

VISITOR INDUSTRY TASK FORCE 2.0 (VITF) AGENDA

September 10, 2026 at 5:30 PM

Assembly Chambers/Zoom Webinar

<https://juneau.zoom.us/j/83826098583> or call 1 (669) 444-9171 Webinar ID: 838 2609 8583

A. CALL TO ORDER/ROLL CALL

B. LAND ACKNOWLEDGEMENT

We would like to acknowledge that the City and Borough of Juneau is on Tlingit land and wish to honor the indigenous people of this land. For more than ten thousand years, Alaska Native people have been and continue to be integral to the well-being of our community. We are grateful to be in this place, a part of this community, and to honor the culture, traditions, and resilience of the Tlingit people. *Gunalchéesh!*

C. APPROVAL OF AGENDA

D. APPROVAL OF MINUTES

1. September 3, 2026 VITF Minutes - Draft

E. AGENDA TOPICS

1. Revisiting Whale Watching

F. COMMITTEE MEMBER COMMENTS AND QUESTIONS

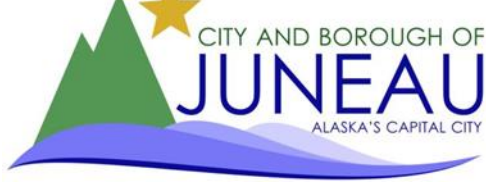
G. NEXT MEETING DATE Thursday, September 17, 2026 @ 5:30pm, Assembly Chambers/Zoom

H. SUPPLEMENTAL MATERIALS

1. 8.31.2026 Whale Watching Recommendations VITF Memo
2. 4.16.2026 VITF Whale Watch Memo - Updated
3. Attorney Lynch Notes for VITF 2.0 — Whale Watching
4. Juneau Whale Watch Boats_2026

I. ADJOURNMENT

ADA accommodations available upon request: contact the Clerk's Office (907)586-5278 or city.clerk@juneau.gov at least 36 hours prior to a meeting, to request ADA arrangements.



VITF 2.0 – MEETING DRAFT MINUTES

September 3, 2026 at 5:30 PM

Zoom only

<https://juneau.zoom.us/j/83826098583> or call 1 (669) 444-9171 Webinar ID: 838 2609 8583

A. CALL TO ORDER

Vice-Chair Kirby Day called the September 3, 2026 VITF meeting to order via Zoom at 5:33pm.

B. ROLL CALL

Task Force Members Present: Neil Steininger; Meilani Schijvens; Shem Sooter; Sarah Lowell; Kirsa Hughes-Skandijs; Ren Scott; Matt Catterson; Kirby Day

Task Force Members Absent: Ella Adkison; Jeremy Timothy

Staff/Others Present: Alexandra Pierce, Visitor Industry Director; Phil Huebschen, Engagement Specialist; Andres Delgado, Airport Manager; Nicole Lynch, Assistant Municipal Attorney; Laura Buchheit, Deputy District Ranger, US Forest Service

C. APPROVAL OF AGENDA – Agenda approved as presented.

D. APPROVAL OF MINUTES – Minutes approved as presented.

- a. 2026-07-30 VITF Minutes - Draft

E. AGENDA TOPICS

- a. Revisiting Downtown Congestion

- i. General discussion on topics previously explored by the Task Force on helicopter flightseeing. The Task Force agreed upon the following draft recommendations regarding flightseeing to be further refined before inclusion in the finalized report:

(1) Departure consolidation: Remind operators to consolidate departures where feasible and enforce this expectation through the Tourism Best Management Practices (TBMP) program.

- (a) Rearticulate the term “enforce” to “formalize”, “memorialize”, or similar terminology.
 - (b) Consolidate first and last departures; encourage operators to fill flight schedules from the middle of the day.
 - (c) Encourage TBMP to focus on increased public education on difference between tour flights and charter/maintenance flights.

VITF 2.0 – MEETING DRAFT MINUTES

September 3, 2026 at 5:30 PM

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(2) Noise study: Commission a study measuring noise differentials between current/older helicopter models and the H130, updating the baseline established by the 2001 Flightseeing Noise Assessment to reflect current fleet composition and to establish a factual basis for any further discussion of operating conditions.

- (a) Add noise mitigation measures and evaluate their effectiveness.
- (b) Incorporate seasonal noise monitoring in specific areas.
- (c) Continue to pursue all available and recommended noise mitigation measures, separate from the study.

(3) Alternative heliports: Explore the feasibility of establishing alternative heliport locations by refreshing the 2001 Alternative Heliport Assessment with current data and conditions, including examining multiple sites for viability and noise impact. The study should include a cost/benefit analysis.

- (a) Consider likely/planned development areas in the next 5-10 years when establishing heliport locations.
- (b) Combine with noise study recommendation and look into FAA grants for funding.
- (c) Ensure study captures bus traffic considerations and other variables.
- (d) Inform consultants of likely “no-go” zones based on community feedback and VITF comments.
- (e) Confirm whether helicopter enplanements still count toward AIP for the airport. Ensure there are no funding gaps with that decision.

(4) TBMP audit: Review the volume and distribution of complaints, specifically, how many individual residents are voicing concerns, as distinct from the total number of complaints filed.

- (a) Use for siting for noise sensors in study. Emphasize that all complaints are valid. Combine into recommendation regarding noise/heliport study.

VITF 2.0 – MEETING DRAFT MINUTES

September 3, 2026 at 5:30 PM

Zoom only

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- (5) **TBMP reporting: Emphasize to residents and stakeholders the importance of submitting complete TBMP concern reports, including specific time and location details, so operators and staff can act on the information.**
 - (6) **Include a more robust set of helicopter flightseeing questions in the 2026 resident survey.**
 - (7) **Create annual community meeting between operators, FAA, JAA and impacted residents. Discuss opportunities for tweaks to routes and other operational improvements. Create annual TBMP end of season reports for VITF.**

F. COMMITTEE MEMBER COMMENTS AND QUESTIONS

- a. Matt Catterson noted that USFS Record of Decision is available to the public online, and that it describes considerations towards noise complaints in their decision-making process.
- b. Kirby Day noted the volume of information the VITF is considering, and asked Chair Adkison and Director Pierce to consider additional abbreviated sessions to further gather thoughts on discussed topics and draft recommendations.
 - i. Director Pierce noted that this will be discussed during the September 10 meeting when Chair Adkison is present.

G. **NEXT MEETING DATE** Thursday, September 10, 2026 @ 5:30pm.

H. SUPPLEMENTAL MATERIALS

- a. 8.25.26 VITF_Helicopter_Flightseeing_Potential Recommendations Memo
- b. VITF downtown congestion recommendations 8.25.26
- c. 3.19.36 VITF Memo

I. ADJOURNMENT

With no further business to come before the Task Force, the meeting adjourned at 6:59pm.



MEMORANDUM
Visitor Industry Task Force
August 31, 2026

TO: Visitor Industry Task Force
FROM: Alexandra Pierce, Visitor Industry Director
DATE: August 31, 2026
RE: Whale Watching – Draft Recommendations for Discussion

Purpose

This memo follows up on the VITF's review of the whale watching industry, summarized in the April 17, 2026 memo on Whale Watching Overview. Unlike helicopter flightseeing, the whale watch industry has not been extensively studied, and the Task Force has heard from a panel of federal, local, research, and industry representatives on current conditions, operations, and challenges. This memo provides a background and summary of the previous discussion along with the potential recommendations that the VITF discussed in April.

Background

Whale watching is a major component of Juneau's visitor industry. Regulation is complicated by the complex web of public and private entities involved in both regulatory and facility operations.

Not all operators use CBJ dock facilities. Allan Marine, the largest operator, has its own facility; smaller operators use Fisherman's Bend; and the remaining boats use Statter Harbor. NOAA estimates roughly 75 whale watch boats operate in Juneau. Goldbelt has also purchased whale watch boats and is planning to operate maritime tours from the proposed Goldbelt Aani development, adding a new entrant to an already fragmented facility picture. Unlike other American whale watch ports, which can regulate the industry through dock facilities, Juneau's mix of public and private facilities complicates that lever.

The key issues are the number of boats, wake disturbances, and crowding both in the water and at Statter Harbor. In CBJ's 2024 Juneau Community Tourism Survey, 61% of respondents said they were concerned about Juneau's whale watch industry. Among those concerned, the leading issues were impacts to whales/wildlife (79%), the number of boats on the water (64%), the number of boats at harbor (27%), wakes (15%), and noise (11%).

The primary enforceable protections for whales come from the Marine Mammal Protection Act (MMPA), implemented by NOAA, which sets a minimum approach distance of 100 yards for humpback whales in Alaska, speed and course restrictions, and prohibitions on feeding, pursuing, or otherwise harassing marine mammals. The U.S. Coast Guard oversees vessel safety, navigation, and licensing, but does not enforce the MMPA. CBJ does not regulate whale interactions directly, but influences the industry indirectly through dock management, permitting, and broader tourism policy. Voluntary programs, TBMP and Whale SENSE, are widely supported and effective, but do not solve the number-of-boats, wake, and crowding issues on their own; NOAA has also recently stepped back from actively

administering Whale SENSE due to federal staffing cuts, though SEAWWA operators have committed to continue following its guidelines.

Another important point for consideration is that whale watching is currently concentrated out of Auke Bay. While a West Douglas development would likely share the same impacts in the same area as the existing fleet, the VITF should also consider potential fleet expansion into downtown and whether a future regulatory scheme should include the entire borough or just the currently affected area.

Draft Recommendations for Discussion

The following are initial, unrefined draft recommendations intended to prompt Task Force discussion – not a final or prioritized list.

- Explore a CBJ license or permitting structure, in coordination with CBJ Law:
 - Considerations toward a limited number of rented permits versus unlimited purchased permits
 - Establishes a clear census of who is legally operating
 - Raises the question of how CBJ would enforce non-compliance
 - Would need to define “wildlife viewing” versus “whale watching”
 - Creates a foundation for limited entry and future tapering
- Explore a limited-entry program:
 - Caps whale watch/wildlife viewing operators, with potential to taper down over time
 - Aids in reducing congestion on the water
 - Would need active engagement with existing operators throughout implementation
- Formalize an operating agreement with operators covering no-go zones, spacing, and similar terms:
 - Work with the Southeast Alaska Whale Watch Association (SEAWWA)
 - Address concerns specific to Coghlan Cut
 - Consider eliminating whale-sighting guarantees to reduce pressure to operate aggressively
- Extend the no-wake zone at Statter Harbor out 500 feet.

A Note on Partner Involvement

As with flightseeing, CBJ does not have unilateral authority over whale watching. NOAA enforces the MMPA and sets approach-distance and harassment standards; the Coast Guard governs vessel safety and navigation; and CBJ's influence runs primarily through dock management, permitting, and tourism policy rather than direct regulation of whale interactions. Any permitting structure, limited-entry program, or operating agreement would need to be developed with consideration of other agencies' mandate. Staff would also need to account for new private facility entrants as this framework is developed.

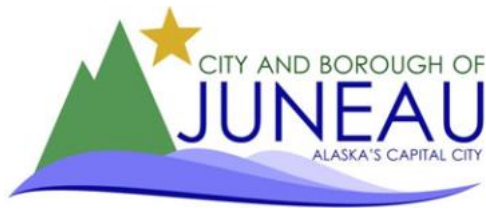
Requested Action

Staff requests that the Task Force review the draft recommendations above and arrive at firm recommendations on whale watching for inclusion in the Task Force's final report. Implementing any of

these approaches will still require coordination with CBJ Law, SEAWWA and individual operators, Docks & Harbors, and NOAA.

Attachments:

- April 17, 2026 Memo to VITF – Whale Watching Overview
- Attachment A: Nicole Lynch Legal Notes (CBJ Law – regulatory options for whale watching)



Memorandum

To: Visitor Industry Task Force

From: Alexandra Pierce, Visitor Industry Director

Date: April 17, 2026

Re: Whale Watching Overview

UPDATE: This is the same memo from last meeting with some additions at the end, and an attachment of Nicole Lynch's notes on legal options.

Purpose

This memo provides an overview of the whale watching industry in Juneau. Unlike the helicopter industry, the whale watch industry has not been extensively studied. Currently, the industry operates based on U.S. Coast Guard and NOAA regulations, as well as TBMP and the voluntary [Whale SENSE](#) program.

Industry Overview

Whale watching is one of the cornerstone visitor experiences in Juneau, centered primarily on sightings of humpback whales in Auke Bay, Favorite Channel, Stephens Passage, and surrounding waters. Operators range from large, multi-vessel companies serving cruise ship passengers to smaller, independent charter operators. Vessels vary in size from high-capacity catamarans to smaller, more nimble boats offering more intimate wildlife experiences. The industry supports a significant number of seasonal jobs and contributes materially to the local economy through direct tour sales and indirect visitor spending.

One of the major challenges is that not all whale watch operators use CBJ dock facilities. Allan Marine, by far the largest operator, has its own facility whereas smaller operators use Fisherman's Bend with the remaining boats using Statter Harbor. There are an estimated 75 whale watch boats in Juneau according to NOAA. An additional complication is that Goldbelt has purchased whale watch boats and is planning to operate maritime tours from the proposed Goldbelt Aani development.

The key issues around whale watching are the number of boats, wake disturbances, and crowding in the water and in Statter Harbor. CBJ's [2024 Juneau Community Tourism Survey](#) asked about whale watching:



Table 27. Are you concerned about Juneau's whale watch industry? (%)

n=501	% of Total
Yes	61
No	35
Don't know	4

Table 28. What are your main concerns? (%)
 Base: Concerned about Juneau's whale watch industry
 Multiple responses allowed

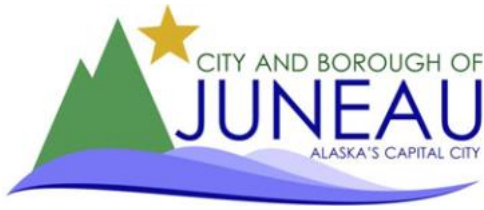
n=305	% of Base
Impacts to whales/wildlife	79
Number of boats on the water	64
Number of boats at harbor	27
Wakes	15
Noise	11
Other*	12
Don't know	3

*A list of "other" responses can be found in the Appendix.

April 16 Meeting Overview

Once again, the VITF will hear from a panel regarding current conditions, operations, and challenges associated with whale watching. Because there are fewer resources currently available, staff is committed to getting any additional information that arises during the panel discussion. Panelists include:

Suzie Teerlink, NOAA: Suzie is a PhD. Biologist with NOAA and administered the Whale Sense program for many years.



Heidi Pearson, University of Alaska: Heidi leads whale research for the university, including the Whale HEALTH study.

Matt Creswell, Docks & Harbors: As CBJ Harbormaster, Matt works directly with the operators that use Statter Harbor.

Nicole Lynch, CBJ Law: You met CBJ Assistant Municipal Attorney Nicole at the last meeting. We have asked her to research regulatory options for whale watching.

Serene Hutchison, Juneau Tours and Southeast Alaska Whale Watch Association: Serene will be joining us in her role as chair of SEAWWA.

Jayleen Bydlon, Jayleen's Alaska: Jaylene will represent the small boat whale watch operators.

Jurisdictional Authorities

Federal Agencies

- **National Oceanic and Atmospheric Administration (NOAA Fisheries)**
NOAA enforces the Marine Mammal Protection Act (MMPA), which governs interactions with marine mammals, including humpback whales. [Regulations include minimum approach distances and prohibitions on harassment.](#) NOAA also leads education and outreach efforts and until recently, administered the Whale SENSE program in partnership with other organizations. Due to recent federal cuts, NOAA is not currently devoting staff time to Whale SENSE, but operators in SEAWWA have committed to continue abiding by the guidelines.
- **United States Coast Guard (USCG)**
The Coast Guard oversees vessel safety, navigation rules, and maritime traffic management. This includes ensuring that commercial operators comply with licensing, safety equipment, and operational standards. The Coast Guard does not enforce the MMPA.

Local Government

- **City and Borough of Juneau (CBJ)**
CBJ does not regulate whale interactions directly but influences the industry through



dock management, permitting, and broader tourism policy. While other American whale watch ports regulate the industry through dock facilities, Juneau is challenged by a mix of public and private facilities currently hosting the whale watch fleet.

Regulatory Framework

The primary enforceable protections for whales come from the Marine Mammal Protection Act (MMPA), implemented by NOAA. Key provisions include:

- Minimum approach distances (100 yards for humpback whales in Alaska)
- Speed and course restrictions to avoid disturbance
- Prohibitions on feeding, pursuing, or otherwise harassing marine mammals

These rules apply to all vessels, including commercial operators and private boaters.

Key Considerations for Policy Discussion

- **High Concentration of Activity:** Juneau's whale watching grounds can experience high vessel density during peak cruise days, raising concerns about cumulative impacts on whale behavior.
- **Voluntary vs. Regulatory Balance:** Existing voluntary programs (TBMP and Whale SENSE) are widely supported and effective, but do not solve the problem of the number of boats on the water and the persistent issues of wake and crowding.
- **Enforcement Limitations:** Federal agencies have limited on-the-water enforcement capacity, making industry compliance and self-regulation critical.
- **Visitor Education:** Continued emphasis on educating visitors about responsible wildlife viewing can reinforce industry standards and expectations.
- **Data and Monitoring:** Ongoing scientific research and local observation are essential to understanding long-term impacts and informing adaptive management.

Juneau's whale watching industry is a vital component of the visitor economy and a globally recognized wildlife experience. Its management relies on a combination of federal regulation, state and local coordination, and strong voluntary stewardship programs. The continued success of this model will depend on maintaining high compliance, adapting to changing conditions, and ensuring that both ecological sustainability and community values are upheld.



Committee members are encouraged to watch the video of [Suzie Teerlink's presentation to the Committee of the Whole from September 2023](#). Suzie's presentation starts at 47:30. There is a presentation from the whale watch industry immediately before.

Information for review:

[TBMP guidelines \(page 15\) and call logs regarding the whale watch industry](#)

[Whale Sense program and guidelines](#)

[Marine Mammal Protection Act](#)

[Pacific Whale Watch Association](#)

[NOAA West Coast Whale Watching – Whale Wise](#)

Attachment A: Nicole Lynch Legal Notes

Whale Watching

What other states are doing: often acting in concert with or enforcing federal regulations under the Marine Mammal Protection Act (MMPA) and Endangered Species Act (ESA).

Washington State

- Washington State has laws protecting southern resident orcas, that include specific duties of commercial whale watching vessels. <https://wdfw.wa.gov/licenses/commercial/whale-watching>
 - Annual license for commercial whale watching businesses and operators
 - Annual required training
 - Rules and requirements for commercial whale watching and paddle tours
 - Laws include areas closed to motorized commercial vessels;
 - max of three motorized commercial whale watching vessels at a time w/in ½ nautical mile of southern resident orcas;
 - operators may not enter the vicinity of groups containing a calf under one year or a whale designated sick or vulnerable by emergency rule;
 - no-go zones in key foraging areas
 - vessels must travel at 7-knots or less within 1 kl.

The result of a task force of fifty representatives from different sectors, including local, state, federal, and Tribal governments; the Washington State Legislature; the private sector; nonprofit organizations; and the government of Canada. <https://orca.wa.gov/about/task-force/>

Three workgroups were created, representing each major threat to killer whales: vessels, contaminants, and prey. Each group consisted of subject matter experts and stakeholders to support the task force with the best available science and to analyze potential actions.

- While WA's regulations are specific to WA state waters, the Pacific Whale Watch Association (.com) often applies these guidelines to neighboring waters in British Columbia as well.
 - The PWWA is similar to our TBMP – a voluntary organization that developed guidelines for responsible ecotourism practices since 1994.
 - Viewing distance limitations
 - Reduced speeds within 1 kl. (.62 ml) around all whales in WA & BC.
 - Add'l guidelines: vessel count monitoring, data collection and sharing, restricted communication protocols (to exclude those not in the program).

Hawaii

- Hawaii has strict regulations for humpback whales during the breeding season (Nov-May) within the Hawaiian Islands Humpback Whale National Marine Sanctuary. As well as approach regulations within 200 nautical miles from shore.
- Hawaii partners with the NOAA through joint enforcement
- Hawaii State Laws do protect endangered, threatened, and indigenous species, including humpback whales.

Whale Watching

CBJ Jurisdiction

- Feds have authority beyond 3 (or 12) nautical miles from shore, depending on the law. MMPA is 3 nm. Overlap between state and feds between 3 and 12 miles.
- State of Alaska holds primary management authority over waters and wildlife. AK CONST Art. 8, § 3. Beyond the mean lower low tide line (baseline) out to federal jurisdiction at either 3 or 12 nautical miles from shore.
- CBJ has authority over the shore out to the baseline – mean lower low tide line, and tidelands that have been conveyed to it. CBJ may also regulate its wharves, harbors, and other marine facilities outside its boundaries. AS 29.35.020.

What CBJ can do:

- a permit for commercial whale watching vessel use of Statter Harbor;
- a commercial whale watching business license;
 - city issued license to operate a commercial whale watching business in the CBJ.
- a commercial whale watching operator license;
 - license to operate a commercial vessel on behalf of a commercial whale watching business.
- limiting the number of dock spaces available to commercial vessels;
- developing a numbering scheme for the whale boats and putting the TBMP phone number in large print on the sides;
- limit the number of commercial whale watching vessels allowed with a limited entry type regulatory option which would require buying out boats.
- Work with the State and Federal government to create complementary laws and joint enforcement, along with other coastal communities.
 - This could include stricter regulations for a specific region, such as approach distances in Stephens Passage and Favorite Channel; no-go zones which are transit only by day of the week or area.
- Increase dock fees related to commercial whale watching vessels.
- Establish a local “whale sense” program – could be in conjunction with other methods.
- Down days, where no whale watching is allowed (not sure how this could be done)
- using permit or license fees to fund “whale rangers” to have a presence on the water and help scatter boat traffic if there are too many boats around a whale, etc.
 - While the waters are the jurisdiction of the state and federal government if those agencies are willing to let CBJ assist in monitoring it may be a possibility.
- Regular monitoring of whales, behavior and health
- AIS requirement for licensees/permittees
- moving the speed buoy so the boats need to slow down further from the harbor.

				Total # Companies		Total # Boats		Max Pax						Please notify Suzie Teerlink (suzie.teerlink@noaa.gov) of any errors, updates, or suggestions.											
Summary of WW in Juneau				26		87		2985																	
a) Frequently WW in Juneau				24		75		2325																	
Breakdown:				- WW: Dedicated WW platforms		14		56		2211															
				- CH: Charter both WW and fishing		10		19		114															
b) Occasionally WW in Juneau				4		12		660																	
* The above summaries do NOT include boats that have been laid up, are primarily used in other areas, are used for multi-day charters in SEAK, or have been sold. However, known vessels from these categories are detailed below, for reference only.																									

	Alaska Bucket List Adventures	Intrepid	6	S	CH		N							
	Big Jim Charters	Hi-Time	6	S	CH		N	Prop	outboard	2x250	28?	Yellow		
	Big Jim Charters	Petrel	6	S	CH		N	Prop	inboard?					
	Cast Away Charters	Dakota	6	S	CH		Y			2x140hp	26			
	Juneau Charters (Moore Charters)	Eclipse	6	S	CH		N	Prop	outboard	2x150	37			
	Juneau Charters (Moore Charters)	Equinox	6	S	CH		N	Prop	outboard	2x250	35?			
	Juneau Charters (Moore Charters)	Solstice	6	S	CH		N	Prop	outboard	2x225	36?			
	Local Guy Charters	Legacy	6	S	CH		N			2x200hp	28	Almar		
	Local Guy Charters	Nirvana	6	S	CH		N							
	Local Guy Charters	The Sportsman	6	S	CH		N				24			
	Lost in Alaska	Wolf Eel	6	S	CH		Y							
	Rum Runner Charters	Buccaneer	6	S	CH		Y	Prop	outboard	2x350	31?	Green stripe; Cabin cruiser with fly deck		
	Rum Runner Charters	Rum Runner	6	S	CH		Y	Prop	outboard	2x350	31?	Blue stripe, pirates logo left side		
	Rum Runner Charters	The Pearl	6	S	CH		Y	Prop	outboard			Cabin cruiser with fly deck		
	Misc: Occasionally engages in WW in Juneau													
	Juneau Charters (Moore Charters)	Nomad	6	S	Misc	Rental Boat	N					22' Hewscraft		
	Juneau Charters (Moore Charters)	Reel Fish	6	S	Misc	Rental Boat	N					23' Sea Pro		
	Juneau Charters (Moore Charters)	Scavenger	6	S	Misc	Rental Boat	N					26' North River		
	Fiordland	Fjordland	48	L	Misc	Mostly ferry service to Haines	N	Prop	inboard	2x	65?			
	Juneau Sport Fishing	Eagle Talon	6	S	Misc		N							
	Juneau Sport Fishing	Eagle Claw	6	S	Misc		N							
	Juneau Sport Fishing	Fishing Fever	6	S	Misc		N							
	Allen Marine	St. Nicholas	144	L	Misc	Tracy Arm	Y	Jet	inboard	4x	78?	Has 3rd deck		
	Allen Marine	St. Peter	144	L	Misc	Tracy Arm	Y	Jet	inboard	4x	78?			
	Allen Marine	Alaskan Dream		M	Misc	Tracy Arm	Y	Prop	Inboard		105?			
	Allen Marine	St. Nona	144	L	Misc	Tracy Arm	Y	Jet	inboard		65?			
	Allen Marine	St. John	144	L	Misc	Tracy Arm	Y	Jet	inboard	4x	78?	Has 3rd deck		
	Not currently in use, but still owned by WW and CH companies: Not included in any of the summary numbers- here for reference only.													
	Dolphin Tours	Orca Odyssey	32	M	WW		Y	Jet	inboard	3x	44?			
	Dolphin Tours	Sommer Star		M	WW		Y	Jet	inboard	3x	44?			
	Big Jim Charters	Hot Rod		S	CH	Broken down and out of commission for now	N							
	Primarily used in other areas, but may WW in Juneau: Not included in any of the summary numbers- here for reference only.													
	Allen Marine	St. Aquilina	149	L	WW	Yakutat	Y	Jet	inboard	4x	87?	Larger size, not painted - all aluminum		
	Allen Marine	St Theo			WW	Yakutat	Y							
	Allen Marine	St. Innocent		L	WW	Sitka	Y	Jet	inboard			Lower, grey		
	Allen Marine	St. Eugene	144	L	WW	Sitka	Y	Jet	inboard		65?			
	Allen Marine	Katlian Express		M	WW	Sitka	Y	Jet	inboard		60?			
	Allen Marine	Kalinin Express		M	WW	Ketchikan	Y	Jet	Inboard					
	Allen Marine	Admiralty Dream		L	CH	Multi-day	Y	Prop	Inboard					
	Allen Marine	Chicagof Dream		L	CH	Multi-day	Y	Prop	Inboard					
	Allen Marine	Baranof Wind		L	CH	Glacier Bay - Multi-day	Y							
	Alaskan Song Charters	Alaskan Song			CH	Multi-day	N	Prop						
	Out of Commission or sold to other areas: Not included in any of the summary numbers- here for reference only.													
	Adventures in Alaska	Scania		S	WW			Prop	Inboard/Outboard	2x225, 250	32?	Blue tent on top		
	Dolphin Tours	Big Red		M	WW		Y	Jet	inboard	2x	34?			
	Dolphin Tours	awesome orca	32	M	CH		Y	Jet	inboard	3x400	42?			
	Weather Permitting	Weather Permitting	12	S	CH	Sold	N	Prop	outboard		34?	Dark grey		
	Alaska Galore / Harv and Mary	Riptide	14	S	CH	Hoonah	Y	Prop	outboard	2x300		Olive green coloration		
	Alaska Galore / Harv and Mary	Harvendaam	6	S	CH		Y	Prop	outboard	2x	26?			
	Alaska Galore / Harv and Mary	Islander	6	S	CH		Y	Prop	outboard	2x				
	Bear Track Charters	beartrack	6	S	CH	Captain Todd	N							
	Dolphin Tours	Big Blue		M	WW		Y	Jet	inboard	2x	40?			
	Dolphin Tours	Red Dolphin		S	WW		Y	Jet	inboard	2x	34?			
	Gastineau Guiding	Beachcomber	14	M	WW	Out of commission	Y	Prop	outboard	2x250	30?	Red roof + black bow		
	Gastineau Guiding	Islander	14	M	WW	Out of commission	Y	Prop	outboard					
	Best Damn Charters	Endeavor	6	S	CH	Capt Nick and Capt Duane	N							
	Best Damn Charters	Endurance	6	S	CH	Capt Nick and Capt Duane	N							
	Juneau Sport Fishing	Genesis	6	S	CH	Website says 5 bayliners - need to confirm and get names	N							
	Jayleen's Alaska	Alaskan Girl	6	S	WW	Replaced by Glacier Girl	Y	Prop	outboard			Sea Raider		

Cell: M44
Comment: Jayleen Bydion
2x200hp
7/17/2025 4:22 PM

Cell: M44
Comment: Jayleen Bydion
27
7/17/2025 4:22 PM

Cell: Q44
Comment: Jayleen Bydion
Alaskan Girl was a Sea Raider and was replaced by Glacier Girl this year; GG is Hewescraft
7/17/2025 4:22 PM

Cell: M45
Comment: Jayleen Bydion
1x350hp
7/17/2025 4:23 PM

Cell: Q45
Comment: Jayleen Bydion
Hewescraft
7/17/2025 4:21 PM