

# THE SKAGWAY NEWS.

April 9, 2021

Skagway, Alaska

\$1.50

## Dyea Cabin controversy continues

By Melinda Munson

A number of Skagwegians were excited when the newly erected Dyea Campground cabin was offered for rent at \$50 per night. The dry cabin with no electricity was intended for a camp host, who has yet to be hired.

The municipality hoped by renting out the structure off-season, the borough could recoup some of the \$92,213 it cost to construct the cabin kit and offer recreational opportunities to locals.

After concerns expressed by The Dyea Advisory Board (DAB) and the owners of the Chilkoot Trail Outpost, an operation that rents full amenity cabins, the municipality put the Dyea Cabin rental on hold.

"The planning and implementation of the Dyea Cabin has been ongoing since 2019, said Borough Manager Brad Ryan. "There has been extensive input on the construction and use of the cabin ... While there has been a lengthy community process, the community's desired use of the cabin continues to evolve."

Kathy Hosford, who owns the Dyea outpost with her husband Fred, is worried the cabin located on the Dyea Campground will compete with her business, already faltering from the effects of COVID-19.

"We are fearful of the negative impacts and diminishing the value of our property," she wrote in one of several letters to the assembly.

The Hosfords believe the borough moved forward with the cabin without following proper procedure.

"All private small busi-

*continued on page three*



Photo by Reba Hylton

Brixton and Scarlett O'Boyle contemplate which prize to choose at Skagway's annual Easter egg hunt. See more photos on page 5.

## Skagway ranks first in U.S. for COVID-19 vaccinations

By Melinda Munson

Skagway is number one where it really counts. According to the Kaiser Family Foundation (KFF), the tiny tourist town has the highest COVID-19 vaccination rate of any county in the nation, with 51.5% of its population inoculated.

The findings, posted on March 29, don't include a recent batch of vaccinations which occurred April 2.

According to the Municipality of Skagway, as of April 2, 634 Skagway residents completed two doses of COVID-19 vaccinations and 673 residents have received first doses, totaling 1,307 shots given.

Six other Alaska counties placed in the top ten including Yakutat (48%), Petersburg (46.4%), Sitka (44.5%), Haines (42.7%), Nome (41.8%) and Hoonah-Angeon 41.4%.

According to kff.org, the average vaccination rate for the total population of the

United States is 15.8% with 46.7% of those 65 and older being fully vaccinated. In Alaska, 21.9% of the population is fully vaccinated, as of March 28.

In their report, the foundation emphasized the inequality of pandemic.

"COVID-19 has disproportionately affected certain underserved and high-risk populations, including people of color, those with underlying health conditions, and those who are socioeconomically disadvantaged," the foundation said.

According to KFF, Skagway ranks low in factors that can limit access to COVID-19 vaccinations. The borough has a low share of people of color, serious medical conditions and social vulnerability.

All but one of the top 10 counties listed by the foundation were considered non-metro. Skagway has an estimated population of 800. Skagway was initially off

to a slow start with vaccinations until SEARHC in Haines, a non-profit health consortium, offered doses to Skagway. SEARHC received their COVID-19 immunizations from Indian Affairs.

"I was marveling at Skagway's vaccinations," Assemblymember Orion Hanson said. I think we're leading the world in some ways. I think it's important to recognize why we got so many vaccinations so quickly, and

that's because of the SEARHC clinic in Haines ... we should write a letter to SEARCH and all of us sign it."

"It's a great gift and we shouldn't take it for granted," he said.

The Dahl Memorial Clinic has access to the Pfizer and Moderna vaccines, and now, Johnson & Johnson's Janssen -- a one-shot inoculation. Call 983-2255 to schedule an appointment for anyone 16 or older.



Photo provided by Johanna Huff

Dahl Memorial Clinic medical director, Johanna Huff, volunteered to receive Skagway's first COVID-19 vaccine in Dec. 2020.

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The Skagway News welcomes opinions pieces and letters to the editor. Opinion pieces should be no longer than 600 words and will be published based on space availability and relevance to current and local events.

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Submit letters and opinions to [editor@skagwaynews.com](mailto:editor@skagwaynews.com). Letters may be edited for grammar and length.

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**Letters and Opinions****A couple billion dollars could do so much**

By *Larry Persily*

The federal money that will flow into our state from the American Rescue Plan -- the latest round of pandemic aid from Washington, D.C. -- is the proverbial once-in-a-lifetime opportunity for Alaskans to do good things with more than \$2 billion.

The total includes almost \$1.2 billion that will go to the state, \$357 million for schools, \$230 million for local communities, a couple hundred million dollars more for housing assistance, tens of millions each for energy improvements to homes, the university, child care and COVID-19 testing, and a few million for other assistance categories.

And while the federal government has not issued all the rules for spending the money -- part of the \$1.9 trillion individual, state, community and business pandemic-relief legislation signed by the president last month -- the rules will be looser than they were for last year's CARES Act federal funding. Yes, there will

be strings attached, as there always are with government money, but they will be comfortable strings, not choker collars.

Though some of the money is non-discretionary, such as housing assistance, child care grants and COVID-19 testing, most of the \$1.2 billion to the state and \$230 million for cities and boroughs and unincorporated areas across the Alaska can go toward most anything to repair the economic, individual and community damage of the pandemic.

And that's where the Alaska Legislature, and municipal councils and assemblies, need to stop, ask questions, talk with people who worked on last year's CARES Act programs and those who received the grants, and figure out what worked, what didn't, and where the money can do the most good this year.

The Legislature is starting to hold hearings on the federal windfall. States and communities have until 2024 to spend the money, and Alas-

ka lawmakers are already talking about stretching out the one-time federal dollars, rather than jumping into our state's long-established affliction of spending as much as we can get as fast as we can.

Alaska's fiscal problems still exist and are only getting worse as we approach our 10th year in a row of taking from savings to balance the budget. Most lawmakers know it would be a bad idea to use all of the federal money as a large BandAid over our self-inflicted wound of no taxes and lust for an unaffordable Permanent Fund dividend.

But what are the best ideas for using the new money? What are the ideas that will provide lasting benefits for Alaskans? Food boxes for people in need is a perfect use of the money today, but job training, child care assistance during training, apprenticeships and relocation expenses to real jobs can make a long-term difference.

Providing financial aid for businesses that want to re-

open but cannot afford the risk of restocking might be a good use of the federal dollars to restore jobs and economic activity.

Putting a lot of money into marketing Alaska for independent travelers has been talked about for years. Seems like now is a good time to promote the tourism sector.

Catching up on deferred maintenance on schools, public buildings, roads, harbors and water systems would put people to work and relieve communities of unaffordable debt in the years ahead.

But first, legislators need to take the time and ask the questions: What did we learn from the \$1.25 billion Washington sent the state last year under the CARES Act, and how can we do even better this year.

*Larry Persily is the publisher of the Wrangell Sentinel and former publisher of The Skagway News.*

**Lynn Canal needs ferry service**

Why did the planners and dreamers at Alaska DOT-PF spend millions to construct and pave an additional football field-sized parking lot at the Haines ferry terminal?

This is not a joke: to accommodate the terrific, revenue-positive "demand" for ferry travel on Lynn Canal aboard the new Alaska class vessels. Recall too, the titanic joke by the Parnell boys, when he and his legislative bed-fellows refused the 90/10, federal/state cost-share, that routinely funds major transportation infrastructure, instead building two Alaska class vessels at an expanded Ketchikan shipyard -- costing the state nine-times more, plus the shipyard upgrades.

Wow, titanic! After so much governmental planning, paving, refusing and spending -- and successful construction -- can we please get one ferry sailing Lynn Canal?

Fellow Lynn Canal residents, I ask you to please advocate in writing for some quality mask time between our mayors, legislators, governor and the helmsman of the DOT-PF. Round trip sailing Juneau-Haines and Juneau-Skagway CAN be completed under 12-hours. The US-Canada border is closed, so we cut the "Golden Circle" Haines-Skagway, Skagway-Haines run.

With new, purpose-designed vessels sitting idle, and the mainliner broke down, again, we must not now dither on the merits of a terminal-in-the-wilderness at Cascade Point. In your resolute advocacy, please tell your elected public servants that -- more now than ever -- our communities need the commerce, convenience, safety and savings that ferries provide.

Working together, surely, we can get one shiny, new Alaska class ferry off the dock and into service on the system's most profitable run.

*Burl Sheldon,  
Haines, AK*

**Skagway's newest baby**

Andy and Juliene Miles of Skagway, AK, are proud to announce the birth of their daughter, Lucille Mae Miles. Lucille arrived at 11:05 a.m. on Tuesday, March 16, at Bartlett Regional Hospital in Juneau. She weighed seven pounds, three ounces, and measured 21 inches long.

Noah James, 3, is her proud big brother.

Maternal grandparents are Janet and Dr. Randall Halley and John and Nancy Price of Springfield, Missouri. Paternal grandparents are James and Kathleen Miles of College Station, Texas. (photo provided by family)



# Cruise ship travel to Alaska thwarted by obstacles

By Gretchen Wehmhoff

“It’s like the cruise ships are a moving target,” said local business owner Carol Bourcy.

With the U.S. Centers for Disease Control (CDC) maintaining no sail orders in the United States, and Canada denying large passenger vessels access to their ports, the ships normally headed up the Inside Passage are setting sail to other destina-

tions.

It’s not for lack of trying. Alaska’s congressional delegation has been in contact with Skagway Mayor Andrew Cremata and mayors in other port towns. Lawmakers have submitted legislation that would temporarily lift the Passenger Vessel Services Act of 1886 (PVSA). There is no word on the success of these attempts.

Lifting the PVSA would

allow foreign flagged ships to sail directly between two U.S. ports, bypassing Canada. Currently, per the PVSA, foreign flagged vessels sailing from an American port such as Seattle or Los Angeles must dock at a foreign port before continuing on to another American port. With Canada’s ports and waters closed to large ships, there is little chance cruise ships will sail to Alaska.

Cremata has been preparing the town for the bleak reality. “Now that April is upon us, it’s extremely unlikely any large vessels will be coming to Alaska this year,” he said.

This is after the entire 2020 season was lost without tourist traffic from land or sea. The Canadian border is expected to remain closed, cutting off any road travel from the Lower 48, Yukon and other parts of Alaska.

Time is ticking by and the sails are in the doldrums.

Staffing and preparing a ship for sailing takes a few months, and time is running out as the short Alaska sum-

mer and tourist season approaches. The odds are not in favor of a significant, if any, 2022 season.

“It’s not impossible, but improbable,” says Cremata in his mayor’s report to the assembly April 1.

And then there’s the fine print.

On April 2, the CDC modified its technical specifications for cruise ship operators’ mandatory agreements with port and local health authorities. The updates just about eliminate communities such as Skagway due to the mandated medical facility requirements.

Buried in the Medical Components of the agreement between a cruise ship operator and the local port and health authorities are requirements for high hospital bed capacity on shore to isolate patients with COVID-19.

One of many paragraphs in the technical instructions for ships and ports reads, “The cruise ship operator must document that its contractual shoreside medical facilities or healthcare systems either singularly or collectively have enough medical capacity in the judgment of the local health authorities to care for travelers if an

unanticipated outbreak of COVID-19 occurs on board its ships. The cruise ship operator’s contractual shoreside medical facilities or healthcare systems should have enough bed capacity for both potential intensive care and non-intensive care needs, as well as enough capacity to isolate patients with COVID-19.”

In addition to the facility and healthcare systems, the CDC update requires the availability of mental health services, pharmacy delivery, shoreside housing with separate ventilation and other essential services.

Skagway, a community of less than 1,000, does not have a hospital. Pharmacy and mental health services are not designed to accommodate large numbers much beyond the local population.

Cruise lines haven’t given up on sailing, but the battle is uphill when trying to resurrect the U.S. schedule.

According to Cruise Industry News, Norwegian Cruise Lines (NCL), which is starting its season with cruises from the Dominican Republic, Greece and Jamaica, submitted a proposal to the CDC asking the agency to lift the Conditional Sail

*continued on page 5*

## Plans for Dyea Campground cabin stir debate



Photo by Thomas Cochran

This recently constructed cabin, intended for a Dyea Campground host, is the center of debate over possible nightly rentals.

*continued from front page*  
nesses are in danger of failure if this competition is allowed to proceed without transparency and process which is clearly outlined in Skagway Municipal Code. This opens the door for government to bypass municipal code and law without going through a clear transparent process, a dangerous precedent to set,” they said.

Most of the correspondence to the assembly regarding the cabin supported renting the building when a caretaker was not present.

“The experience the Dyea Cabin provides is completely different to commercial accommodations in the area. There is no kitchen, shower, lights, or bedding/linens, and this is reflected in its price point,” said resident Robin Solfisburg. “Rather, it is a wilderness experience and will appeal to a client base entirely different than those seeking the traditional comforts of travelers’ accommodations.”

According to the Chilkoot Trail Outpost’s website, the least expensive cabin at the property rents for \$165/night. Breakfast is included as well as internet, free bike

use and s’mores ingredients.

The assembly voted April 1 to hire a Dyea Campground host. The host will not be paid, but would have use of the no frills cabin. They would be expected to be available in the mornings and evenings.

Mayor Andrew Cremata, who broke the tie with a yes vote, made clear the host would be responsible for just the campground and not surrounding areas, including the Dyea Flats, where illegal camping and campfires often occur.

The rental of the Dyea Cabin during off-season will be further discussed by the DAB and go before the Parks and Recreation Committee.

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## Editors Column



By Gretchen Wehmhoff

At the beginning of my fourth year teaching, I was transferred to Chugiak High School in Southcentral Alaska as an English and newspaper teacher.

Chugiak had recently completed major renovations, and with that, they budgeted computer labs in the building. My classroom was next door to a lab of 32 brand new Macintosh SE computers. The principal wanted me to use them to publish the paper.

That began a crash course in PageMaker, (now In-

# Teaching in the transition to desktop computers

Design) and the challenge of helping students visualize what their paper would look like through an 8-inch screen.

The teacher before me had put out one issue a quarter. The kids turned in their stories, she typed them in column strips and created camera ready pages.

I wasn't new to that. I'd done a stint at the Anchorage Daily News in paste-up and production. You can guess my age when I use terms like rubylith and waxers. We had a small overnight team with two typesetters, two paste-up artists (me) and a photo equipment operator who made the photos into thousands of dots (PMTs) so they would print well on a press.

I pushed the newspaper students to put out a paper each month. There was some push back and some excitement. We struggled through the first issue. We suffered through our mistakes. The

principal was happy, but I wanted more -- we hadn't learned to use new fonts. The first issue was published in New York font. I later learned to stay away from fonts named after cities. They were meant for dot matrix printers, not typesetting or desktop publishing. We also needed to ramp up our production.

It was in this class that I also said my first "damn" to a group of kids.

We were reviewing our first issue. I figured the best way to get kids to see the reality of checking spelling, captions and headlines was to have them mark up their own paper. The horror of knowing they made a mistake for the entire school to see got them into proofreading more carefully. It also brought them to another reality. Expectations.

After we looked over the paper with highlighters, we talked about using tools like spellcheck. A senior girl raised her hand.

"I don't think it is fair that we have to type our stories. Some of us don't like to type," she said

Remember this was the era where kids still turned in handwritten papers. Very few had access to personal computers outside of school, if at all.

I was a bit taken aback. "We all have to type our own stories," I replied.

"Last year Ms. So and So typed them for us," she said, drawing a virtual line in the sand with her voice.

My brain didn't handle that well. There was no way in heck I was going to type everyone's stories. But my answer didn't come out that nicely.

"There is no way I'm go-

ing to type your stories when there are 32 damn computers next door," I said. Then to top it off, "And you have no idea how fortunate you are to have computers with spell check to do that. Don't talk to me about typing your stories."

I think there was a parent complaint after that, but the principal backed me up. He really wanted to see the new technology utilized.

My mother had insisted that all of her kids take typing classes.

"You'll need it when you go to college," she said.

I started in the eighth grade with manual typewriters. It was a unique class and I loved the sound of 30 kids typing a rhythmic JJJJ FFFF KKKK DDDD LLLL SSSS and the unified sound as we all returned our carriages together.

In tenth grade I took a refresher semester on the new IBM Selectrics. The keys were easier to press and there were no hammers to get caught up when you lost your rhythm. These machines had little balls spinning around placing type. We also had the choice of PICA or ELITE which now translates to 10 and 12 point font size.

But typewriters had challenges. Mistakes. There was no spelling software to magically correct an error. The entire concept of FIND and REPLACE didn't exist.

Mistakes were handled with whiteout tape. If you weren't lucky enough to catch the mistake while the paper was still in the roller, there was the challenge of repositioning the sheet strategically to line up with where you anticipated the type would appear. I was

rarely able to position the paper correctly.

I later discovered onion skin or erasable paper. Being able to erase the ink while the paper was still in the carriage was magical.

My most frustrating typing experience was in my freshman year of college when I misspelled the name of an author throughout the entire biography and turned it in. Oh to have had FIND and REPLACE back then.

So, the kids persevered with typing their stories. They also learned to save. Every now and then I'd hear a scream or a cry. "Who touched the power cord?" And they had to start over.

I put signs all over the room. "Save"

The students caught on, but every now and again one would be so engaged in the writing that hitting SAVE didn't happen in time. But we learned. Now Google and Word save for us. It has been 30 years since I taught that first newspaper class.

Typos slip by and errors occur. Now we have to battle auto correct, but typing is the norm now. Keyboarding and computer classes have replaced the typewriter, but I still type with old typing norms. Melinda is constantly removing the second space after the period from my typewriter training.

When the first paper you publish as newspaper owner has a typo on the front page, it is humbling. And like my students, it pushes us to edit and proofread more carefully.

A mistake makes Melinda and I groan. Once it's on the newsprint there is no erasing or correction tape. We have to own it.

It seems technology has saved us time, but it still doesn't protect us from lack of sleep, being overbooked with multiple part-time jobs and family obligations. It doesn't protect us from human error.

## Margaret Frans Brady Fund Scholarships 2021

*Up to \$10,000 is available for students pursuing arts; deadline to apply is April 25.*

The Juneau Community Foundation and the Brady family of Skagway have announced that the Margaret Frans Brady Fund will make available up to \$10,000 in scholarship funding in 2021 for qualifying area students who are pursuing artistic excellence. Applications for the 2021 MFB arts scholarship are requested.

All application materials must be received by April 25. Application forms are available via a link on the Juneau Community Foundation website at <https://www.juneaucf.org/wp-content/uploads/2021/03/MFBApplication2021-1.pdf>.

The Margaret Frans Brady Fund was established in 2012 at the Juneau Community Foundation to support arts and education projects and programs in Skagway and northern Southeast Alaska. A separate MFB Scholarship Fund was established a year later to assist students and artists in our area with scholarships to help them improve their creative abilities. Since 2013, more than \$52,000 has been awarded to 60 area students.

Scholarships are considered for all students pursuing creative arts including writing, music, visual and performance arts. These scholarships include grants to help artists attend arts camps, schools, colleges, symposiums or conferences.

The scholarship committee will make recommendations and announce this year's scholarships by early May. Scholarships will be sent to the tax-exempt non-profit or educational institution that awardees will be attending.

For more information, contact Jeff Brady, MFB Scholarship Committee Chair, at [wjbradyak@me.com](mailto:wjbradyak@me.com) or 907-983-3188.

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# SN.





Photo by Kari Rain

Kari Rain's best friend, Mango, explores his options outside of the old Skagway firehouse.



Photo by Reba Hylton

Photo by Reba Hylton

Photo by KaLynn Howard

This year's Easter egg hunt was attended solely by Skagwegians as neighbors in Canada were excluded by the border closure.

## Closed ports, CDC no sail order stops ships

continued from page 3

Order in time for their July 4 cruise schedule to and from U.S. ports.

In the proposal, NCL says passengers embarking from the U.S. ports and disembarking to the U.S. must have proof of full vaccination no less than two weeks prior to the cruise. All crew members will be vaccinated.

Cremata said the Cruise Line International Association sent a letter requesting the CDC lift the no sail order. The response came back later that day "with a resounding no," he said.

Skagwegians started marketing to individual travelers through the Save Our Skagway program. Several businesses have committed to being open for the summer, albeit with smaller staffs and shorter hours.

Visitors would have to arrive primarily by small airplane or the marine highway system which has been crippled with multiple mechanical failures and cancellations.

Bourcy, who owns Ric-tors and the Alaska Liquor Store, says she ordered her

2020 merchandise before the pandemic began. Once it was clear there wouldn't be a cruise ship season, there was no stopping the shipments.

Bourcy said she has had to rebudget, borrow and keep rebudgeting. PPP funds helped. She has a core group of locals who will run her businesses this summer. Anyone who normally travels from other parts of the country to work for Bourcy during the tourist season will

be staying home.

"I'm so proud of how our community is pulling together. Skagway has always taken care of each other," Bourcy said.

She does worry that residents have been moving away and hopes that doesn't continue.

"I would love to be optimistic to hope to see some ships, but I know that probably won't happen," she said.

"But we'll be open."

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## North Words moves to September

The dates for Skagway's 12th annual North Words Writers Symposium are now Sept. 3-5. The move from its usual time in late May to Labor Day weekend will enable North Words to be in-person. Last year, the symposium was held virtually due to COVID 19.

"Our aim is to have a COVID-safe conference late in the summer, working with our municipality and various vendors," said Jeff Brady of the North Words organizing faculty. "Our board and faculty wanted us to try to make it happen, rather than go virtual two years in a row."

Keynote speaker Tommy Orange ("There There") agreed to the new dates, as did most of the faculty announced last fall. The only changes: Nome poet Marie Tozier and Gustavus nonfiction writer Hank Lentfer will replace Fairbanks poet Nicole Stellon O'Donnell and Unalakleet writer Laureli Ivanoff.

"Nicole and Laureli

couldn't make September work, so we'll try to have them here another year," Brady said. "But we gain Hank, whom we have been anxious to have at North Words for some time, and Marie is a wonderful new poet on the Alaska landscape."

Tozier's 2020 collection, "Open The Dark" from Boreal Books, has received wonderful reviews, as has Lentfer's latest, the critically acclaimed "Raven's Witness: The Alaska Life of Richard K. Nelson," published by Mountaineers Books in 2020.

Others on the 2021 faculty are Tina Ontiveros (winner of a 2020 PNBA award for her memoir "rough house"), Bryan Allen Fierro, Kim Heacox and M Jackson.

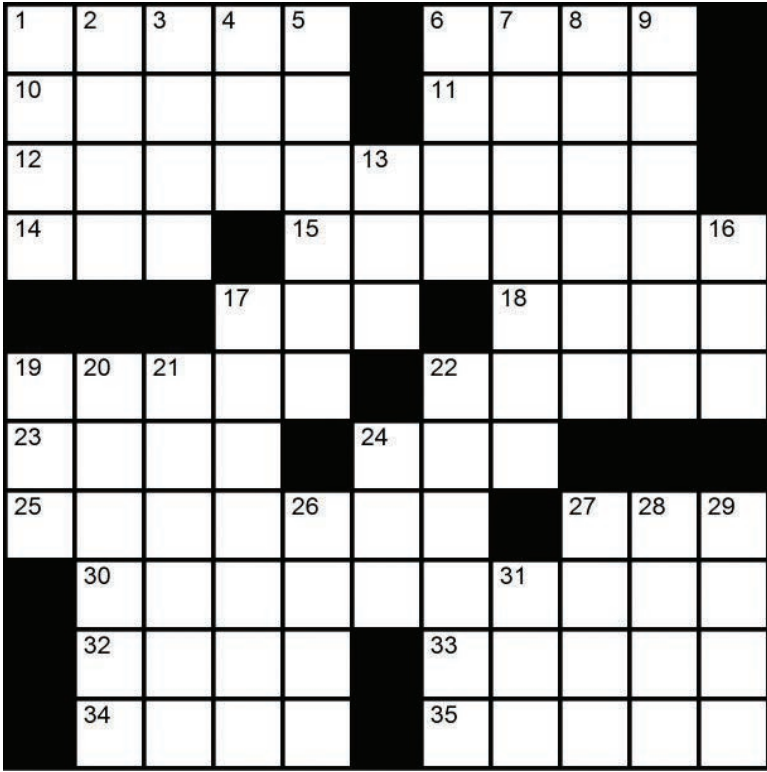
North Words released its proposed panel and workshop topics on its website March 14, and a first-look schedule will appear in April. Register at [www.nw-writers.com](http://www.nw-writers.com).



## School pictures saved by yearbook staff

When a professional photographer couldn't be flown in to take 2020-2021 yearbook pictures at Skagway City School due to COVID-19, yearbook advisor Vivian Meyer and her yearbook staff filled the gap. Student photographers are Evelyn Borst, Austin Bricker, Benjamin Burnham, Kenadie Cox, Iraidia Hisman, Ava Myers and Zoe Whitehead.





**Across**

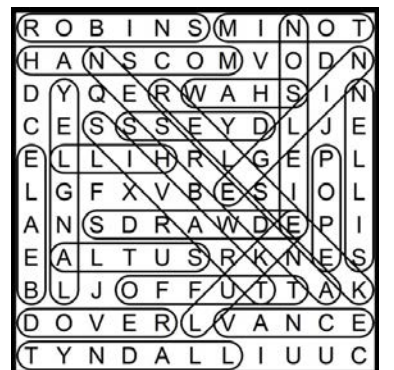
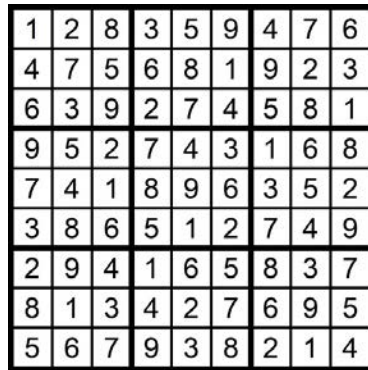
- 1 Pass through Congress
- 6 Shot on the ice
- 10 --- Lama
- 11 Switch off
- 12 Nonphysical
- 14 As well
- 15 Menu at the edge
- 17 Cyst
- 18 Trick
- 19 No later than
- 22 Outmoded
- 23 Sassy
- 24 --- Rio, Texas
- 25 Take a --- it (Go for it!)
- 27 Frequently
- 30 "On top of that ..."

- 32 Female first name Ms. Minnelli rejected
- 33 S American republic is cold by the sound of it
- 34 Ultimate
- 35 Irritably impatient

**Down**

- 1 Prepare for publication
- 2 "Small" prefix
- 3 Voice below a soprano
- 4 He came between J A G and G C
- 5 Hollywood town?
- 6 Kind of row
- 7 Copious
- 8 Everyone except
- 9 Make happy

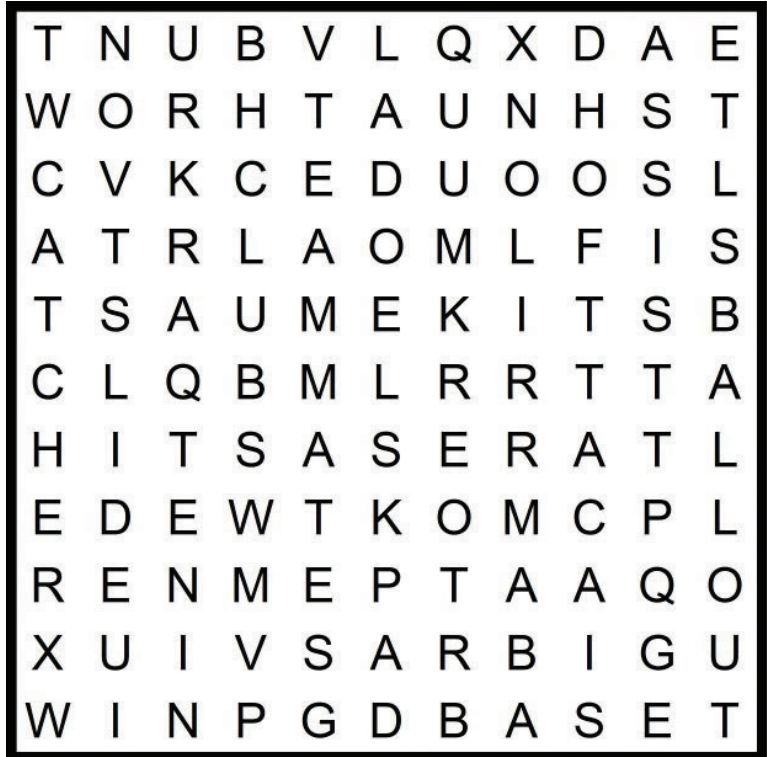
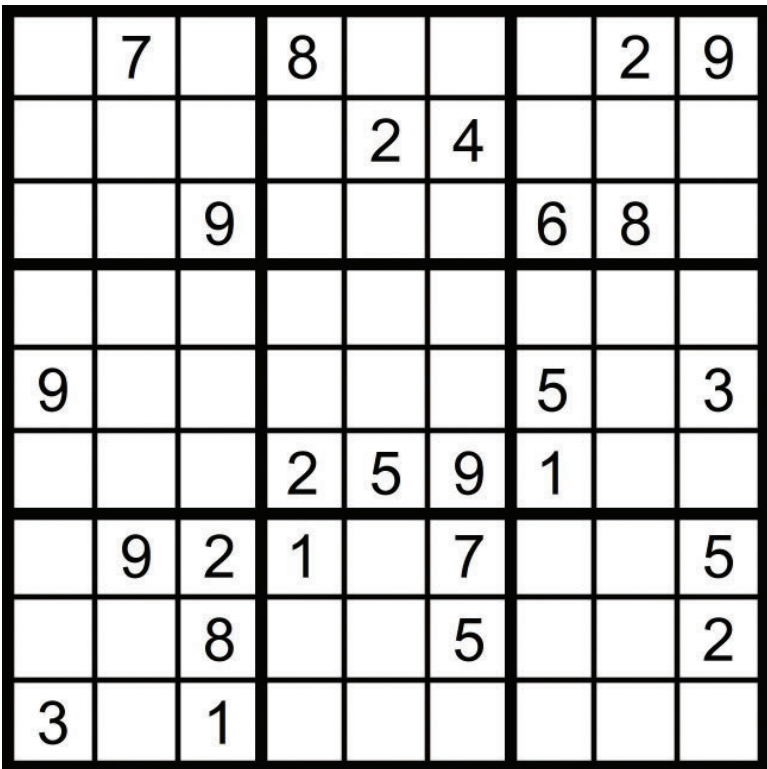
- 13 Cotton seed remover
- 16 Wine selection
- 17 See
- 19 Downs' partner
- 20 Mike ---; "Harry Potter and the Goblet of Fire" director
- 21 Inessentials
- 22 What shamuses do
- 24 Flatfish
- 26 Tiny biter
- 27 Elevating outfit?
- 28 Experienced
- 29 Small club, maybe
- 31 Much-used article



*Last issue's answers*



**Color me**



**Baseball Terms**

- |         |       |          |
|---------|-------|----------|
| Assist  | Game  | Run      |
| Ball    | Hits  | Slide    |
| Base    | Home  | Sport    |
| Bat     | Lose  | Tag      |
| Bunt    | Mitt  | Teammate |
| Card    | Mound | Throw    |
| Catcher | MVP   | Vault    |
| Club    | Nine  | Walk     |
| Deck    | Out   | Win      |
| First   | Park  |          |
| Foul    | RBI   |          |





# CLASSIFIEDS

News Classified Ads cost 40 cents per word, \$4 minimum. Ads must be pre-paid unless advertiser has a business account with the newspaper. Payment can be made by cash, check or credit card. Out-of-town ads must be pre-paid with a credit card and should be phoned in to 907-983-2354. All ads appear in our on-line edition for a minimum of two weeks.

**JOBS-OPPORTUNITIES**

LABORERS & FLAGGERS Wanted for Skagway Department of Transportation. Contact Linda at Local 71 907-586-6993

HAINES ANIMAL RESCUE KENNEL is hiring for an experienced, full-time shelter manager to oversee the day to day operations of our shelter based in Haines. The full job description can be found on our website <https://harkalaska.org/about/job-opps>.

**HOUSING-PROPERTY**

FOR SALE: Duplex, three bedrooms and two baths on each side. Constructed 2019. Fridge, range, washer/dryer included, partially furnished. Call 907-723-2931.6120197

YEAR ROUND APARTMENT FOR RENT. 1 bed/1bath, fully furnished with a full kitchen,

washer/dryer, and a deck. \$1,000 per month plus sales tax. Heating fuel is included in the monthly rent. Contact Debbie Knorr at 907-612-0197.

**COMMERCIAL-PROPERTY**

BUSINESS FOR SALE: Gold Digger Mine and Dine For more information see <https://www.skagway.forsale/>

**MARKETPLACE**

CHILKAT VALLEY NEWS & WHITEHORSE STAR available at Skaguay News Depot & Books

**PERSONALS-MISC. SERVICES**

FOOD BANK DONATIONS WELCOME. Donations may be sent to the Food Bank, PO Box

200, Skagway, AK 99840. The local Food Bank helps those in need with groceries. If you need assistance, or know anyone who needs assistance, at any time of year, call any pastor or 907-612-0313. (1cp)

**LEGAL ADS**

To inquire about legal ads, contact us at [sales@skagwaynews.com](mailto:sales@skagwaynews.com)

## WEATHER WATCH

**NATIONAL WEATHER SERVICE OBSERVATIONS FOR PREVIOUS 24-HOUR PERIOD BEFORE 7 A.M.**

DATE	MAX	MIN	PREC
Weather Watch 2/21 - 3/31			
2/21	35	24	.28 in
2/22	38	28	trace
2/23	38	27	.02 in
2/24	36	27	-
2/25	36	30	trace
2/26	37	22	-
2/27	35	22	-
2/28	36	31	.70 in
3/1	38	32	.02 in
3/2	39	35	.05 in
3/3	38	25	.07 in
3/4	39	27	.10 in
3/5	40	30	trace
3/6	40	30	.08 in
3/7	41	27	-
3/8	39	26	-
3/9	34	14	-
3/10	34	15	-
3/11	36	20	trace
3/12	39	25	trace
3/13	34	17	-
3/14	23	11	-
3/15	27	11	trace
3/16	32	25	.34 in
3/17	39	30	.13 in
3/18	36	30	.55 in
3/19	37	27	.02 in
3/20	33	12	.04 in
3/21	28	27	.10 in
3/22	38	24	.14 in
3/23	35	24	.10 in
3/24	24/	27	-
3/25	41	16	-
3/26	38/	19	.12 in
3/27	40	34	trace
3/28	38	26	.16 in
3/29	37	19	-
3/30	36	21	.03 in
3/31	42	36	.20 in

## BROADWAY BULLETIN BOARD

### Police & Fire Blotter

Submitted by Skagway Police Department

**March 22**

Police helped a motorist gain access to their vehicle.

Police responded to a domestic dispute on 20<sup>th</sup> Avenue.

**March 24**

EMS responded to a medical emergency on 3<sup>rd</sup> Avenue.

**March 28**

Klondike Highway closed due to an avalanche on the Canadian side.

**March 29**

EMS responded to a medical emergency on 3<sup>rd</sup> Avenue.

**April 1**

Klondike Highway re-opened to commercial traffic.

EMS responded to a medical emergency on State Street.

**COMMUNITY CALENDAR**

**Library Hours:**

M-F 11 a.m. - 6 p.m.

Sat 1 p.m. - 5 p.m.

Closed Sunday

8 patrons max.

(COVID-19 mitigation practices are in place)

Call 983-2665 or email

[library@skagway.org](mailto:library@skagway.org)

**Dahl Clinic Winter Hours:**

Mon. - Fri. 8 a.m. - 5 p.m.

Closed Sat. and Sun. For after-hours emergencies,

please dial 911.

**Incinerator Hours**

T, Th, Sa. 1 - 3 p.m.

**Skagway Museum**

Closed for the season

**Border stations:**

7 a.m. - 11 p.m.

Call each station for specifics.

**Ferry Terminal Hours**

M-F 8 a.m. - 4 p.m.

See [www.skagway.org](http://www.skagway.org) for borough meeting updates.

### SKAGWAY WORSHIP DIRECTORY

Please contact each worship location for their updated COVID-19 schedule

**Assembly of God Church**

8th & State • 907-983-2350  
Sun. Worship.....11 a.m.  
Wed. Bible Devotions & Prayer 7 p.m.

Meeting on-line only during shelter-in-place order. Email [skagwayag@outlook.com](mailto:skagwayag@outlook.com) for the zoom link.

**First Presbyterian Church**

5th & Main • 983-2260  
Sunday Worship 10 am  
Wed. Women's Prayer 1:30 pm  
Thursday Bible Study 3:30 pm  
Online Access Available to all events.

**The Church of Jesus Christ of Latter Day Saints**

11th & State • 983-2518  
Sun. Sacrament Meeting...10 a.m.  
Sun. School/Primary ...11:10 a.m.  
Relief Society/Priesthood...12 p.m.

**St. Theres Catholic Church**

9th & State • 983-2271  
Sun. Mass.....5 p.m.  
Mass Mon. & Tues.....12:10 p.m.  
(when a priest is available)

**RECREATION CTR SCHED**

**Skagway Recreation Center •**

OPEN regular hours 5:30am-NOON and 4pm -8pm  
Please sign up for classes, wt.

## THE PACK



TUNDRA

NORMALLY I DON'T GO ON BLIND DATES, BUT MY FRIEND SAID WE'D BE GREAT TOGETHER.

3-22

TUNDRA

JOHN JACOB JINGLEHEIMER SCHMIDT IS BUSTED FOR IDENTITY THEFT

I FIRST BECAME SUSPICIOUS WHEN I REALIZED HIS NAME WAS MY NAME, TOO.

3-27





# Legislators continue work on ferry system advisory

By Larry Persily  
Wrangle Sentinel

State House and Senate committees continue to work on competing bills that would change the membership of the state ferry system advisory board.

The Senate Transportation Committee on March 30 heard the governor's bill, while the House State Affairs Committee considered legislation, also on March 30, offered by House Speaker Louise Stutes, of Kodiak.

Gov. Mike Dunleavy's proposal would allow every governor to change out the board's membership, while Stutes' legislation attempts to protect almost half the members from changeover

with each new governor.

The two versions are similar, however, in changing the makeup of the board.

Current state statute says half the board seats are reserved for communities served by the Alaska Marine Highway System. The two bills before lawmakers would remove the strict geographic requirements and emphasize that a majority of the board must have experience in the marine industry.

The intent behind the governor's bill is that the board offer operational and long-term planning advice, rather than members focusing on what level of service their communities want, Andy Mills, special assistant to the

Transportation Department commissioner, said at the Senate Transportation Committee on March 25.

The current membership "is mainly geographical, there are not a lot of qualifications," Kerry Crocker, a staffer to Stutes, told the House State Affairs Committee on Tuesday.

A board majority with experience in the marine industry is "crucial," Stutes said at the House Transportation Committee on March 18. "It strengthens the governance for the Alaska Marine Highway System," she said of the new membership provisions.

House State Affairs is holding the bill for one week for possible amendments. From

that committee, it would move to the full House for a vote.

The Senate Transportation Committee took public testimony on the bill March 30 and could take up the measure again.

Lawmakers are working toward adjournment in May, and for either bill to become law, both legislative chambers have to pass the same measure, which would then need the governor's signature.

The governor's proposal would create the Alaska Marine Highway System Operation and Planning Board and direct the Department of Transportation to consult with the panel in developing

a short-term and long-term plan for the ferry system.

The House speaker's bill would call it the Alaska Marine Highway Operations Board, with a similar consultation role.

House State Affairs Chair Jonathan Kreiss-Tomkins, of Sitka, said he wants the board "as empowered as possible."

"The goal of the bill is ... more long-term planning," Crocker told the State Affairs Committee Tuesday.

The existing Marine Transportation Advisory Board was created under then-Gov. Frank Murkowski 18 years ago.

## MV Matanuska out of service third time in two months

By Larry Persily  
The Wrangell Sentinel

The 58-year-old Matanuska, the oldest working vessel in the state ferry fleet, has had troubles operating the past two months.

The Alaska Marine Highway System took the ship out of service to fix a mechanical problem, canceling port calls Saturday through Thursday last week. The ferry resumed its weekly run out of Bellingham, Washington, on April 2.

The delay was too long for Courtney Ellingson, Skagway City School's third grade teacher, stranded in Haines. She caught a ride on a helicopter that happened to be headed to Skagway.

Juliene Price Miles' family was detained in Juneau after she gave birth to their second child. Miles, her husband and their three-year-old son, were crammed into a hotel room, waiting to get their car and their new addition (a girl) back home to Skagway.

"Being stuck was stressful during a time that is already stressful," Miles said.

"Five years ago, that (broken ferry) would have been no big deal because there were three to four ferries a week in the winter."

"The ship's engineers identified a broken crab nut on the vessel's starboard engine," state Transportation Department spokesman Sam Dapcevich said regarding the Matanuska. "A replacement crab nut was sent to Belling-

ham off the Hubbard, which has similar engines. A factory technician installed the new part and the starboard engine is now operating as required." The Hubbard is not in service, awaiting modifications.

"As the engines are still under warranty, the technicians decided to inspect all the power-pack units ... on both port and starboard engines," Dapcevich said. "They discovered two defective power-pack cylinder units on the port engine. Replacement power-pack cylinder units were shipped from Louisiana," he said.

A month earlier, the 408-foot-long Matanuska was out of service in February with problems in its port-side reduction gear box, which prevented the propeller from going in reverse.

The ship was also pulled out of service mid-March, prompting the municipality of Skagway to charter an Allen Marine catamaran at \$900 an hour to move stranded travelers in and out of Haines and Skagway at the head of Lynn Canal to Juneau on March 16.

The Matanuska was out of service for almost the entire first half of 2020 for extensive repairs to its reduction-gear system, leaving Southeast communities with no ferry runs for almost two months until another ship could be pulled into service.

It was a troubled return to service for the ship after an

almost two-year stint in the Vigor shipyard in Ketchikan 2018-2019 for new engines and other extensive work.

"We spent slightly north of \$40 million (in federal dollars) on that ship," John Falvey, Alaska Marine Highway System general manager, told the Senate Transportation Committee on Feb. 23.

The ship's sister ship, the Malaspina, has been held out of service since late 2019, tied up in Ward Cove in Ketchikan to save money and due to a lack of funds for repairs. It needs at least \$16 million in steel replacement work, Falvey told the Senate committee. Its engines are the originals from 1963, and could cost \$30 million to replace, he said.

"That's a lot of money for a ship that is 58 years old," Falvey said.

The state plans to sell or otherwise get rid of the Malaspina.

Sinking the ferry as an artificial reef may make more financial sense than repairing it, Transportation Department Deputy Commissioner Rob Carpenter told legislators last week.

The Columbia, the largest ship in the fleet and "only" 48 years old, is out of service and in need of repairs, too, though not as expensive as the Malaspina.

The Columbia is in Ketchikan for a money-saving layup pending an overhaul. It will get some new steel and is in the design phase

to replace its variable-pitch propellers, Falvey told the Senate committee. He expects the work will be done this fall and winter.

Looking longer term, the ferry system will need a mainline vessel to replace the Columbia and Matanuska, at an estimated construction cost of \$300 million, the Transportation Department told the House Transportation Committee on March 18.

The disabled Matanuska

was a familiar scenario for Reba Hylton, a Skagway resident who was marooned in Juneau, with her 8-year-old son, after a spring break trek to Southcentral Alaska.

"It's one of the prices we pay to live here. Other places have high crime rates, dirty water, smog, traffic. We have canceled ferries. It's just part of life here," she said.

Melinda Munson contributed to this story.



Photo by Michael Yee

Snow surrounds an outhouse at Upper Lake last week. Michael Yee captured this snow mass. "I built the outhouse many years ago. It's still in great shape," he said.