1988 AMERICAN CREEK REPORT

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Park Rangers, Katmai National Park and Preserve

INTRODUCTION:

American Creek spans a fifty-five mile route between Hammersly Lake and Lake Coville located entirely within the boundaries of Katmai National Park and Preserve. The two hundred and fifty square mile watershed found in the northeast corner of Katmai National Park, is in the headwaters of the Naknek River drainage.

The American Creek watershed is very diverse in character, and provides important habitat for a variety of wildlife. Most notable is the high density bear population, extensive sockeye salmon spawning beds, waterfowl breeding areas, and nationally renown rainbow and arctic char/dolly varden sport fisheries.

Visitation consists of anglers transported to the creek from area lodges for the day. Nearly every angler visiting the creek is a guest of a lodge and is accompanied by a guide. Clients and guides from nine area lodges, representing seven commercial operators generate nearly all the use on the river, excluding National Park Service patrols. A large increase in visitation on the creek since 1980 fostered concern by operators and the National Park Service, for resource damage, public safety, and the quality of the visitors’ experience. A permit system initiated in 1986 allows a maximum of six operators to store boats at specific sites on the lower creek, just inside the "new" park boundary. Two additional boat sites are located within the "old" park. One site on American Creek and another at Grosvenor Camp located near the east end of Lake Coville, are operated under a park concession contract.

This is the fourth consecutive season that N.P.S. personnel have been stationed at or near American Creek for extended periods. The rangers’ duties focus on monitoring and minimizing impacts on the resource, and facilitating visitor safety. These directives are achieved through resource management activities, as well as efforts to maintain compliance with park regulations and American Creek permit conditions.

Jet boat patrols on American Creek this season were initiated on May 30, 1988 and terminated on September 4, 1988.
N.P.S. STAFFING:

Park personnel were present at American Creek forty-four days this summer. Rangers Jim Litch and Barb Blackie were the principle patrol rangers at American Creek. Other rangers that have participated in brief patrols/duties at American Creek include Ron Antaya, Kathy Coghill, Kevin Holiday, Janis Meldrum, and Leigh Selig. Antaya, Coghill, and Holiday served as partners for Litch in the early season before Blackie arrived in the park.

Of the forty-four days that American Creek was staffed this summer, the following summarizes the patrols and field projects that were performed: (Patrols included visitor contacts/education, resource monitoring, creel census, visitor use survey, permit and regulations enforcement.)

34 patrols up the American Creek
18 patrols of Lake Coville
11 patrols/contacts to Grosvenor Camp
10 patrols of Grosvenor Lake
11 patrols by foot across the portage route between Grosvenor Lake and the Bay of Islands
--Resource map of American Creek (separate report)

Furthermore, in the period Blackie and Litch were stationed at American Creek the following patrols and field projects were undertaken in addition to American Creek duties (not included in the forty-four day total):

4 days Savonoski Loop including Research Bay
by kayak
2 days Portage route status report
2 days Bay of Islands campsite report (Blackie)
5 days Assisted on the Brooks area overflow
campground environmental assessment and plan
(Litch)

Additional patrols and projects during the season included:

1 day Presented an eight-hour emergency
response/management workshop to
seasonal staff during seasonal training (Litch)
4 days Emergency fire detail to Anchorage Regional
Fire Training Center (Litch)
35 days Coastal patrol including coastal seabird colony
monitoring
5 days Patrolled by foot from Katmai Bay to Three
Forks overlook via Katmai Pass and VTTS.
VISITOR USE:

Visitation this season on American Creek was greatly reduced particularly early in the season due to an extended period of high, turbid water that continued through all of June. July and early August had light use due to interest in king salmon sport fisheries elsewhere. Rainbow trout and arctic char fishing resumed in late August, however success and visitation was sporadic in part due to fluctuating water levels and variable fishing abilities/knowledge. Of the thirty-four days NPS personnel patrolled the creek, 38 guide and 110 client contacts were made.

Nearly all visitation takes place on the lower seven miles of creek; between river miles 3.5 and 7 above Lake Coville. Boat storage and plane landing/take-off are located between miles 1 and 1.5.

Efforts were made to contact all groups that visited the creek while NPS personnel were in the area. Contacts concentrated on maintaining compliance with park regulations and permit conditions, improving relations between the NPS and private operators, education about and increasing appreciation for parks and park resources, and collecting visitation and creel data.

Primary recreational pursuits by visitors other than fishing were not observed or reported.

All parties observed on the creek were commercially guided day trips. While meeting with parties, general impressions of the area, principle activities while in the park, state of residence were noted. Clients contacted seemed very pleased with the services rendered by the commercial operators. The only concerns expressed by clients were directed at protecting the quality of the fishing, and encouragement for the park service to protect the wilderness character of their visit to the area. There was a predominance of clients from California, and Texas. Weekly rates at lodges fishing on American Creek ranged from $3,400 to $4,300 per week. From this cost, added to the cost of transportation to Alaska, it is concluded that visitors fishing American Creek represent a socio-economic status well above the average American annual income.

A wide range of awareness of park resources, regulations, park functions, etc. appeared to exist among clients. This variability was observed across groups rather than among individuals within single parties. It was not evident if this observation was due to a lack of interest by particular clients, or a lack of effort by guides and operators. Members of parties consistently seem to be informed of bear country precautions.

As in past seasons, no citations were issued. No resource or criminal code violations were observed. Violations of permit
conditions and/or coast guard regulations were observed on five occasions. In summary these violations included:

Permit Conditions:
--- improper fuel storage (metal rather than plastic containers) by two operators.
--- operating without a validated AMCR permit.
--- operating on the creek without bear-proof food container on board boat.

USCG:
--- operating a boat (>16 ft) without at least one Type IV (throwable) PFD.

In each case, compliance was ensured and the situation corrected at the first possible opportunity.

COMMERCIAL OPERATIONS:

The following commercial operators were contacted on American Creek this season:

<table>
<thead>
<tr>
<th>Operator</th>
<th>Authorization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kulik Lodge</td>
<td>KatmaiLand concession contract</td>
</tr>
<tr>
<td>Grosvenor Lodge</td>
<td>KatmaiLand concession contract</td>
</tr>
<tr>
<td>Rainbow King Lodge</td>
<td>limited concession permit</td>
</tr>
<tr>
<td>No See Um Lodge</td>
<td>&quot;</td>
</tr>
<tr>
<td>Cusack's King Salmon Ldg.</td>
<td>&quot;</td>
</tr>
<tr>
<td>Branch River Air Service</td>
<td>&quot;</td>
</tr>
<tr>
<td>Enchanted Lake Lodge</td>
<td>(as employees of Branch River Air)</td>
</tr>
</tbody>
</table>

All the parties contacted on the creek this season operated boats stored at American Creek, with the exception of Grosvenor Lodge parties that arrive at American Creek by boat. Boat storage by these operators is permitted by either of two authorizations. These authorizations will be discussed separately.

(1) LIMITED CONCESSION PERMITS:

These permits authorize operators to store jet boats on the creek so as to guide and provide jet boat transportation. In addition, the permittee must abide by conditions stated in the Prospectus and Addendum. The number of permits is limited to a maximum of six. The authorization period is two years, with incumbent operators receiving preference for renewals. This authorization period once again received more applications than available permits. Successful applicants for the 1988/89 permits are as follows (all are renewal):
Rainbow King Lodge
No See Um Lodge
King Salmon Lodge
Branch River Air
Adventures Unlimited/Bran Air/Fox Bay Lodge
Bristol Bay Sportfishing

Ray Loesche
Jack Holman
Mike Cusack
Van Hartley
Mike Branham
Bruce Johnson

All six permit recipients operated on the creek this summer. Fox Bay Lodge and Bristol Bay Lodge were not contacted by NFS rangers on the creek this season, however they were known to be guiding on the creek infrequently. A major point of dissent arises from other guides over the observation that an operator may be issued a permit, and may do very little or no actual guiding on the creek. It is argued by some guides that this adversely affects visitors and other outfits that were not successful in acquiring a permit.

The number of lodges that operated on the creek under the authorization of the LCP system decreased from eight in 1987 to six this season. This decrease is due to a condition of the permit put in to effect this year that required permit recipients to maintain exclusive use of the boat storage/operating privileges on American Creek. As a result, the previous years' activity of "subleasing", in which a guide from an outfit without a permit could use the boat of permit recipient with permission from that holder, was prohibited. Presently, a guide operating a boat under a LCP must be an employee of the permit holder, as well as have attended a guide meeting. This policy appeared to improve credibility of the permit system on American Creek.

(2) Park Concession Contract:

Katmai, Inc. operates two lodges in the park under a park concession contract: Brooks Lodge, and Grosvenor Lodge. Grosvenor Lodge functions on American Creek by driving a boat from their lodge located near the far end of Lake Coville. Katmai, Inc. under this agreement, is authorized to store a boat directly on American Creek. Only Kulik Lodge has operated this boat this season. The operation of this boat must also meet the conditions of the limited concession Prospectus as an amendment to the contract.

Grosvenor Lodge was permitted to continue operation of a 21 foot, 200 hp inboard boat stored at their lodge site, as well as a 14 foot boat that was transported in the large boat to the creek whenever it was used. Due to the large mass of the 21 foot boat, a much larger wake is produced contributing to increased turbidity and bank erosion relative to the smaller boats that are restricted in size and horsepower by the Prospectus. Many guides reported concerns that the Grosvenor boat increased the hazard of boat collisions on the creek due to the large size and poor maneuverability in the narrow creek channels. The larger boat is needed to ensure safety during the nine mile crossing from
Grosvenor Lodge located adjacent to the far end of Lake Coville. Also Grosvenor Lodge may have up to six quests. Consequently, transporting six clients and guide would exceed the passenger limit of a smaller boat. A guide could shuttle clients in a smaller boat in two trips, however this would jeopardize the safety of the lake crossing and would increase boat traffic on the creek. In addition, clients would have to wait on the creek unattended.

Mike Dick of Grosvenor Lodge has requested permission to store the 14 foot boat on American Creek to avoid using the large boat on the creek when fishing with only one or two clients; thereby using the large boat for crossings only. Storage of this 14 foot boat on American Creek has not been authorized. Presently Katmai Land has a 16 foot boat stored on the river, however the Grosvenor guide does not have permission from his employer to operate it. Only Kulik Lodge uses the Katmai Land boat presently.

The current Katmai GMP calls for an increase in beds at Grosvenor Lodge from the present eight, to twelve. The increase presents the likelihood of a significant increase in use on American Creek outside the current permit system. This is particularly significant as Grosvenor Lodge uses the American Creek almost daily as it is a destination fly-in lodge and fishing areas are reached each day by boat rather than float plane.

As of September 4, 1988 two of the six boats stored at American Creek under limited concession permits exceeded Coast Guard horsepower limits recommended for their specific model boat. (See boat description listing in the appendix.) However all operators meet the specific conditions outlined in the Prospectus regarding maximum horsepower and boat lengths (motor not to exceed 50 hp, length not to exceed 18 feet). The only permit condition that could be interpreted to hold operators to the USCG horsepower/size tag posted on their boat is 14.f in the Addendum which states, "Boat is subject to safety inspection by NPS personnel".

This season, all guides operating permit boats on the creek had to carry AMCR identification cards issued after attending an American Creek guide meeting. All guides contacted had attended the guide meetings and were carrying their required AMCR ID cards. Only one permit holder operated on the creek before their permit was validated (Mike McCune of Enchanted Lake Lodge as an employee of Branch River Air); however operations ceased immediately upon contact and informed of their status by NPS rangers on the creek (see Case Incident Report). It is strongly recommended in future seasons that ID cards be issued to guides only after both the guide meeting requirement is met, and that the limited concession permit is validated for the season.

It is also suggested that a summary sheet of operation conditions be distributed with the guide ID cards. This sheet
could list required equipment, pertinent regulations, and specific guidelines relating to boat/equipment storage.

RESOURCES:

Resource monitoring duties of rangers Litch and Blackie included a resource map of American Creek, a detailed creek course map, photographic documentation of boat landing site impacts, investigating the feasibility of undertaking a boat wake erosion rate study with a control area, bird and mammal observations, visitor use data, creek census, and bear/human interaction monitoring.

Area Map/Resource Map:

A detailed map of the lower seven miles of American Creek was constructed from aerial photographs, USGS maps, and site observations. This map can be found in the appendix. An American Creek resource map depicting vegetation types, common place names, human impact sites, and selected-fauna sites along the lower six miles was completed and is available as a separate document.

Jet Boat Impacts:

(1) Photographic documentation of landings both color and black and white were taken of all seven landing sites on the creek.

(2) Erosion Study Feasibility. Rangers Litch and Blackie noticed a particularly pronounced block pattern of erosion of the creek bank along the lower three miles of American Creek. In an effort to determine if the jet boat traffic was contributing to this pattern, rangers attempted to locate a control plot on the creek system one half mile west of American Creek proper, where no jet boat traffic has been recorded. This area was investigated by kayak at normal late season water levels. Both the flow dynamics and bank construction/configuration differed far too greatly to serve as a control.

(3) Noise from jet boats and aircraft appeared to result in a change in behavior of many animal species. Bear, moose, beaver, river otter, bald eagles, common mergansers and other waterfowl were consistently observed to escape from the area as jet boats approached. Such behavior was far less pronounced or non-existent for the same species with the motor off or in a kayak. I was not evident which species where responding directly to the effect of the noise, however for many species the noise appeared to be serving as a warning of an upcoming boat wake.

(4) Wake. The effect of boat wake on spawning success, bank erosion, wildlife (particularly waterfowl), and vegetation are not well documented in the literature, nor can any conclusions be stated from observations at American Creek. The only exceptions are the resulting increases in turbidity and water pressure as jet
boats pass. The effect of these on the ecosystem are not well understood, nor have they been significantly investigated by the research community. Such efforts would be a monumental undertaking for any research group.

Bald Eagles:

Bald eagles were observed almost daily. The downstream nest was occupied in June by an adult pair and three young. Boat traffic in the area of the nest appeared to draw the adults back onto the nest. A total of ninety-five sightings were made on American Creek. On one occasion, two adults and three immature eagles were observed directly over the ranger camp.

Human/Bear Interactions:

No human/bear conflicts were observed or reported this season. The July 15 to October 31 ban on shore lunches coincided with a drastic increase in bear sightings due to the sockeye salmon run. As noted earlier, jet boat noise appeared to elicit a flee response by the bears in every case rangers observed. No boats or equipment were damaged by bears. One bear was observed on the ranger camp bluff this season, as compared to three in 1987. The bear ran off immediately after hearing movement in the weatherport. Bear fur was found on the charged barbed wire fence in August. All operators carried "bear-proof" containers. NPS personnel stored all food and garbage in the elevated cache.

Wildlife Observations:

(1) Mammals: The following mammals were observed on American Creek this summer: brown bear, moose, beaver, red squirrel, mink, river otter, porcupine.
(2) Birds: Daily sightings of common merganser, red-breasted merganser, raven, bald eagle, glaucous-winged gull, arctic tern, and lesser yellowleg. Frequent sightings of mew gull, green-winged teal, american widgeon, bonaparte gull, osprey. In addition, it should be noted that rough-leaged hawk, goshawk, great horned owl, and short-eared owl were also observed on occasion. Other species sighted are tundra swan, black-capped chickadee, blue-winged teal, northern pintail, Barrow's goldeye, northern shoveler, mallard, american robin, common snipe, varied thrush, grey-cheeked thrush, white-crowned sparrow, tree sparrow, yellow-rumped warbler, alder flycatcher, rusty blackbird, belted kingfisher, and northern shrike. A total of thirty-four species were recorded.

Cultural Resources and Human Disturbances:

The ranger camp was again located on top of the bluff one mile above the mouth of the creek. The boardwalk to the NPS boat
landing was painted light green to decrease the visual impact. All boat landings remained in the same area as in previous seasons.

Previous reports of vegetation damage along the creek banks by anglers were observed this year as well. That impact seems to be exasperated in early season by high water covering gravel bars, tending to drive anglers into vegetative areas. However, this impact is negligible after the same areas, as well as the entire creek bank, is trampled by boars feeding on the sockeye salmon run in late July and August.

Structures dated after 1940 are known to exist at two locations along American Creek. The structures are referred to as Trapper Jack’s Cabin and Fure’s Cache. It should be noted that because they are less than fifty years old they are not eligible for nomination to the National Register of Historic Places. Because of a change in the course of the creek, a visit to Trapper Jack’s Cabin entails a bushwalk and consequently, foreseeable use as shelter appears very unlikely.

A third site of development was discovered this season by Blackie and Litch along the marsh at "crater lake". This site is located on the east berm of the lake which is marked 141 in Section 14, T 16 S., R 30 W. Materials found on the site include the remains of a wooden tent frame, food cache, fuel cans, dishes, and food cans dating to the 1950's. See AMCR Log 1988 for further details. Photographs were taken of the site.

There are two NPS boats stored on shore in the area of Grosvenor Lake. Both of these boats have not been used in years, and are of little use for patrol purposes. The first boat is located at the Grosvenor Lake take-off of the Portage Route to Bay of Islands. This boat is in marginal condition. The second is located along the shore of the pond adjacent to the site of the 1985 Grosvenor ranger camp. This v-hull boat is operable. Removal of both boats should be considered.

Creel Census:

Results of this season's creel census were not available at the time of this report. The creel census will be added to the appendix when it becomes available.

LOGISTICS:

Jet boat:

Patrols of the American Creek and surrounding lakes were performed by use of a 16 foot jet boat with 40 hp outboard. The original Evinrude VRO failed due to a fuel pump malfunction attributed to a faulty design installed during production of the 1987 model. Otherwise, both the original motor and replacement ran perfectly.
The change in motors allowed a comparison of navigating the creek with a console steering unit versus a motor steering arm. The arm allowed much quicker and precise steering in tight spots; whereas the console was more convenient, less tiring, and decreased noise exposure.

Ear muffs were worn at all times by occupants of the boat. These have an advantage over ear plugs as they are readily taken on and off with frequent stops and contacts.

Fuel Summary:

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total hours in 1988</td>
<td>40 hrs.</td>
</tr>
<tr>
<td>Gasoline used</td>
<td>114 gal.</td>
</tr>
<tr>
<td>Outboard oil used</td>
<td>2 gal.</td>
</tr>
<tr>
<td>Kerosene used at camp</td>
<td>12 gal.</td>
</tr>
<tr>
<td>White gas used at camp</td>
<td>8 gal.</td>
</tr>
</tbody>
</table>

Fuel Consumption estimates (based on two person occupancy):

* 3 gallons/hr
* Round trip bluff to portage route........6 gal. (2 hrs)
* Round trip bluff to three forks..........2 gal.
  (varies with number of stops and water level)

Shelter:

The weatherport, frame, and platform are in fine shape and performed excellently.

RECOMMENDATIONS:

(1) Discuss alternatives to the current situation in which Grosvenor Lodge operates a 21 foot boat with 200 hp inboard on American Creek. Katmailand currently has a jet boat stored on American Creek that meets the conditions of the AMCR Addendum to the Prospectus.

(2) Examine the NPS policy on the American Creek limited concession permit recipients that are operating jet boats that exceed the Coast Guard limits for horsepower for their particular boat. The Prospectus states that operation on the creek is subject to NPS safety checks.

(3) Institute the policy that AMCR guide identification cards will not be issued until the following conditions are met:

   (1) Permit is complete and validated.
   (2) Guide attends meeting.
(3) Successful passing of on-site checks of safety equipment and boat requirements at American Creek.

(4) Continue the policy prohibiting the "subleasing" of AMCR permits.

(5) Prepare and distribute at guide meeting, a summary sheet of operating conditions for all guides to facilitate compliance with these requirements. This would include the list of required safety equipment, bear containers, fishing records, etc.

(6) Consider the removal of the two NPS boats stored on shore in the area of Grosvenor Lake. (See Human Disturbance section found under RESOURCES in this report.)

(7) Reconsider the advocacy of an increase from eight beds to twelve beds at Grosvenor Lodge as stated in the GMP, while park policy concurrently maintains a program that has established a limit on the commercial use of American Creek (Grosvenor Lodge is the principle operator on American Creek).

(8) Assess the implications of the plan outlined in the GMP that suggests the development of a campsite and seasonal ranger camp near Grosvenor Lodge. NPS patrol logs of past ranger activities in the area describe very frequent bear interactions in their camp at the proposed location. (Grosvenor Patrol Log 1985).

(9) Assess the historic significance of the cache site found on "crater lake".

(10) Purchase a CB radio to facilitate the communication with Grosvenor Lodge, should an emergency occur in which either party required assistance.

(11) Sporadic, unannounced NPS patrols of American Creek from two to five days in length may be a cost effective alternative during seasons with insufficient funds. This operation would be facilitated by the option to access the area by boat after hiking the portage route or fly in. An initial patrol effort during late May or June would be required to establish NPS presence in the area, and to promote compliance with permit conditions at the beginning of the season.
APPENDIX 1
AMERICAN CREEK EQUIPMENT INVENTORY

Equipment stored at American Creek near NPS boat landing:

1 55 gallon fuel storage barrel
30 gallons gasoline
1 15 gallon fuel keg valve
1 bung wrench
1 used impeller and cup
1 Danforth anchor
1 Sea Nymph boat with steering assembly attached and outboard mounting bolts on transom
1 boat plug taped to steering wheel
1 hold down assembly for VRO oil reservoir
1 fuel funnel with water separator/filter

Equipment stored in American Creek food cache:

5 gallons outboard oil
10 gallon kerosene
8 gallon white gas
1 5 inch diameter funnel
1 jet boat grease
1 washboard
1 Av-gas shower can
1 broom
1 dust pan
2 5 gallon water jugs
1 door mat
Complete set of pots, pans, and eating utensils
Assorted nails
Tripod folding stool

1 folding card table
2 folding cots
2 folding captain chairs
20 metal clothes hangers
1 plastic bucket
5 pkgs. paper towels
1 roll wax paper
1 roll aluminum foil
2 bottles chlorinated lime
30 plastic garbage bags (M,L,XL)
3 boxes matches
1 large tarp
Painting supplies: 2 brushes, thinner, bucket, 1 gal white enamel

Equipment stored on weatherport platform:

12 Av-gas wooden boxes (shelves)
Wooden boat storage box with hold down bungees, bailing bucket, extra line (combination lock #06/24/10)
Shovel (under floor boards)
Covered by rain tarp
Weatherport frame standing intact
Equipment stored in Brooks Camp ranger cache:

1 boat seat
1 beige weatherport
1 Coleman stove
1 Coleman lantern with case
1 Lg ammo box w/boat tools, igntn. key, outboard manual
1 3m ammo box
1 12 volt battery w/case
1 Lg. Katadyn water filter
1 Emergency signal strobe (in carpentry box)
1 first aid kit
extra tabbed washers in boat tool box
1 Kero-sun heater
1 tool box - carpentry
1 come-along
1 VRO oil reservoir
2 6 gallon gas cans
1 electric fence charger
1 PFD Type IV (throwable)
1 spotting scope w/tripod
2 fire extinguisher
1 40 hp Evinrude VRO w/ lower jet unit
2 pair ear muffs

Equipment to be checked out at Brooks Camp:

12 gauge shotgun w/ammo Therma-rest pads
VE-24 tent Optimus 8R stove
chest waders liter fuel bottle
hip waders float coat
sleeping bags gun cleaning kit

Stored in files at King Salmon:

previous logs and season reports
jet boat log book
patrol maps
Prospectus and Addendum for permit system

Equipment on order:

spare spark plugs
requested CB radio
APPENDIX 2

Description of Jet Boats on American Creek
Description of Boats Stored on American Creek 8/88

<table>
<thead>
<tr>
<th>Operator</th>
<th>Boot Description</th>
<th>Registration #</th>
<th>Outboard</th>
<th>C.G. Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Limited Concession Permits (listed in order from upstream going down)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adventure Unlimited</td>
<td>16.5', silver, V-hull, steering console</td>
<td>AK 9498K</td>
<td>40 hp Suzuki</td>
<td>40 hp, 5 seas</td>
</tr>
<tr>
<td>Bristol Bay Lodge</td>
<td>16', blue green, Travler</td>
<td>AK 7464K</td>
<td>not installed in 88</td>
<td>40 hp, 5 seas</td>
</tr>
<tr>
<td>No Sea Ur Lodge</td>
<td>18', grey, Lowe</td>
<td>AK 7699K</td>
<td>55 hp Mercury</td>
<td>45 hp, 7 seas</td>
</tr>
<tr>
<td>Brand River Air</td>
<td>17', grey, Sarumaan</td>
<td>AK 3911K</td>
<td>40 hp Mercury</td>
<td>40 hp, 6 seas</td>
</tr>
<tr>
<td>Chief's King Salmon Lodge</td>
<td>16.5', green, Travler</td>
<td>AK 4890K</td>
<td>40 hp Suzuki</td>
<td>40 hp, 6 seas</td>
</tr>
<tr>
<td>Rainbow King Lodge</td>
<td>16', silver, Yamaha</td>
<td>AK 7112K</td>
<td>50 hp Johnson</td>
<td>35 hp, 5 seas</td>
</tr>
</tbody>
</table>

Concession Contracts:

| Xeremkoand         | 16', white, Starcraft (V-hull) | AK 9678 | 50 hp Evinrude | No tag |

National Park Service:

| Alten patrols      | 16', green, Travler | N/A | 40 hp Evinrude | 40 hp, 5 seas |