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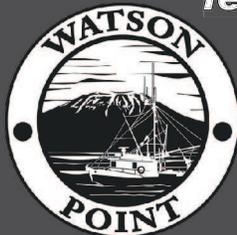
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# HARBOR NOTES 2015

When you have eight miles of harbor to maintain, there's always something to do. The next major project for the Sitka harbor system will be the complete rebuilding of the Sitka Transient Float, a little to the north of the harbor-master's office. The transient float makes a small V with Petro Marine's new fuel dock. The rebuilding is pegged at about \$6 million and is scheduled to begin in the fall of 2015.



See page 5 for story

The 40-year old transient float was originally built as a wave container to protect old Thomsen Harbor, and was laid out in an L-shaped configuration. After the rock breakwater was built, the float was straightened out to be used for moorage.

Harbormaster Stan Eliason said an inspection of the dock prior to the 2011 herring fishery revealed that the infrastructure was failing. The dock required an emergency repair just before the fleet got here.

"The transient float is used all the time during the summer and is

critical for our fishing fleet," Eliason said.

The new facility will be a timber float dock, tied to steel pilings and buoyed by foam-filled polyurethane tubs. As well as transient moorage, a few stalls may be set

aside as permanent stalls for boats 40 feet and longer. The final configuration will provide 930 linear feet of moorage.

Skippers of commercial fishing boats using the transient moorage should take note – they are eligible for a 25 percent discount on up to 10 days' worth of their Sitka stay. Skippers need to show their fish tickets to harbor staff to get the discount.

Eliason said the city is trying to lure more transient vessels to use city floats, instead of anchoring in the channel or using private moorage. He noted that these vessels, as well as paying moorage fees, pay fish tax on their catch, money which goes back to the city to maintain and upgrade harbors.

The Sitka Harbor Guide is published yearly by Will Swagel Ink LLC. 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

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Cover photograph "Untitled" by John Erp.  
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# MARCUS LEE'S METAL ART

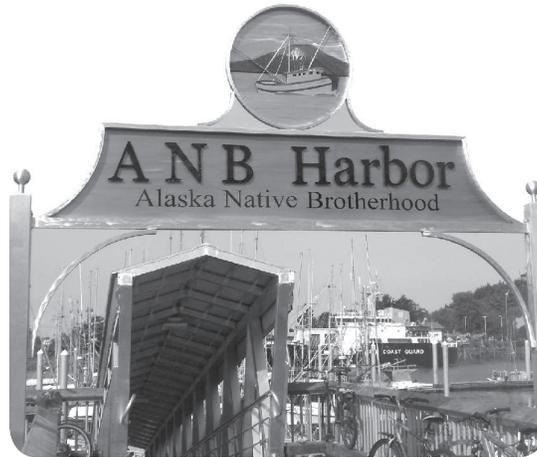
By Will Swagel

At a number of Sitka embarkation and debarkation points, residents and visitors have been delighted by the distinctive metal signs.

At the entrance to ANB Harbor on Katlian St., a white and brown

aluminum rendering of a troller on blue water floats above metal letters. Halfway up Raptor Way, the road to the Alaska Raptor Center, a metal eagle sports a prominent yellow beak and silvery white head feathers. At the cruise ship lightering dock beneath the O'Connell Bridge, a two-sided "Welcome to Sitka" sign is a 10-foot wide study in the textural, tinted and heat-induced color possibilities of art using steel, stainless steel and aluminum.

These and other metal signs around Sitka are the work of Marcus Lee, operator of LeeCraft Metal Fabrication for more than 20 years. A compact, bearded man with a strong voice, the more practi-



Lee's sign welcomes you to ANB Harbor.  
(photo courtesy of Marcus Lee)

cal demands of Lee's busy Halibut Point Road shop leave little time for his artistic side. It's been nearly two years since he has completed a metal artwork.

Luckily, Lee already has a body of work avail-

able for public viewing. Besides the signs at ANB Harbor, the O'Connell Bridge lightering dock and the Raptor Center, Lee's work can be seen at the entrance to the University of Alaska Sitka campus and at the Sawmill Creek Road headquarters of the Northern Southeast Regional Aquaculture Association. NSRAA liked Lee's

work so much, they also have his signs at two of their remote hatcheries. A number of private homeowners display smaller works by Lee that they have purchased.

"My wife Faith tells me I have to say 'no' to the rest of work, in order to make time (for art projects)," Lee said. When you



run a small business it's difficult to turn down the bread-and-butter customers. But Lee is considering the shape of a possible future retirement.

"There's always work," he said. "But I have wanted to change my pace a little bit. And I get some kind of satisfaction from (the artwork) more than money."

### **Metal Background**

Lee was born in Seward, Alaska in 1955, but lived in towns all over Washington state -- due to his ironworker father's "itchy feet." Lee says he grew up in a metal shop that made ornamental grills for doors, gates and railings. He became comfortable with the heating,



*Marcus Lee*

bending and welding of metal. His older brother joked that Lee was getting valuable experience, but Lee insisted that a welder was the last thing in the world he wanted to be.

Still, right after graduating high school, he went to welding school. "Welding is all I have ever done." Lee said. And his brother? A retired metalworker.

Lee dabbled with metal art over the years, but grew more serious after two things happened. First, a customer asked Lee to fashion a salmon to hang on a smokehouse he had just fabricated. Lee was impressed with his rookie effort.

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*For outdoor signs Lee uses metal stain to achieve color effects. (photo courtesy of Marcus Lee)*

Then he went to visit his daughter in coastal Oregon and saw a whole lot of metal art in her beachside community. He thought “I could do that.”

So when Lee returned to Sitka, he drew pictures of the Rockwell Lighthouse and Mt. Edgecumbe and made a cameo-shaped wall hanging incorporating the two images.

People loved the pieces and he sold a number of them, refining his technique over time.

“The way it always works is, I struggle,” said Lee. “I try and sketch ideas, I don’t come up with nothing, and the clock is ticking. And then, finally you’re out of time, so now you’ve gotta do something. So then you just do it.”

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“The big fear is that it’s is going to be a failure, but it usually turns out great and everybody loves it.”

### Color Magic

Lee uses a variety of techniques to add detail to his renderings. His mountains, for instance, may be evoked using embossing and engraving, adding metal stains or even cutting out pieces of the background. In many of his pieces, elements rise off the background, giving a bas relief quality.

But Lee’s neatest trick may come from his deep knowledge of what happens to the color of steel when it is heated. The steel turns an array



(Photo courtesy of Suzanne Portello)

of colors depending on the temperature.

“You start off with amber, later you get a blue and then a dark blue and then a light blue,” Lee said. “And the color stays when you stop heating it.”

Lee said he can also bring out a red color, but that can be difficult.

“Red is in a very narrow heat range,” he said. “You can go from the amber to the blue and red is stuck in the middle and you don’t even see it.” Lee must know instinctively when to stop adding heat, for the metal will keep “cooking” for a while.

Lee is not a big fan of new technology, but he does sing the praises of his Computer Numerically Controlled drafting machine, which allows him to enter his designs into a computer to make templates. Then, he can adjust the size without having to cut new pieces.

Thirty-five years ago, Lee hammered out a tropical fish, thinking that making metal art might be a fun hobby. More than three decades later, he has become a true master of the medium.

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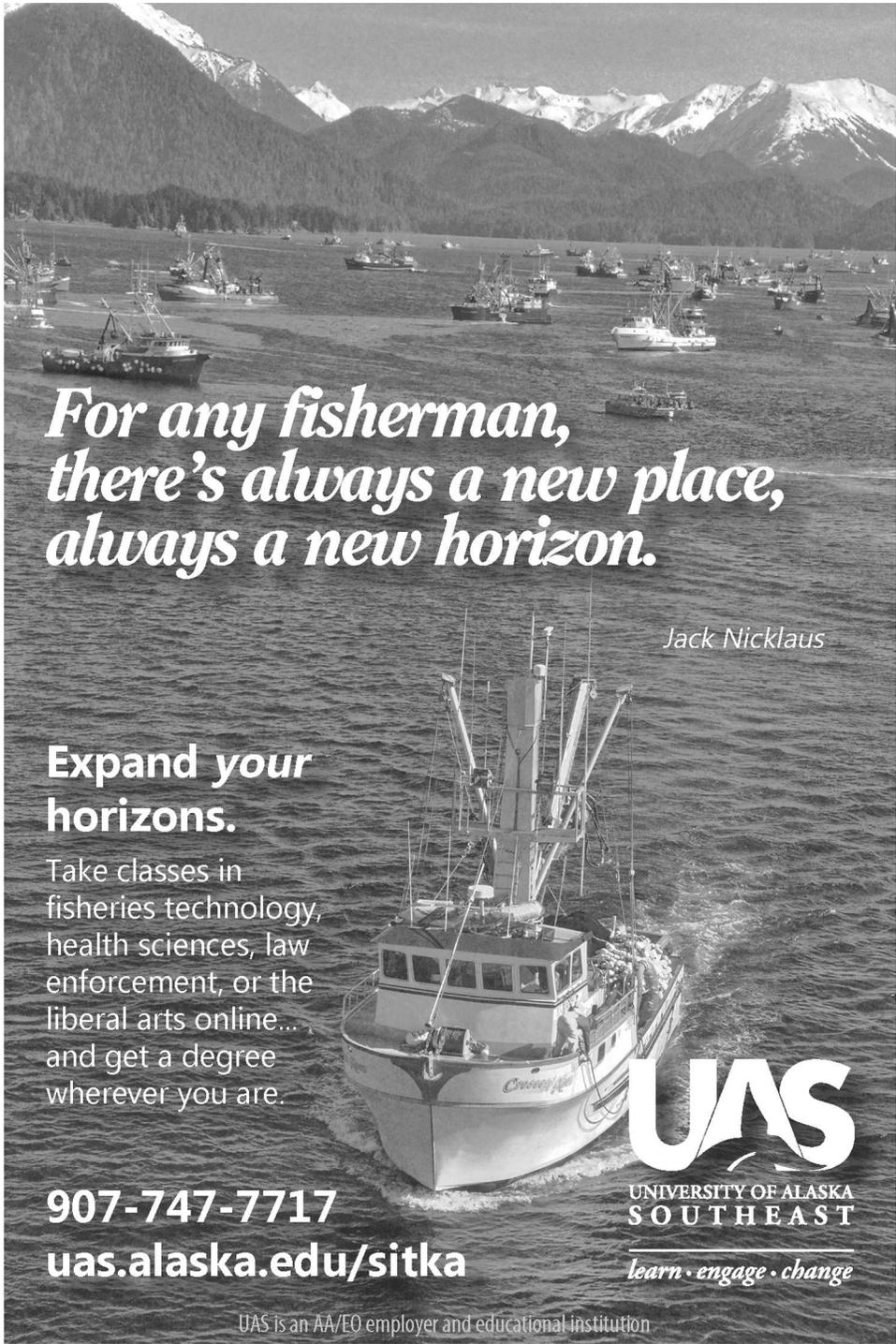
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# EYAK SINKS, BUT FLOATS AGAIN



*Float bags and pumping lift F/V Eyak after her accident in January.  
(Photo courtesy of Dave Castle)*

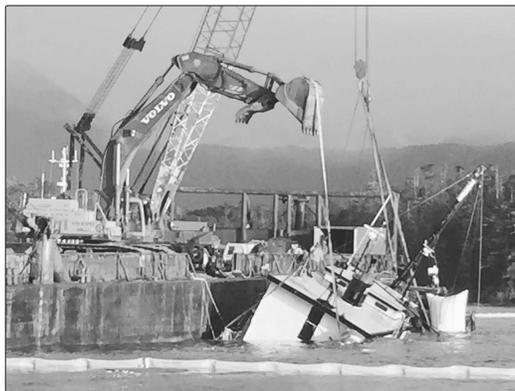
About 4 a.m. on Jan. 19 near Goddard Hot Springs, the well-regarded Sitka mailboat and tender Eyak slammed into a submerged rock and tore out a chunk of her middle. Skipper Dave Castle was at the helm when he felt the impact. Castle had been dealing with finicky radar and heavy weather. A quick check of the damage showed a large hole.

“It was too big to even think about pumping,” Castle said. Three other people and Castle’s dog Olive were on board. After issuing a distress call, they donned survival suits and deployed the life raft. Castle plugged vents to keep fuel from leaking. Two people boarded the raft and a third held the line.

Castle lowered Olive down on a rope tied to her doggie PFD. He rescued three of his most prized musical instruments – two guitars and a mandolin. “I didn’t grab my cell phone or

my computer like a smart person,” he laughs now.

Rescue arrived quickly in the form of boats from the Sitka Search and Rescue squad, Sitka Police and Alaska State Troopers and from Castle’s other boat, Silver Arrow. Castle stayed on the scene in Silver Arrow. Thirty minutes after leaving Eyak, the boat heeled over on one side. Within a couple of hours, it half-floated completely upside down, propped on its mast.



*A crane and backhoe were both used to lift Eyak.  
(Dave Castle)*

And now, sad story gets more optimistic. First, all hands (and paws) were safe. And the damage to Eyak was much less than it might have been. After 10 days upside down, the vessel was raised by a barge equipped with a

back hoe, crane and very experienced operators, using a combination of lifting straps, flotation bags and pumps. Eyak, soaked and bruised, was upright again.

In Sitka, news spread quickly of Eyak's misadventure. People lined up to help. A fundraising website raised \$25,000 from nearly 200 people.

"It's amazing," said Castle. "Everything I've tried to do, people have wanted to help."

He will do some of the top-side repairs with friends and then move to the haulout in Wrangell to do the more extensive work on the bottom. He wants to have Eyak back on the mail run by the end of 2015.

Castle said his insurance will allow him to complete about half the needed repairs, but he is considering creative forms of financing for the other half. With the boat and his mail-hauling contract as security, Castle may try



*A bruised Eyak is towed to Sitka. (Dave Castle)*

to lure private investors, who would then be paid back, with interest, over a set time.

"If there's any way, reference my gratitude and thanks to people," Castle said. "It's helping me to get where I need to go."

An article about Eyak, written the year before her sinking, follows. -- WS



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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.

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," 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)*

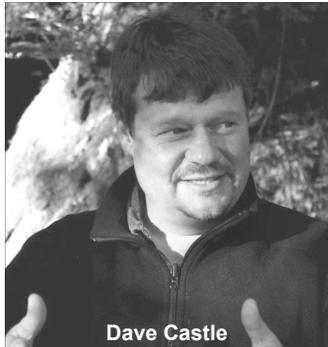
F/V Eyak is 71-foot-long (86 feet overall) with a 24.5-foot beam. It is classified as a power scow. It is all wood, capped with a steel toe. "Like a steel-toed boot," Castle said.

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 war-

ships, the Eyak was actually built to buy fish.

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

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



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.”

“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

### 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

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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.

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.

"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



Unloading salmon in Port Alexander  
(Dave Castle)



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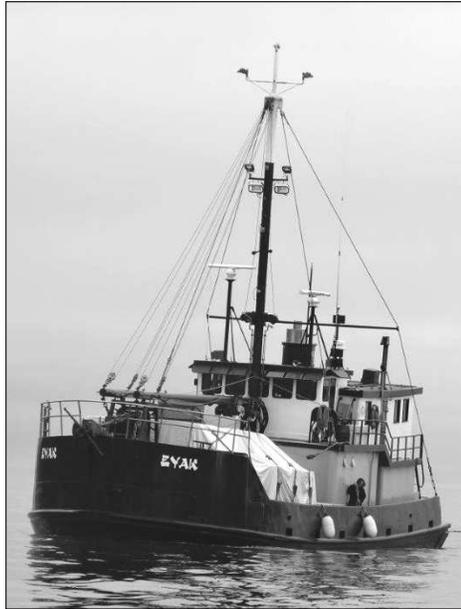
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*F/V Eyak has been working steadily for 71 years. (Dave Castle.)*

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 com-

munities that don't have bi-weekly common carrier service.

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

Castle and Eyak have been carrying 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 con-

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tract, 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 of building materials from Spenard 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.

### **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 Fair-



*1936 Caterpillar diesel, one of Eyak’s two original engines. (Dave Castle)*

banks and his younger son John is working his way into the film business in Florida. Both sons grew up in Sitka.

*continued on page 20*

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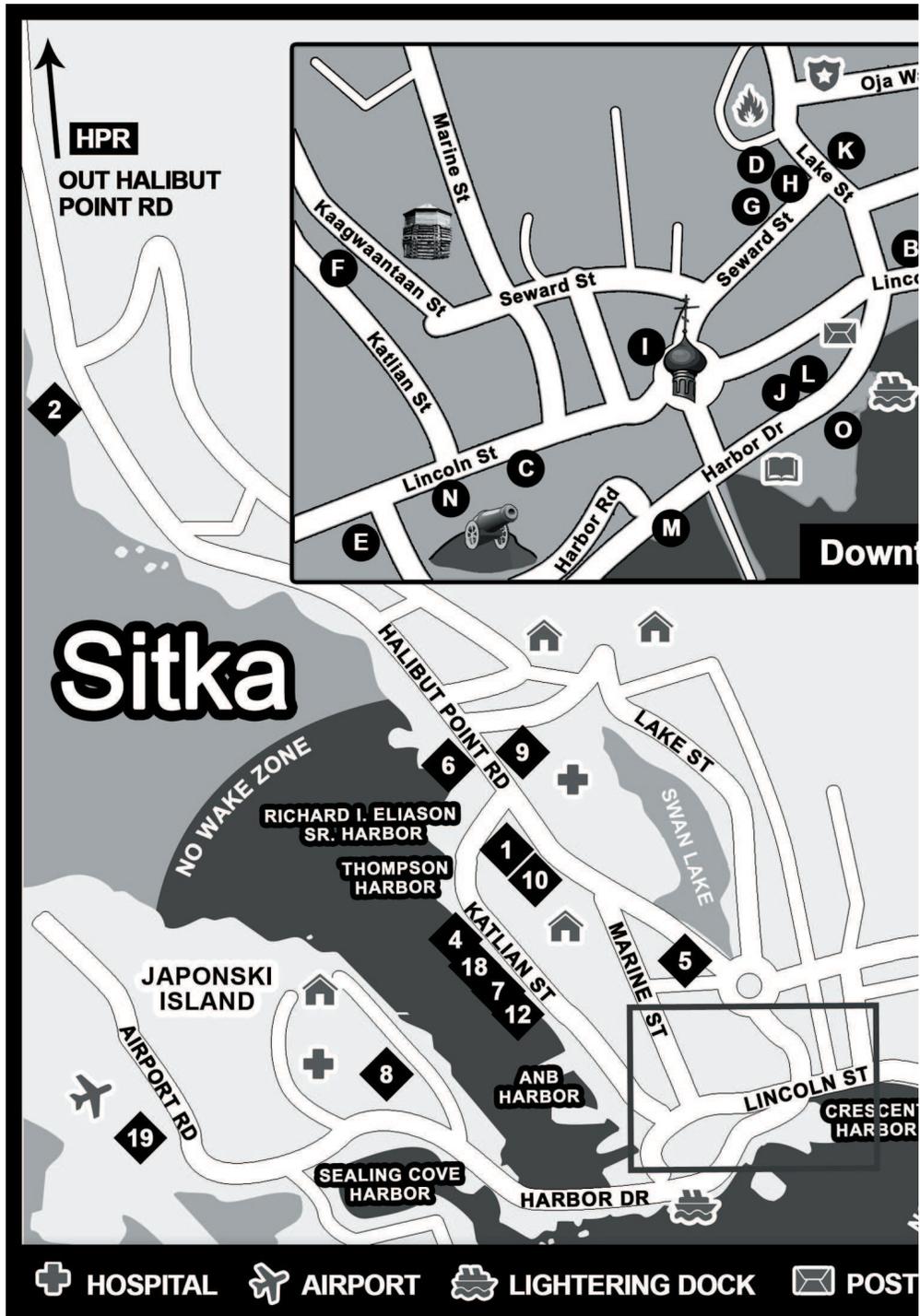
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continued from page 17

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

Eyak is Castle's home; he lives on-board 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 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."



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*Will Swagel, a 33-year resident of Sitka, is the publisher of the Sitka Soup, the author of "The Bight Before Christmas" and an enthusiastic eater of fish.*



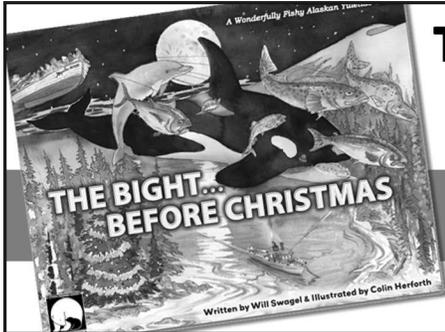
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\*scan for map



## New Requirements for Commercial Fishing Vessels to be Implemented

### Dockside Inspections

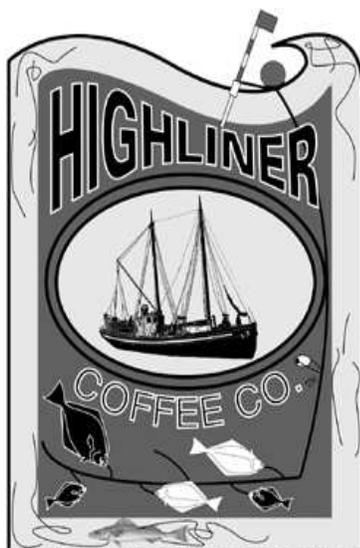
Some commercial fishing vessels will now have to undergo a mandatory Coast Guard dockside inspection, which was voluntary up until now. Commercial fishing vessels of any size – including catcher vessels, tenders and at-sea processors -- that operate three nautical miles off the beach are required to have a dockside inspection prior to Oct. 15, 2015. Such inspections are also mandatory for those who participate in federal fisheries that carry onboard NOAA fisheries observers, mainly the black cod and halibut

fisheries.

USCG Fishing Vessel Dockside Inspector Steve Ramp said vessel owners requiring a mandatory inspection – or those requesting a voluntary one – should contact him at 966-5620.

Ramp encouraged vessel owners to schedule a pre-exam meeting, noting they will save time overall if they do so.

“We will generate a customized checklist for their boat and where they operate. Then we go over it line by line so they can use it as a work list for getting ready for the exam,”



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Ramp said. "It drastically increases their chance of passing the exam on the first visit."

The vessel requirements can be found online in section 46CFR, Part 28. They can also be found in a brochure that fills nearly 40 pages. Ramp said the pre-exam meeting can help vessel owners wade through the thickly worded regulations.

"We'll whittle a 38-page brochure into a couple of pages of requirements for their specific boat," Ramp said.

Ramp said the inspections are free and no fines are issued. Vessel owners who do not pass the inspection are given time to correct the problem. Vessels that pass are given a decal which is good for two years.

Vessel owners are also urged not to wait until the last minute to schedule their examinations, since there may be a backlog right before the deadline.

**Survival Craft**

As of Feb. 15, 2016, the so-called "buoyant apparatus" will no longer meet the safety requirements for



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commercial fishing vessels operating more than three nautical miles offshore.

These devices are usually orange rectangles of buoyant foam, often 4 feet by 6 feet, and are meant for a number of people to cling to at once.

The new regulations call for survival craft that keep people out of the water, such as those that are



*A type of buoyant apparatus commonly found in Sitka.  
(Photo courtesy of Steve Ramp)*

self-inflating and mounted in a rigid canister. The regulations state the requirement is "a survival craft that ensures no part of an individual is



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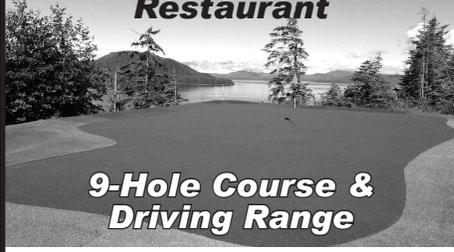
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immersed in water.”

Ramp said the buoyant apparatus was already unacceptable for vessels operating more than 12 nautical miles offshore, so that only those operating inside 12 miles are affected by the new rule.

-- WS

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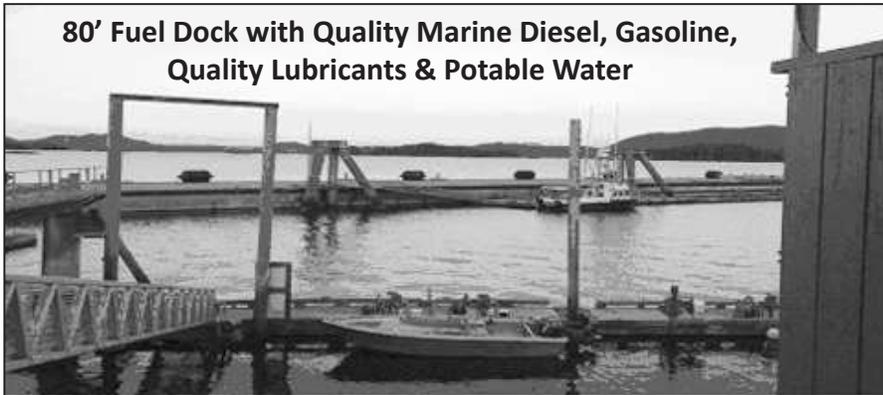
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# JOHN ERP: EYE FOR LINE

An Artist Profile

The cover image for the Harbor Guide this year is courtesy of John Erp, a Sitka-based photographer, sailor and troller. We reached Erp as he was rigging trolling poles on one of his two vessels at the work float this spring. He lives on one vessel or the other.

Erp said the cover photo – which he has not named -- was of an older wooden sailboat moored in downtown Juneau circa 2000. Erp, now 65, had just completed an intensive summer program at the Rocky Mountain School of Photography.

“What caught my attention was all the converging angles of the bow spit, chain and lines,” Erp said.

He then printed his black-and-white photo in sepia tones. The result resembled a painting. “It has an artistic quality, they say in photographic terms, but it hasn’t been manipulated at all (on the computer),” he said.

Erp now works almost entirely with digital cameras, but he started taking pictures on a 35mm film camera in high school. His portfolio includes many boats, trains and planes and numerous architectural studies, including old wooden cannery buildings. He admits a taste for the aesthetic possibilities of wooden pilings.

In the 1980’s Erp took the state ferry from Puget Sound to Haines. He was able to visit communities up and down the Panhandle.



“I fell in love with Sitka, even though it was a number of years until I could get back,” he said.

Erp split his time between Alaska, Washington and Montana, where he owned property. In 1999, he got a permanent moorage in Sitka. In 2003-2004, Erp served as a civilian sailor for the U.S. Navy, bringing supplies to the Persian Gulf under the Military Sealift Command program. Erp also worked for the Alaska Marine Highway, much of it helping man the fast ferry, Fairweather.

Now retired from the ferry system, Erp said he hopes to have more time to contemplate his art and take photos.

“You need to have time to think about it,” he said. “To indulge yourself in that luxury.”

-- Will Swagel



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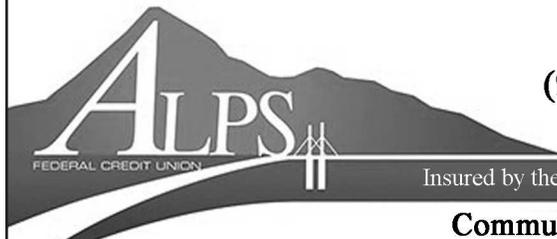
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## Sitka's Five Main Harbors

*All berths are assigned by the Harbormaster.*

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

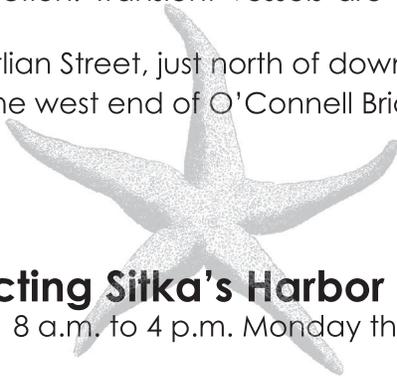
**Richard I. Eliason Sr. Harbor:** off the north end of Katlian Street and extending north. Eliason Harbor is designated as the transient harbor where most transient vessels are temporarily moored.

**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 Kacie Rear, Assistant Harbormasters are Tom Climo, Emy Sumauang and Jeremiah Johnson. Harbor personnel are on duty seven days a week from 7 a.m. to 11:30 p.m. year round. Maintenance Personnel are Ron Pratt and Brian Bel-lows.

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

## Other Important Numbers

**Sitka Police:** 911 (emergency); 747-3245 (business)

**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

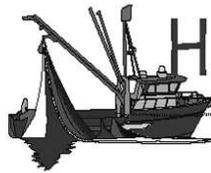
(commercial); 747-5355 (sport)

**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).



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**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.

**Transient Fees:** Transient moorage fees are 93 cents per foot per day for vessels 0-80 feet in length. For 81-150 feet, \$1.59 per foot per day. For vessels more than 150 feet, \$2.39 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. A 25 percent credit in daily transient moorage will be given to any commercial vessel actively loading or unloading fish and which produces a fish ticket or processor contract. The credit will be good for up to 10 days per fish ticket

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**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 \$15.94 per foot for vessels up to 150 feet in length, and \$23.91 per foot for vessels above 150 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 deter-

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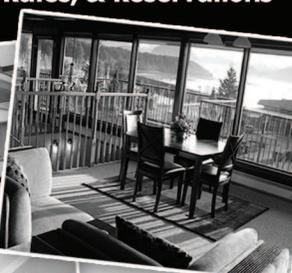
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**Temporary Use of Assigned Meter** The Harbormaster may temporarily allow a transient vessel to plug into an assigned meter. The assigned meter holder's account receives credit. A note: Utilizing assigned meters is a privilege and the Harbormaster 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.

**Water** Potable water is provided at all harbors year-round.

**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 upland areas along the beach or waterfront. It is unlawful to dump flammable

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--	--

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 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 vessels (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.



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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 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 for the cleaning of sport-caught fish. There are also fish cleaning tables on the float outside Sealing Cove Har-

bor. 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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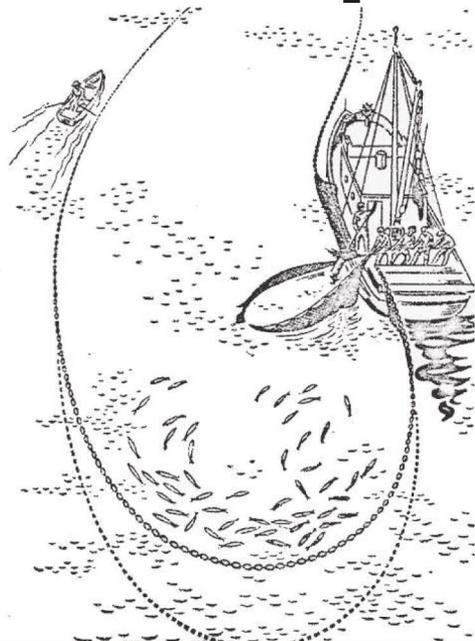
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