

## Debra Thompson

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**From:** Mary L Stephenson <mlstephenson2017@gmail.com>  
**Sent:** Monday, January 13, 2025 5:40 PM  
**To:** City KTN 1 Bob Siversten Mayor; KGBAK 1 Rodney Dial Mayor.; KTN Ward Cove Group Dave Spokely; City of Metlakatla Albert Smith; City of Klawock Mayor Don Nickerson; City of Juneau Mayor Beth Weldon; City of Sitka Mayor Steven Eisenbeisz; Mark Jensen; City of Wrangell Mayor Patricia Gilber; City of Skagway Mayor Sam Bass; KTN B Survey Point Ethan Berto; City KTN Laurie Booyse Tourism Manager; City KTN VB Kara Tetley Executive Director; City KTN 8 Wayne Phillips Port Harbor Director  
**Cc:** City KTN 2 Kim Stanker City Clerk .; KGBAK 2 Kacie Paxton Borough Clerk.; City of Sitka John Leach Administrator; Debra Thompson; City of Saxman Marissa Medford City Manager; City of Wrangell Kim Lane City Clerk; City of Metlakatla Shaun Thomas Executive Director  
**Subject:** Thurs 1.16.25 Council Mtg with Survey Point Holding re B3 B4  
**Attachments:** 1.12.24 Ltr Council Survey Point Presentation upgrading B3 B4.pdf; 11.29.1999 The New York Times Sovereign Islands AK Regulations Cruise Ships.pdf

### External Email! Use Caution

Good afternoon Recipients of this Letter...

Requesting city clerks disburse the email amongst council and assembly members - thank you.

Thursday 16th Ketchikan City Council agenda is addressing Berth 4 and possibly Berth 3: Infrastructure Improvements. Projects are long over due and remain a liability to stakeholders.

So why are you receiving this letter....because all eyes are on City & Borough of Juneau as Norwegian Cruise Lines and Royal Caribbean Cruises develop private docks by 2027ish. As my letter reference - City of Juneau's four downtown terminals will have to fill its vacancy as mentioned in the Table. This will exceed current 1.5M projections by industry.

The letter addresses how this will affect City of Ketchikan in particular as Survey Point Holdings makes their presentation for upgrading Berth III and IV. Both are capable of handling larger ships and lightering facilities.

As mentioned, use, abuse and not capable of sustainability would be our struggles (gloom and doom) if regulations are not put in place setting limits based on FULL CAPACITY of passengers and/or cap on number of ships daily.

Unlike 26 years ago, Southeast Alaska is being divided into public and private land and dock facilities. City Charter is being updated. Ideal time to protect our investment (Economic Development) - the General Budget.

Legislators have presented bills: Alaska (revisions to) Tourism Restoration Act and Tribal Tourism Sovereignty Act - if approved, dynamics change drastically and rest assure cruise industry is working the lobbyists with big rewards. Speculating City of Juneau becomes home port for interstate cruising similar to Hawaii inner islands. Enough said.

Attached is November 29, 1999 New York Times article: Sovereign Islands A Question of Regulation; Alaskans Choose Sides in Battle Over Cruise ships - written 26 years ago. Unless one has a subscription to TNYT, it is not available. Copy was obtained from subscriber and saved. Best refresh history and get prepared for the next generation 26 years i.e. 2051.

Residents of Ketchikan's only request - don't let us be the last to know the non-transparent deals with the Port of Ketchikan. Thank you.

Respectfully submitted,

*Mary L Stephenson*

Resident of Ketchikan Alaska since 2014

Employed in Tourism since 1982, now retired.

January 13, 2025

Mayor Bob Sivertsen Ketchikan  
City Council Members  
Delilah Walsh, City Manager  
Wayne Phillips, Port & Harbors Dr.  
Laurie Booyse, Tourism Manager  
Kara Tetley, KVB Executive Director

Mayor Rodney Dial & Assembly  
Ketchikan Gateway Borough  
Mayor Frank Seludo & Assembly  
City of Saxman KGBAK  
Mayor Albert Smith & Assembly  
City of Metlakatla  
Mayor Don Nickerson & Assembly  
City of Klawock

Mayor Beth Weldon & Assembly  
City & Borough of Juneau  
Mayor Steven Eisenbeisz & Assembly  
City & Borough of Sitka  
Mayor Mark Jensen & Assembly  
City & Borough of Petersburg  
Mayor Patricia Gilbert & Assembly  
City & Borough of Wrangell  
Mayor Sam Bass & Assembly  
City & Borough of Skagway

- Residents of City of Ketchikan and Gateway Borough
- Ethan Berto, Survey Point Holdings & Managing Member for KDC

**SUBJECT: Berth III and IV Infrastructure Improvements for larger vessels deployed to Alaska**

1.16.25 Council Meeting <https://ketchikan.primegov.com/Portal/Meeting?meetingTemplateld=3508> NB-7a

Ketchikan City Council, City Manager’s office along with Port & Harbors Director are reviewing the community’s options for Berth III and Berth IV structural upgrades and future scheduling of newer, larger vessels being deployed to Alaska. Our future is uncertain with the lack of transparency from CLAA membership. Saying “YES” to improvements without conditions to ‘passenger limits’ or ‘caps on number of ships’ daily is poor, unmanaged-tourism to this community who is left with undaunting bills to pay.

Mr. Berto reference to larger ships NCL Bliss in 2018 and Princess newest ship, Star Princess in 2026

1) Norwegian: Bliss 168,028 tonnage, 1,094 feet, full capacity at 4,903 with crew of 1,716

2) Princess: Star Princess\* 250,800 tonnage, 1,198 feet, full capacity at 5,189 with crew of 1,550

Plus media announcement three new ships in 2026: Azamara ‘Pursuit’, MSC ‘Poesia’, and Virgin Voyages ‘Brilliant Lady’ along with Star Princess (above) sailing Alaska waters. 2026 schedule not yet published, we estimate the 4 ships will make 18 stops each with FULL CAPACITY totaling 213,894 passengers.

**Epicenter for Southeast Alaska:** Port of Juneau reconfigures with existing contracts as Norwegian Cruise Lines and Royal Caribbean partner with private enterprises adding space at each facility.

1) Terminal 5 Huna Totem Corporation AAK’W Landing and Norwegian Cruise Lines (2 slips)

2) Port of Douglas Island with Royal Caribbean Corp. partnership with Goldbelt LLC (2 slips)

In the shell game of scheduling, Southeast seaports continue with NCL and RC ships calling at our ports. We must get answers from CLAA schedulers: What are the contracts being signed at west coast home ports heading to Port of Juneau attempting to ‘fill’ the loss of 16 ships making 276 stop to occupy Terminals 1-4 empty spaces? According to Table below, an estimated **875,760 passengers** on top of current 1.5M projections??? And what is the timeline for Juneau to be at full capacity....again? Privately owned, NCL and RC could sign contracts that otherwise was denied or offered better incentives than downtown.

Using 2025 cruise schedule to anticipate space available at Juneau Downtown Terminals 1-4 in 2026							
Terminal 5 Huna Totem Landing/NCL and Port of Douglas Island Royal Caribbean & Goldbelt							
Total Ships	# of Stops	2027 # of Stops : Port Hours : Capacity	Port Hours	Double Occupancy	Un-counted	Full Capacity	Crew
7	134	Norwegian Cruise Lines Huna Totem Corp.	1,252	313,736	63,763	377,499	149,368
9	142	Royal Caribbean Goldbelt	1,509	419,536	78,725	498,261	180,203
16	276	Estimated Total Vacancies	2,761	733,272	142,488	875,760	329,571

2026 Ketchikan Projections: Are we hosting NCL and RC ships along with 16 ships that fill Juneau’s T1-4 terminal vacancies, a minimum of **875,760 at full capacity** in addition to 1.5M projections?

An option: simple refuse contracts ~ we don’t have to be the Epicenter for all ships to Alaska!

And learning from the best, when ‘accommodating’ we get the “revenue supplement” in writing.

Always critical transportation, ferry shuttle, increase charter operations & its inventory for exclusive shore excursion packages and independent tour operators. Upland infrastructure needs to be in place by 2027 for KTN.

Comment from CLAA has acknowledged there are too many ships for too few ports. Metlakatla, Klawock, Port of Ketchikan, Port of Ward Cove, and Port of Saxman will absorb some but not all vessels. We trust Juneau will want to recover its revenues lost with new contracts even though Juneau and Sitka communities pursued initiatives for a Ship-Free day. Petersburg, Sitka, Wrangell, and Skagway are accommodating new ships and upgrades. Would CLAA declare their 10-year commitments with west coast facilities, new public and private facilities, and scheduled ships? Can we agree to a moratorium of sorts allowing ports to adjust **number of ships in region that meet capacity limits** to achieve sustainability beyond 2030?

**Would've, Could've, Should've ...Council - Didn't** – In the pipeline for the past 10+ years, CLAA is putting pressure from its membership to upgrade public dock facilities to meet arrival projections by 2027 all-the-while increasing private partnerships in direct competition. Based on buyers beware documents signed, “*upgrades had no clause to constrain its public or private competition with Alaska.*” If Ketchikan completes the demands without full transparency with stakeholders knowing full details of Juneau’s commitments, this community will never have grounds for a ‘limit of passengers, cap on ships daily or ship-free day’ initiative intended to scale back the overtourism repercussion. *Industry mantra: what’s mine is mine, what’s yours is mine.*

#### **Data from the 2024 Ketchikan Independent Study**

- ❖ Downtown docks had 179 stops northbound and 340 stops southbound (519 total).
- ❖ Port of Ward Cove had 39 northbound and 103 southbound (142 total).
- ❖ Thursday, June 13 data reports **7 ships at full capacity with 23,040 passengers.**
- ❖ There were **3 days w/8 ships; 24 days w/5 ships; 26 days w/6 ships and 8 days w/7 ships.**
- ❖ 2024 City and Ward Cove logged 5,094 port hours, **1,747,632\* total at full capacity,**  
\*CLAA records less **difference of 284,701 Un-counted passengers.**
- ❖ Cruise industry tracks Lower Berth (Double Occupancy) even though ships are sailing at Full Capacity. City of Ketchikan General Budget is adding a category Department Expenditures covering city labor, equipment used, and services spent on cruise industry. Departing west coast, manifest records full capacity counts. **GROSS not NET capacity. 284,701 passengers contributed to hospitality expenses causing a strain on budget designated for community services.**
- ❖ Using Alaska to sell cruise tickets, and then compete by profiting with destination with exclusive shore excursion that consumes leisure time before all aboard. What ‘value’ does it bring Ketchikan when gangways are set by 6:30 AM and remain at 8:00 PM or later? Based on location of store and working daily for 168-day season, merchants open when foot-traffic reaches display windows 2 hours later. Late night departures benefit the ship with onboard meals and activities until departure.
- ❖ Ketchikan has more ships “hot-berthing and “lightering” (fewer hours in port) from the Narrows than any other seaport in SE Alaska. Quantity vs. Quality – general budget ledgers keeps us poor and needy.
- ❖ Overtourism i.e. UnManaged Tourism looks to CLAA/Council/Assembly partnership with every seaport not addressing congestion, air, land, and sea pollution (emissions, fossil fuels) and higher levels of noise (aviation overhead and marine wildlife with charter boats). Losing our sustainability not an option.

In summary, city council reviews offer by Survey Point Holdings and Ketchikan Dock Company to upgrade dock facilities. It is done so with understanding amongst CLAA membership that Juneau’s two private docks plus downtown terminals sustains the agreeable level as defined in capping ships/limiting passengers at full capacity in SE Alaska. In addition, for the first time within the industry the ‘rush’ of competition with new-builds filling Juneau’s vacancies should be constrained that honor individual seaport limits without forcing us into litigation protecting our sovereignty and home rule status. Given Alaska’s past, \*\* use, abuse, and discard stakeholders’ investment may not guarantee nor support the 2051\*\* projections. Thank you for taking notes.

Respectfully submitted,

Mary L Stephenson

Resident of Ketchikan Alaska since 2014

Attached to email:

The New York Times November 29, 1999 (The Industry in 26 years = 2051)\*\*

**SOVEREIGN ISLANDS -- A Question of Regulation; Alaskans Choose Sides in Battle Over Cruise Ships**

**Council members – Ketchikan, including Port of Ward Cove must be able to establish OUR FULL CAPACITY daily limits !!!**

<https://www.nytimes.com/1999/11/29/us/sovereign-islands-question-regulation-alaskans-choose-sides-battle-over-cruise.html>

## The New York Times

### **SOVEREIGN ISLANDS -- A Question of Regulation; Alaskans Choose Sides in Battle Over Cruise Ships**

By [Douglas Frantz](#)

- Nov. 29, 1999

The cruise ship industry, once embraced as a savior for Alaska's lagging economy, has worn out its welcome in some quarters.

Fed up with giant ships that discharge waste into their waterways and with tourists who flood their downtown, residents of Juneau, the state capital, in early October approved a \$5 tax on every passenger. A bit farther north, the small town of Haines voted to limit the number of cruise ships allowed at its dock. And some Juneau residents have called for one cruise line to be barred from the state's waters.

But the Alaskans who are fighting to restrict the booming \$12 billion cruise ship industry have a powerful opponent they may not have expected: their own representatives in the United States Congress.

At every juncture, efforts to slow the industry's expansion in Alaska have been blocked by members of the state's Congressional delegation, all three of whom are Republicans and chairmen of committees with wide influence over both the state and the industry.

In the last three years, the Alaska delegation has, among other actions, opened the way to allowing more ships into the environmentally delicate waters of Glacier Bay National Park, stymied federal efforts to consider stricter antipollution standards for ships and overridden a state law prohibiting shipboard gambling in Alaska waters.

Some of the actions were legislative sleights of hand, adding amendments to bills after public discussion had ended. In some cases, people here do not even know what their representatives have done for the industry. Other actions were exercises in political muscle by an influential Alaska tag team, Senator Frank H. Murkowski and Representative Don Young, the chairmen, respectively, of the Senate Energy and Natural Resources Committee and the House Resources Committee.

Mr. Murkowski, Mr. Young and their spokesmen contend that they are not protecting the cruise industry but promoting tourism in Alaska, where the economy has suffered from declines in the timber industry and a slackening of oil revenue. And many businesspeople throughout the region have applauded their delegation's efforts as loudly as environmentalists have condemned them, noting that the cruise industry has been crucial to the state's economy.

Cruise ship passengers spend more than \$160 million a year in southeast Alaska, according to a 1997 study financed by the industry and the cities in the region. In Juneau, the influx of passengers has spawned dozens of businesses, from upscale art galleries to T-shirt shops, and helped rejuvenate the downtown area.

"There's been a very positive impact from the cruise ships," said Jack Cadigan, whose family owns three shops that cater to tourists.

Mayor Dennis Egan of Juneau agreed that the industry's growth had helped the economy, and he gave part of the credit to the state's Congressional delegation.

"They are friends of the industry, no question about that," said Mr. Egan, a Democrat. "And they have Alaskan issues at heart, too."

But the tensions have grown as the foreign-registered cruise companies have become a major leisure industry, with legislative protections that are the envy of American business, and as the Alaska delegation has played an important and little-understood role in helping to expand the number of ships and passengers visiting the state.

### **An Age-Old Feud**

A look at the fight that has broken out here provides insight into that role, as well as into how the industry's ever-larger ships, some of them longer than three football fields, are beginning to stir a backlash in some communities. The struggle also reflects an age-old feud over Alaska's unrivaled natural resources. It echoes earlier battles between the timber and oil interests, who have often bristled at too much Washington meddling, and the environmentalists, whom some critics portray as uncompromising in the face of a struggling local economy.

Kimberly Metcalfe-Helmar, a second-generation Juneau resident and president of a downtown neighborhood group, was surprised and pleased by the vote to tax cruise passengers. Just three years ago, she had led an unsuccessful effort to pass an identical tax.

"I've been fighting this since the mid-80's, but it's only recently that the noise, pollution and dumping have galvanized the town," Ms. Metcalfe-Helmar said.

The tax was approved by nearly 70 percent of the voters. The margin of victory demonstrated how frustrated many of the people in this town of 30,000 have become with the 600,000 passengers who clog their streets each summer, and with the ships whose smokestacks send a hazy pollution snaking around the mountains that cradle the town.

But the backlash also reflected deep indignation over the admission by one company, Royal Caribbean International, that its ships had dumped hazardous waste within the Inside Passage, whose clear glacial waters wind gently through southeast Alaska and teem with salmon, halibut, king crab and whales.

The industry's reaction to the vote was swift. Princess Cruises, which brought about 180,000 passengers to Juneau this past summer, said its ships would shorten their stays next season,

a decision that created anxiety among local businesses about lost revenue and led them to form a pro-tourism organization. The company also said it was canceling the one stop it had planned for next summer in Haines. Princess's representative here said the moves were intended to lessen the cruises' impact on the two towns.

Another cruise line took action that some people saw as clearly punitive. Holland America Line cut off donations to some charitable and civic organizations in Juneau, including the arts council and the Civil Air Patrol, and explained that the tax vote had prompted a "reassessment" of its relationship with the city. The local newspaper, The Juneau Empire, condemned the company for taking revenge on nonprofit groups.

Tensions may flare again when state regulators hold a public meeting here, scheduled for this Friday, to consider whether new restrictions are needed to curtail the activities of cruise ships. Such restrictions would again put backers at odds with industry stalwarts in Congress.

The cruise industry maintains a low profile in Washington, and its contributions to candidates for federal office from January 1993 through the end of October 1999 totaled \$1.2 million, far less than those of many other interest groups. But an analysis of contributions by individuals and political action committees associated with the industry found that they have been most generous with the Alaska and Florida delegations, which makes sense given that the companies have their most important operations in those states.

The Alaska delegation, whose third member is Senator Ted Stevens, chairman of the Appropriations Committee, was the second-largest recipient of campaign contributions, with \$117,950. Only Florida, which has 25 members in Congress and is home to most of the cruise companies, got more: \$230,701.

Mr. Young was the largest House recipient, with \$69,500. Three years ago, he played a pivotal role when a lucrative part of the industry's business was threatened.

### **The Battle Over Gambling**

Alaska law limits gambling to charities, which operate small-scale bingo games and raffles to raise money. In 1993, the state attorney general determined that the law extended into the waters the state controlled within three miles of shore and ordered cruise ships to shut down their casinos.

In most places, the order would not have had much impact, because cruises quickly escape the three-mile jurisdiction of American states and operate in international waters, where they are free of regulation.

But, in Alaska the itinerary follows the Inside Passage along the rugged coast, and only several sections along the route, known as doughnut holes, are more than three miles from either shore. That made it illegal for the ships to operate highly lucrative casinos for virtually the entire time they were in Alaska.

Cruise industry lobbyists persuaded the legislature to change the law in 1994, but the governor at the time, Walter Hickel, vetoed the bill. The next year, the industry won a temporary exemption for a single season.

Frustrated in Juneau, the industry turned to Mr. Young, a former Yukon tugboat captain, asking him to assert federal authority over gambling within Alaska's waters.

He responded in the fall of 1996 by inserting an amendment into the Coast Guard authorization bill after public hearings had ended. The amendment, which applied solely to Alaska, prevented the state from banning gambling except when ships were docked or within three miles of a port of call. Mr. Young's staff acknowledged that the amendment had been sought by the industry and applied just to the big ships in southeast Alaska.

The change caught state officials by surprise. "All of a sudden came this federal law saying they could gamble," said Deborah Vogt, who at the time was the deputy commissioner of the state revenue department.

Meanwhile, Senator Murkowski was undoing plans to allow the National Park Service to weigh new antipollution standards for cruise ships in exchange for permitting more vessels to enter Glacier Bay, the national park and preserve 65 miles northwest of Juneau.

Glacier Bay is a 3.2 million-acre expanse of towering mountains, deep fjords, and forests. It is home to abundant wildlife, including several species of whales, seals and otters, and its unspoiled beauty makes it the destination of choice for cruise ships.

For years, Mr. Murkowski had pushed to allow more ships into the bay, arguing that it was the most environmentally sound way for people to see the park. Park service officials resisted, fearing that the noise and air pollution would be harmful, especially to the endangered humpback whales.

After the Republican Party took control of Congress in 1994, Mr. Murkowski became chairman of the Energy and Natural Resources Committee, which oversees the budget of the Interior Department and the park service.

At Mr. Murkowski's urging, Interior Secretary Bruce Babbitt directed the park service to expand cruise ship permits to 184, or two ships a day, from about 100, during the three-month summer cruise season.

After environmental groups threatened to sue, a compromise was reached. A slightly slower expansion was approved on the condition that the park service receives authority to impose higher antipollution standards if they were found to be warranted by later studies.

"The amazing thing was that we managed to put together a plan that satisfied just about everybody," said Chip Dennerlein, the Alaska regional director for the National Parks and Conservation Association.



After the compromise was published in The Federal Register, however, Mr. Murkowski added a last-minute amendment to the 1996 parks bill that took away the park service's authority to increase pollution controls.

The change came at the urging of the cruise industry, whose lobbyists had argued that it was unfair to hold their ships to a higher standard than other vessels, according to Mr. Murkowski's staff and a former industry lobbyist.

"It was like the rug was pulled out from under us," Mr. Dennerlein said.

The park service was surprised, too. Robert D. Barbee, the regional director for Alaska, wrote to the cruise lines in March 1997 that the change "effectively negates a key mitigation measure" and that it prevented the park service from adopting "higher planning and operating standards."

Mr. Murkowski's chief of staff, David Garman, defended the senator's action, arguing that Glacier Bay could handle two ships a day without damaging the environment and that the park service should not establish antipollution standards. Mr. Garman also said the senator would consider tightening laws and regulations if it became clear that ships were polluting Alaska's waters.

The prospect of tightening regulations will be the subject of the coming public meeting in Juneau. The Alaska Department of Environmental Conservation scheduled the session after concerns were raised that current laws were no longer sufficient in this age of megaships.

"These ships are floating cities, really larger than most cities in Alaska," said Michele Brown, commissioner of the department. "But unlike cities, they don't need a permit to pump their waste into the Inside Passage."

With 3,000 or more passengers and crew members, a big cruise ship generates an average of 170,000 gallons a day of gray water from showers, sinks and dishwashers, and 17,000 gallons of black water, or human waste, according to industry officials.

Under current federal and international laws, ships can discharge gray water anywhere. Human waste and ground food waste can be discharged legally anywhere beyond three miles from shore.

The three-mile-limit standard has caused concerns in southeast Alaska because of the doughnut holes within the Inside Passage. Though technically international waters, the holes lie within the passage and adjacent to fertile fishing grounds and feeding areas for humpback whales. In October, The Anchorage Daily News reported that some ships had discharged waste in the holes.

Pointing to the holes on a nautical chart in his Juneau office earlier this month, Steven A. Torok, the senior Environmental Protection Agency official in Alaska, said the law did not take them into account. "Three miles offshore was intended to be three miles offshore, not within the Inside Passage," he said.

## 'They Say It's Legal'

Two independent pilots who help ship captains navigate the passage said in interviews that they were often asked to take ships to the areas to pump waste water overboard.

"They say it's legal, but nobody's monitoring what's in that water," said Capt. Robert W. Smith, who has spent 50 years in Alaska's waters and said he had often been directed to the doughnut holes. "We live here and we want to know what they're dumping."

Capt. Ted Kellogg said he sometimes encountered so many ships discharging in the holes along the eight miles of Chatham Strait that he was concerned about safety. "They want to get to the middle of the strait to dump, and you'll have vessels meeting on reciprocal courses," he said.

Captain Smith and Captain Kellogg said most lines, including Celebrity Cruises, Holland America Line, and Princess Cruises, dumped waste into the holes.

Julie Benson, a spokeswoman for Princess Cruises, said the company was declining to answer questions because officials thought previous articles in The New York Times about the industry had been unfair.

Erik Elvejord, a spokesman for Holland America, said the company's ships did not discharge waste water into the doughnut holes and never discharged raw sewage. Instead, he said, the ships treat their sewage on board and discharge legally permissible gray water only while traveling between ports so the waste mixes with the largest amount of outside water possible.

Holland America sends the most ships into Glacier Bay, and Mr. Elvejord said company policy did not allow even gray water to be discharged within the bay.

Nancy J. Wheatley, senior vice president for safety and environment at Royal Caribbean, which is also the parent company of Celebrity Cruises, said Celebrity ships might have used the doughnut holes to discharge waste on occasion. But, she said, no ships from either line ever discharge raw sewage within the Inside Passage, and both lines try to discharge as little gray water as possible.

"Our company goal is to discharge to the greatest extent possible outside of 12 nautical miles," Ms. Wheatley said.

Since pleading guilty twice in the last 18 months to criminal charges involving a fleetwide conspiracy to discharge oily waste water and hazardous material, Royal Caribbean has adopted voluntary standards to operate above legal requirements for discharges. It has also begun experimenting with treating gray water before it is discharged. The company's president, Jack Williams, said at a town meeting in Juneau last August that he thought the laws governing discharges should be more stringent.

No ship can store all of its gray water during the average seven-day cruise through the Inside Passage. As a result, it must be discharged. Though the lines say their ships do not discharge

gray water while sitting in port and never discharge raw sewage in the Inside Passage, some regulators are skeptical.

"The cruise lines say that they don't discharge raw sewage, but the issue is that the law allows them to do it and this is a very competitive industry," said Mr. Torok of the Environmental Protection Agency. "The laws and regulations are outdated."

Ms. Brown, the Alaska environment commissioner, said she would not hesitate to ask Congress for new laws restricting discharges if regulators determined that such legislation was necessary.

In the meantime, the state of Alaska took the unusual step Friday of filing a lawsuit in the United States Supreme Court claiming jurisdiction over the waters of southeast Alaska, including Glacier Bay. The suit argued that the federal Submerged Lands Act gives the state the right to regulate activities in the waters, including discharges by cruise ships.

A version of this article appears in print on Nov. 29, 1999, Section A, Page 1 of the National edition with the headline: SOVEREIGN ISLANDS -- A Question of Regulation; Alaskans Choose Sides in Battle Over Cruise Ships. [Order Reprints](#) | [Today's Paper](#) | [Subscribe](#)  
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