

WATERFRONT

KETCHIKAN IS ONE OF THE NATION'S LEADING PORTS FOR SEAFOOD LANDINGS. HUNDREDS OF COMMERCIAL & RECREATIONAL BOATS HOMEPORT HERE. A MILLION PEOPLE VISIT EACH YEAR ON CRUISE SHIPS. A MAJOR SHIPYARD BUILDS & REPAIRS LARGE VESSELS. TWO FERRY LINES & FOUR BARGE OPERATIONS CALL AT THE PORT. TEN FREIGHT CARRIERS LAND HERE. THE U.S. COAST GUARD MAINTAINS A BASE FOR PATROL & RESCUE MISSIONS. DOZENS OF FLOATPLANE TAKEOFFS & LANDINGS OCCUR DAILY AMID THE VESSEL TRAFFIC. IT'S A MAIN STREET WITH NO STOPLIGHTS ... IT'S ALL GO GO GO.



Ketchikan accommodates an extraordinary breadth of vessels and aircraft. Floatplanes at a private moorage south of the city await their day's work while the city-operated Port of Ketchikan welcomes cruise ships downtown. The port provides hundreds of safe, convenient slips at Bar Harbor, seen in the distance. At right in this placid morning scene, U.S. Coast Guard vessels are tied at Base Ketchikan.



GREGG POPPEN

An interface opened between the worlds of wheels and hulls with completion of the drive-down float at Bar Harbor. Fresh seafood comes in and all sorts of freight go out.

the port of ketchikan

HARBORS & DOCKS LINK US TO THE WORLD

Nearly a mile of cruise ships routinely ties up along our downtown waterfront in summer. But that span would look small if you stretched a string along all the slips in Ketchikan's six local harbors.

Four long docks downtown accommodate Panamax-scale ships from Thomas Basin to Newtown.

Residents and visitors on vessels from skiffs to seafood processors use six harbors operated by the City of Ketchikan's Port and Harbors Department.

More than 40 cruise and excursion ships visit from May to September, making more than 500 port calls. Berth 1 on the south end was built in the mid-1990s with state and local funding. Recent rebuilding of Berth 2, at \$28 million, was funded by grants from the state's commercial passenger vessel levy. The \$36 million remake of Berth 3 in 2007 used port revenue bonds. This upgrade replaced City Float and provided a wide pedestrian promenade between Berths 3 and 4. Berth 4 was built in 2008 with innovative funding. Private interests built it and leased it to the city for 30 years.



GREGG POPPEN

The complete overhaul at Hole in the Wall Harbor features the zigs and zags of an ADA-compliant ramp.

The drive-down float completed in 2014 in Bar Harbor was long-sought by commercial fishers and merchant mariners—but also by cabin-builders and other private users. The city's raw fish tax, a borough appropriation and a state harbor facility grant funded it.

Hole in the Wall Harbor near Herring Cove was completely overhauled in 2016 with new pilings, floats and breakwater. A winding concrete ramp makes this smallest of our harbors at last fully accessible. A city port bond and state grant funded the \$2.6 million re-do at the scenic south-end site.

Port and Harbors' annual revenues for reserved moorage, transient moorage and passenger wharfage fees levied on large ships range around the \$8 million mark.

PORT OF KETCHIKAN

- Six small-boat harbors
- 1,100 reserved boat stalls
- Thousands of feet of transient moorage
- Four deepwater berths for ships to 1,000 ft. LOA
- 3 double-lane launch ramps for small boats
- 1 drive-down float
- 4 tidal boat grids

marine industry

SHIPYARD'S BUILDING OF TWIN STATE FERRIES IS ANOTHER INCREMENT OF INDUSTRIAL PROGRESS

Customers and personnel can tell even at the front gate of Ketchikan Shipyard that they're entering a distinctive industrial plant.

A cedar totem pole at the entrance to the shipyard is a unique cultural marker for a maritime operation that also receives compliments on the architectural appeal of its towering facilities. But behind the visible aspects of the yard is a maritime enterprise engaged in an evolving overhaul of Southeast Alaska's economy—and an important harbinger of economic diversity in a state that's been almost entirely dependent on oil revenues.

Ketchikan Shipyard has reinvigorated Ketchikan as a marine industrial hub, capitalizing on historical fame as the First City, which welcomes northbound mariners back to U.S. waters on their transit of the Inside Passage. The versatile operation provides maintenance, repair, conversion and fabrication. Customers include commercial, municipal, state and federal operators of marine vessels. A state agency owns the shipyard's physical plant and Vigor Industrial, headquartered in Portland, Ore., operates the facility.

The State of Alaska built the Ketchikan Shipyard in the mid-1980s to revive a once-robust marine industrial sector. Boatmakers, shipyards, ship chandlers and service businesses flourished with the commercial fishing fleet from the early 1900s. But by the 1970s, Ketchikan's marine rail ways and fabrication yards had closed.

The totem pole at the entrance to Ketchikan Shipyard incorporates concepts from strength and discipline ("strongman") to the cultural influence of women ("aunt"). Jon Rowan carved the pole in consultation with shipyard staffer Norm Skan.



The scale of the MV Tazlina dwarfs shipyard employees on a section of the state ferry where it rests on rails outside the ship assembly hall at the Ketchikan Shipyard. Before this ship is launched, shipyard personnel will be at work on its twin.



GREGG POPPEN

Founded a quarter-century ago as a small, local enterprise, Ketchikan Shipyard has grown into an industrial powerhouse and major year-round employer.

Business leaders and elected officials worked for more than a decade to gather funding for Ketchikan Shipyard, which opened in 1987. The shipyard closed in 1990 due to inadequate production facilities and a lack of skilled workers to compete with Puget Sound shipyards established since World War II.

Ketchikan business leaders and elected officials focused renewed attention and support and the shipyard re-opened in 1994. This time, the enterprise set out with only 21 workers and an incomplete manufacturing facility—just as a general economic collapse confronted the region. The timber industry in Southeast Alaska virtually stopped by 1997 and the commercial fishing sector was pulled down by foreign farmed salmon that flooded the international market. The federal government declared the entire region an economic disaster and a pot of relief funds flowed in. Ketchikan



GREGG POPPEN

Ketchikan Shipyard implements team-based production with high-tech gear to complete projects ranging from vessel repair in two drydocks to shipbuilding from scratch in a massive assembly hall. In the yard, you might meet a young female lead welder starting a career or a former Alaskan logger finding new opportunities in an Alaskan industry that's on the upswing.

portfolio is broad, ranging from development of natural resources to funding for manufacturing, energy, export and other sectors.

Recognizing that U.S. shipbuilding and repair standards lagged behind competitors around the globe, principals at

Ketchikan Shipyard visited European and Asian shipyards to observe their industrial processes. AIDEA hired one of the world's leading shipyard designers in Finland to guide development of an advanced manufacturing facility on an island in one of the most intact temperate rainforests in the world.

Ketchikan Shipyard shines today as one of AIDEA's most successful public-private partnerships, in which the risks and rewards of a diverse and competitive economy on America's frontier are shared for a specific public purpose.

Beyond the benefits of sustaining good jobs, the

shipyard provides a public purpose by providing marine industrial support for the Alaska Marine Highway System (AMHS), whose ferries are Alaska's only National Highway System (NHS) link to the Lower 48.

AMHS celebrated its 50th anniversary in 2013 as many mainline vessels closed in on the end of their service cycles. Maintaining the elderly fleet is not fiscally feasible. A new and more-efficient fleet of NHS-appropriate ferries is well under way at Ketchikan Shipyard.

The yard is building the first state ferries to be constructed in Alaska. Named for the Alaskan glaciers Tazlina and Hubbard, these Alaska Class Ferries are designed for service in the difficult waters of Lynn Canal, which →

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steered support to the shipyard, still bullish on maritime industry in this important North Pacific Ocean port.

The state, municipalities and business people got to work. They transferred the facility's ownership to the Alaska Industrial Development and Export Authority (AIDEA), a state corporation dedicated to job opportunities and economic growth. The agency's



KETCHIKAN MUSEUMS

McKay Marine Ways stood for six decades as the most prominent feature on Ketchikan's waterfront. The graceful lines of this 100-foot structure outlived the era when skippers hauled wood-hulled fishing and freight vessels for repair. Operated from 1929 by founder Les McKay and then by the Ludwigsen family, the ways came down in the early 1990s. Rock fill pushed back the sea for a gradual accretion of aviation, parking and retail uses that subsumed the—well, the old ways.

MARITIME CRAFTS HAVE A PROUD HERITAGE ON OUR WATERFRONT



The **Ketchikan fire map** of 1916 depicts just one segment of the marine-related enterprises that stood on long pilings in Newtown's commercial district. This was an era when scores of halibut schooners homeported at City Float and when, each autumn, big freighters tied up to deepwater piers and filled their holds with the summer's canned salmon catch.

● U.S. Lighthouse Service was the forerunner of the U.S. Coast Guard. ● Revilla Fish Products was one of several salmon canneries in Newtown in the early 1900s. ● Northern Machine Works operated from 1912 to 1972, servicing fishing, freight and pleasure vessels.

Newtown was a commercial hodge-podge in the early 1900s, boasting businesses from can-fabricators to neon sign makers, from laundries to taverns.



VIGOR INDUSTRIAL DIGITAL RENDERING

The Alaska Class Ferries being built at the shipyard in Ketchikan are previewed in a marine architect's rendering.

connects Juneau, the capital, to the continental road system.

With a payroll about 200 people greater than the roster in 1994, Ketchikan Shipyard is succeeding in the competitive realm of shipbuilding—even on an island in a rain forest. The enterprise relies on frontier innovations to flourish as a best-in-class shipbuilder and repairer. Deploying mobile devices and applications, Ketchikan shipbuilders work in production teams to identify and share lessons that save time and materials. Workplace injuries have been dramatically reduced and productivity rivals that of the best shipyards in the U.S. High-tech in the hands of one of the nation's youngest shipyard workforces takes learning out of the classroom and onto the shop floor, where time-saving innovations happen. Modern facilities designed for ship production, housing a skilled and productive workforce, ensure that Ketchikan Shipyard is a good investment of public and private funds.

Southeast Alaskans have been making boats and going to sea for millennia since Alaska Natives first launched artistically carved yellow cedar canoes

for trade and travel on ancient marine routes. Shipbuilders and repair crews working on today's sophisticated marine vessels at Ketchikan Shipyard aim to push a legacy in the rain forest far into the future.

The state-owned Ketchikan Shipyard is operated by Vigor Industrial, a Pacific Northwest family of advanced



GREGG POPPEN

As if turning the clock back to a time when Ketchikan's marine ways hauled and repaired stately wooden boats, Ketchikan Shipyard staff put a family's World War II-era wooden boat in Drydock No. 2 for hull work.

manufacturing business units. Vigor builds and repairs ships across the Northwest and Alaska and provides precision heavy manufacturing for the defense, transportation, energy and resource industries.

Vigor Alaska is a valued asset in the company's industrial portfolio. Shipbuilding innovations emerging from Ketchikan Shipyard are being adopted across Vigor's operations.



The first USCG fast response cutter to homeport on the Pacific Ocean arrived at its new Ketchikan home on a wintry day in 2017.

U.S. COAST GUARD

U.S. COAST GUARD UPGRADING VESSELS & PERSONNEL LIST

Ketchikan welcomed two new cutters and their crews to the U.S. Coast Guard base in 2017. Stationing of the cutters John McCormick and Bailey Barco in the First City was a premiere of sorts: The 154-foot fast response cutters are the first of new class of vessel to be homeported on the Pacific Ocean and the first of a half dozen slated for Alaska.

The U.S. Coast Guard is the largest agency in the Department of Homeland Security and has a vital presence in Ketchikan. The partnership goes way back: The Coast Guard's forerunner, the U.S. Lighthouse Service, was here in the early 20th century, when steamships plied the coast.

The Coast Guard in Ketchikan provides homeland security, search and rescue, law enforcement, vessel safety, aids to navigation and marine pollution response. The agency

patrols the U.S.-Canada border in Dixon Entrance and the waters of Southeast Alaska.

Base Ketchikan south of the city came in for major changes between 2015 and 2017. A \$27 million project provided upland facilities for vessel maintenance and other services. Mooring facilities were enlarged, partly in anticipation of the new cutters.

The John McCormick and Bailey Barco replaced 30-year-old, 110-foot patrol boats. The 175-foot buoy tender Anthony Petit remains in service out of Base Ketchikan.

Station Ketchikan at Base Ketchikan provides marine search and rescue capabilities with two 45-foot response boats and two 25-foot response boats. There is also a marine safety detachment in Ketchikan.

Nearly 200 people work in military and civilian roles for the Coast Guard in Ketchikan; most military personnel serve three-year tours. Ketchikan welcomed an increase of about 25 personnel when the new fast response cutters arrived.

BACK ISLAND BASE TESTS SUBS FOR STEALTHINESS



BOB ADAMS

Where would *run silent, run deep* be without the silent?

A U.S. Navy facility on Back Island north of Ketchikan ensures that the nation's submarine fleet is as quiet as it can be. Southeast Alaska Acoustic Measurement Facility (SEAFAC) is a proving ground for submarine stealth technology. Since 1991, SEAFAC has measured subs' sound output with acoustic measurement arrays and tracking hydrophones. SEAFAC also suspends submarines in cables and lowers them about 400 feet for tests of their static state: with air conditioners, pumps, and other gear in use.

Upgrades at Back Island in 2006-2007 improved testing efficiency and allowed newer, quieter subs to undergo

measurement. Measurements can now be completed in weather and wave conditions that previously compromised testing. SEAFAC originally tested only Los Angeles- and Ohio-class vessels; Seawolf- and Virginia-class subs now use SEAFAC.

Behm Canal was chosen in 1989 for its quiet depths and the relatively light civilian boat traffic in the area. The proposal to bring nuclear-equipped submarines to then-undeveloped Back Island caused controversy and local citizens called for an advisory vote. The ballots went decisively in favor of the navy's submarine-testing project.

Navy barges and shoreside facilities are modest signs of SEAFAC's presence and the Pacific Fleet's big subs are rarely seen. The common indication that a nuke-equipped sub is nearby is a radio PSA asking boaters to cut their engines when alert lights flash in the testing area.

Everybody knows that successful test-taking calls for *quiet*.

Mid-century military boat serves a fraternal diving team

An old veteran who knows his World War II and Korean War military vessels would have noted familiar hulls when a vintage 1953 boat stood by as a 1943 boat rose from the depths in Alaska.

The Alaskan Salvor, commissioned in 1953, was a platform for the dive crew working to raise the Powhatan, a 1943 vessel that hit bottom in April 2017. The two boats were commissioned before Alaska was even a state. One will go on to other missions in a long commercial career; the other, to a scrapyard.

Greg Updike owns the Alaskan Salvor and Alaska Commercial Divers (ACD) with his wife, Karen. The boat is outfitted to support hard hat divers. At full strength, a crew of five operates the boat—which is serving its second dive company.

“For me, it’s the Cadillac of dive boats,” said Greg Updike during a brief break in an expected 60-day deepwater job near Sitka. “My old Invader I was a converted tugboat. That was a VW.”

The Alaskan Salvor was one of more than 80 “T” boats commissioned by the U.S. Army as coastal patrol boats and tenders. Few saw service; most were sold by the 1970s.

The Powhatan was built for the U.S. Navy during World War II and decades later worked as a tugboat for an Alaskan barge line. The 85-footer was out of service for about 10 years when it sank in a Sitka harbor in April 2017 and slid into deeper water.

When the Alaskan Salvor arrived from Ketchikan, the Powhatan was 350 tons of dead weight at 170 feet. Pumping off the fuel was the first task for ACD. Then they worked on a plan for “wreck removal.” Salvage was not a consideration: just get it to the surface and onto a barge.

Greg Updike has been a commercial diver for 25 years. He worked on the Alaskan Salvor for more than a year while Ketchikan salvage diver Del Hansen operated the vessel—and



A DEEP BOND—Brothers Greg Updike, right, and Bill have dived together for a dozen years.



A Korean War-era boat wedged into a Ketchikan harbor is on the job as a modern dive platform.

“WE FIGURED OUT THAT WE’LL BE CLOSE TO 10 MILES OF DIVING WHEN WE’RE DONE

then bought the boat with his wife in 2005. Brothers Bill and Jeff joined him on the boat part-time after that. Bill is now full-time with ACD and Jeff is a construction contractor. Sons of all three brothers have put in time on the Alaskan Salvor’s deck crew.

ACD has pulled crashed aircraft and bodies from deep water. They’ve made emergency repairs on the hulls of ferries and cruise ships. They’ve repaired undersea cable. Their everyday work puts them under 950-foot cruise ships, cleaning props and repairing thrusters. But the Powhatan was a big job, nonetheless.

“We’ve been diving 45 days on this boat and we’ll probably put in 60 days” before the tugboat breaks the surface, Greg Updike said. “We figured out that we’ll be close to 10 miles of diving when we’re done.” For hard hat divers, depth and time are exigent. Working at 170 feet, or 5 atmospheres, required ACD divers to spend nearly two hours in an onboard hyperbaric chamber for every 20 minutes on the wreck.

Nothing is hurried. In an inherently risky occupation, risk is a feature of managing.

“It’s the crew we have,” said Updike. “The crew minimizes the risk. Every breath is calculated. Every move is planned.” Updike said dive medics Oscar Hopps and Ross Hazard and deck boss Jesse

Kaye were on the ACD crew in Sitka. Personnel from Crux Diving in Seattle also participated.

Boyer Towing of Ketchikan brought the heavy gear to the job: a barge-mounted, 700-ton crane owned by Pacific Pile and Marine in Puget Sound that was capable of lifting 9,000 pounds of chain and the ill-fated Powhatan.

The brotherly vibe on the Alaskan Salvor is a factor in ACD’s success, said Greg Updike. “With customers, that’s the number one thing. People like this brother thing. We hug each other and take care of each other. It’s something that customers don’t see in every crew in this industry.”



ALASKAN SALVOR

Launched	1953 in San Diego
Length overall	68 feet
Beam	17.9 feet
Draft	5.5 feet
Hull	Welded steel
Hull type	Displacement; V-entry; full keel
Power	345hp diesel
Cruising speed	6-7 knots
Generators	20KW, 50KW, 60KW
Dewatering capa.	300 gallons per minute
Boom capa.	5,500 lbs.



GREGG POPPEN

marine transport

PROPELLERS, NOT PAVEMENT

Ferries are the highways in Southeast Alaska, where most communities are on islands and every town is on the ocean. Alaska's state ferry system provides year-round service to Ketchikan from Bellingham, Wash., and Prince Rupert, B.C. Passengers can walk on or they can roll on with cars, RVs and motorcycles. Many visitors tow boats aboard the ferries for longer stays in Ketchikan.

From Ketchikan, 30 coastal communities are strung along 3,500 miles of ferry route across the state. Mainline ferries offer staterooms, lounges, open-air solariums and cafeterias for long-distance comfort.

A state ferry approaches Ketchikan on a sailing that links visitors and residents to the continent. Below, an IFA vessel comes into port from Prince of Wales Island.



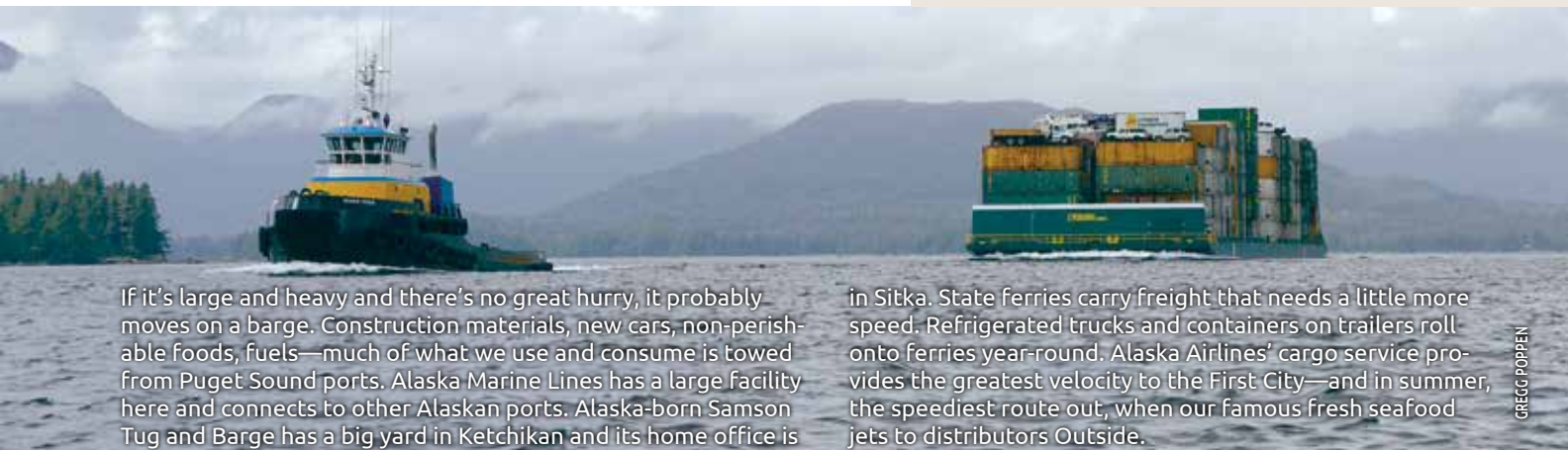
Ketchikan is also served by the Inter-Island Ferry Authority, which runs 198-foot ships daily between Ketchikan and Hollis on the east side of Prince of Wales Island. The green IFA ship opens up the nation's third-largest island to exploration. So-called POW has hundreds of miles of roads and friendly small towns.

Ferries filled the Panhandle gap

Territorial Alaska's "Road Commission" put the new MV Chilkat into operation in 1957 and when the young state created the Alaska Marine Highway System in 1963, the Chilkat was its first vessel. The Southeast Conference of governments and businesses had long lobbied for a true ferry system and the state brought the MV Malaspina and MV Matanuska into service in 1963. In 1968, AMHS bought the MV Stena from a Swedish line, renamed her MV Wickersham and ran the ship from Seattle—but with difficulties. By U.S. law, the foreign-built ship had to stop at a B.C. port on each trip; vehicle access was troublesome; and a deep draft kept her off some ferry routes. The ship was sold in 1974. AMHS made more of a good thing in the 1970s, lengthening the "Mal" and "Mat" by 55 feet. In 1974, the MV Columbia, at 418 feet, joined the fleet.



The boxy MV Chilkat was the first state-owned ferry.



GREGG POPPEN

If it's large and heavy and there's no great hurry, it probably moves on a barge. Construction materials, new cars, non-perishable foods, fuels—much of what we use and consume is towed from Puget Sound ports. Alaska Marine Lines has a large facility here and connects to other Alaskan ports. Alaska-born Samson Tug and Barge has a big yard in Ketchikan and its home office is

in Sitka. State ferries carry freight that needs a little more speed. Refrigerated trucks and containers on trailers roll onto ferries year-round. Alaska Airlines' cargo service provides the greatest velocity to the First City—and in summer, the speediest route out, when our famous fresh seafood jets to distributors Outside.

HOSPITAL & HEALTH CARE

Commitment by the city and dedication on the part of a nonprofit health care ministry led to major expansion in 2017—such as the new surgical suite seen below.

THE CITY PARTNERS WITH A NORTHWEST PROVIDER ON A VITAL MEDICAL CENTER

PeaseHealth Ketchikan is the result of a half-century partnership between the City of Ketchikan and PeaceHealth, a Northwest region health care system.

PeaceHealth Ketchikan Medical Center (KMC) is a critical access hospital offering services that are remarkable for a rural facility with about 35,000 people in its catchment area, southern Southeast Alaska. KMC maintains a 24-hour emergency department, a surgery center, six specialized medical clinics and a comprehensive imaging department.

As the health care hub for the southern Panhandle, KMC and PeaceHealth Medical Group (PHMG) offer care for all stages of life.

More than 200 babies are born every year at New Beginnings Birthing Center. Medical group clinics include pediatrics; women's health; and family and internal medicine. PHMG provides orthopedics and sports medicine as well as general surgery and psychiatric care. The home health staff provides in-home nursing and other medical assistance to homebound patients. New Horizons long term care unit offers skilled nursing care and a hospice suite.

PHMG also provides direct service in Craig on Prince of Wales Island through a primary medical care clinic.

New medical center facilities that opened in 2017 highlight the partnership of the medical center and the City of Ketchikan. About 72,000 square feet of new clinical space and operating suites were christened, along with additional covered parking—projects worth about \$62 million in all. Much of the funding comes through a voter-approved bond paid off by an existing 1 percent sales tax; a state legislative allocation contributed to construction costs.

The modern West End hospital's physical facilities are owned by the city and operated by PeaceHealth—a nonprofit with a history linking medicine and ministry. The Sisters of St. Joseph of Peace established Little Flower Hospital downtown in 1923, but by the 1960s Little Flower was outdated. The sisters entered into a partnership with the city and the municipality built a new Ketchikan General Hospital on Tongass Avenue. The sisters provided health care services in the facility—which has



SERVICES ARE
REMARKABLE FOR
A RURAL FACILITY ...
24-HOUR E.R., SURGERY,
A BIRTHING CENTER,
SPECIALIZED CLINICS,
COMPREHENSIVE IMAGING

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undergone several upgrades through the decades. The sisters' organization grew in Ketchikan and in other Northwest communities to become PeaceHealth, a non-profit health care ministry based in Vancouver, Wash.

PeaceHealth in Ketchikan provides medical care to all, regardless of ability to pay.

As a nonprofit with a board composed of members of the community, the organization invests earnings in the hospital's technology, equipment and services. PeaceHealth contributed \$8 million for furnishings, fixtures and equipment in the three-story addition that opened in 2017.

More than 84,000 patient records are logged each year at KMC. Many of those belong to visitors to the First City—including cruise ship passengers who make use of the hospital and clinics.

Ketchikan Medical Center provides a wide variety of essential services:

- A trauma IV-rated emergency department that logs more than 9,000 visits every year;
- Surgical procedures from appendectomies to surgical cancer treatment, using minimally invasive surgical techniques where possible;
- Orthopedic and sports medicine, including full-joint replacement, paired with pre- and post-surgery physical therapy;
- A modern birthing center with board-certified obstetricians/gynecologists and certified nurse midwives;
- MRI, CT scan and cutting-edge laboratory services using telepathology;
- A 25-bed inpatient medical/surgical and intensive care unit;
- A 29-bed long-term, transitional care facility;
- A full-service sleep center and pulmonology clinic;
- A fully equipped suite for infusion therapy.

PeaceHealth Medical Group provides primary and specialty medical care in Ketchikan and on Prince of Wales Island, with outreach clinics to Wrangell, Petersburg and Thorne Bay. Clinics include:

- Family medicine
- Women's health
- Pediatrics
- General surgery
- Orthopedic surgery
- Psychiatry
- Home health care in Ketchikan and on Prince of Wales Island.

A three-story addition to the hospital completed in 2017 brought in state-of-the-art clinical, diagnostic and surgical facilities, from networked work stations to top-flight medical imaging.



Visiting specialists provide regular clinical care for cardiology; oncology; ophthalmology; neurology, plastic surgery, ear/nose/throat; urology; gastroenterology; podiatry; and allergy and asthma.

Ketchikan Medical Center ranks as one of the leading hospitals in Alaska, regularly earning top marks in several areas of quality on the Hospital Consumer Assessment of Healthcare Providers and Systems. PeaceHealth also hosts the Southeast Alaska Area Health Education Center, which works to recruit and train for health care professions.

On Prince of Wales Island, PeaceHealth established the Prince of Wales Health Network of agencies collaborating to strengthen health care and to increase access. PeaceHealth also implemented a behavioral health prevention and early interven-

tion program with funding from the State of Alaska.

PeaceHealth's regional system has more than 800 physicians and providers, a comprehensive lab system and nine medical centers in urban and rural communities. PeaceHealth also works with University of Washington Medicine to increase access, enhance patient safety and reduce costs through sharing and broader use of best practices.

**KETCHIKAN
MEDICAL CENTER
RANKS AS ONE OF THE
LEADING HOSPITALS IN ALASKA,
REGULARLY EARNING TOP MARKS
IN SEVERAL AREAS OF QUALITY**



Yates Hospital, at far left, was part of Episcopalians' mission; the building is undergoing reclamation by Historic Ketchikan Inc. Little Flower Hospital was closed in the '60s, the building used for apartments until its razing in the 2010s.



Small clinics expand health care options.

Missions define hospital history on the frontier

Medical care in early Ketchikan was rugged, like the town—but well-ventilated.

As the mining and fishing hub's population grew quickly in the 1890s, physicians treated patients at the outset in canvas tents, then in a portion of the St. Agnes Mission.

In 1905, Episcopalians created the city's first hospital building by converting the clergy house on Mission Street. The two-story facility was later named Yates Memorial Hospital in honor of a back-East benefactor. The flu epidemic of 1918 was a historic challenge.

Hospital competition arrived in 1923 when the Catholic Society of Alaska opened Little Flower Hospital on Bawden Street. The enterprise was operated by Sisters of St. Joseph of Peace of New Jersey. Hospital lore says a bishop named the facility for Saint Theresa, the "little flower in God's garden." Down the hill, Yates closed in the early 1920s, too small and too costly to operate.

Little Flower Hospital blossomed during World War II. A pediatric ward was finished in 1941. A federal grant in 1943 brought bed capacity to 75—the biggest private hospital in Alaska. Sisters of St. Joseph of Peace provided health care at Little Flower through the city's rough-and-tumble years. They took care of routine medical needs, but also the—well, the *special demands* of the Creek Street red-light district: from stab wounds to illness and exhaustion. When polio hit in the '50s, the sisters worked with University of Washington epidemiologists to trace and to treat the outbreak; hospital staff later provided immunizations.

By 1960, the fire marshal ruled out using the building as a hospital. The sisters were financially unable to replace the facility. The community stepped in with a 1 percent sales tax to fund a new facility; an advisory board provided oversight. The new Ketchikan General Hospital opened in 1963 on Tongass Avenue.



A steam sterilizer from the early hospital is a museum piece today.

PRIVATE HEALTH CARE PRACTICES THRIVE

Independent clinics in the First City provide a wide range of services, from acute care to lab tests and from primary care to wellness. Nurse practitioners (N.P.s) staff several clinics: Legacy Health Clinic; Northway Family Health Care; Rainforest Family Healthcare Clinic; and Serenity Health Clinic. Creekside Family Health Clinic employs N.P.s and an M.D.

An M.D. provides medical service at Harmony Health Clinic.

Chiropractic services are available at three clinics. Family Chiropractic Clinic and Ketchikan Chiropractic Clinic are longtime providers. Dru Kindred's clinic combines chiropractic treatment with acupuncture therapy.

Optimum Health and Wellness offers physical therapy at its independent Ketchikan clinic.

JET CARECRAFT Mediflight biz has a local base



Alaska's biggest medevac provider keeps personnel and a pair of aircraft at the ready in Ketchikan in a new station.

Guardian Flight maintains a base at the airport to link local medical providers with facilities in-state and around Puget Sound. Flight crews and medical personnel in Ketchikan provide around-the-clock availability. Guardian provides similar service at six other Alaskan bases.

The company keeps two Hawker 400s at the Ketchikan airport. The aircraft enable medevac teams to handle a wide range of patient care "from bed to bed"—from the doors of the Ketchikan hospital to the receiving facility. Guardian Flight points up rapid response times, but after 12

years in Ketchikan the service also leans on its familiarity with the mediflight needs of southern Southeast Alaska. Surgical and cardiac cases routinely call for urgent transport. Pediatric ICU, obstetric and burn patients fly with Guardian. Trauma victims and newborns receive the service's medical care in fast, pressurized aircraft.

Apollo MT by Guardian Flight offers memberships that provide a hedge against the high cost of emergency medical transport. The low-cost memberships are valid statewide and also outside Alaska via Air Medical Resources Group affiliates.

Guardian Flight provides non-urgent, pre-arranged medical charters statewide through its medevac bases.

The Ketchikan operation boasts a new airport facility with a spacious hangar, offices and crew quarters.



service

ROTARY EFFORTS ARE IMPORTANT COGS IN TURNING LOCAL & GLOBAL PROGRAMS

Ketchikan folks formed Alaska's first Rotary club in 1925: Rotary 2000 was the 2,000th club in Rotary International. The club's first big project, in 1930, was Rotary Beach; Rotarians poured private funding and concrete for a swimming hole south of town that's now incorporated into a borough park. First City Rotary chartered here in 1987. The club's Fourth of July Rubber Duck Race on Ketchikan Creek is its major fund-raiser and a big event on the day. The club is all in for healthy outdoor recreation, building picnic shelters at several state parks; spanning Lunch

Creek and Ward Creek with pedestrian bridges; and installing playground equipment in several pocket parks.

First City Rotary is the last word in service to youth by providing dictionaries to third-graders in Ketchikan and Metlakatla and on Prince of Wales Island. The club supports a college scholarship and, with Rotary 2000, provides assistance to the local Interact Club.

The club participated in a medical project fighting cervical cancer in South America and sends local youths to Rotary Youth Leadership Academy.

Rotary 2000 maintains Rotary House condos as affordable rentals for patients and families from out of town using local medical services. The club provides scholarships for high school grads committed to service and stipends for kids of all ages in extracurricular or scholastic programs.

A food pantry at the middle school supported by Rotary 2000 provides nutritional assistance. The club's Kids Don't Float project places flotation vests for young boaters at local boat launches. Trunk or Treat on Halloween night provides a safe, dry indoor event for families.

The clubs were jointly awarded the chamber of commerce's community service award in 2014.

solidarity

CHAMBER'S CENTURY-PLUS OF ADVOCACY RESPONDS TO ALTERING ECONOMIC TIDES

Ketchikan's business-advocacy organization was born with the 20th century and grew up fighting for Ketchikan's commercial causes on the frontier. The Greater Ketchikan Chamber of Commerce of today works to solidify local business in an economy tuned to global speed and reach.

The roster of more than 300 active members has grown in recent years. The chamber conducts networking lunches and after-hours events at member businesses. Leadership education is a long-running focus. The annual awards banquet honors citizens and businesses that make Ketchikan special. Advocacy for business at the local, state and federal levels mirrors the vibrancy of Ketchikan's commercial scene.

In early decades, organized business people in Ketchikan spoke up for modern communications and then statehood; lobbied for the timber industry; and plumped for efficient local government.

The chamber was founded in 1900 as Ketchikan Commercial Club. Its first project was petitioning the U.S. to bring in a telegraph cable at a time when commercial information and goods traveled at steamship speed. By the 1950s and '60s, the chamber was a vigorous advocate for the timber industry.

In the 1990s, the chamber lobbied for consolidation of local governments and promoted efforts to keep local taxation in check. The chamber took up the U.S. Navy's cause in a sub-testing facility—a project approved in an advisory ballot.

Chamber members were active in founding the Ketchikan Marine Industry Council in 2012, with eyes on sectors from mariculture to shipbuilding.

The chamber provides sponsorship and shoreside support for the Race to Alaska and lobbied state government to permit a "race classic" with a cash prize for guessing the winning time.



WILDLIFE

GREGG POPPEN

KETCHIKAN FEATURES GREAT SITES FOR SIGHTING CREATURES



GREGG POPPEN

Migratory birds abound here, from springtime to fall. This varied thrush was surprised by a late, deep snow.

We share this environment with amazing varieties and numbers of wild creatures, from mountain heights to ocean depths. Opportunities for wildlife photography are great, as these pages make plain.

Trails into the backcountry are great places to view a great variety of birds—and mountain goats, if you get up to alpine elevations.

Boats make great platforms for observing whales in summertime—but even shorelines in the area can put you close to humpback whales and orcas as they feed. At sea, keep your boat at least 100 yards from all marine mammals; it's federal law and a good practice for all concerned.



CINDY BALZER

You've heard of a meal fit for a king. This bear has a king fit for a meal. Black bears fill their stomachs—and photographers fill media storage cards—at viewing sites.



CHARLES HABERBUSH

FURRED, FEATHERED & FINNED WILDLIFE IS PHOTO-READY

Bear-viewing sites offer seasonal looks at resident bruins. Herring Cove is on the road system. Others can be reached by boat or floatplane.



CHARLES HABERBUSH

Barred owls are the owls most active, and loud, during daylight.



Orcas and humpback whales arrive in numbers in late spring to feed in our teeming waters. If your timing's good, you're on the scene when humpbacks breach, like this one, or bubble-net-feed in groups.



CREGG POPPEN

Sea lions navigate and forage amid boat traffic in Knudson Cove during summer salmon runs.



Bright wild salmon fetch top dollar when they come ashore from trollers' icy holds. Alaskans also go to market with seafood from halibut to oysters, from giant clams to sea urchins.

NICK BOWMAN

FISHING

THE ONETIME CANNED SALMON CAPITAL OF THE WORLD IS DIVERSIFYING INTO OTHER SPECIES & PROCESSES. WE'RE ONE OF THE TOP SEAFOOD PORTS IN THE NATION. THE PRODUCT MIX INCLUDES FRESH FILLETS OF SALMON FOR LOWER-48 RESTAURANTS, BUT ALSO OYSTERS THAT FLY ACROSS THE REGION & SEAFOOD EGGS THAT TEMPT PALATES IN ASIA.

A MAJOR SEAFOOD PORT TRADES ON A DIVERSE MIX OF SUSTAINABLE SPECIES

Ketchikan is a leading port in the state that leads the nation in producing healthy, sustainable seafood for the world's appetites.

The First City ranked tenth among Alaskan ports in landed seafood poundage in the most recently available numbers from the National Oceanic and Atmospheric Administration (NOAA)—but another number is important for the local economy. Ketchikan followed only two other Alaskan ports in the value *per pound* of seafood coming ashore.

NOAA reported that more than 84 million pounds of seafood were landed in Ketchikan in 2015, with an initial dockside value of about \$40 million.

Ketchikan ranked 25th among all U.S. ports in the value of seafood landings—behind some lobster and tuna ports, but ahead of other ports that process high-volume, low-priced fish with common white flesh.

Oceans have tides, and so does Alaska's ocean-dependent industry—subject not only to variations in natural abundance but to commodities prices as well. Catch volumes and ex-vessel values can veer widely from year to year. Ketchikan's seafood landings back in 2013 floated to 11th in the nation by dollar value, buoyed by an unusually big pink salmon harvest across the Southeast region. But pinks were in scant supply three years later.

Diversification in harvested species and increases in both aquaculture and mariculture are smoothing those wrinkles to some degree.

The Alaska Department of Commerce estimated that Ketchikan-based commercial seafood harvesters earned \$23.3 million from that 11th-place U.S. finish. State labor economists reported that processing personnel were paid \$12.7 million in 2013; a third went to local residents.

Three large local processors keep crews busy canning, freezing and fresh-shipping immense volumes of salmon during a short season, but the seafood species mix and the employment calendar are broadening. One Ketchikan processor reports handling the usual seafood suspects—salmon, halibut, cod, rockfish, shrimp and herring—but also buys geoduck clams and sea cucumbers from dive harvesters year-round. Along with dive-caught sea urchin roe, those species go mostly to Asia. Southeast Alaska dive fisheries have grossed in the \$12 million to \$15 million range in recent years. The southern part of the region, with Ketchikan as its processing hub, sees most of the action.

Alaska is the only state that constitutionally commands sustainable fisheries management; we regulate harvests via permits. Because we prohibit "fish farming," all Alaskan seafood is wild-caught. Alaska Seafood Marketing Institute promotes our products to chefs, stores and consumers with two goals: to bump up annual per capita seafood consumption and to persuade consumers to demand "Alaska Seafood"—a "brand" second only to "Angus beef" in the frequency of its name-drops on restaurant menus.

Even with global competition from farm-raised fish and shellfish (half of seafood consumed worldwide), Ketchikan processors are bullish. Trident Seafoods opened new, multimillion dollar facilities on Stedman Street in 2014 to replace an old plant on Tongass Avenue. Alaska General Seafoods put up four floors of bunkhouse to handle seasonal employees. E.C. Phillips, the last big locally owned processor, boasts peak employment of 250.

THE FIRST CITY
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AN INDUSTRY SECTOR BORN IN HATCHERIES YIELDS INCREASING ECONOMIC IMPACTS

Salmon from Southeast Alaska hatcheries remain mainstays in commercial fishing fleets after decades. Now bivalve culturing is catching on, abetted by a local seed producer.

Southern Southeast Regional Aquaculture Association (SSRAA) has produced salmon for commercial and sport fisheries since the 1970s and releases about 180 million young fish into the ocean each year. Millions of those king, coho and chum salmon return as adults and are responsible for an estimated \$70 million per year in value to the regional economy. Alaskan commercial fishers voted decades ago for a continuing investment in five regional nonprofit hatchery associations: They pay 3 percent of landed salmon value to a fund that provides support for hatcheries. State officials estimated in 2014 that 85 percent of chums and 27 percent of high-value cohos caught in Southeast were hatchery fish.

While hatchery-bred salmon are wild-caught, the fast-growing shellfish-farming sector develops captive seafood. Small oyster farms dot many coves within 75 miles of Ketchikan—particularly along northern Prince of Wales Island—and an ambitious Ketchikan operation counts on shipping millions of the shellfish each year within Alaska and to the Lower 48. →



After commercial fishers get first crack at SSRAA salmon, some hatchery returns are netted to help fund operations.

FISHING FOR SOME PROFIT

Fish processing started in the Ketchikan area with salmon salteries in the 1880s, but fires and high costs thwarted many entrepreneurs. Fish were plentiful but far from end markets and production costs were enormous. But sockeye in the can was popular and supply followed demand.

In 1896, Alaska's 20 salmon canneries—most within 75 miles of Ketchikan—packed 40 percent of Pacific volume. About 2.4 million cases were produced—each with 48 1-pound cans.

Fidalgo Island Packing Co. was built south of town in 1900. Ketchikan businesspeople persuaded New England Fish Co. of Boston to put up a cold storage plant in 1908; before then, fishermen chipped ice from LeConte Glacier near Petersburg. Fishermen weary of rowing and sailing small dories soon welcomed gas motors on their boats.

A bump in canned salmon prices



Ketchikan Cold Storage processed tons of halibut each week in the '30s. Some arrived in Chicago and other cities in just days.



in 1910 lured investments. New canneries were under way in 1911-12 in the city and outside. Ketchikan investors built Ketchikan Cold Storage Co. 1913. The facility created 70 tons of ice each day and froze 90,000 pounds of fish. That prodigious capacity drew halibut fishermen.

Enter the floating fish trap, an innovation credited to J.R. Heckman of Ketchikan, who adapted traps attached to shore pilings. Floating traps let canneries take salmon in enormous numbers and hold them alive for canneries. WWI boosted demand for Alaskan salmon to feed the troops. In the 1920s, fishing made Ketchikan the most populous city in Alaska. Canadians pushed the railroad to Prince Rupert, B.C., in the early 1920s and gave halibut processors another means to market. That brought yet more halibut fishermen.

By 1930, more than 150 halibut boats called at Ketchikan and a fleet of close to 1,000 salmon boats supplied 13 canneries and a cold storage. The annual canned salmon pack was worth \$5 million.

Hatcheries ' impacts CONTINUED

From the air, Hump Island Oyster Co. is about 10 acres of culturing floats and a new processing facility, tucked between small islands north of Ketchikan. Under the water are about 3 million oysters filter-feeding in pristine Alaskan salt water and growing toward harvestable maturity. Owner Trevor Sande said Hump Island aims at selling several thousand dozens each week at peak production. That volume assumes optimal survival, clean tests for toxins and well-oiled gears to move live shellfish from his processing cooler to restaurant ice bins. (In 2017, Hump Island shipped fresh oysters to Ketchikan stores and restaurants, to in-state customers, to Seattle eateries and as far as Reno.) The oyster farm's locally milled cedar frames in precise grids and the picturesque site hide several years of permitting, construction and experimenting. Hump Island Oyster Co. used a state mariculture revolving loan fund for some financing.

Oyster farmers pour money into the water for three years until the first crop matures to market size. Sande said Alaska-grown oysters are "fast-growing and hardy," but the young in-state industry is working to increase survival; Sande's target is 75 percent. Like other farms in the region, the Ketchikan operation sends samples of harvests to an Anchorage lab for toxin testing—which holds up packed shipments about a day.

But Sande said the product has passed the most crucial test: on consumers' palates. "The reception for the Alaska

product Outside has been very good," Sande said. "Our oysters are sweeter than Puget Sound oysters." He said some customers liken them to briny New England bivalves.

Farms need seed, and a nonprofit in Ketchikan aims to be a reliable, first-line source for growers. OceansAlaska buys free-swimming, microscopic larvae (mostly from Hawaiian sources) and pours them into gurgling tanks in its barge-mounted hatchery. The larvae "set" on fine fragments of oyster shell and feed on algae-rich sea water pumped from a local cove into rows of rearing tanks. At about 4mm, most of the infant oysters ship to farms for years of tending, tumbling (to strengthen and shape shells) and sorting. Hatchery manager Conor Eckholm said OceansAlaska is one of only two independent oyster nurseries on the West Coast and has customers all the way to California. But growers in a close radius are critical. "We're important for the smaller growers in this part of Alaska," Eckholm said. "It's seed security for them." The goal is to produce 40 million seed oysters every year. The Ketchikan Gateway Borough put its faith in the enterprise in 2016 with a \$600,000 loan.

There are other undersea worlds to conquer. Local mariculture businesses haven't succeeded with trials of raising geoduck clams and kelp—but they vow to keep trying.



This Hump Island oyster flew from Ketchikan to a Seattle restaurant—and disappeared.

THE TUNNEL

Until 1954, downtown and Newtown were connected by a narrow, wooden, two-way viaduct on pilings that skirted Knob Hill.

The tunnel dedicated that year provided northbound access to Newtown and the fast-growing West End. The southbound viaduct beside the rock was upgraded and paved in a massive civic project.

Planning and funding started a couple of years before, with the startup of pulp mill operations imminent. Everyone knew that population and traffic would increase markedly, and Model Ts weren't the biggest rigs on the street anymore. Ketchikan needed to circumvent or cut into the stone dividing downtown from Newtown.

Before 1900, settlers rowed between the city core and the few homes to the north. A narrow wooden walkway on timbers was put up as "New Town" developed. A plank street on pilings was built in 1916 and was improved over the years. It sufficed for decades—but barely.

In 1952, the options were to upgrade the two-lane viaduct, to blast down the rock knob or to tunnel through it. Knob Hill residents were relocated for months while the tunnel was blasted open. The shot rock was taken away to provide fill for other local projects. Ketchikan's 273-foot tunnel was finished in 1954 and capped with concrete portals at the ends.



GREGG POPPEN

North to Alaska—to Newtown, anyway. Northbound traffic's used our in-town tunnel for more than six decades.



KETCHIKAN MUSEUMS

The narrow wooden walkway linking downtown to so-called New Town in 1907 is at right in this photo, looking north. Later on, larger viaducts carried all traffic between districts.

TUNNEL UNIQUE

KETCHIKAN BOASTS THAT OUR TUNNEL IS THE ONLY ONE IN THE WORLD THAT CAN BE DRIVEN THROUGH ... DRIVEN AROUND (THE SOUTHBOUND VIADUCT) ... AND DRIVEN OVER (UPPER FRONT STREET, ON KNOB HILL). AN ITEM IN *RIPLEY'S BELIEVE IT OR NOT* IN 1967 IS CITED AS PROOF.

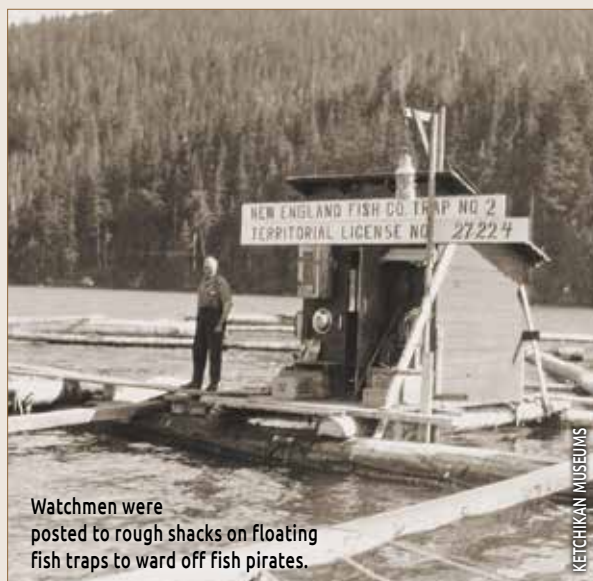
Piracy plagued salmon trap owners

In the early days of industrial salmon canning, the fish pirate was canneries' nemesis—a buccaneer who swiped salmon from fish traps and sold them to canneries as if they were his.

It was illegal. It wasn't right. But it wasn't unheard of for an accused fish pirate's peers, sitting as a jury, to let him off. Some fish traps were operated by Alaskans, but big cannery companies based outside of Ketchikan, with largely foreign workforces, weren't always cherished by home folks. Piracy became so endemic that

canneries put watchmen in shacks on the traps. But some watchmen could be persuaded with cash to turn their backs on a trap raid. They say some canneries hired watchmen for the watchmen, putting Pinkerton security men on trap reconnaissance.

There's a legend of an especially slippery piracy: A salmon-laden packer boat arrived at the dock after a nighttime slog in thick fog; when the crew jumped off to tie up the scow full of fish they'd been towing, they found instead a raft of logs.



Watchmen were posted to rough shacks on floating fish traps to ward off fish pirates.

KETCHIKAN MUSEUMS



MEDIA

TRADITIONAL OUTLETS & CONTEMPORARY MODES COMPRISE A LIVELY MATRIX THAT KEEPS US WIRED IN & TUNED IN, LOCALLY & GLOBALLY

The First City is never last to know. Ketchikan is well-equipped for keeping up with news and entertainment—from up the street or from the far side of the world.

The newspaper is off the press early in the morning six days a week and is available online with a click. Four local radio stations broadcast news, public affairs programs and music while providing web-based streams. An online news site compiles local and statewide news and spices up local conversation with a free-flowing letters page. A weekly shopper on paper and online provides classified ads and business ads. The municipal utilities' video production team covers hometown topics from sports to Native culture. For entertainment and news, two providers carry TV via cable and fiberoptic lines.

The *Ketchikan Daily News* publishes every morning but Sunday on Dock Street. The family-owned paper delivers thousands of printed broadsheets to residential boxes and in-store racks; the web edition is popular with local readers, as well as travelers and folks Outside who need to maintain a bead on the community and Alaska. *Daily News* editors, reporters and a full-time photographer cover the community from local governments to sports. Circulation for the Weekend Edition is about 3,200.

Four radio stations broadcast from studios in Ketchikan. Honors for longest heritage go to KTKN-AM, linear successor to Ketchikan's first station. Weekday mornings feature commentator Rush Limbaugh, followed by the local "First City Forum" program of interviews, news and call-ins. (Oldtimers sometimes refer to the show by a former title, "Problem Corner.") KTKN airs pop music from a satellite feed and hourly headlines from CBS. KTKN provides live coverage of Ketchikan High School sports.

KGTW-FM has shared ownership and facilities with KTKN since 1988. The FM station features country music. Both "Gateway Country" and KTKN are translated to Craig on Prince of Wales Island, and both stream online.

Ketchikan boasts a membership-owned public radio station. KRBD-FM signed on in 1976. The station airs music shows produced by volunteers—more than 60 in all, in

The tower that beams AM and FM signals from a hillside near Thomas Basin shows how times have changed in the decades since this landmark arose. New technology in the form of LTE cells shares the latticework and enables Ketchikan to stay up to date in the full array of print, broadcast, wired and web media.

areas from blues and classical to indie pop and classic rock. Station staff and interns maintain a news department. News and entertainment shows from National Public Radio and other networks fill out the broadcast clock. The station broadcasts via an in-town tower and three rural translators, plus translators in four Prince of Wales Island communities. KRBD is the primary emergency alert system broadcaster in the area. The station's web site and Facebook page extend its reach.

KFMJ-FM hit the air in 1996. Its founder, Bob Kern, sold the station to a local owner in 2015. The station changed its music format in 2017 from oldies to hits of the 1980s-1990s and adopted the nickname "The Rock"—not coincidentally, one of our monikers for Ketchikan. The station's web site provides a live stream. The owner of KGTW and KTKN, Alaska Broadcast Communications, took over sales and marketing for KFMJ in 2017.

The local web page sitnews.us was founded by retired teacher Mary Kauffman in 1997 to publish news and opinions. Its letters to the editor page is a popular site for political commentary and lively back-and-forth. Sitnews offers local and Alaska news and features, along with national material. Its home page provides a place for local photographers to post gorgeous photos of wildlife and natural phenomena.

The Local Paper is a weekly printed shopper with space for retail and personal items for sale since the 1980s. The publication is distributed free at dozens of local stores and its fare is also posted on the internet.

The most recent addition to the media matrix is KPU TV, a team that produces local programs for Ketchikan Public Utilities' television service. In 2017, KPU TV won two "Best of the Northwest" awards from the Alliance for Community Media Northwest Region—a group of community-TV outlets in seven western states and two Canadian provinces. The alliance honored KPU TV for community involvement and for overall excellence in public, educational and government-access programming. The alliance's national organization lauded KPU TV in 2014 for overall excellence in government programming. Among many topics, KPU TV has covered the local boxing club, domestic violence awareness programs and outdoor recreation.

Both KPU TV and GCI, the privately owned Alaska-wide cable company, provide subscribers with live feeds of meetings of the Ketchikan City Council, the Ketchikan Gateway Borough Assembly, the school district's elected School Board and the borough's planning commission.



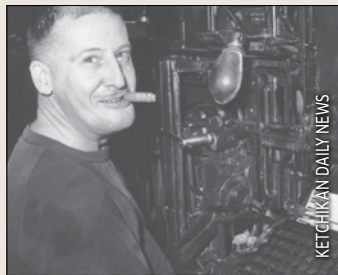
The Goss web press at the *Ketchikan Daily News* turns out several thousand copies of the newsheet six days a week. Volunteer music programmers are mainstays at KRBD-FM, a public station owned by members and governed by a non-profit board. Sitnews.us features community photos, a lively letters column and a broad internet canvas of local, state, national and world news. *The Local Paper* is in print each week with a roundup of retail offerings and private items for sale. KPU TV wins awards for its engagement in civic life and public affairs. KTKN-AM, our longest-lived traditional media outlet, still features a local catch-all hour at 11 a.m. weekdays. KFMJ-FM provides local programming and a music format of rock hits.

NEWS WITH AN INDUSTRY FOCUS PAPERED OVER EARLY KETCHIKAN

The first news sheet in Ketchikan was *Mining Journal*, founded in 1900. Ketchikan was flooded with prospectors—some visiting on their headlong hurry to gold rushes in the Klondike and Yukon, others staying to crack rock in this area. The latter bought more papers and the *Journal* provided news of mine claims and mineral discoveries. Publisher A.P. Swineford was President Grover Cleveland's governor in the District of Alaska from 1885 to 1889. The *Journal* was gone at the end of the 'teens as fishing and timber surpassed mining.

Ketchikan Chronicle entered the scene in 1919 to offer local and global news. Wars and Prohibition and births and fishing seasons passed across *Chronicle* broadsheets. The weekly *Alaska Fishing News* hit the streets in mid-1934, sponsored by the Alaska Trollers Association. Sid Charles, once of the *Chronicle*, was editor. Charles bought the paper and went to thrice-weekly publication in 1939. Bud Charles joined his father in the business. After World War II, Sid Charles, Bud and Bud's wife Patricia incorporated Pioneer Press and moved the *Fishing News* to Dock Street. They installed a web-fed press, published every weekday and changed the banner to *Ketchikan Daily News*. For a decade, until the *Chronicle* folded in '57, our town had it all: a prosperous fishing industry; a newly vital timber industry; a harbor busy with planes and steamships; two movie theaters; and that hallmark of higher civilization, competing newspapers.

Lew Williams Jr. and his wife Dorothy joined the *Daily News* in 1966, still owners of the *Petersburg Press*. The *Daily News* had just replaced hot-metal type with a photo-offset system. Lew Williams Jr., like Bud Charles, was the son of an Alaskan newspaper man: his father ran the *Wrangell Sentinel* from 1935 to 1968. In 1976, Lew and Dorothy bought



A lineage of ink—Bud Charles, second-generation news man, at the Linotype.

the Ketchikan paper. In the 1980s, they shifted to morning publication and added a weekend edition. In 1995, the couple sold the *Daily News* to their children. The paper, more than 80 years old, has been run by just two families.

A monthly newsprint magazine covered Ketchikan from 1965 to 1992. *New Alaskan* ran personality features, business features, historical essays and more.

KGBU-AM was the town's first radio station (and Alaska's second) in 1926.

KGBU for years broadcast in the evening with a hodgepodge of music, weather forecasts, chit-chat and news about fishing. (Notable in historical terms is the approximately year-long tenure of L. Ron Hubbard as a show host in 1940-41; "Mail Buoy" featured his poetry, sung ballads, sailing tips and answers to listeners' questions. Hubbard was a short-time resident of Ketchikan. He would go on to devise "Dianetics" and to found Scientology.) KGBU became KTKN in 1942 and still broadcasts local and network programming. KABI-AM broadcast from a Ketchikan tower in the 1940s and 1950s.

Oldtimers claim our town had one of the nation's first cable TV services. Radio techs Chuck Jensen and Wally Christiansen strung a cable-TV system in 1953 with bars as their customers. KATV cablecast live local news from a makeshift studio and played network programs from film mailed into Ketchikan. In the 1960s, KATV picked up Canadian shows via relay. Limited live U.S. fare arrived in the '70s—but even into the 1980s, many "live" shows were cablecast as tapes came in the mail.



The *Mining Journal* on rough Main Street was present at the founding of Ketchikan, turning out news from 1900—but surviving less than 20 years.

Last Frontier's first mag was born in the First City



Between two world wars, as the nation struggled out of the Depression, the mail delivered stories of an elementally challenging land, where brave men really did match mountains and hunger was cured with a rifle or a bamboo fishing rod.

Those stories poured through an office on Mission Street in Ketchikan. Investors led by Emery Tobin founded *Alaska Sportsman* in 1935 as a monthly magazine. Editor Tobin brought Alaska to sportsmen Outside and aimed to bring sportsmen to the

territory: economic development by enchantment.

Tales of great grizzlies, teeming salmon, challenging snow and roaring rivers mixed with geographic features and ads. The magazine was sold in 1958 to two Alaskans and moved from Ketchikan, but retained its name.

Over the decades, the publication became nationally known *Alaska* magazine and is published by Morris Communications of Georgia, which owns *Milepost* and Alaskan newspapers and radio stations.

For decades, every issue had a Great Land-spanning digest of Alaskan deeds and people titled "From Ketchikan to Barrow." Features still find Alaskan adventure, such as surfing in Kachemak Bay and tourism in polar bear country.

