attrac-

tive, well maintained and smells like fresh fish.

S.P.C. continues to grow. While Shoemaker said the company is "99 percent hook-and-line," made up of salmon and longline fishermen, there are also members involved in the gillnet fishery. A few years ago, salmon trollers in California asked S.P.C. to expand its range of operations into their

fishery. S.P.C.'s presence in the California hook-and-line fisheries has now evolved to include jig-caught albacore tuna.

S.P.C.'s headquarters are located in Bellingham, Washington. The Sitka plant is the Cooperative's only wholly-owned facility. The Co-op has outports in California, Oregon, Washington and Alaska. They have processing agreements with

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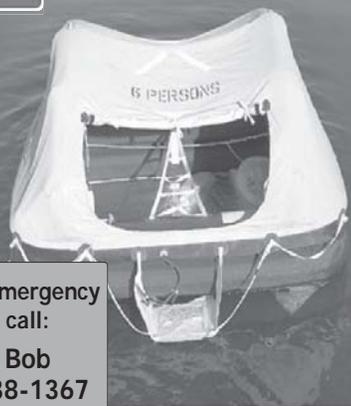
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companies in Ketchikan, Craig, Yakutat, Seward, Kodiak, King Cove and Dutch Harbor. In addition, they also run four fish-buying tenders that provide member service in the regional southeast Alaska fishing grounds.

“There are about 17 ports which provide an opportunity for members to deliver to their company

from California to Dutch Harbor.” Shoemaker said. “We contract with these other companies to receive, process, freeze and ship on our behalf, to provide these services for our member-owners.”

Arrangements like this could be seen as allowing the independent fishermen to be even more independent. But it goes beyond that.

“Our member-owners have a common belief in high-quality products – and with the work they put in to achieve that, they feel they should be rewarded,” said Shoemaker. “They feel their catch is usually worth more than what they would receive as a dock price.”

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Harbor Regs & Other Important Info

## Sitka's Five Main Harbors

*All berths are assigned by the Harbormaster.*

*Please do not enter a slip without permission of the Harbormaster.*

**Richard I. Eliason Sr. Harbor:** off the north end of Katlian Street and extending north. Eliason Harbor is designated as the transient harbor where most transient vessels are temporarily moored.

**Thomsen Harbor:** off the north end of Katlian Street, south of Eliason Harbor.

**Crescent Harbor:** opposite the east end of Lincoln Street, near the Lincoln-Lake intersection. Transient vessels are not allowed in this harbor.

**ANB Harbor:** off Katlian Street, just north of downtown.

**Sealing Cove:** off the west end of O'Connell Bridge, off Airport Road.

## Contacting Sitka's Harbor Master

Office Hours: 8 a.m. to 4 p.m. Monday through Friday.

**Personnel:** The Sitka Harbormaster is Stan Eliason, Deputy Harbormaster is Chuck Hackett, Office Staff are Kristi Jones and Diana Spiegle, Assistant Harbormasters are Tom Climo, Emy Sumauang and Jeremiah Johnson. On duty seven days a week from 7 a.m. to midnight in summer and 7 a.m. to 11:30 p.m. in the winter. Maintenance Personnel are Ron Pratt and Brian Bellows.

**Location:** The Harbor Department is located adjacent to Thomsen Harbor, at 617 Katlian St. **Phone:** (907) 747-3439; **Fax:** (907) 747-6278; **VHF Channel 16;** [www.cityofsitka.com](http://www.cityofsitka.com).

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**Fire Dept. :** 911 (emergency); 747-3233 (business & info)  
**Sitka Community Hospital:** 747-3241  
**City & Borough of Sitka:** 747-3294  
**Sitka Chamber of Commerce:** 747-8604  
**Sitka Convention & Visitor's Bureau:** 747-5940  
**Alaska Department of Fish & Game:** 747-6688  
(commercial); 747-5355 (sport)  
**U.S. Coast Guard:** 1-800-478-5555 (emergency)  
966-5454 (marine safety detachment)

## The Harbor Department of the City and Borough of Sitka enforces Harbor Regulations in all five city harbors and other city facilities:

**No Wake Zone:** No speeding is allowed in the channel. Please respect the No Wake Zone shown on the map (pages 18-19).

**Temporary Stalls:** The Harbor Department may assign a vessel a stall on a temporary basis, depending on availability. This is called "hot berthing." Owners of vessels granted temporary assignment must be ready to move if requested by the Harbor Department.

**Fees:** Moorage fees will be assessed by the Harbor Department, based on the rate structure in the City municipal code. Moorage bills must be paid at the Harbor Office.

**Registration of Transient Vessels:** All transient vessels are required to register with the Harbormaster within 8 hours of arrival. Information on services and fees is available at the harbor office.

**Moorage of Transient Vessels:** Transient vessels are advised by Harbor Department staff of the transient moorage areas available on a first-come, first-served basis.



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**Transient Fees:** Transient moorage fees are 87 cents per foot per day for vessels 0-80 feet in length. For 81-150 feet, \$1.49 per foot per day. For vessels more than 151 feet, \$2.24 per foot. All moorage must be paid in advance or prior to departure or fees may be doubled. Harbor policy requires that if a vessel is in the harbor on any portion of any day, it will be charged for moorage for that day.

**Transient Services** Water, garbage and waste oil service are available.

**Launch Ramp Fees** The daily fee is \$5.00 for in and \$5.00 for out. The annual calendar year permit is \$75.00 and is available at the harbor office. Launch ramps are located at Sealing Cove and Crescent Harbor.

**Monthly (30 day) Moorage Permits** Thirty (30) day moorage permits are available, paid in advance. The cost is \$14.94 per foot for vessels up to 150 feet in length, and \$22.41 per foot for vessels above 151 feet.

**Small Boat Electrical Service** 30 amp single phase service may be available for a fee of \$5.00 per day. 50 amp single phase meters are determined by actual usage plus \$10.00 for each meter read. 50 amp or 100 amp 3 phase power fees are also determined by actual usage, plus \$10.00 for each meter read.

**Temporary Use of Assigned Meter** The Harbormaster may temporarily allow a transient vessel to plug into an assigned meter. The assigned meter holder's account receives credit. A note: Utilizing assigned meters is a privilege and the Harbormaster frowns on meter use without permission. Violators will be issued citations for illegal use of a meter.

**Garbage Dumpsters** are available at all harbors for use by harbor patrons. Items too large for the dumpsters are to be taken to Jarvis Street Transfer Station. Items should not be left on the floats or fingers of any of the harbors.

**Used Oil Disposal** tanks are provided at all harbors. Please do not dispose of gasoline or solvents in these tanks. These should be taken to the Sawmill Cove Industrial Park scrap yard, where a special materials collection area is maintained. When dumping used oil, please clean debris and old filters off the screen when you are finished.

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Dumping Trash Into the Harbors Prohibited It is unlawful to do or cause to be done any of the following prohibited acts: No offal garbage or trash shall be dumped into the boat harbor. No trash, garbage or refuse shall be dumped on the tidal or up-land areas along the beach or waterfront. It is unlawful to dump flammable wastes. Vessel owners shall not leave spoiled bait, fish or gear on their vessels in the harbor.

Fishermen's Work Floats There are two work floats available. One is the seasonal float located at the end of Float 4 at Crescent Harbor. This float is available for work-related uses April 15-Sept. 15 annually. A year-round

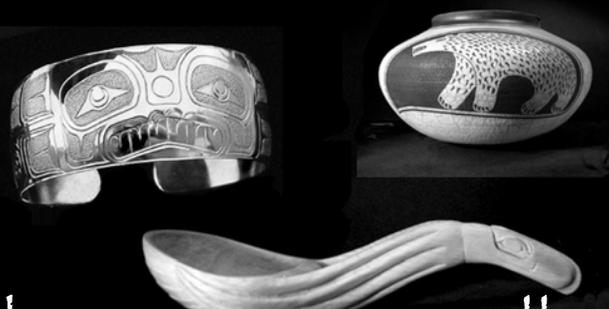
## HARBOR REGS AND OTHER IMPORTANT INFO

work float is located on Sitka Channel across from ANB Harbor. This float is equipped with both electricity and potable water. No overnight moorage without permission of the Harbormaster. No storage of any gear, nets or materials is permitted. All users of these floats are asked to clean up after themselves.

Tidal Grid A steel and timber tidal grid is available for use next to ANB Harbor. Electricity, potable water and garbage services are available. A small parking lot is located next to the grid for people using the facility. The grid is available on a first-come, first-served basis. Vessels are limited to 96 hours (4 days) on the grid. Larger ves-

sels (over 58 gross tons) must notify the Harbormaster before using the grid. In some cases, a damage deposit must be posted and special precautions must be used, as directed by the Harbormaster. Please contact the Harbormaster prior to using the grid if there are questions about your vessel. There is a \$10 (ten dollar) fee per day to use the grid.

Loading Zones There are several loading zones located throughout the harbors. They are easily identified by the white paint along the bullrails. Loading zones have a one-hour time limit. There are some 30-minute areas in Crescent Harbor. There is also a loading dock in Crescent Harbor that is



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used by commercial fishermen to load and unload gear. Some fishermen also use the covered area to mend their nets. This covered area is also used at various times of the year for art shows, food booths and other activities.

**Fish Cleaning** The cleaning of fish in any of Sitka's harbors is strictly forbidden. Please do not dispose of fish carcasses in the harbor jurisdiction due to Sea Lion issues. Fish cleaning should be done at designated fish cleaning tables. There are fish cleaning tables on the south end of Eliason Harbor breakwater or the cleaning of sport-caught fish. There are also fish cleaning tables on the float outside Sealing Cove Harbor. Fish waste bins are available at both cleaning stations. No commercially caught fish can be cleaned at any fish cleaning table at any of the

harbors. Users are requested to clean up the areas after use.

**Boatsitter Log** Please provide the Harbor office with name and phone number of your boat sitter. It is the responsibility of moorage users to inform the Harbor Department if they are going to be out of town for any period of time and the vessel remains here. Harbor Department staff will attempt to notify the logged boat sitter in the event of an emergency.



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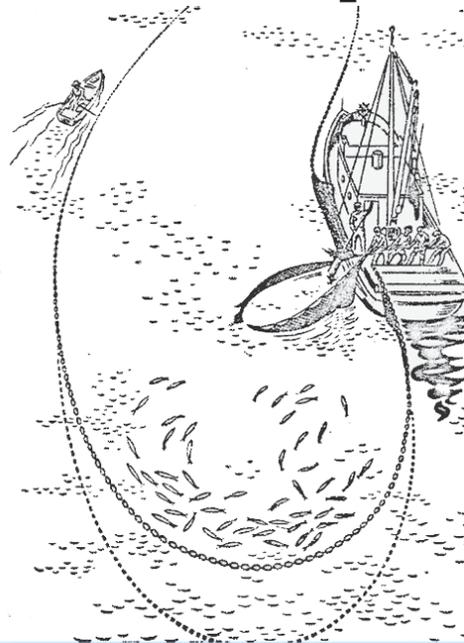
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