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Table of Contents

Feature Articles

EV's, the Wave of the Future?	
Electric vehicles? No, electric vessels!	5
Fishing and Sustainability:	
A Woman in the Forefront	16
Four Other Sitka Women	
in the Forefront	26
Q&A with Cover Artist Pat Kehoe	12

Marine Information

2023 Harbor Notes	4
Harbor Rules & Regulations	34
Important Phone Numbers	33
Map of Sitka & Harbors	20
Sitka's Harbor Master	32

Advertisers

AC Lakeside Grocery	39
Alaska Computer & Office Supply	17
Alaska Marine Safety Ed. Assoc. (AMSEA)	26
Alaska Raptor Center	25
Backdoor Cafe	13
Beak Restaurant.....	13
Bev's Flowers & Gifts	15
Cascade Convenience Center	31
Cooper Marine Services	15
Davis Realty	23
Easterly LLC	35
First Bank	9
Fisherman's Quay	23
Gallery by the Sea	10
Gary's Outboard	38

Hanson Maritime Co	11
Harry Race Pharmacy & Photo	7
Highliner Coffee Co	29
Island Artists Gallery	8
Island Marine LLC	31
LFS Marine Supplies	Back Cover
Longliner Lodge & Suites	25
Market Center	36
Mim McConnell, Realtor	18
NAPA Auto Parts	37
NOAA Fisheries Message	19
Old Harbor Books	13
Pioneer Bar & Liquor Store	34
Pizza Express	22
Poulson & Woolford Maritime Law	38
The Raven's Hook	15
Sea Mart Quality Foods	2
Sheldon Jackson Museum	28
Sitka Ace Hardware	6
Sitka Boat Watch	25
Sitka Carbon Offset Fund	34
Sitka Eats	31
Sitka Maritime Heritage Society	18
Sitka Realty	11
Sitka Sound Science Center	11
Tongass Federal Credit Union	13
Visit Sitka	27
Watson Point Liquors	2
Welcome Aboard Sitka	31
White's Pharmacy	7
WinterSong Soap Co.	38
Yellow Jersey Cycle Shop	14

2023 Harbor Notes



Vessels at Thomsen Harbor, March 2023

The Sitka Harbor Department's plans for 2023 include, first and foremost, replacement/repair of Eliason Harbor's electrical infrastructure. Says Harbormaster Stan Eliason, "This is a high priority, and we are currently in the midst of applying for a federal grant for the project. We should hear back by October of this year." Funds are to be obligated by September 30, 2026, and expended within five years of obligation.

Another high priority is the Fishermen's Work Float. An application has been submitted for Alaska state funding, and "this year, the state has actually ranked us in the top three." Eliason has applied for \$2.6 million and will hear the results in October at the Harbormasters' Conference in Ketchikan. The scoring of state grant applications is announced at this conference held each fall by the Alaska Association of Harbormasters & Port Administrators (AAHP).

Reflecting on the anticipated 2023 cruise ship season, Eliason says he is feeling okay about it. "We have a number of people interested in dealing with Port Security, so that's good."

Charges are in place for use of the Eliason Harbor Drive-Down Load Dock and the Tidal Grid, Eliason noted. The Load Dock is NOT to be used as moorage – it is not free after the first 24 hours.

Eliason also took care to mention some new features available on the CBS Harbor website. One feature is an option for users to request Harbor email notifications about such things as construction projects, power outages and extreme weather. Visit cityofsitka.com/departments/Harbors. New moorage rates are anticipated July 1st and can be found at cityofsitka.com/departments/Harbors/harbor-rates.

Cover watercolor "Morning Mist at the Dock" by Pat Kehoe.

The Sitka Harbor Guide is published yearly by Will Swagel Ink, LLC.
The Harbor Guide may be found at the Harbormaster's Office, LFS Marine & City Hall.
For info. call (907)747-7595 or visit SitkaHarborGuide.com.

EV's, the Wave of the Future?

Electric vehicles? No, electric vessels!



F/V Woodstock at sea (supplied by Kent Barkhau)

Electric cars are increasingly commonplace these days. And electric trucks – including models from Ford, GMC, and dedicated EV manufacturer Rivian – are finally rolling off the assembly line. But what about boats?

Small electrically powered boats have actually existed for over one hundred years! Larger vessels such as emissions-free commercial ferries -- pioneered in Scandinavia -- have been silently sailing the seas for at least 7 years now, in a variety of configurations and stages of conversion. Norway's Yara Birkeland - the world's first fully electric and autonomous container ship - entered

service in spring of 2022.

With the critical necessity of reducing carbon emissions to net zero by 2050, this is good news. But what options exist for the commercial fishers, and the sport and pleasure mariners, who are common in Southeast Alaska?

Outboards – The Tide has Turned

Boats powered by outboard engines can make the conversion fairly easily, physically speaking. Electric outboards are currently available from a number of manufacturers, though most of them have horsepower equivalents

of 5hp or less. Of the companies promoting more powerful motors (from 20hp to 80hp equivalent), Torqeedo - a German company with dealers in Alaska - and the familiar brand Mercury show up readily in internet searches.

Mercury's Avator 7.5e (a 3.5hp equivalent) is their only commercially available electric motor at the moment. The company does expect to introduce a 20e and 35e later this year, and even a 300hp equivalent in the near future. Yamaha also plans to introduce a 300hp equivalent this year. Norway's Evoy (with no US dealers yet) is set to launch their 150 hp equivalent soon, as well.

Elco Motor Yachts, a pioneer in the industry, bears special mention. They've been building electrically powered boats and motors since 1893! On their website, the largest outboard listed compares with a 50hp gas-fueled motor, and the site is rich with model and cost information. The "Our Story" section details their unique history.

Base costs for electric outboards (where prices are available) vary, both above and below their gas-powered counterparts. Torqeedo's price range for 3hp-20hp equivalents runs from about \$2950 to \$9600, and up to \$15,000

for an 80hp equivalent. Elco's 9.9 hp equivalent lists for \$2910, and their 30hp equivalent for \$7000. Cost information for the Avator 7.5e couldn't be found. While some of these numbers may seem manageable, the necessary batteries and chargers can easily double the price - discouraging many recreational

boaters. Ultimately, however, the higher purchase cost is offset by lower and more stable recharging costs, minimal maintenance, zero toxic emissions and quiet operation. These lower operational costs can recoup the purchase expense quickly for heavy users.

Inboards – Headwinds Persist

Wholly electric inboard systems are increasingly available, as well as hybrid conversions, although the complexity of components packages,



*Eric Jordan (supplied by
Eric Jordan)*

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customization based on individual need, length of project time, and direct financial costs can still be overwhelming for recreational – and even most commercial fishing – users. Given the emerging, evolving nature of the electric vessel industry, the reader interested in up-to-date information is encouraged to contact the electric boat and/or motor company of your choice. Elco (US), Evoy (Norway), and Torqeedo (Germany), for example, will happily answer questions and even provide a quote. Torqeedo will share their cost analyses, as well. As with any new technology, the more demand, the quicker the supply of innovations and reduced costs.

Commercial fishers in Sitka who are serious about going electric or hybrid, are – like intrepid mariners of old –

still voyaging into relatively uncharted waters. Garland Kennedy, a reporter for the Daily Sitka Sentinel, has written about local ventures into the frontier of electric power on the high seas – in fact, he has done so at least twice.

In a Sentinel article in January 2020, Kennedy described how he accompanied Sitka fishing boat owner Fabian Grutter on a sea trial. Grutter had independently converted the F/V Sunbeam (his 34-foot troller/longliner) into Sitka's first hybrid diesel-electric vessel in 2019. When questioned for this article about his impressions of his ride on the Sunbeam, Kennedy said, "Quiet!" "It was remarkably quiet, almost surreal."

More recently, Kennedy reported on a project launched by the Alaska

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Longline Fishermen's Association (ALFA) to convert two vessels - with technical expertise provided by an ETIPP grant (Energy Transitions Initiative Partnership Program) in partnership with NREL (National Renewable Energy Labs). Obviously, this technical expertise was key.

Dipping Our Toes In – Stepwise Local Approaches

One ALFA electrification project is the brainchild of Kent Barkhau and Linda Behnken, ALFA's Executive Director. The two Sitkans have begun the conversion of their troller-longliner F/V Woodstock with the electrification of the hydraulic fishing gear aboard. With the high energy needs of conventional hydraulic systems, this makes sense as a first step, Kent says. The next step is open-ended, because of the constantly evolving technology.

In addition to electric conversions, new carbon-free hydrogen and ammonia fuels are being developed and may soon be a viable option, with a more potentially straightforward conversion process. Liquid hydrogen-fueled engines, for instance, are similar to the internal combustion engines we're familiar with, and can



F/V I Gotta at sea (supplied by Eric Jordan)

be incorporated into existing supply chain and parts infrastructure more easily. Advances are also being made in hydrogen fuel cell technology and the specific power delivery system fuel cells will require.

Another beneficiary of ALFA's ETIPP assistance is Eric Jordan, Sitka troller and lifelong Southeast Alaska fisherman. Jordan expects to have his hybrid conversion project completed next winter. As is common with hybrid systems, he's installing a separate electric motor to power the boat, with his diesel as a back-up source. With all the considerations of matching the new motor to existing gear and shaft configurations, converting the hydraulic system, and adding additional battery banks, a lot of

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planning has gone into a project now entering its second year. Such challenges – along with potential costs of up to 150K (or more) for a reliable conversion – may scare off some boat owners who might otherwise be interested. Jordan's 36' troller, the F/V I Gotta, with its unusually spacious engine room and compact diesel engine, is serendipitously well-suited to his planned modifications. He also commonly fishes close to port so he can plug in and charge most nights. Still, why has he chosen this expensive project at this point in his long career? Because it's important. In Jordan's words, he loves "pioneering new technology, gear, ergonomic systems, and fisheries (and sees) reducing our carbon emissions (as) essential to sustaining fish, fisheries and humanity."

Do the Right Thing for the Planet??

As one can tell from these electrification adventures, "doing the right thing" for the future of the planet can be a planning challenge and a significant expense. Beyond the vessels themselves, further challenges come with the shoreside charging infrastructure and the production/ source of the electricity.

Fifty-amp service is required for functional charging, and the Sitka harbor system currently has few 50-amp power pedestals. While we enjoy clean hydropower here, projected municipal growth puts us in danger of exceeding our capacity by 2030 or sooner. Predicted trends related to other beneficial electrification projects



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will require additional investment in renewable energy and the wisest possible use of the energy we do produce.

Beyond converting our marine fleets, the push for further electrification in order to lessen our dependence on fossil fuels – from heat pumps to electric vehicles of all types – will require a potentially lengthy, expensive, and comprehensive transition. Can we achieve this transition? We can if we make our priorities a stable clean energy future, a thoughtful conservation of existing

resources, and an honest assessment of current and future energy needs.

~ by Barbara Bingham

Barbara Bingham has lived in Sitka since the early 1980s. She is retired and a member of Citizens' Climate Lobby and Transition Sitka, two volunteer non-profit organizations focused on transitioning away from fossil fuel use. Having worked in the maritime industry for 20 years (15 of them with her own charter boats) Barb has spewed her share of carbon exhaust into the atmosphere. She welcomes the advance of clean electric power systems for vessels and vehicles alike!



*Eric Jordan & Clare Wheeler (deckhand/ALFA intern 2020)
by I Gotta (supplied by Eric Jordan)*

Resources:

General information for this article was gleaned from the internet. Manufacturers' websites are a good source for information about specific brands and state of the art. This is especially true of the Norwegian company, Evoy, and the US company, Elco. [Plugboats.](#)

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com - “everything electric boats and boating” - lives up to its motto and is another good overall resource.

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Q&A with Cover Artist Pat Kehoe



“Morning Mist at the Dock” by Pat Kehoe

1) So, tell me about “Morning Mist at the Dock” - when was it painted and what were the circumstances surrounding the painting? What inspired you?

I’ve been fascinated by the view of the historic Fisherman’s Quay building with the boats moored out front and the Sisters Mountains looming above. It is challenging because of the scale of the mountains and the way the light flattens the buildings. I’ve worked on different versions many times and about ten years ago finally felt that I did justice to the scene. I’ve known and loved (the boat’s late skipper) Larry Calvin for years because of his delightful nature and tireless support

of this wonderful Tongass forest where we have both been fortunate to spend our time.

I didn’t realize it was Larry’s boat at first because this was painted before he put the trolling poles on her. Larry’s deckhand Pat Burnett recognized the boat and told me a story about a King salmon opening where he trolled with Larry -- tucked into a little hidey-hole -- going around in tight circles catching over 50 Kings on opening day, while outside most of the fleet struggled mightily to catch far fewer.

2) Do you have the original painting, or does Larry’s estate/family? Does the boat still exist?



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The original painting was sold many years ago (to Robert & Marilyn Juranich of Sitka) and the boat is still in existence. It is now part of the Fisherman's Quay, which is owned by Larry's four children. Several of the children and grandchildren have fished or used the boat and worked to restore her.

3) What have you been doing since March of 2020 (when we had our last interview)?

I retired in August 1999 and have been spending more of my time painting and teaching some workshops. We sold our fishing boat but could not bear the thought of not being out on the waters of Sitka Sound, so recently I bought a 28' Glasply - the Steller J, which has been adventuring around Sitka since 1986. My daughters and I have been doing some restorative work on her and I am hoping to take people out on painting tours in the future. It feels wonderful to be able to concentrate more on my artwork.

4) What has your family been doing?

My husband Howard retired after almost 50 years fishing and is enjoying spending summers on land. My older daughter, Coral, is now the owner/operator of Skookum Canvasworks. She's been helping me with cushions and covers for my boat, in addition to constructing enclosures and doing fabrications for the commercial and recreational fleets in Southeast Alaska. My younger daughter, Katy, has recently begun doing publicity for the Alaska Marine Safety Education

Association and just completed her certification to begin teaching for them. Since shortly after I first arrived in Alaska in 1980, AMSEA has provided life- and vessel-saving education -- making the ocean a much safer place -- and I am thrilled to have her working with AMSEA.

5) What's up for you now?

I am more and more concerned about climate-related changes that are affecting our oceans and the land around us. I am working on a body of paintings that highlight the Tongass Wilderness -- to draw attention to the value of the Tongass for sequestering carbon, as well as increasing awareness of the need to change our patterns of consumption and waste. I'm hoping to spend time exploring the wild places in Southeast and sharing those magical spaces through my artwork.

Prints of "Morning Mist at the Dock" can be found at Island Artists Gallery in Sitka (likely under the name "Sitka's Murray Pacific"). You can see more of Pat's paintings at the gallery/artist cooperative (and she is very happy that she can now spend more time painting!)

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Fishing and Sustainability: A Woman in the Forefront

The foremost expert on the topic of fishing and sustainability in Southeast Alaska might just be Sitka's own Linda Behnken. Many in the state - and the country - would agree with this assessment. As a longtime commercial fisherman, executive director of The Alaska Longline Fishermen's Association (ALFA) and "birth mother" of the Alaska Sustainable Fisheries Trust (ASFT), Behnken carries a lot of street - or wave - cred.

Behnken sees two significant challenges to sustainability. The first - and perhaps most daunting - of these is Climate Change.

Encompassing the threats of ocean acidification and ocean warming, climate change puts the entire marine ecosystem at risk. Especially "in your face" for Alaska's small boat fishermen are the changes they have personally witnessed in salmon runs - changes in size, distribution, abundance. Behnken vocally supports the role of small boat fishermen in their role as bellwethers of climate change. One of the precepts of ALFA is "When your job is to feed people, you don't look away when something challenges your ability to do it."

ALFA researchers continue: "As ocean conditions change, we see ripple effects through our ocean habitat. Temperature, acidity and melting ice all play a part. Fish stocks move

thousands of miles from their usual homes, droughts and high stream temperatures jeopardize salmon runs, smaller fish sizes decrease harvests, and acidification threatens the foundation of the food web."



Linda Behnken

Behnken points to the 2020 Sea Bank Report for its scientific quantification of the Southeast Alaska ecosystem (and that of Bristol Bay). Dubbing this system the "Sea Bank" - because of its measurable economic resources, as well as "quality of life" benefits - the report talks about Alaska's stunning "natural capital."

"Coastal areas are the most economically productive ecosystems in the world - not only for coastal communities but also for national economies and global trade. Coastal systems like Sea Bank comprise only 8 percent of the planet's surface but

generate 43 percent of the global ecosystem economic value.”

Industrial Scale Fishing is the other major challenge that Behnken identifies.

First foreign, and more recently, American factory trawlers have literally scraped the bottom of the ocean. The Sea Bank report identifies bottom trawling as “the most destructive industrial fishery, producing the highest volumes of bycatch (the taking of non-targeted fish species) of any fishing gear. Bottom trawling in Alaska kills many non-target fish... high value species such as sablefish, halibut and Chinook salmon.”

While factory trawlers have been

curtailed in Southeast Alaska waters (thanks largely to the 1990s efforts of people like Behnken), the practice continues, insufficiently regulated say many, in Bristol Bay and the Gulf of Alaska. The species mentioned above “migrate to Southeast Alaska waters and support numerous Southeast Alaska communities.”

Because fish are migratory, says Behnken, they are far from immune to the effects of factory trawling when they leave Southeast Alaska waters. One strategy she embraces is to underwrite the health and vigor of small-scale fishermen. For such efforts, Behnken received the 2020 Heinz Award for the environment. “My goal was to shine a bright light on small scale fishermen as stewards of ocean health.”

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Heinz Foundation award presenters explained how Behnken's work "has effectively demonstrated that by engaging fishermen in research, management and stewardship, both the viability of small-scale fisheries and the ecosystem upon which fishing communities depend can be strengthened and sustained for future generations."

What tools do we have? - Some are contained within nature.

First of all, says Behnken, we have the tool of national policy, especially re: placing a price on carbon.


Then, she continues, there is an extraordinarily powerful and undervalued strategy of "nature-based" climate solutions such as

Carbon Sequestration. The Sea Bank report discusses in detail the efficient sequestration of both blue (marine-based) and green (land-based) carbon. Such storage is naturally engineered by oceans, and especially estuaries, to pack away carbon.

"One of the most potentially valuable ecosystem services provided by Sea Bank salt marshes and eelgrass meadows is the significant atmospheric carbon (CO₂) uptake and long-term carbon storage and sequestration.

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store CO₂ for longer periods of time than terrestrial ecosystems – once captured, carbon stored in coastal soils can remain in place for millennia, resulting in large carbon stocks.”

Neither should the ability of old growth (and recovering second-growth) forests to sequester green carbon be underestimated. This is not just some kind of hippie-bippie talk, the report implies. Seven of the top one hundred seafood ports in the United States are located in Alaska and rely on “services provided by Sea Bank biomes.” Again, the numbers are provided for pounds of fish harvested, value in the millions of dollars per port and ex-vessel income.

Forests such as the Tongass store carbon “...both above and below

ground over time. Industrial logging is one of the major drivers of... biodiversity loss and undermines one of the most effective climate change mitigation strategies – the conservation of green carbon.

Logging creates an initial release of CO₂ into the atmosphere... Land use change, including logging, accounts for roughly a quarter of anthropogenic greenhouse gas emissions... (thus) reducing emissions from logging and other causes of forest degradation is as urgent as halting fossil fuel use.”

This is not a zero-sum equation, Behnken suggests. “You *can* have sustainable fisheries. You *can* have sustainable forestry.”

continues on page 22

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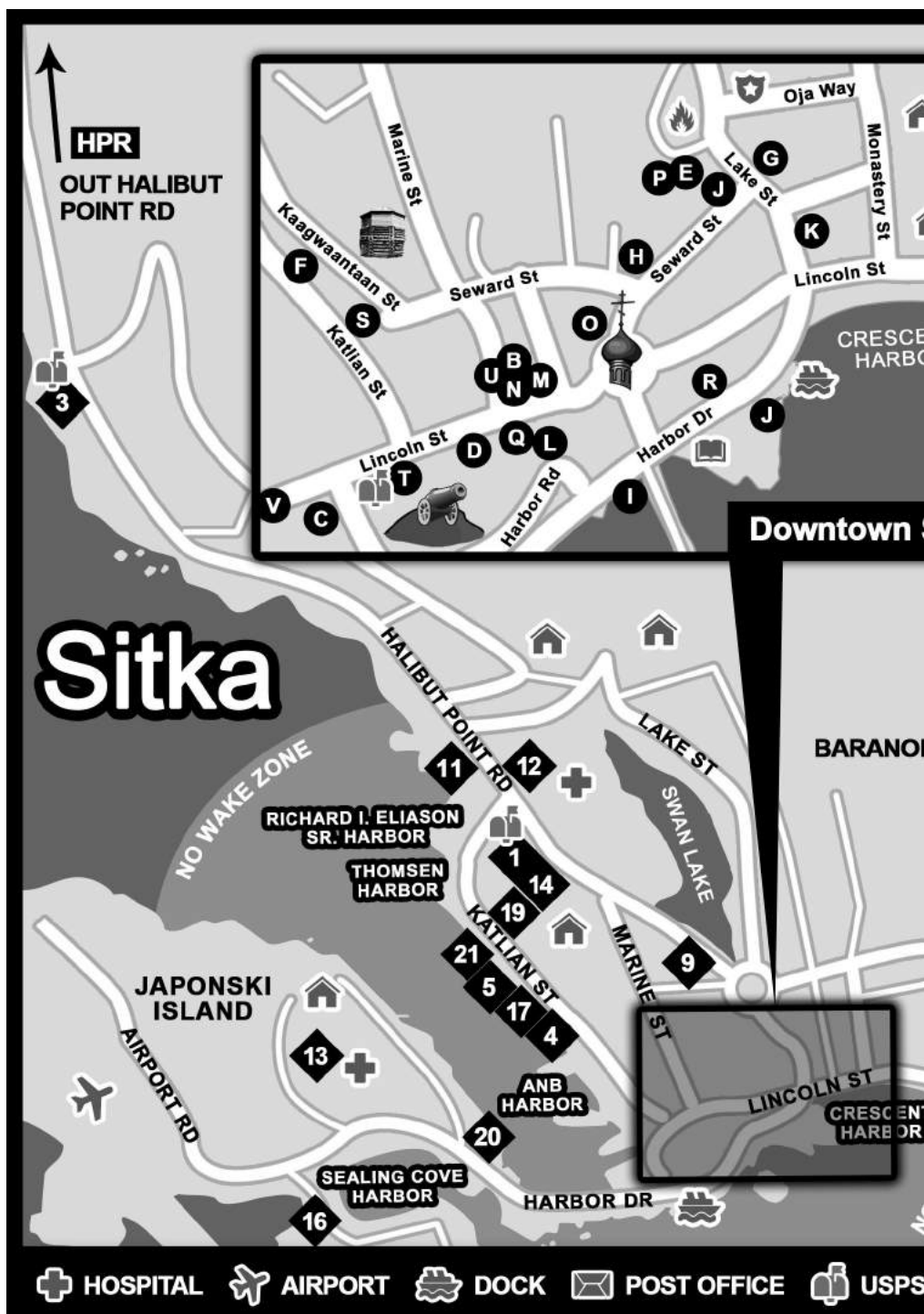
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- Beak Restaurant **C**
- Emie's Old Time Saloon **D**
- Fisherman's Quay **4**
- Highliner Coffee **E**
- Longliner Lodge & Suites **5**
- Pioneer Bar & Liquor Store **F**
- Pizza Express **6**

REAL ESTATE

- Davis Realty **G**
- Mim McConnell, Realtor **H**
- Sitka Realty **I**

ATTRACTIONS

- Alaska Raptor Center **7**
- Sitka Sound Science Center **8**

BANKS

- First Bank **J**
- Tongass Federal Credit Union **9**

VISITOR INFO CENTER

- Visit Sitka **K**

SHOPPING

- Bev's Flowers & Gifts **L**
- Island Artists Gallery **M**
- Old Harbor Books **N**
- The Raven's Hook **O**
- Sitka Ace Hardware **11**
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- AMSEA (Alaska Marine Safety Ed. Assoc.) **HPR**
- Harry Race Pharmacy & Photo **T**
- Mountainside Family Clinic & Urgent Care **12**
- Poulson & Woolford Law (907) 586-6529
- SEARHC Mt. Edgecumbe Hospital **13**
- Sitka Conservation Society **U**
- White's Pharmacy **14**

MARINE SUPPLY & SERVICES

- Cooper Marine Services (907) 738-8430
- Easterly LLC (907) 738-9063
- Gary's Outboard **15**
- Hanson Maritime Co. (907) 752-0600
- Island Marine LLC **16**
- LFS Marine **17**
- NAPAAuto Parts **18**
- Petro Marine Services **19 V**
- Sitka Boat Watch (907) 747-8830
- Sitka Maritime Heritage Society **20**
- Sitka Harbor Department **21**
- Welcome Aboard Sitka (907) 738-2888



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We can determine or influence policy re: allocation of the resource.

Small scale, community-based fishermen are one key to sustainability, Behnken contends, because they are committed to sustainable fisheries and work hard to keep the resource healthy. She goes on to say that maintaining access to local fisheries is critical to the health of Alaska's coastal communities. To highlight that link to community health and food resilience, during the pandemic, ALFA and ASFT fishermen provided or distributed 630,000 seafood meals to families in need in Alaska and the Pacific Northwest.

During the pandemic, the message has been reinforced that, when it comes to fish-in-the-ocean as a source of food, the resource is not infinite. A central part of the solution lies in allocation. Commercial fisheries ARE food security and community resilience.



Behnken speaking about mentorship in the fisheries at The White House. Photo from White House video. From 10/7/2016 piece by Liz Ruskin

While tourist/charter fishing was shut down during the pandemic, commercial fishermen were quickly identified as an essential service and kept working hard while taking strict precautions.

Behnken says that assistance with resource allocation can come from such places as U.S. Dept. of Agriculture Regional Food System Partnerships. RFSP grants look to increase food security in Alaska while building

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community across the state - Alaskans helping Alaskans to cope with climate change and with declining salmon runs in response to climate change.

"We know that salmon sustains and connects Alaskans - our goal will be to support culture and community health by sharinwng salmon," Behnken summarizes. Another important tactic,

she suggests, will be to promote value-added processing in Alaska, better utilization of seafood, and work force development with RFSP grants.

The focused work of ALFA has also embraced modern technical tools. Again, from the Heinz Award:

"ALFA's bathymetric mapping project has generated detailed seafloor maps



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to help fishermen minimize the catch of non-target fish. ALFA also helped launch the Southeast Alaska Sperm Whale Avoidance Project, which aims to reduce interactions between fishing boats and sperm whales through satellite-tagging, towed arrays, and fishermen reports.”

Looking to the future - What can we do as individual food eaters, fishermen, fish waste generators?

“We can lower the carbon footprint of the food we eat, for example, by localizing our food supply and electrifying the fishing fleet.” The personal choices we make, the food we eat - it is important to know where it comes from. Look for a community supported fishery in your local area. “Anybody who buys fish should know where it comes from,” says Behnken. “That disclosure needs to be there.”

Make the shift away from petroleum-dependent power, by electrification of the fishing fleet. But this must be done over time; the process of electrification needs to go through a hybrid stage first, because fishermen are pragmatic people - they need to see tangible results, says Behnken. “The technology is here - we are just looking for funding.” She adds, “The pilot (project) is always the most expensive step.”

Regarding disposal of “fish waste” - we need to look critically at the whole concept of “waste” - what is that? Just something to just be “disposed of”? Or could it be part of the pattern of re-purposing, too? Up until now,

there has not been enough volume to support a large-scale local composting operation - that could change in the future, she says. Then, we need to explore the concept of biofuels. She suggests that the Sitka Conservation Society may be doing some research on this.

Why are women in the forefront of sustainability?

“Women are often (in the habit of) thinking about the next generation a lot,” notes Behnken drily.

About Linda Behnken:

Linda Behnken has been a commercial fisherman in Alaska since 1982, and currently fishes with her spouse and their two sons on their 38-foot boat. She served on the North Pacific Fishery Management Council (NPFMC) from 1992-2001, when she also served as an industry advisor to the North Pacific Anadromous Fish Commission and the National Academy of Science Individual Fishing Quota Review Panel.

Linda helped launch the Alaska Sustainable Fisheries Trust, which invests in fishing access opportunities for community-based fishermen committed to sustainable fishing practices, and Alaskans Own, the first Community Supported Fisheries program in Alaska. In 2020 she was awarded the Heinz Foundation Award for the Environment.

She has a BA from Dartmouth College and a Master's in Environmental Science from Yale University.

From the Woodrow Wilson Center for International Scholars, [wilsoncenter.org/person/linda-behnken](https://www.wilsoncenter.org/person/linda-behnken).

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Four Other Sitka Women in the Forefront



Beth Short-Rhoads - Fish to Families and Schools

I started Fireweed Dinner Service in 2012 because I believe dinner makes the world a better place. It's a time to relax and come together with people we love. Dinner sustains us, but not everyone has time to cook. I step in when families are busy, providing delicious meals for people to enjoy around their own dinner table.

Celebration is most felt when the food we eat means something to us personally. Here that is seafood from local waters, wild berries and produce we're

able to grow in our rainforest gardens. I use a lot of local seafood in Fireweed dinners. It's harvested by people in my community, providing jobs in Sitka's economy. It hasn't traveled thousands of miles to get here, giving it a very low carbon footprint. When I serve salmon, rockfish, or halibut, I feel I'm offering the best of what I have to families.



*Salmon prepared by
Beth Short-Rhoads*

Another thing I'm proud of is our Fish-to-Schools program, which serves locally caught seafood every week in Sitka's five public schools. We started this program in 2010 in collaboration with the district's food service

program. But the real heroes are the

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fishermen who donate thousands of pounds of fish every year so that Sitka students can get a great lunch. Our local processors are also key players, processing every pound of fish before it arrives in school kitchens. This is how we work together in Sitka. Website: fireweeddinners.com. Instagram: @fireweed.dinners



Sail cover fabricated by Skookum Canvasworks

Coral Pendell - Keeping the Boat “in Good Trim”

I grew up in a fishing family, trolling with my parents and sister on a 32-foot troller in the summers. We lived in a

float house until I was four, followed by an island house in Sitka’s Eastern Channel. We commuted to town by skiff for work and school. As a fishing family, we’ve been closely connected to the environment and seen firsthand

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the changes to the environment from climate change. I care deeply for the health and well-being of the local fish stocks, marine ecosystems and habitats.

I've worked at Skookum Canvasworks since 2016 and have owned the business for a little over a year. Donna Donohoe operated the business for nearly 30 years prior to the transition, and now works part-time as a fabricator here. We fabricate enclosures and fishing equipment for trollers, seiners, longliners, charter fishermen, subsistence fishermen, family boaters, and motor yachts. We try to meet the needs of the Southeast Alaskan marine community, building long-lasting, beautiful fabric creations. Our projects help support the sustainable fisheries that help our

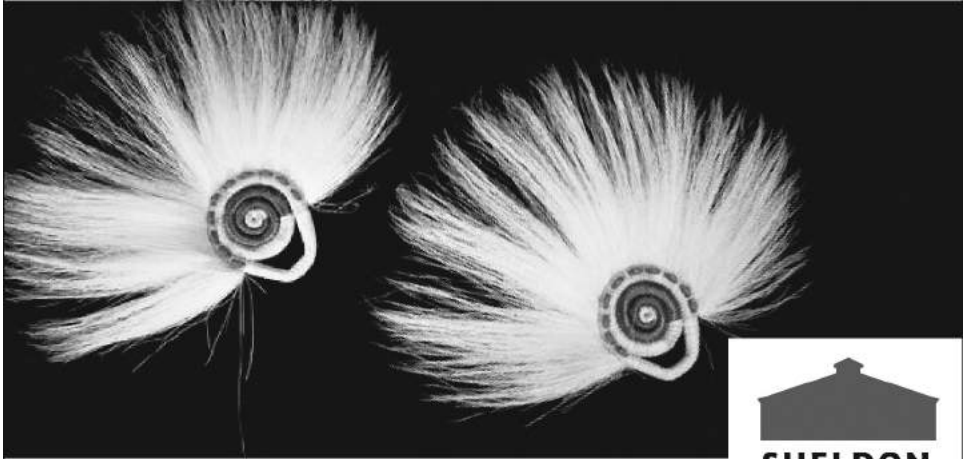
community to thrive.

Ed. note: *“Keeping in trim” is a sailing expression, meaning adjusting the ballast forwards or backwards to achieve an even keel. “Keeping in good trim” is used here as a metaphor for keeping the boat seaworthy and ready-to-go. Of note, Skookum Canvasworks LLC actually does fabricate sailboat equipment, including dodgers, biminis, sail covers, winch covers, sail bags & anchor covers. Located at 1315 Sawmill Creek Rd., Sitka. (907) 747-5100.*

**Renee Trafton -
An Unconventional (?) Taste
of Southeast Alaska**

My name is Renee Jakaitis Trafton. I am the Chef-Owner of Beak Restaurant in Sitka. We opened in 2017. At Beak Restaurant, we are committed to community engagement and high-

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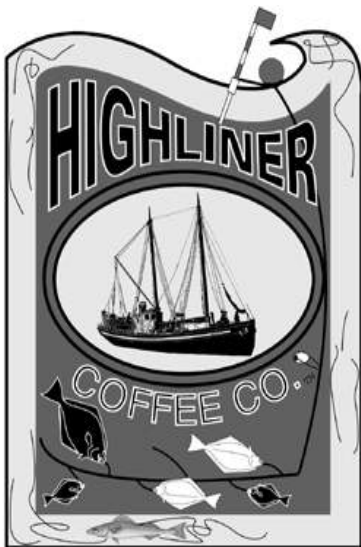
quality local seafood with excellent service. We cultivate the local economy by creating sustainable year-round jobs in Sitka and by serving Alaskan-sourced food.

Beak Restaurant is pioneering the unconventional 'Gratuity Free' model of compensation, which means that all menu prices will include service, and there will be no tipping. This model ensures a consistent living wage for our full-time employees, and also benefits the guest. Even though prices will initially appear higher to the guest, they represent more accurately the final "cost" of the meal, resulting in an honest valuation of our precious resource.

Most of the boats that call Sitka home are smaller vessels which



Renee Trafton (right) with Eric Jordan and king salmon, June 2021.



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Herring eggs (photo by Tommy Gee) from Herring Protectors FB page.

purposely follow sustainable fishing practices. For me, it's very special to know exactly *who* caught the fish I'm serving. For the fishermen, they like to know where their fish end up and that they are treated with respect.

Ed. note: *“Beak” in the name of this restaurant actually refers to part of an octopus. The octopus is a cephalopod, which means ‘head foot’ in Greek. All cephalopods have a two-part beak located in their mouth parts and surrounded by head appendages. The beak functions in a scissor-like fashion and is also known as jaws or mandibles. Beak Restaurant is located at #2 Lincoln St., Sitka. (907) 966-2326.*

Louise Brady - Protecting the foundation of life and home

I am from the Tlingit Nation. I am Kiks.adi of Sheet'ka Kwaan, from the Point House, X'aaka Hit. I am one of the Herring Protectors.

Aatlein Gunalchéesh to you all for your support with the Board of Fish. Thank you for honoring the herring with your written comments, your testimony and your acts of community. The BOF is a complicated process that is difficult to navigate. It is inaccessible for many. But despite that, people showed up and

there were powerful words spoken.

The proposals that would have been devastating to our subsistence rights were withdrawn (159, 160, 161). In exchange, the three Sitka Tribe of Alaska proposals to make the sac-roe management model more conservative were also withdrawn (156, 157, 158). All of the other commercial herring proposals failed.

This outcome is a win for Sitka Tribe of Alaska. For decades, tribal citizens and staff have stood strong against the sac roe and fish meal industry that threatens our way of life and our right to harvest herring eggs. Many of us were disappointed by the limits of what was possible. We take comfort from a respected elder who told us in no uncertain terms that the outcome would have been much different without us.

Our eyes are on the water as we wait for the herring to spawn. Our hands and hearts are at work preparing for the Yaaw Koo.eex'. There is more to be done to protect the herring. Yee gu.aa yáxh x'wán! Be of brave heart!

From March 3/14/22 Facebook post. Read more at herringprotectors.org.

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Sitka's Five Main Harbors

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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.

Sitka's Harbor Master

(907) 747-3439

VHF Channel 16

The Harbor Department: Office hours are 8am to 4pm Monday through Friday. We are located adjacent to Thomsen Harbor at 617 Katlian St. Fax # is (907) 747-6278. Online at cityofsitka.com.

Personnel: The Sitka Harbor Master is Stan Eliason, Deputy Harbor Master is Mark Hodges, Office Staff are Alicia Soto and Darla Hoff. Assistant Harbormasters are Tom Climo, Emy Sumauang and Nick Anderson. Harbor personnel are on duty seven days a week from 8 a.m. to 11:30 p.m. year round.



***Darla Hoff & Alicia Soto**
department staff*



Harbor Department vehicle with CBS seal

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907-747-3233 (business & info)

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Sitka Chamber of Commerce

907-747-8604

SEARHC/Mt. Edgecumbe Hospital

907-966-2411

Alaska Department of Fish & Game

907-747-6688 (commercial)
907-747-5355 (sport)

U.S. Coast Guard

1-800-478-5555 (emergency)
907-966-5454 (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.

Harbor Rules & Regulations

No Wake Zone: No speeding is allowed in the channel. Please respect the No Wake Zone shown on the map (pg 20-21).

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 \$1.34 per foot per day for vessels 0-80 feet in length. For 81-150 feet, \$2.29 per foot per day. For vessels more than 150 feet, \$3.43 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

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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 or contract.

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

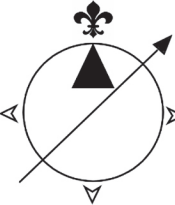
Launch Ramp Fees: The daily fee is \$5.00 for in and \$5.00 for out. The annual calendar year permit is \$75.00 and is available at the harbor office. Launch ramps are located at Sealing Cove and Crescent Harbor.

Monthly (30 day) Moorage Permits: Thirty (30) day moorage permits are available, paid in advance. The cost is \$22.98 per foot for vessels up to 150 feet in length, and \$34.46 per foot for vessels above 150 feet.

Small Boat Electrical Service: 30 amp single phase service may be available for a fee of \$7.00 per day. 50 amp single phase service may be available for \$15.00 per day up to 4 days. If staying 5 days or longer the meter can be read, which includes a \$10.00 in and \$10.00 out fee plus actual meter usage. Meter reads will be done for 50 amp 3 phase and 100 amp meters.

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





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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 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. *wFees: No charge for*



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the first 24 hours. Vessels 50 feet in length and under \$.80 per foot, per day. Vessels 51 feet in length and above \$1.00 per foot, per day. These charges are in addition to the permanent tenant quarterly moorage rates, or daily transient fees.

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.
Fees: Vessels 50 feet in length and under \$.80 per foot, per day. Vessels 51 feet in length and above \$1.00 per foot, per day. These charges are in addition to the permanent tenant quarterly moorage rates, or daily transient fees.

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





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Eliason Harbor Load Zone: No charge for first 24 hours. Vessels 50 feet in length and under \$.80 per foot, per day. Vessels 51 feet in length and above \$1.00 per foot, per day. These charges are in addition to the permanent tenant quarterly moorage rates, or, daily transient fees.

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 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 the name and phone number of your boatsitter. It is the responsibility of moorage users to inform the Harbor Department if they are going out of town for any period of time and the vessel remains here. Harbor Department staff will attempt to notify the logged boatsitter in the event of an emergency.

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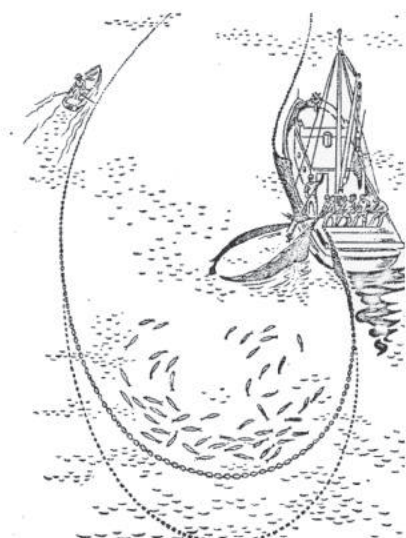
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