Today

From seasonal fish camp to commercial seafood processing; from wartime subport to seaplane base; from steamship docks to berthing thousand-foot cruise ships delivering more than a million tourists annually, Juneau's waterfront has been its lifeblood for more than 140 years. For the first half-century of Juneau's development, the waterfront was the only portal for people and products. The subject of presidential decrees, parking disputes and lawsuits, the mile-long coastal strip, from bridge to library, has been a topic of close to 20 studies or plans over the last 40 years.

Virtually none of Juneau's current tidelands existed when original peoples fished the area or in 1880 when prospectors Joe Juneau and Richard Harris paddled ashore from Sitka in their Native-made canoe. Most of today's 25 acres of tidelands along Juneau's downtown are tailings from the Alaska-Juneau Gold Mining Co. mill, an icon which anchored the east end of the working waterfront.

From the beginning, federal agencies facilitated shore development: relocating indigenous residents, expediting transfer of traditional lands, invoking military authority to seize private property, and building a 12-acre barge terminal during WWII. Today, the waterfront remains a patchwork of public and private properties with no single thread tying it together -- except history.
Much of Juneau's shoreline made of mountain

Most of Juneau’s current waterfront did not exist when indigenous peoples fished the area or when prospectors arrived in 1880. The rendering above imagines d’zanik’i heeni (“where flatfish gather”). Gold Creek delta is upper left and Miners’ Cove at right. The delta is evident in the upper right of the 1907 photo. In 1914 a boardwalk on pilings (at right, looking east) was constructed along the shore to connect the Áak’w village to town along Willoughby Avenue.

The 1929 photo documents the difficulty of extending a wharf to deep water. By 1931 the Chamber of Commerce launched a $100,000 effort to fill the area with waste rock from the AJ mine. Fill also was required to build the original bridge in 1935 (left).

Dave Femmer (whose dock appears far left in the 1935 photo) in 1940 added waste rock to the site. The military seized the property in 1942 and added 12 acres to create the "subport." By 1960 more of the delta had been filled and lower Gold Creek ran through a concrete channel. (Triangle in center of photo above is where federal building is today.) The terminus (Outer Drive) of "Glacier Expressway" was built in 1969 on fill from a quarry near the hospital. Today, left, about 25 acres of fill comprise downtown tidelands. (Gold Creek center; Miners’ Cove bottom right.)
140 years of development by government and business - and a stack of studies

“To forestall disharmony between the Tlingit community and the newly arrived miners, the U.S. Navy engineered the move of the Tlingit people from downtown Juneau, to an area just outside the original townsite, in the area known today as the Áak’w Village District . . .

"Historic and Cultural Preservation Plan," City & Borough of Juneau, 2020

1881 - Navy garrison in command; first dock built (1)

1890s - Wharf built to deep water

1900 - Juneau incorporated and becomes seat of Alaska government

1901 - Pacific Coast Steamship Co. constructs warehouse on wharf (current site of Merchant’s Wharf)

1914 - Áak’w village connected to town by boardwalk on pilings (left)

1915 - David Femmer and Lloyd Ritter purchase tidelands extending from Willoughby boardwalk; construct 55’ x 1,000’ warehouse on dock for $10,000. Federal Bureau of Education gives permission on behalf of Indians’ rights to the land

1917 - Femmer dock expanded

May, 1923 - First flight lands in channel; soon, several air companies operating out of harbor

1924-5 - Feds negotiate to build dock; Bureau of Education provides clearance “on behalf of the right of the Natives of access to adjacent lands” (DAE, Mar. 5, 1925)

1927-28 - Government dock built

1930s - Femmer dock and warehouse expanded; feeds build float off his dock to service military

1931 - Chamber of Commerce launches $100,000 effort to fill tidelands with mining waste rock

1934 - Works Progress Administration starts concrete channel for lower Gold Creek

1897

Above: Áak’w Village, ASL-P4-015, Yukon Mining, Trading & Transport Co.; below: first dock (center), built 1882, Edward De-Groff (first postmaster). ASL-P9I-65

1940 - Air mail planes use channel. Femmer moves tailings around his dock

May 23, 1942: President transfers shore authority from Interior to Navy

Summer, 1942 - Military designates Juneau and Excursion Inlet as “subports” of the Port Authority of Seattle; Army begins construction of subport

August, 1942 - Feds take over Femmer’s dock and adjacent property; fill added

1946 - Army conducts official “final close out” of subport and turns it over to Corps of Engineers which installs dry dock

1950s - Military docks transferred to new Coast Guard Station; Corps of Engineers completes Gold Creek concrete channel

November, 1961 - Storm badly damages subport; ordered vacated in April ’62

February, 1963 - Alaska Marine Highway docks ferries downtown for first time

1968-75 - Four-lane waterfront "outer drive" and "Glacier Expressway" built

1980 - New bridge built, same location

1981 - Gold Creek Study proposes land swap with feds for public use of subport

1983 - Gold Creek plan includes aquarium, mall, 300-room hotel, parking for 500

1984 - Report suggests filling mouth of Gold Creek, building industrial port elsewhere to focus waterfront on tourism; Thanksgiving Day storm destroys part of newly-built Marine Park

1986 - State plan for waterfront Pioneer Home scrapped

1996 - State waterfront holdings transferred to Mental Health Trust

1998 - Docks and Harbors Plan references relocating industrial port to W. Douglas "as has been discussed many years;" notes all tidelands now owned by city, except oil dock (now owned by AELP subsidiary)

2004 - Waterfront Plan recommends demolishing Merchant’s Wharf, expanding Marine Park (Wharf for sale; never sells)

2016 - Skip Wallen whale sculpture installed at Mayor Bill Overstreet Park

2017 - Two offshore berths installed for ships greater than 1,000 feet

2019 - Norwegian Cruise Lines purchases 2.9-acre parcel from Mental Health Trust for $20 million, six times the minimum bid

Southeast Alaska’s Inside Passage was considered the safest sea route to move materiel north. To alleviate the shortage of ocean-going vessels, the Army established the Alaska Barge Line. To that end, General Order 109 was issued designating Juneau and Excursion Inlet, 70 nautical miles northwest of Juneau, as “subports” of the Port Authority of Seattle. That fall, Prince Rupert and Skagway also were designated as such (and the White Pass and Yukon railroad was leased by the Army for access to the road route in the Yukon).

Excursion Inlet, a deep fjord with a cannery, was considered the best departure point for westward ocean-going vessels to deliver war supplies to mainland Alaska. Stated the Army’s 1944 Narrative Report of Alaska Construction, 1941-1944:

“In order to provide an immediate, temporary barging terminal, pending construction of the Alaska Barge Terminal at Excursion Inlet, it was necessary to expand port facilities at Juneau.”

Territorial governor Ernest Gruening, an active booster of the war effort, visited the Excursion site and editorialized: “For the first time we do not speak resoundingly of Alaska’s greatest industry, fish, and second greatest, mining. In 1940, the first place has been taken over by a development we could not foresee even a year ago. National defense is today -- perhaps only briefly, but nevertheless undeniably -- Alaska’s greatest industry.”

Alaska’s strategic proximity to Russia and Japan instantly was amplified with the June 3–4, 1942, bombing of Dutch Harbor and subsequent occupation of the western Aleutians.

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Territorial governor Ernest Gruening, an active booster of the war effort, visited the Excursion site and "quickly concluded the entire concept was ill-conceived." He was "adamant that the project be scrapped" and flew to San Francisco to seek revocation of the order from Army Western Defense Command General John DeWitt -- to no avail. (The Army’s own military history of its transportation corps concluded, “These [Aleutian] enemy bases lacked the strength to threaten seriously Alaska’s security or to disrupt the sea lanes.”)

Construction of a Juneau subport was completed in April 1943. The Narrative details directives to extend the existing government dock, widen and replank the existing wharf from 40’ to 100’ and lengthen it from 600’ to 800’, construct a barge grid, an apron for unloading, fill for open storage, an adjoining dock and warehouse, a two-lane street to Willoughby Avenue, and pilings and dolphins for barge tie-up a mile south at the rock dump. Final facilities included a 105,800 sf warehouse, 352,900 sf of open storage, 80,000 sf of dock space, requiring total fill of about 12 acres and costing nearly $1.6 million.

In August 1946 the Army conducted a "final close out" of the subport and turned it over to the new Alaska District Office of the Corps of Engineers which was to oversee federal construction in the territory and manage a fleet of 27 barges and six tugs based in Juneau.


Subport not built for subs
War project fought by governor

March 23, 1941, the Daily Alaska Empire editorialized: "For the first time we do not speak resoundingly of Alaska's greatest industry, fish, and second greatest, mining. In 1940, the first place has been taken over by a development we could not foresee even a year ago. National defense is today -- perhaps only briefly, but nevertheless undeniably -- Alaska’s greatest industry."

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Subs and chasers sent here to intercept pirates, reds, and rum (not enemy vessels)

While rumors swirled of submarines -- friendly and enemy -- in the Gastineau Channel during both world wars, newspapers report that when military craft came to Juneau in a public way, it was to stop fish trap piracy, pursue radicals, chase rum runners, or to show the flag, rather than for targeted military defense.

The Sept. 1, 1915, Daily Alaska Empire reported a flotilla of five torpedo boat destroyers had arrived the night before.

The destroyers steamed into the harbor in single formation and nestled at the city dock. Within an hour three hundred blue jackets were given shore liberty and the capital city's streets were alive with seamen,* reported the DAE. The boats left the next day. (The U.S. did not enter the Great War until April 1917.)

The summer of 1918, shortly before the Nov. 11 armistice, subchaser 309 was assigned to Juneau until October "in order to protect the salmon pack," said federal Food Administrator P.R. Bradley. (Salmon were considered an important food product among the Allies.) The papers reported several soirees hosted for and by the crews, while warning the public not to give any liquor to the Navy men as it was against their rules and prohibition had gone into effect in Alaska January 1. (The DAE did report September 20 that $1,173 had been collected for the troops' Tobacco Fund.)

The next April 1919 the gunboat Vicksburg and subchasers 309 and 310 made Juneau their headquarters (bringing nearly 240 men) per the request of Gov. Thomas Riggs for a "permanent patrol" in the area. Said the Douglas Island News, April 11, 1919: "...Juneau people can now sleep well at night, secure in the thought that their fair city is safely guarded by the frowning guns of a gunboat and two sub chasers."

However, Gov. Riggs made clear in a June letter to all canneries that the subchasers were intended to address "pirating among the fish traps."

Subchasers, now under the auspices of the U.S. Treasury's Coast Guard, were sent to Juneau a third summer, in 1920, "to aid in the patrol of Alaskan waters for the enforcement of the customs laws and the protection of commerce." (The Coast Guard was under the peacetime supervision of the Treasury until 1967.)

In a long, hawkish editorial May 18, 1920, the Daily Alaska Empire reacted to rumors that subchasers were sent to Southeast Alaska to fight the "red menace" (meaning union organizers), "...the radical is never idle...whenever the people permit themselves to be lulled into a sense of security he is out again distributing his poisonous propaganda. Alaskans should do nothing that would prevent the government from sending naval vessels to Alaska and they should be here all year round. There should be more of them rather than fewer..."

By spring 1923 the Empire was reporting the conversion of subchasers into vessels used to enforce prohibition by intercepting liquor runners along the coast.

More than a decade later (post-Prohibition and pre-World War II), the Daily Alaska Empire reported in late July 1934 the towns' welcome of "the largest number of Uncle Sam's fighting craft moored in Juneau at one time." The Submarine Division Twelve, comprised of six subs and two ships, brought 1,300 men and more than 80 officers to Juneau for three days. It would be another 12 years before the Empire reported on the visit of three subs for 48 hours. By then, WWII had been over for a year.

Sources: Daily Alaska Empire, Aug. 17, Sept. 20, Oct. 12, 1918; June 26 and Dec. 10, 1919; May 4 and May 9, 1923; July 28, 1934; Aug. 13, 1946
A problem for fishermen in early years was that the Juneau waterfront had no protection whatever, especially from southeast gales. It was not until the Alaska Juneau mine began dumping waste rock into the channel that the situation improved.

Supporting the fleet (beyond a hoist, ice chipper, and float the city had installed) led to a major fight. Early in 1917 the city built a float for fishermen next to the Standard Oil plant on Thane Road. It was partly protected by the existing dock, but was a long way from the Juneau business district. The Juneau Merchants Protective Association decided in May 1917 that the halibut fleet needed facilities for making ice and a warehouse for gear storage and fish packing. The group voted to ask the city for such a facility, igniting a political brouhaha.

Mayor Emery Valentine was unalterably against buying shoreside property (city land had been leased in 1913 for a cold storage). In July the city council unanimously approved a resolution to lease property next to the existing city float with an option to buy. In August Valentine vetoed the resolution. In September the six-member council unanimously overrode the veto and directed the mayor to proceed with the lease. Valentine did nothing. The council then considered a resolution declaring the mayor had failed his duty and making a council member acting mayor. Threats of bodily harm between Valentine and another council member are in the record. Valentine filed suit and secured a temporary restraining order to stop the project. No decision was recorded by the newspapers, but the development never occurred.

Fishing facility ignited civic battle

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Fish agency dominates government dock

One of the most valuable waterfront properties actually has no value at all -- at least not to city tax rolls. And, despite recommendations over many years to repurpose the site for greater public use, it's unlikely that nearly a century of federal control is going to change any time soon.

The U.S. Department of Commerce possesses more than 2.4 acres on the subport including three buildings, a float, and a dock (contiguous to the one-acre Coast Guard station). The federal government, which is exempt from city property tax, has exercised a claim to the area since the 1927 when it negotiated with the city to extend Dave Femmer's private wharf. For the past 65 years, a federal fisheries agency (under various names) has dominated "the government dock."

The Interior Department controlled the site a dozen years (per a 1930 Executive Order creating an Alaska Commission to oversee federal operations in the territory). In May 1942 a presidential decree gave the Navy jurisdiction; a month later the Japanese bombed the Aleutians and the Army took over the site and built a 12-acre "subport." In August 1946 it became the new Alaska Office of the Corps of Engineers to manage federal construction in Alaska and coordinate 27 barges and six tugs. The Corps built a dry dock 68' wide and 200' long, presumably to service this fleet.

For much of the next decade, territorial officials lobbied Congress to cede federal tidelands in Juneau. A bill transferring ten acres of federal property (again apparently under the auspices of Interior) slowly moved through Congress in 1956. The transfer included the National Guard Armory (now the Juneau Arts & Humanities Council), but exempted property occupied by the Forest Service, Coast Guard or U.S. Fish & Wildlife (including its Bureau of Commercial Fisheries [BCF]), i.e., today's subport.

It seems the BCF was already settled in. After all, in 1940 Juneau had been designated one of five national fisheries offices. The BCF's first mention of the subport, in its December 1957 report, implies customary use: "December as usual was fairly quiet in the subport shops as a number of mechanics and crews were on leave."

The Congressional Record of March 1957 includes references to the transfer. Uplands and a portion of the subport were eventually ceded to the territory, but the feds never gave up the east side, even as facilities for both BCF and Coast Guard were built at Auke Bay (which is rockier and less accessible).

In November 1961 a severe storm destroyed subport bulkheads. BCF offices were condemned and relocated -- but not to the new Auke Bay lab (nor to the federal building, which didn't exist until 1963). The dock and flat buildable space had become an essential boat repair and maintenance site upon which fisheries researchers and other federal entities depended. So, the subport was rehabilitated in 1963. In 1970 the new NOAA (see left) built a warehouse and shop and later a second warehouse. By 1981 city studies suggested tourism was a better use of the site and federal operations could be served elsewhere, such as West Douglas. Forty years later, that has yet to occur. A 2000 assessment of the subport quoted NOAA officials: "They like the town location." That year NOAA built a $450,000 float there.

In 2007 NMFS (and other fish research entities) moved into the Ted Stevens Marine Research Institute on Lena Point. There is no dock at the new facility and NOAA retains its hold -- initially gained by executive decree -- on it's coveted swatch of downtown waterfront.

Waterfront’s oldest development has supported air travel nearly a century

For at least 120 years, one particular piece of the Juneau waterfront has played a continuous role in its development. Today, Merchants Wharf is a mix of retail and office space, but the location continues to serve -- as it has for most of the last century -- as a seaplane hub.

The spot originally was called "Miners’ Cove." It's where, by December 1880, about 40 miners camped anticipating a spring gold rush along Gold Creek. Just a few weeks earlier, on October 18, Richard Harris, Joe Juneau and Nathan Fuller had recorded a 160-acre townsitename Harrisburg after filing mining claims along the creek valley. (1)

A deep-water wharf was built at the site at the foot of Main Street sometime in the late 1890s. In 1901 Pacific Coastal Steamship Company took it over. Its competitor, Admiral Line, purchased PCSC in 1923 and moved elsewhere on the waterfront.

According to CBJ’s 2006 "Historic Property Evaluation” of the site, it was purchased in 1924 by Juneau Motor Co. and was the first Ford dealership, just as autos were becoming popular. Five years later, the location’s use as an aviation hub took off. April 15, 1929, Enscel Eckmann flew to Juneau, the first non-stop flight from Seattle to Alaska. Shortly thereafter, Eckmann formed Alaska–Washington Airways and operated out of a hangar built atop a large log raft anchored in front of the car dealership. It wasn’t long before at least five companies were providing floatplane service out of the Juneau harbor. In 1936 Alaska Air Transport (AAT), owned by Sheldon "Shell" Simmons, took it over, demolished the dock and built a five-plane hangar funded by local investors. By 1940 AAT had become Alaska Coastal Airlines and purchased the leased hangar which had been rebuilt following a fire. In 1946 the hangar was tripled to 15,000 square feet; offices and a baggage handling area were added later.

The waterfront remained a hub for Southeast air travel even after general aviation wheeled aircraft could land at the airport on the Mendenhall flats in 1948 as most towns in the region did not have air strips.

In 1962, with the merger of Alaska Coastal and Ellis Air Transport of Ketchikan, the wharf became the operations center of the "greatest exclusively amphibian airline in the world, with the largest (private) fleet of the legendary Grumman Goose." (Today five of the original planes are in museums around the world.)

In 1974 the property was purchased and reconfigured into shops, restaurants, and offices.

The CBJ’s 2004 "Long Range Waterfront Plan" recommended Merchants’ Wharf be demolished to expand Marine Park to the east and a seawalk to the west. That never happened, although the site was on the market at least two years. In fact, it’s one of the few pieces of waterfront never taken over by government. Today, the two-parcel property is valued by the city at $6.3 million. For nearly a century the floats out front have served seaplane passengers -- now comprised of tens of thousands of tourists.


Outsized impact of Treadwell on Alaska development topic of annual meeting

Tourism, the transportation industry, high-tech mining, and factory work were jump started in Alaska by Treadwell. The four-mine, five-mill complex on Douglas Island and its modern management engendered an appealing, successful company town for 40 years (1882–1922) and ignited twentieth-century development of the territory.

Wrote longtime, nationally-syndicated columnist Frederic J. Haskin March 2, 1910: It takes 6,000 pancakes, 3,800 biscuits, 2,300 eggs, 60 pounds of coffee, and three beees a day to feed 1,500 men.

Paulette Simpson, Wayne Jensen and Jim Geraghty of Treadwell Historical and Restoration Society and Rich Mattson and Laury Scandling of GCHS prepared the 100+ slide program for the Alaska Historical Society virtual conference in October. It will be the topic of GCHS’s annual meeting Sunday, Nov. 14, 1–3 pm. For a Zoom link, email: juneauhistory@gmail.com
Fateful step led to gold medals and advocacy for disabled

A tragic teenage adventure at an old mining site in Juneau led a hapless young man to two gold medals in the 1980 Winter Paralympics.

The Paralympics began in 1960, but it wasn’t until the first winter games in 1976, that the worldwide athletic competition for individuals with disabilities wasn’t just for those in wheelchairs. (The next Winter Paralympics are March 4-13, 2022, in Beijing.)

Doug Keil's road to gold — and to trailblazing advocacy for Alaska’s disability community — began on a August day in Juneau, 1968. The 14-year-old from Anchorage was visiting a pal who had moved to Juneau. They and another buddy decided to retrieve a couple Pyrex glass insulators attached to a board on a shed on former mining property in Last Chance Basin that at the time was owned by Alaska Electric Light & Power. The shed was next to a transformer tower, so they decided to climb the tower to reach the insulators. As Keil stopped across a cross bar, he slipped and came in contact with a 23,000-volt line. His life would never be the same.

One of his companions ran nearly two miles to the fire station at City Hall. According to the police report, August 28, 1968, Chief James Wellington and two officers responded, as did two state troopers. In the meantime, Keil's dangling foot came in contact with the power line and he was again electrocuted. One of his friends put his own life in danger when he climbed the tower to disentangle Keil from the crossbar. Two Juneau officers climbed the tower to immobilize Keil so that he would not be struck again. "Upon reaching the victim's position, which was approximately 20 feet from the ground, it was noticed that he was still alive." Keil remained caught in the tower's structure for probably 45 minutes until an AEL&P representative arrived and shut off the power. Keil's left limbs and right abdomen were severely burned. A Coast Guard C-130 was diverted to Juneau to fly Doug to University Medical Center in Seattle where his parents met him. "The doctors told them to expect a corpse," says Keil. But he was conscious throughout the ordeal.

"When I was in the ER, they let my dad poke his head through the curtain. I told him,'This is gonna cost a lot of money.' I said I'd sell my motorcycle, which I'd just bought with the money from my paper route. But I told him that I could sell only one of my skis, because I was going to ski again." And, he did. But not before a great deal of pain, loss, and finding his way.

Keil's left arm and left leg were amputated. He endured multiple surgeries and skin grafts to his permanently ruined abdomen. He wouldn't leave the hospital until Christmas and then spent more than another year undergoing medical treatment. Doctors told him the damage would likely kill him before 30.

The former multi-sport athlete finished high school in Virginia and then returned to Anchorage to start college. That didn't last long. "I was kind of lost," says Keil who today is a 67-year-old retired GCI cable TV control room operations manager. "Back then you just 'manned up'. You didn't have counseling. I ended up partying like everyone else at that time."

In 1975 his parents gave him a plane ticket to Winter Park, Colorado, to check out the Handicapped Ski Program. "My dad said, 'If you're going to sit around and do nothing, do it there.'" He was 21.

He happened to arrive on the opening day of the National Handicapped Ski Championships – and lots of people, not just him, were on crutches. The program director had him try an "outrigger," a crutch with a ski that could attach to his artificial arm. It was clear that he had plenty of athleticism left. He returned to Alaska, went to work to support himself and to race on a single ski with outriggers on his arms.

He competed in the nationals in 1977 and came back in his class. He stuck with it and raced again in '79, but blew a gate in the giant slalom and was disqualified. But he was not done. He was invited to try out for what would be just the second Winter Paralympics, set for Norway in 1980. "At the time I think I was the only skier in the country on one leg." He was chosen for the American Alpine team and won a gold in the slalom and another in the giant slalom.

His success awakened in him a commitment to support other disabled individuals to find the freedom he felt on skis. "I've always liked to go fast," said Keil when he was interviewed by the Anchorage Daily News at age 26. "Skiing gave me the feeling of motion. It's like running again."

He returned to Alaska and that year founded Challenge Alaska to promote sports and recreation for those with disabilities. He would be a board member 30 years. Along the way, he collected a slew of awards and recognition, including being selected as an Olympic torch runner in 1996 and being nominated for the Alaska Sports Hall of Fame. When he could no longer risk skiing, he got into competitive sailing for several years.

Two years ago, he returned to Geilo, Norway where 299 disabled Olympians competed in 1980. He sat on the porch of the hotel where he'd stayed forty years before and "experienced a lot of reflection about the entire accident and the process by which I ended up being in Norway."

A process that began in Juneau on what started out as just a teenaged boy's adventurous August day.

Your support strengthens local history

GCHS recognizes those whose extra level of commitment enables the Society to better serve our membership and to respond to opportunities including participating in the purchase of two oil paintings by Sydney Laurence, "Early Morning, Juneau, Alaska" and "Bend in the River," for Friends of the Juneau-Douglas City Museum. The Society also supported The Empty Chair Project to recognize the internment of Southeast Alaskan Japanese-Americans during WWII and contributed to the William Seward statute. GCHS has supported the Treadwell Historical Preservation and Restoration Society's projects, including restoration of the Treadwell Salt Water Pump House and stabilization of the New Treadwell Office building. Your contributions also supported the "1860s Alaska" traveling exhibit panels recognizing Alaska's Sesquicentennial and printing "Tales of a Territorial Childhood." Thanks to your patronage, GCHS last year was able to develop our new website: [juneauhistory.org](http://juneauhistory.org)

GHS Board of Directors and Project Contacts

Directors elected by members at November annual meeting

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GOLD MINER ($500)

Allison, Jerry
Lind, Marshall & Lois
Simpson, Paulette & Budd

HISTORIAN ($200+)

Babcock, Malin
Boddy, Doug
Bonnett, George
Botelho, Bruce
Browne, Alison E.
Chrysler, Sherrie & Dale Lanegan
Johnson, Paula
Kulp, Gladi & Jon Pond
Leighty, Bill & Nancy Waterman
Millea, Mark & Esther
Overstreet, Jean
Swanson, Kristie

SUPPORTING ($100)

Abo, Mary Tanaka & Joe
Barrett, Tom & Sheila
Baxter, Fred & Janet
Betit, Ellen Lupro
Danner III, George
Diebels Sr., Bill
Epperly, Gordon & Kay
Froehlich, Peter & Elsa Demeksa
Gill, Sharon & Kenneth
Gillette, Gary & Renee Hughes
Gould, Alan & Carolyn
Grant, Gerald & Kami
Grant, Hugh & Shari
Grant, Jeff & Frances
Grummert, Dee Ann
Grummert, Roger & Karleen
Harris, Don & Alma
Harris, Mary-Claire
Hixson, Nancy
Houlihan, Steve & Kaye
Isto, Sarah & Gordon Harrison
Jensen, Wayne & Rita
Kelly, Sharon
Kline, Jean
Koelsch, Ken
Landingham, Joyce
Larsen, Doug
Lawton, Geoff & Marcy
Lind, Ronald & Val
Madsen, Donald
Murray, Doug & Shauna
Palmer, Virginia
Pilcher, Jeff & Leanne
Robinson, Judy
Satre, Tim
Scafturon, Carol E.
Scandling, Laury
Schultz, Anne G.
Shaw, George
Shaw, Gerald & Janet
Smith, Paula
Trippette, Jim & Jackie
Weldon, Beth
Whittaker, Jetta & Rob Steedle

GHS Annual Meeting

Sunday, Nov. 14
1-3 pm
email: juneauhistory@gmail.com for Zoom link

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$30-Individual  $50-Family or Business  $100-Supporting

$200 - Historian - Four benefits listed above PLUS:
4 passes to the Last Chance Mining Museum

$500 - Gold Miner - Four benefits listed at top, PLUS:
One night for 2 at Sentinel Island Lighthouse*

$1,000 - Lighthouse Keeper - Four benefits listed at top, PLUS:
Two nights for 2 at Sentinel Island Lighthouse*

*Monday-Thurs day only. Lodgers bring food, bedding. Transportation not included.
For information or reservations: 907.780.4355 or glrrlg@alaska.net

$ _______ Additional contribution to Last Chance Mining Museum
$ _______ Additional contribution to Sentinel Island Lighthouse
$ _______ Additional contribution for special purpose or general operations

_________ I would like to volunteer for Society activities. Contact me.

Questions? Contact the Society through: juneauhistory@gmail.com

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Gastineau Heritage News is published twice annually by the Gastineau Channel Historical Society. Written and edited by Laury Scandling; researched by Paula Johnson, Rich Mattson and Gary Gillette with contributions by Paulette Simpson and Jim Geraghty. Current and past editions can be purchased at juneauhistory.org. Contact juneauhistory@gmail.com