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2024 Harbor Notes

Vessels at Thomsen Harbor, March 2023

The Sitka Harbor Dept. did not receive federal “Port Infrastructure Development Program” (PDIP) grant funding in 2023, so “We are re-applying again in 2024,” says Harbormaster Stan Eliason. Grant results will not be known until fall, 2024.

These funds would be used to upgrade electrical systems at Eliason Harbor. “The pilings have 22 years of life left,” said Eliason, who would like to get “at least 20 years of life from the electrical system. In a perfect world, the pilings, electrical and everything else would have the same service life expectancy.”

Eliason Harbor was built 28 years ago, to have a 30-year lifespan. “It makes sense to replace everything at once.”

The department is also planning on replacing the fish cleaning floats at Sealing Cove, in a joint effort with ADF&G.

Other priorities for 2024 include major repairs for the Fisherman’s Work Float. “The State of Alaska DOT awarded us a partial grant.” Eliason is shooting for September to start the project.

Regarding the 2024 expected Cruise Ship Season, 75 visits are anticipated to the

tender docks – ships are planned from April 8 through October though, Eliason notes, with the customary rough weather in the fall, there may be cancellations.

The Harbor Website is “something we always do our best to update,” and this is done in-house. Visit <https://www.cityofsitka.com/departments/Harbors>.

The Gary Paxton Industrial Park Dock schedule is now on the website, “so plan your use accordingly,” says Eliason. This is a multi-purpose, multi-use dock for loading and off-loading.

New fees for Moorage and Transient Vessels go into effect on July 1st, 2024.

Eliason shared one interesting piece of “Harbor Trivia”: There are about 11 1/2 miles of floating infrastructure – if the finger floats, marginal and pier floats were lined up end-to-end, it would come to about 11 1/2 miles (as compared with 14 miles of Sitka’s road system).

To the public, the Sitka Harbor Dept. would like to say, “We appreciate working with everyone – all harbor users – recreational, commercial, charter, visiting, etc. – Everyone!”

Cover photo “Magic Sunset” by Hannah Portello-Swagel.

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.

Everything You Always Wanted to Know about NOAA



Credit: NOAA Fisheries

Ask any Sitkan – or indeed, any Alaskan (especially fishermen and mariners) -- if they have heard of NOAA, and they will likely respond with a light in their eyes and a nod of their heads.

The acronym “NOAA” stands for National Oceanic and Atmospheric Administration. This federal agency was organized in 1970 under the US Department of Commerce. The agency’s stated purpose was to “serve a national need ‘...for better protection of life and property from natural hazards...for a better understanding of the total environment...[and] for exploration and development leading to the intelligent use of our marine resources...” NOAA believes it fills key roles “in shaping international ocean,

fisheries, climate, space and weather policies.” From <https://www.noaa.gov/noaa-legal-history>.

Precursors of NOAA date back to the 1800s: the US Coast and Geodetic Survey (1807, under President Jefferson), the US Weather Bureau (founded in 1870), and the US Commission of Fish and Fisheries (founded in 1871). From <https://www.noaa.gov/heritage/our-history>.

NOAA from A Bird's Eye View

On an icy day in March of 2024 in a downtown office in Juneau’s Federal building, Regional Administrator Jon Kurland and Public Affairs Officer Julie Fair presented a snapshot – a bird’s eye view, if you will – of the National Marine Fisheries Service

(NOAA Fisheries in plain language) and its place in the larger NOAA organization – which also includes: the National Weather Service, National Environmental Satellite Data and Information Service, National Ocean Service and Office of Oceanic and Atmospheric Research. More information on these is available at NOAA.gov.

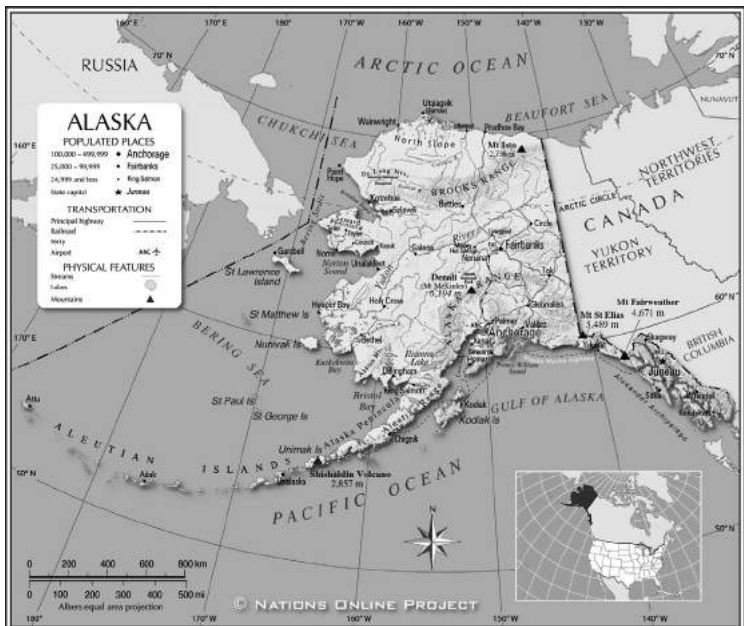
NOAA Fisheries has a total of five regional offices in the United States. Alaska is one (an important one, said Kurland and Fair), and the others are New England/mid-Atlantic, Southeast, Pacific Islands and West Coast.

NOAA Fisheries operates at multiple sites in Alaska, including two in Juneau. Besides the regional HQ downtown, there is the “Ted Stevens Marine Research Institute” - NOAA’s Lena Point facility that houses the Auke Bay Lab of the Alaska Fisheries Science Center.

Alaska truly is seen as pivotal in NOAA Fisheries overall mission, since approximately sixty percent of all U.S. seafood is from Alaska. This region of NOAA “oversees sustainable fisheries that produce about half the fish caught in

U.S. waters, contributing more than \$7 billion to the national economy and supporting our nation’s food security. Our area of responsibility includes nearly 1.5 million square miles (70 percent of the total U.S. continental shelf) of the North Pacific Ocean, including the Arctic Oceans (Chukchi and Beaufort seas), Gulf of Alaska, and the eastern Bering Sea.” From <https://www.fisheries.noaa.gov/about/alaska-regional-office>.

NOAA’s various divisions aim for coordination to “maximize sustainable fisheries” and to “recover and preserve protected species” while conserving habitat and managing “legal permitting for federally managed fisheries of the North Pacific.” From the Alaska Region website: “Together, NOAA Fisheries Alaska Regional Office and the Alaska Fisheries Science Center help ensure the sustainability



Credit: NationsOnline.org



John Kurland
Credit: Suzanne Portello

of these marine resources for generations.” The various parts of the Science Center provide data to “the North Pacific Fishery Management Council, the NOAA Fisheries Alaska’s Regional Office, fishing industries, state and federal regulators, and international treaty bodies.”

The laboratory out at Lena Point/Auke Bay, noted Kurland, also interacts extensively with the University of Alaska Southeast, University of Alaska Fairbanks, and the Alaska Department Of Fish & Game.

Supporting Sustainable Fisheries

Kurland said that “NOAA’s principal jurisdiction is in federal waters, from 3-200 nautical miles offshore, as established by the Magnuson-Stevens



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Act (MSA).” The act, enacted in 1976, established 8 regional councils (one of which is the North Pacific Fisheries Management Council, or NPFMC). The MSA has been reauthorized a few times, with amendments which attempted to better address the needs of stakeholders. The NPFMC makes recommendations to NOAA, which NOAA can approve (or not) and implement as indicated (quotas, by-catch, etc.)

Fair noted that the ‘Stevens’ on the law’s name was Alaska’s late Senator Ted Stevens, and that the law was “somewhat based on the State of Alaska’s fishery management system fit into the management of federal fisheries in Alaska...” - the latest Congressional reauthorization of the MSA being in July of 2018. The stated intent of the MSA was to “direct NOAA Fisheries and the Councils to work together to get the most out of our fisheries for food and economic well-being, while conserving ecosystem health and fish stocks for continued productivity to benefit future generations of fishing families and coastal communities,” said Fair.

For more about NOAA’s take on the MSA, go to <https://www.fisheries.noaa.gov/topic/laws-policies/magnuson-stevens-act>.

Supporting Sustainable Use and Sustainable Seafood

Kurland described “sustainable use” as “a level of resource use that doesn’t deplete the stocks over time. Fisheries and levels of use of the resources, also of course, impact on every other part

of the ecosystem.”

To this end, NOAA Fisheries put out a “National Seafood Strategy” in 2023.

NOAA also works with the State of Alaska on identifying “Aquaculture Opportunity Areas (AOAs)” Read more at <https://www.fisheries.noaa.gov/alaska/aquaculture/identifying-aquaculture-opportunity-areas-alaska>

In Alaska, explained Kurland, aquaculture encompasses seaweed and shellfish culture (mainly oysters, in terms of culture). The website says, “NOAA Fisheries is working to increase populations of bivalve shellfish in



As part of a research project into the presence of harmful algal blooms in Southeast Alaska, NOAA scientist Juliana Cornett prepares seawater samples for eDNA analysis at Auke Bay Lab in Juneau. Credit: NOAA Fisheries/Jessica Whitney.

coastal waters — including oysters, clams, and mussels...” from <https://www.fisheries.noaa.gov/alaska/aquaculture/alaska-region-aquaculture>.

Kurland said that aquaculture (and its related subset, mariculture) “is definitely an area of potential growth, partly because it “lends itself to times of the year when fisheries are not open” – and the general philosophy is “it’s nice to be diversified.”

See NOAA Fisheries website for more about NOAA’s activities in support of endangered species conservation, marine mammal protection and habitat conservation.



NOAA scientist Charlie Waters prepares eDNA samples for transport to Auke Bay Laboratory and testing for the presence of invasive European green crabs. Credit: NOAA Fisheries/Dave Nicolls.

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Unique Roles of NOAA's Alaska Region

The importance of the Alaska Regional Office, said Kurland, "lies in its international reputation for sustainable management of fisheries."

He also mentioned the "Community Development Quota Program" - focusing on Bering Sea communities. The CDQ Program "allocates a percentage of all Bering Sea and Aleutian Islands quotas for groundfish, prohibited species, halibut, and crab to eligible communities. The stated purpose is to 1) Provide eligible western Alaska villages with the opportunity to participate and invest in fisheries in the Bering Sea and Aleutian Islands Management Area; 2) Support economic development in

western Alaska; 3) Alleviate poverty and provide economic and social benefits for residents of western Alaska; and 4) Achieve sustainable and diversified local economies in western Alaska. From: <https://www.fisheries.noaa.gov/permit/alaska-community-development-quota-cdq-program-applications-and-forms>.

Another pivotal feature of NOAA in Alaska, Kurland added, is the protection of marine mammals, including subsistence hunting by Alaska Natives. "Subsistence use of marine mammals is unique in Alaska."

Young People and Charismatic Creatures

Outreach to young people includes the Ocean Guardian Schools Program

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– to help teachers educate students. Kurland said he felt that NOAA needs to do more in terms of outreach and publicizing. He did note that NOAA has some Internship Programs, which are a “potential stepping off point.”

Admittedly, NOAA is tasked with navigating complicated waters.

Kurland phrased it this way: “Marine resources are so important (both fisheries and marine mammals). Allocation is important and contentious. Partly because there is such a *diverse* group of stakeholders, from industrial factory trawlers to Mom-and-Pop trollers.”

Marine mammals, such as whales, seals and sea lions, he noted, are “charismatic animals” and the public perception of their needs is not always accurate.

For example, there is wildlife viewing. Whale-watching (which on the surface may seem like a pretty benign, non-invasive activity) can actually harass the animals. In Alaska, this has been mostly focused on Humpbacks. Often, at the times of year when “viewings” are held, humpbacks are in the process

of feeding – when it’s important for the creatures to be undisturbed.

Likewise, pinipeds (seals and sea lions) – “they haul-out to *rest* – it’s part of their survival mechanism.”

When asked if working for NOAA might be in some ways like working for the US Forest Service – “people who love trees want to work for them but maybe the work actually turns out to be something different?” In answer, Kurland summed up, “NOAA Fisheries has a highly educated workforce, people who are passionate about conservation and sustainable use.”

~ By Suzanne Portello

Additional Links and References:

The NOAA (Commissioned Officers) Corps supports the carrying out of the NOAA mission, as officers on ships, for example. <https://www.oma.noaa.gov/noaa-corps>

Additional links for US weather monitoring history: <https://www.weather.gov/timeline> and <https://www.weather.gov/mob/history>

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Credit: NOAA Fisheries

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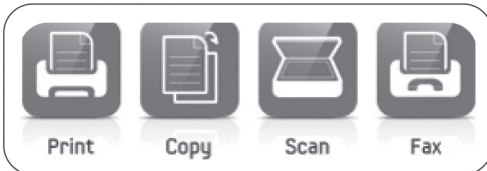
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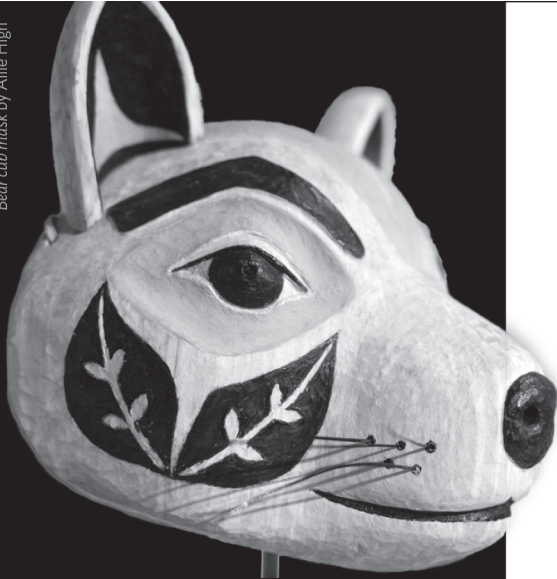


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NOAA FISHERIES

Memories of Serving as Medical Officer Aboard a NOAA Vessel in the Late 1980s

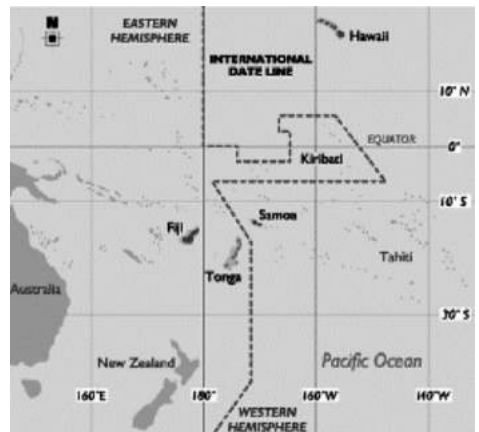


NOAAS Oceanographer. Public Domain.

My month on the NOAA Oceanographer (R 101) in the South Pacific was indeed most memorable. I still have my file from that adventure, which was in the late 1980s, maybe 1987 or '88.

The USPHS called for volunteer physicians from the Commissioned Corps and the Clinical Director at Mt. Edgecumbe Hospital where I served in Sitka approved my TDY.

That voyage started in Dutch Harbor, coming down the International Date Line and eventually going through the Panama Canal into the Caribbean. Each segment had



Map of waters between Samoa and Hawaii around the International Date Line: <https://patriciahysell.wordpress.com/2011/07/04/international-date-line/>

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a different Ship's Surgeon. The Metlakatla doc was on board from Dutch Harbor to American Samoa. I joined the ship on the month-long leg between Samoa and Hawaii.

From Samoa we ran North to the equator and did STDs every degree along it. Salinity, Temperature and Depth. The ship retrieved several buoys anchored in 5,000 meters (yes, meters) of water depth and deployed several of those

buoys. They also did some battery change-outs on other buoys.

They refused to let me go on any of the small boat buoy visits because



*Photos of William J. Marx as LCDR and CDR
Credit: Diane Marx*

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it was “far too dangerous” for an inexperienced land-lubber doctor who hadn’t been at sea very long.

When we stopped at night to do the STDs, many of the off-duty crew got out their fishing rods, so, we frequently had fresh calamari. Also the anchored buoys acted as FAD (Fish Aggregating Devices), so fresh tuna would be on the menu.

I did become a card-carrying Shellback during the “Crossing of the Equator” initiation.

There were 25 scientist members, about 25 to 30 able bodied seamen and a dozen or so NOAA Commissioned Officers.

We did dive operations along the

way to test different drifter buoy designs, to see which design would flow best with the ocean current and not lag behind. Orange dye would be deployed up-current of the drifter and video was taken to see how long it took the dye to catch up to the drifter and flow through it.

There were 2 “birders” on board who would sit on top of the highest forward point of the pilot house and count birds for 8 to 12 hours a day every day. Each one would take a 90° arc to count as we traveled. It’s amazing how many birds there are thousands of miles from land.

~ By **William J. Marx, Commander (Retired) US Public Health Service**



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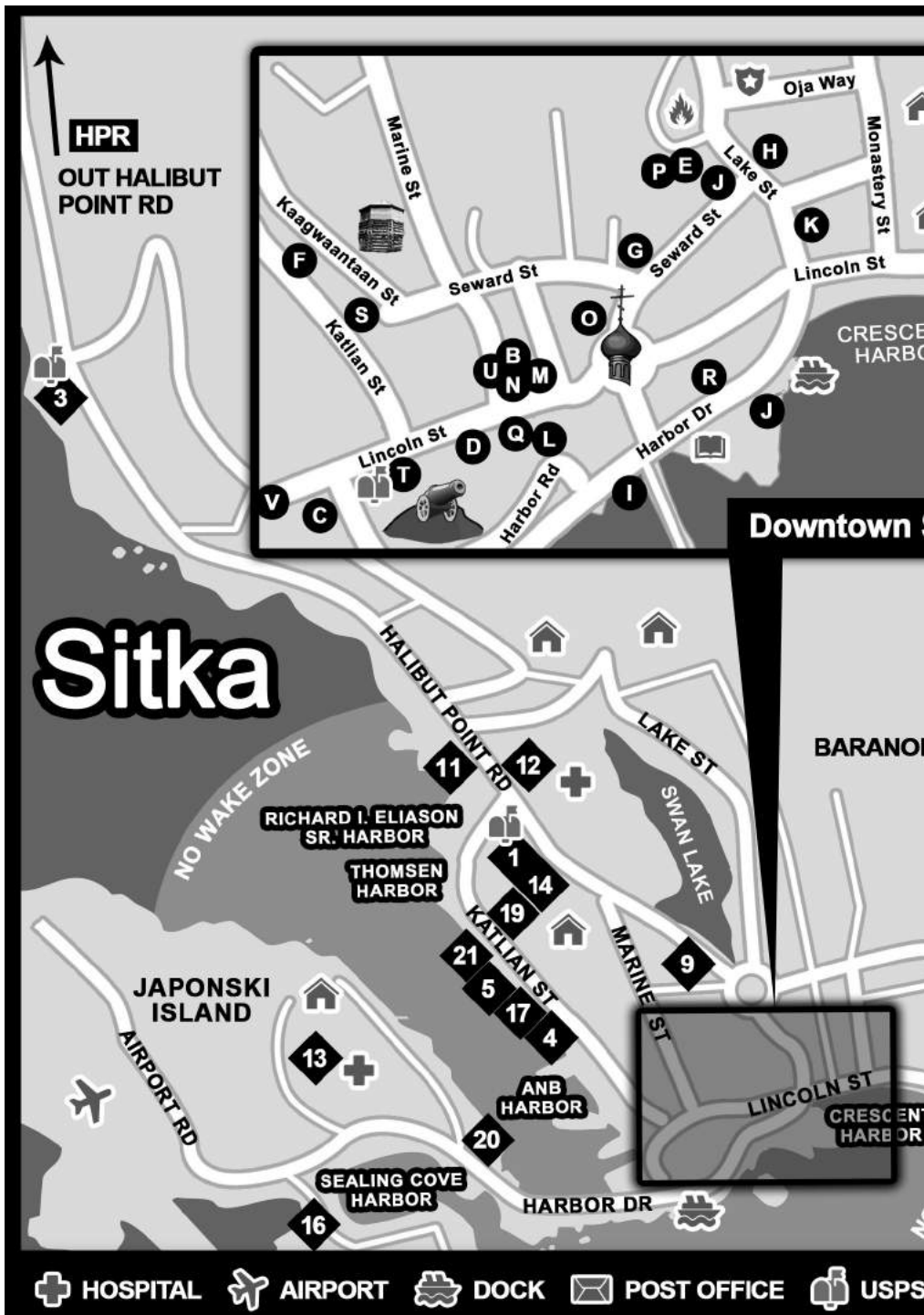


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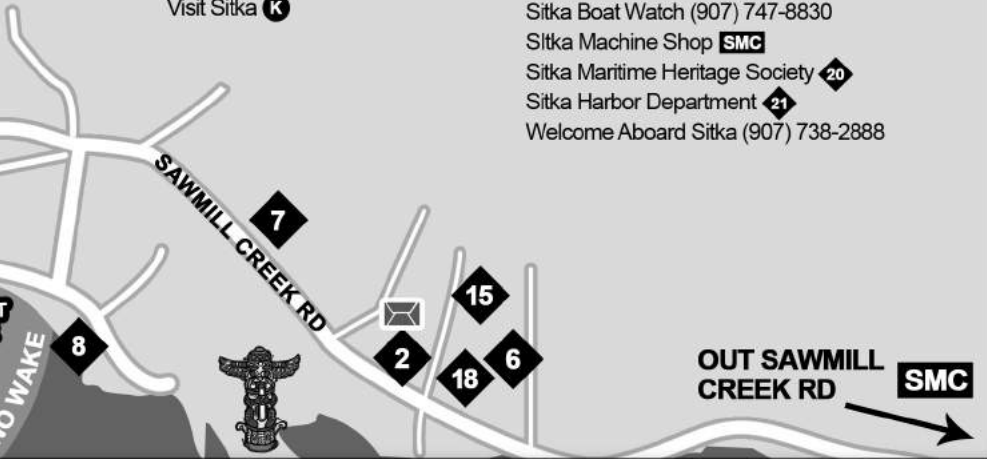
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Electric Vessel Update 2024

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“Marine ecosystems, which contain 90% of the global biosphere, are subjected to ever-increasing pressures from human activity.





Marine transport, by unit, is one of the greatest contributors to the degradation of these ecosystems.”
Quote from the website of Aqua superPower, a company specializing in marine electrical charging units:
<https://www.aqua-superpower.com/>

The marine boat and power industry has amassed over 100 years of research and development into viable electric propulsion, from the tiniest of electric outboards on the stern of a dinghy, to the Yara Birkeland, the world's first fully electric ocean-going container ship powered by massive battery banks. With the critical necessity of reducing our carbon emissions to net zero by 2050, the industry's dedicated effort and ingenuity in developing cleaner power plants capable of



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

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greater and greater operating range are more welcome now than ever. Even so, progress has been slow, although Canadian company Vision Marine Technologies has recently introduced the E-Motion 180-E, an outboard capable of the power equivalent of a 180 hp internal combustion engine. Powering a sleekly designed racing hull, combined boat and motor set a world speed record for an electric boat of 116 mph.

Over 70 companies are currently competing in the marine electrical market with inboard and outboard motors, as well as integrated boat and motor models. Technological advances are improving propulsion speed and efficiency, producing smaller, lighter batteries and reducing costs. With increasing demand, further innovation and lower costs will prevail.

Base costs for electric outboards seem to be comparable to their gas-powered counterparts, but batteries and charging components add significantly

to the total. The higher cost of purchase, however, is offset by lower and more stable recharging costs, minimal maintenance, zero toxic emissions and quiet operation. Lower operational costs can recoup added purchase expense quickly, especially for heavy users. Wholly electric inboard systems are increasingly available, as well as hybrid conversions. Contact the electric boat motor company of your choice for a quote—you could start with Elco, Mercury, and Yamaha, in the US. Yamaha has just acquired Torqeedo, the German electric outboard pioneer, who also has developed an inboard. Elco and ePropulsion will work with you on inboard packages. Plugboats.com offers comprehensive coverage of the latest technology, manufacturers, and dealers.

Charging Ahead

Battery charging, a crucial component of electric vessel operation, is actually less of a challenge than might be

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Harbor Drowning Facts:

Harbor drownings usually occur late at night when people are unlikely to hear cries for help. Alcohol and cold water increase the risk of drowning due to:

- Gasping from the initial shock of cold
- Heart attack or stroke
- Muscle cramps
- Injuries from the fall
- Reduced muscle control

The effects of alcohol combined with cold water temperatures make self-rescue difficult, even with harbor emergency ladders.

Had too much to drink? Walk to your boat with a sober friend. See someone on a the dock that is unsteady or intoxicated? Dont be a bystander.

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(907) 747-3439



*Eric Jordan (supplied by
Eric Jordan)*

assumed. It's usually as simple as plugging into the standard power pedestals found on our docks. A plug adapter or two may be needed depending on the voltage. As with electric cars, three levels of charging exist. Level one is accomplished by plugging into a 110V outlet. This low power input takes the longest, about 20 hours, to recharge a typical boat battery. Level 2 charging at 240V reduces charge time to 4-6 hours, substantially shorter. Level 1 and 2 charging can easily be done using the 30A or 50A outlets, respectively, which are commonly found in marinas. Level 3, or fast charge, can take as little as an hour, but does require a custom installation. Aqua superPower, a British company, specializes in marine electrical charging, and their chargers are now available in the US. Several marinas in Michigan, for example, with their vast access to freshwater boating, are very pleased with their Aqua superPower units.

What about Southeast Alaska?

Fast charge units are, as yet, non-existent in Southeast Alaska harbors. That will likely change over the next few years as demand grows. The harbor department in Juneau, for instance, is beginning to consider such charging capacity for future upgrades. Sitka's harbormaster is aware of federal funding for potential upgrades, but with no demand, as yet, from harbor users, dedicated dock chargers aren't a priority. Fortunately, as mentioned above, the existing power capacity in Southeast Alaska harbors is perfectly suitable for most battery charging.

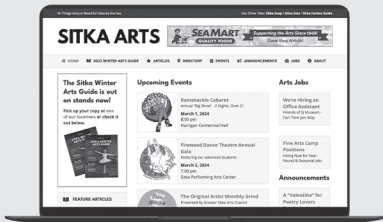
Sitka, Juneau, Petersburg, Wrangell and Ketchikan Harbormasters and personnel shared the above information in 2024.

Mirage? Or Crystal-clear Reality?

Regardless of marine electrical developments elsewhere, the Alaska Longline Fishermen's Association, based in Sitka, is staying the course toward their goal of facilitating practical electrical power conversions of fishing vessels in their fleet. Like most cutting-edge endeavors, progress comes with interrupted momentum and course corrections. Their first conversion project, Eric Jordan's troller, *I Gotta*, dropped out of the effort this past winter, short of completion. The reasons were several: Projects of this nature require long-term commitment as well as vessel suitability. What Eric believed to be a generous amount of engine-

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room space, or at least adequate, for the required electrical propulsion components and expanded battery storage, alongside his small existing diesel, ultimately proved a bit tight. Factoring in significant ongoing conversion expenses, installation challenges and his nearness to retirement, the investment became less justifiable. One other important factor is that while most fishermen are adept at troubleshooting and solving their own mechanical issues, understanding and maintaining electrical drive systems requires a different set of skills and knowledge, which, Eric admits, is a whole other learning curve. His decision to step back opened the door for another boat to benefit from the available grant funding procured by ALFA. Jeff Turner

and his vessel *Mirage* are carrying the project forward. Jeff is already familiar with aspects of electric power systems, having begun some conversion on his own. He is committed to fishing for the foreseeable future, and fishes year-round, which will maximize diesel emissions savings.

Beyond ALFA's goal of undertaking two vessel hybrid conversions, and implementation of a wholly electric mariculture boat (funded by an earlier Dept. of Energy award of \$700,000) is, among other things, the funding of the Boat Energy Transition Accelerator Feasibility Study, (ALFA BETA). The study will focus on determining decarbonization and clean energy transition options for fishing and shoreside businesses alike. This



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study has now been funded through a federal grant of 514,000 to ALFA, made possible, at least in part, by support from Alaska Senator, Lisa Murkowski. <https://www.alfafish.org/news-1/2024/3/21/murkowski-announces-investments-for-sitka-in-fy24-six-bill-appropriations-package>

The ALFA BETA Project

The ALFA Beta decarbonization project aims to develop a transferable model that can be shared across Alaska as well as in Southeast, where two to five communities will be invited to participate. Communities will include at least one with more than 400 fishing vessels, like Sitka, and one with fewer than 100, like Hoonah or Yakutat. The project will offer energy audits to help vessel owners and shoreside



Linda Behnken

A black and white advertisement for First Bank. The background shows a church with a tall steeple and a cross, set against a backdrop of mountains. The text is arranged as follows:

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businesses identify opportunities for energy efficiency and clean energy transitions. A planned gear innovation and training center in Sitka will involve the industry in next-generation design to spur transition.

A statement from ALFA articulated their vision, “By creating pathways to introduce energy efficiency, alternative fuels, and distribute renewable energy into ports and vessels that comprise Southeast Alaska’s seafood industry, the project will also create opportunities for entrepreneurs in energy-related fields such as engine suppliers and mechanics, marine engineers, HVAC installers, clean fuels engineers, and clean energy consultants.”

“These reductions [in greenhouse

gas emissions] will contribute to industry and environmental health while reducing costs. In sum, rising fuel prices and climate-driven fishery collapses underline the urgency of decarbonizing the seafood industry, while innovations in renewable energy technology create the opportunities and solutions.”

Sources for the Sitka Electric Vessel section are from conversations with Eric Jordan and Linda Behnken and from an article summarizing the ALFA BETA project, written by Shannon Haugland and published in the Daily Sitka Sentinel, March 22, 2024. Direct quotes re: ALFA BETA are taken from the Sentinel Article.

~ By **Barbara Bingham**



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*Mt. Edgecumbe - March, 28, 2024
Credit: Suzanne Portello*



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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

Other Important Numbers

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907-747-3245 (business)

Fire Department

911 (emergency)
907-747-3233 (business & info)

City & Borough of Sitka

907-747-3294

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 \$1.44 per foot per day for vessels 0-80 feet in length. For 81-150 feet, \$2.46 per foot per day. For vessels more than 150 feet, \$3.68 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.

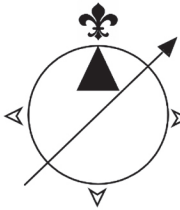
Launch Ramp Fees: The daily fee is \$5.00 for in and \$5.00 for out. The annual calendar year permit is \$75.00 and is available at the harbor office. Launch ramps are located at Sealing Cove and Crescent Harbor.

Monthly (30 day) Moorage Permits: Thirty (30) day moorage permits are available, paid in advance. The cost is \$24.66 per foot for vessels up to 150 feet in length, and \$36.98 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. *Fees: 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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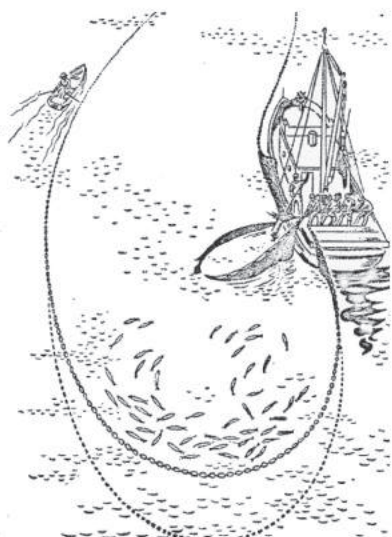
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