

1964 TO 1966



Scrap Book

Seattle Man Ferry System Port Captain

*Arch
Linn
4-20-44*

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The new port captain was born in Chicago 48 years ago, but grew up in Bellingham Wash. He began following the sea on graduation from high school when he joined the U. S. Navy. He served at the Puget Sound Shipyard during the war as a ship fitter and instructor. From 1946 to 1949 Lockert was with the Corps of Engineers in Juneau, the last year as port captain. He was second mate on the ACS cable ship, Basil O. Lenoir in Alaskan waters and was also in the Army Transport Service for 2½ years.

For 10 years Lockert was a captain for the Alaska Freight Lines and then was with Puget Sound-Alaska Van Lines before becoming a marine surveyor.

Lockert will be joined by his wife, Bette, following the completion of the school year in Seattle. Their son, John, now in high school, was born in Juneau. Their daughter, Carole, attended the Juneau schools. A sister, Mrs. Gladys Richards, resides in Douglas at the present time.

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Lifeboat Training Registration Set Here Tomorrow

Capt. H.J. (Red) Lockert, port captain for the Division of Marine Transportation, said today that registration for a lifeboat training school for ferry system personnel and applicants will be held tomorrow, Friday, at 1 p.m. in the lunchroom of the Harborview Grade School on Glacier Avenue.

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The classroom study is part of the 60-hour training course required by the U. S. Coast Guard to qualify ferry personnel without lifeboat tickets to obtain endorsement to their validated merchants seamen documents.

Thirty additional hrs of practical lifeboat instruction will be held aboard the vessels during duty hours with the final Coast Guard tests to be held in Ketchikan at the mock-up lifeboat installation at the ferry terminal.

Each of the Division of Marine Transportation vessels in Southeast Alaska is required by the Coast Guard to have 25 certified lifeboatmen in order to permit the vessels to carry their maximum 500 passengers.

A similar school was conducted in Ketchikan under a joint project of the Division of Vocational Education of the State Department of Education, the Employment Security Division of the Alaska Department of Labor and the Division of Marine Transportation.

6-10

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Land sinkage caused by the March 27 earthquake will present some problems at Kodiak and Homer, Mangan said.

Alaskan Ferry Delivered Here

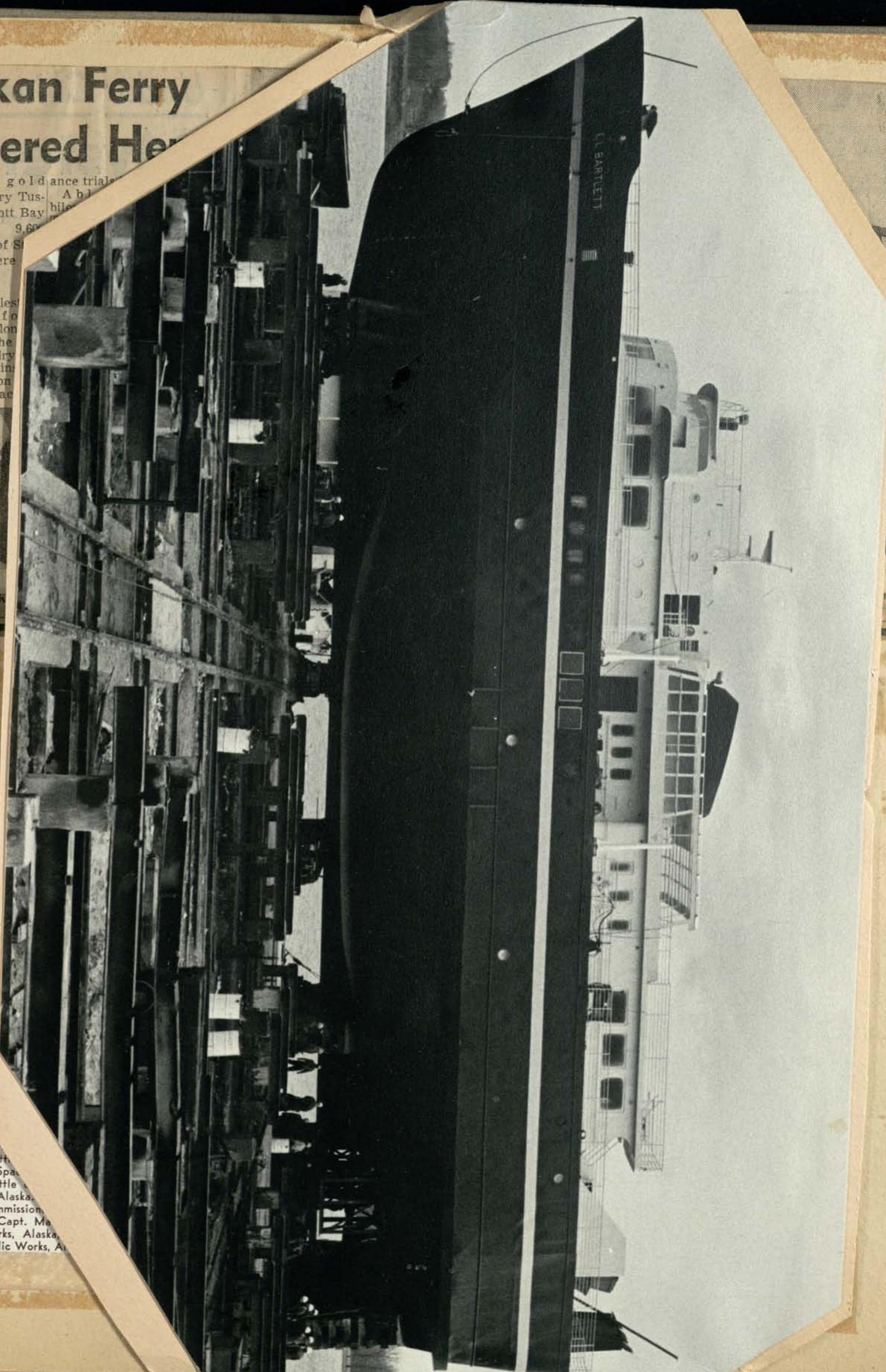
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CAPT.
MAITLAND M. MERRITT

The Tustumena was built at Segeon Bay, Wis., under the supervision of F. Spangenberg, chief engineer of the Seattle Shipyard. She was delivered to Alaska by the U.S. Maritime Commission and is now under the command of Capt. Maitland M. Merritt, chief of the Alaska Ferry Works, Alaska. She is owned by the Public Works, Alaska.



Intelligencer Photos.

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NEWEST and smallest of the State of Alaska's four ferry fleet — 240 feet long to the others' 360 feet — the Tustumena will go into drydock at Todd Shipyards for inspection and minor work on her. Then she'll undergo accept-

ance trials before going north. Able to carry 44 automobiles and 200 passengers, the Tustumena will be put on the Homer-Kodiak-Seward run year-around.

Capt. Maitland M. Merkley of Seattle, who came out of retirement to train the crews of Alaska's first three ferries, Matanuska, Taku and Malaspina, brought the Tustumena here from Sturgeon Bay. The new ship is the only one in the Alaska fleet not built in Seattle.

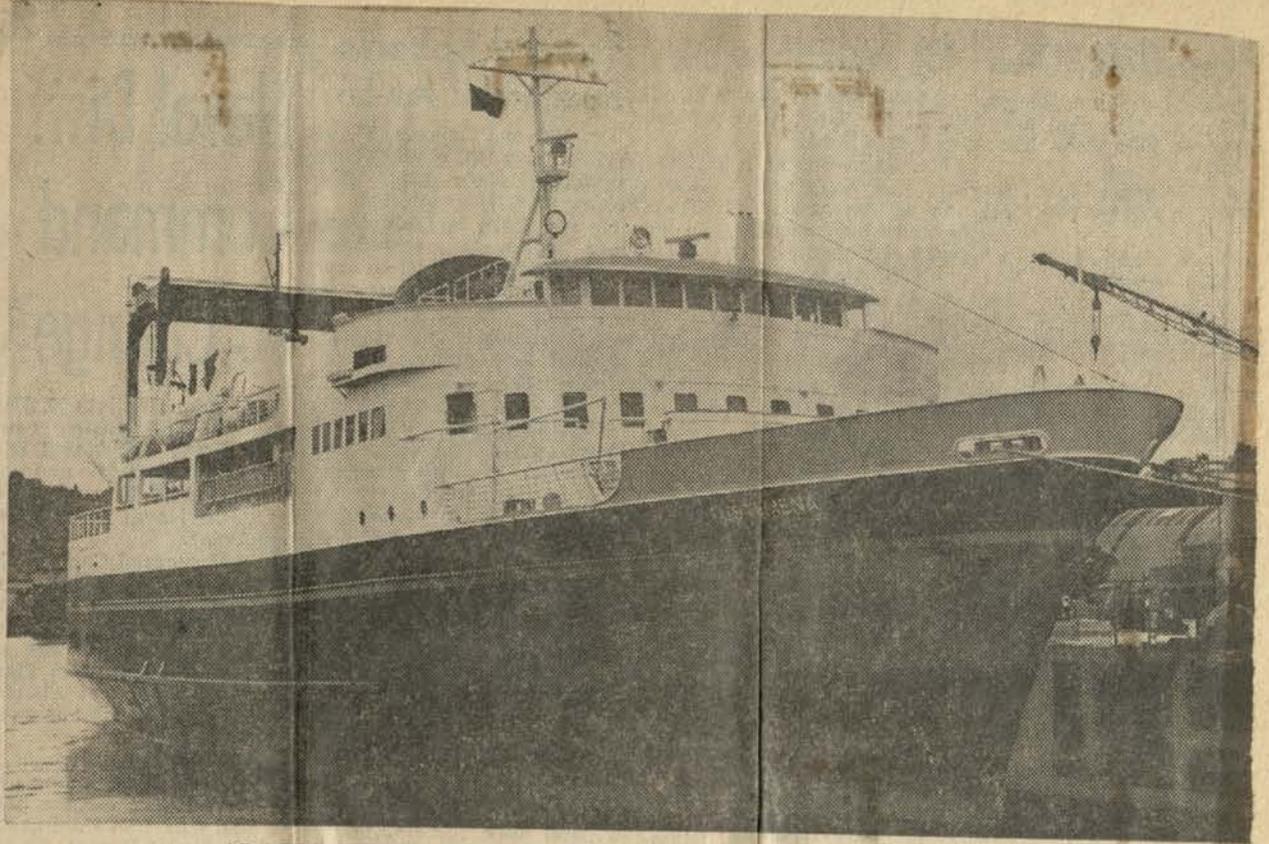
Captain Merkley will put the Tustumena into service as he did the other three ferries.

"She's a beautiful handling ship," he said of the Tustumena.

THE FERRY averaged a little better than 14 knots on the trip through the Great Lakes, the St. Lawrence Seaway, down the East Coast, through the Panama Canal and up the West Coast. It was a smooth and uneventful trip, the veteran master said.



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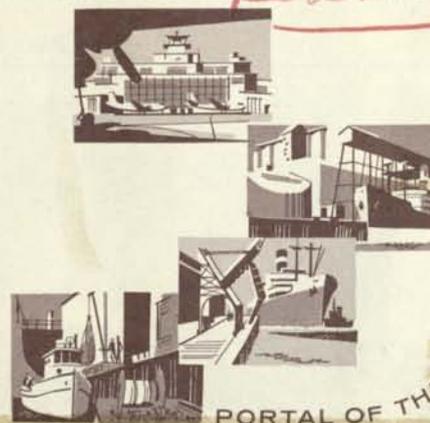
ALASKA FERRY TUSTUMENA ARRIVES FROM WISCONSIN
She's Fourth Ship In New State's Ferry Fleet

—(Post-Intelligencer Photos.)

Port of Seattle reporter

A MONTHLY REPORT ON SEATTLE HARBOR
AND AIRPORT ACTIVITIES

SEPTEMBER 1, 1964



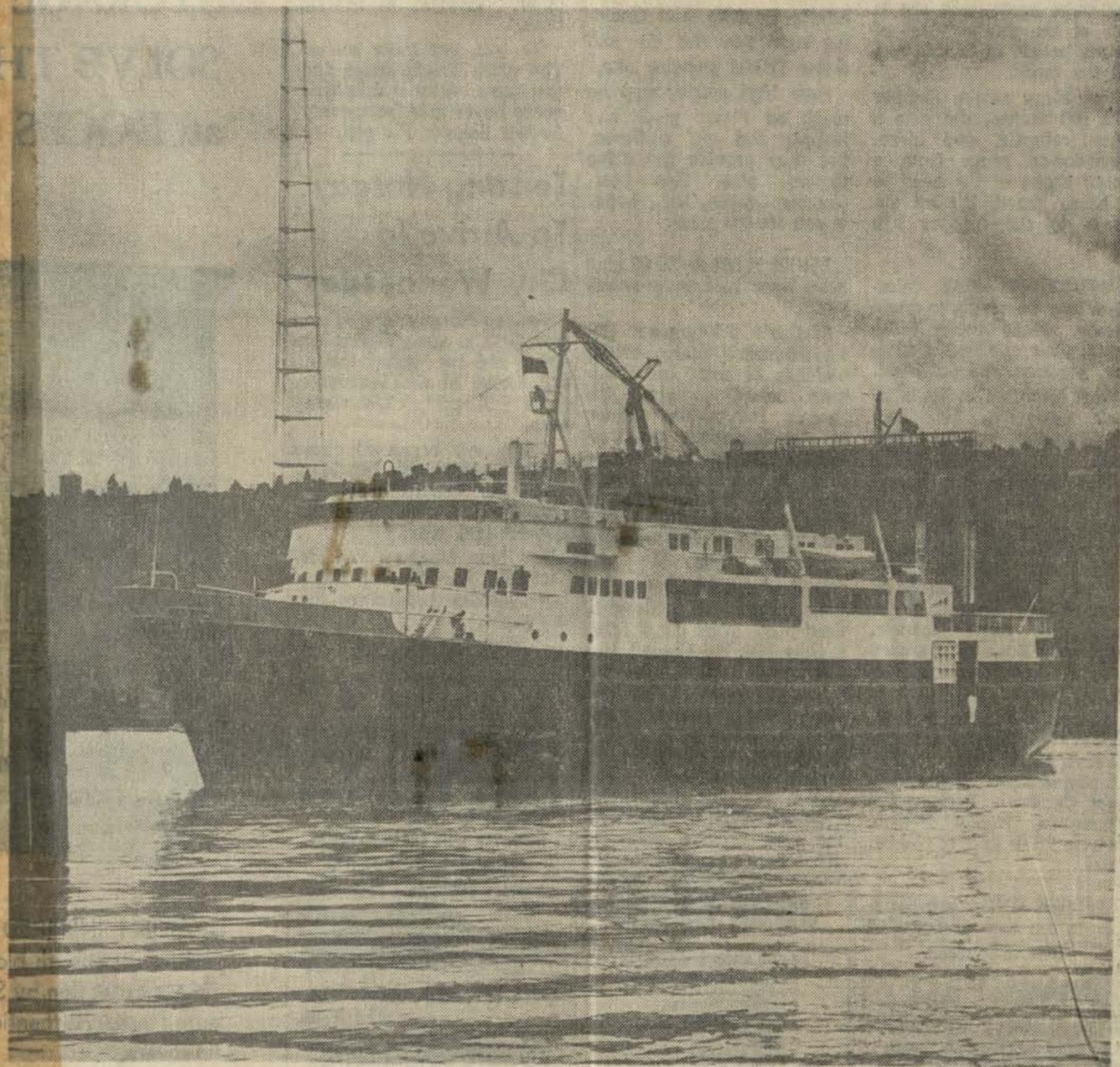
PORTAL OF THE NORTH PACIFIC

Red Lockert

The newest addition to the Alaska ferry system, the "Tustumena," went into service in early August after being fitted-out at the Todd Shipyards in Seattle. The boat, built at Sturgeon Bay, Wisconsin, was designed by Philip F. Spaulding & Associates of Seattle. The ferry was greeted by Port of Seattle officials at Pier 66, where it docked to take on supplies en route to Alaska. Left to right are J. Eldon Opheim, Port general manager; Port Commissioner Merle D. Adlum, who presented a photo of Seattle harbor to Capt. Maitland Merkley; Richard A. Downing, Commissioner of Public Works, Alaska, and H. J. Lockert, marine superintendent, Department of Public Works, Alaska.

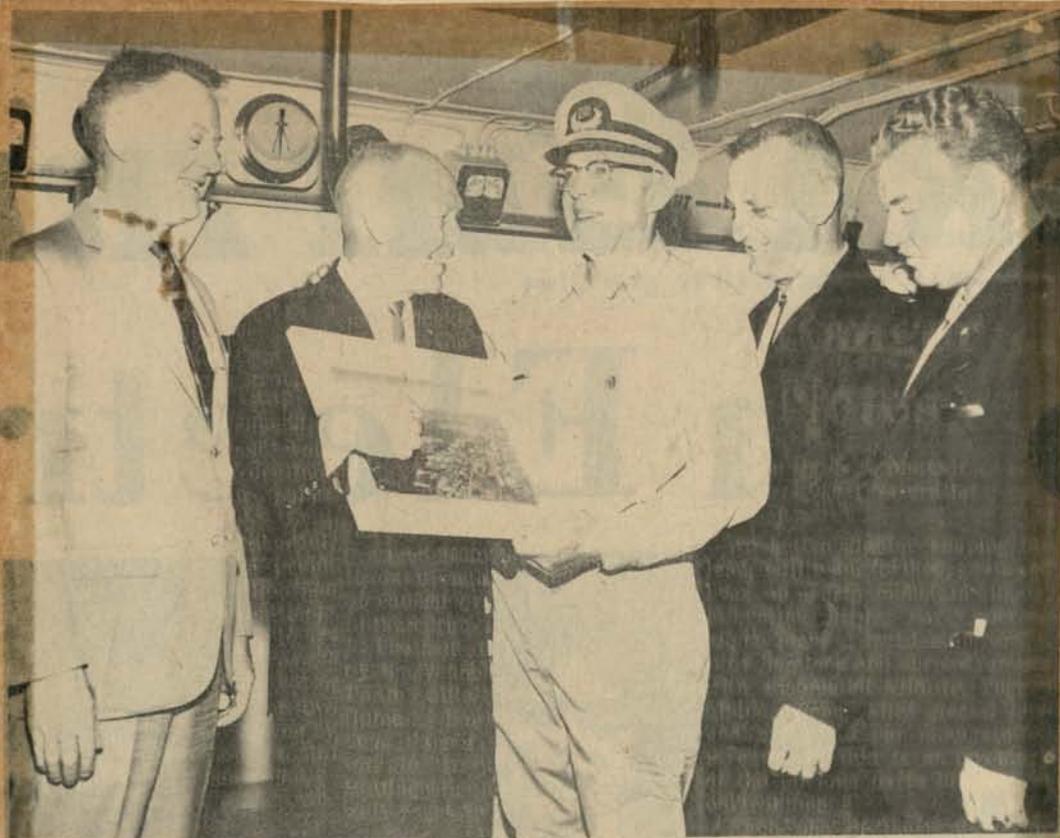


Ferry Arrives From Wisconsin



LONG DELIVERY VOYAGE: The new Alaska ferry Tustumena neared Todd Shipyards yesterday after a 31-day, 10,000-mile trip from Sturgeon Bay, Wis., where she was built. After fitting out, she will

leave Friday to run between Kodiak Island and Anchorage. She came here via the St. Lawrence Seaway and the Panama Canal. Philip F. Spaulding of Seattle was the designer. (Details, Page 18.)



TUSTUMENA HONORED.—In Seattle, before departing on her first Alaska trip last week, the Port of Seattle officially greeted the new Alaska ferry. A color photo of Seattle harbor was presented to the skipper, Capt. Maitland Merk-

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Gov. Egan Lauds New Ferry On Juneau Trip

"I'm well pleased with the Tustumena. She's a tight little ship and should be a great asset to the economy of Alaska when she begins to ply her way between westward ports," Gov. William A. Egan said in an interview with an Empire reporter after the ship docked in Juneau.

The Governor went on to point out that indirect benefits were already accruing to Alaska through stimulation of the tourist potential in the westward areas.

"A new hotel is being built in Kodiak which, of course, will serve the expected accentuation of tourist traffic through the Tustumena's activities," the Governor said.

The Tustumena has all the accommodations of its larger sister ships in the ferry system including staterooms, a cocktail lounge and bar, a dining room and numerous adjustable reclining chairs.

It is decorated with a number of superior paintings of Alaskan animals done by Walter Graham.

The Tustumena will carry approximately 40 cars or 20 trailers which are loaded and unloaded with a newly developed elevator-lift never before utilized in such a manner in the ferry trade here.

The lift enables the auto-liner to unload at any port irrespective of the type of terminal.

Unique on the Tustumena is a piano located next to the lounge. Mrs. Egan suggested the idea of installing a piano. Money was raised and one purchased in Wrangell.

It is said that the piano has been tremendously popular with travelers taking the inaugural trip on the vessel and many persons have expressed the hope that all of the ships of the Alaska Marine Highway system might eventually carry the "eighty-eights."

Tustumena Sails Tuesday Morning

SEATTLE (AP) — The Tustumena, Alaska's newest ferry, is scheduled to sail at 8 p. m. Tuesday for Alaska on the last leg of a journey from Sturgeon Bay, Wis., where she was built.

The ferry will go into regular service Aug. 6 with a departure from Anchorage for regular ports of call at Homer, Seldovia, Seward and Kodiak.

En route north from Seattle, the Tustumena will visit Ketchikan, Wrangell, Petersburg, Juneau, Haines, Skagway, Sitka, Cordova and Valdez.

She will swing into the harbors at Prince Rupert, B. C., southern terminus of the south-east Alaska ferry system, and Yakutat but will not stop.

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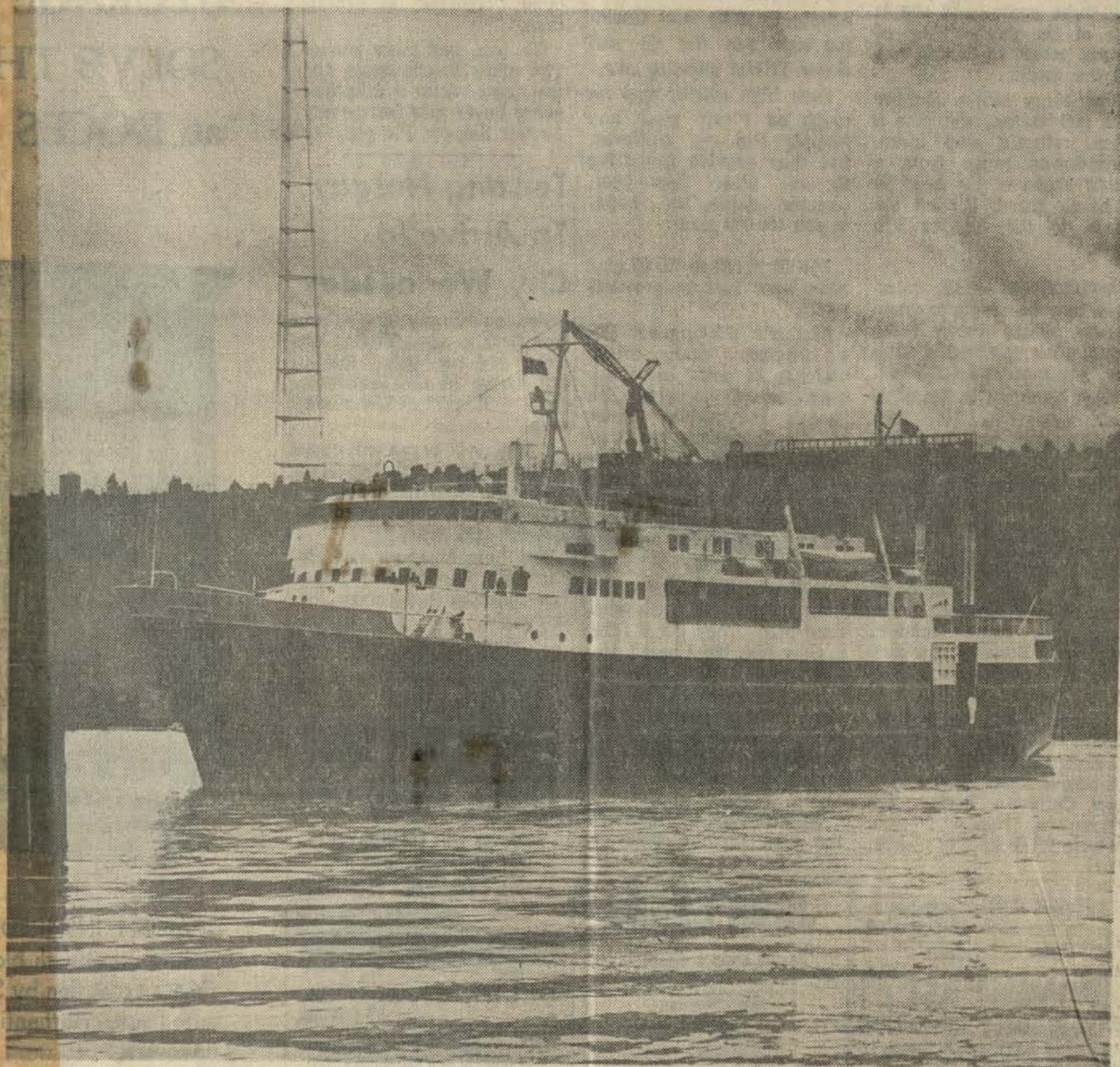
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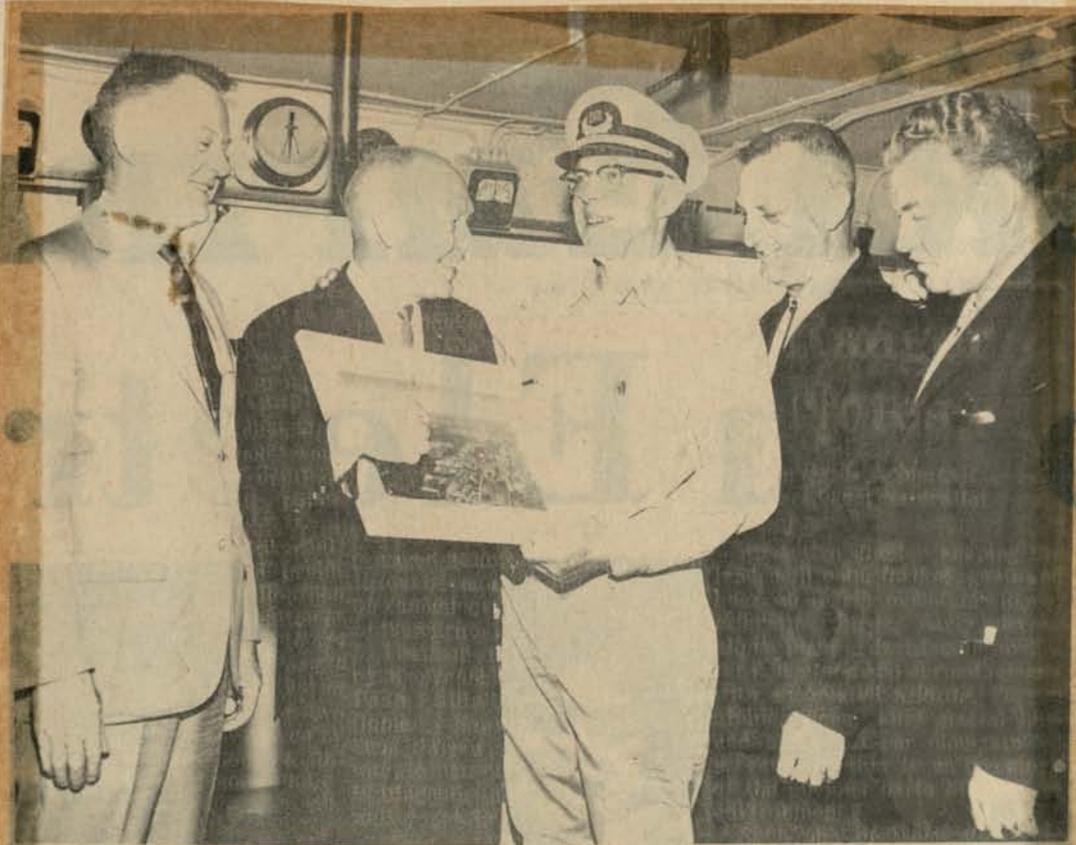
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News Release From



P.O. Box 1209
Seattle 11, Washington

Date

July 29, 1964

Release

Immediate

For further information, call
Public Relations Section
MA 2-8124

BOB FLETCHER, Ext. 234
Home: VI 2-3824

Enroute to Alaska and service on the Seward-Kodiak-Homer-Anchorage ferry route, the M/V "Tustumena" stopped at the Port of Seattle's pier 66 yesterday (Tues., 7-28) long enough to take on supplies and be given the official Port of Seattle greeting. Shown here receiving a framed color photo of Seattle harbor is the skipper of the "Tustumena", Capt. Maitland Merkley. Included in the group were (left to right) Eldon Opheim, general manager of the Port of Seattle; Capt. Merle Adlum, Port Commissioner, who made the presentation of the harbor picture; Capt. Merkley; Richard A. Downing, Commissioner of Public Works, State of Alaska; H. J. Lockert, Marine Superintendent, Department of Public Works, Alaska. The vessel sailed from Pier 66 yesterday (7-28) afternoon.

Anchorage Area Welcomes

the New M.V. Tustumena

Daily News

Alaska's Only Morning Newspaper

Anchorage, Alaska, Friday, August 7, 1964



RIGHT ON COURSE, Capt. Maitland Merkley of the M. V. Tustumena guides the new ship into Kodiak. There the vessel was met by an enthusiastic home-town reception.

Later the ship was colorfully greeted in Homer. It is due to arrive in Anchorage this morning.

(Daily News photo)

Newest Addition to Marine Highway System Sparkles

By **BETSY WOODMAN**
Special to the News

ABOARD THE M.V. TUSTUMENA, Aug. 7—The fresh blue, gold and white of the Tustumena bore a faint tinge of pink this morning. Early risers who greeted the newest member of the state's marine highway might conjecture that the vessel had some-

how picked up a bit of sunrise.

Truth is the ship is in a bit of a glow from praise heaped upon her by voyagers enjoying the inaugural trip, whistle stops and all.

Many aboard were up with the sun to view the last eight hours of the sail up silvery

Cook Inlet, seeing an approach to the city of Anchorage never before enjoyed.

THE NIGHT before a few brows were furrowed as officials contemplated ways to bring the vessel into the city dock without scratching her side against the concrete and also how to avoid having the ferry's sponson brim catch on the dock face when tide ebbs.

As in the case of Kodiak the ship's captain agreed to idle down the purring Fairchild diesel and dawdle on the way in so that the reception committee could be spared a 6 a.m. celebration.

Last night's greeting at Homer was tremendous. There were enough people on the end of the Spit to sink it another six feet. In spite of delays, conflicting arrival reports and leaden skies, the brilliance of the reception brought cheers and song to everyone's lips.

FIREWORKS blazed along the waterfront of the town. As we approached, car lights sparkled the route down the Spit, sirens blew, planes flew overhead throwing out colored streamers of paper, and decorated fishing boats swarmed around.

A band played and gay signs welcomed travelers to Anchor Point, Homer, Kenai, and Soldotna. Many of the greeters were in costume and the officials had difficulty keeping the eager people from going aboard before the voyagers got off.

Kodiak's welcome yesterday morning started with a plane flying over as the captain kept circling the bay until entrance time. Sea parrots entertained passengers in their fat attempts to lift off the water, their brilliant orange legs paddling as though walking on water for takeoff.

PORPOISE LEAPED and splashed in the distance and the mist clung to the island's shoulders. The air was balmy. Folks on the outskirts of town stood in their back yards to wave us in.

(Continued on Page 2)

City Salute Set For New Ferry

A seven-gun salute, an airplane flyover, a serenading Air Force band and an Eskimo dance of marine blessing will greet the ferry Tustumena in Anchorage this morning.

The ship is scheduled to arrive at 8:30 at the Port of Anchorage and will leave for Kodiak at 5 p.m.

Once in port, the Anchorage Chamber of Commerce plans to hold a meeting aboard the Tustumena. On tap is a resolution giving wholehearted endorsement to the new marine highway between Kodiak and the mainland.

A **PUBLIC** luncheon, honoring the Tustumena's officers and visiting guests, will be held in the Alaska Room of the Anchorage-Westward Hotel, co-sponsored by the city and the chamber.

Since cars won't be allowed in the dock area, buses will be used to transport visitors from the city parking bowl, between C and E streets, to the dock. A 25-cent fare will be charged adults, but children will be allowed to ride free.

Among other festivities planned will be the presentation by Mayor George Sharrock of the key to the city and a tide-book to Tustumena Capt. Maitland Merkley.

State officials noted that the vessel, when she begins her first run tonight, will be carrying a full cargo and passenger load.

Newest Addition to Ferry System Arrives Sparkling

(Continued from Page 1)

As the vessel approached the dock from which fishing boats moved hurriedly to make room, the Navy band played "Alaska's Flag." And a misty-eyed quiet settled over those leaning on the rail.

Below, a colorful throng was gathered in greeting with yellow oil skins shining among the bright sweaters and kerchiefs. The state's governor, William A. Egan, could be seen standing in the crowd. He had flown to Kodiak to be on hand for the welcome.

PROBABLY the happiest man aboard at the Kodiak landing was the city's mayor, Pete Deveau, whose grin had been spread across his face from long before breakfast. His wife, Minnie, led the crowd down the gangplank.

During broadcast remarks, Pete's young grandson, Wayne, said, "Grandpa, stop talking and let's see this ship."

For the 1½ hours in port, crowds estimated at more than 700 continued to climb aboard for inspection. They were admitted in groups of 200, the ship's capacity, and still milled about when the call to go ashore was given.

WHEN THE ship again got under way, the whales cavorted for the passengers' pleasure and sea lions leaped and dived into the sea from the Barren Islands rookery as the ship passed.

Popular man aboard ship was H. A. Thorn, who played nostalgic tunes for singing around the piano. He and his wife, Marian, put out the new Homer News. They flew to Kodiak to be able to sail home with the ship.

Also boarding at Kodiak were City Clerk Douglas G. Preston and Mary Craig, Kodiak High School counselor, who are coming to Anchorage to get their cars. They will drive back to Homer and board there for Kodiak.

AMONG EFFECTS the ferry run will bring to Kodiak is the possibility of hunters coming over for elk hunts on Afognak, according to Ovid McKinley, state game enforcement officer there.

Seldovia was greeted by whistle blasts which were Capt. Maitland Merkley's promise to stop by for a special visit before turning into Homer when the ship begins its scheduled run tonight. Bypassing it last night meant arrival at Homer when tides would not be running over the Spit.

Debarking at Anchorage was a regretful prospect. One gets slowed down on such a voyage. Viet Nam is far, far away and although we clustered on the bridge to hear radio for news, it didn't seem to touch us.

Certainly the trip offers far more than just getting from one place to the next. There's relaxation, shipboard fun and companionship, and the splendor of Alaska's beauty — new each time with changing lights and seasons.

Greet Tustumena On Juneau Arrival

The Tustumena, Alaska's newest addition to her Marine Highway ferry fleet arrived in Juneau this afternoon amid gala fanfare from the many boats and ships moored in the Juneau harbor.

Gov. William A. Egan headed the state and city officials who welcomed the vessel to Juneau.

Alaska's attractive new vessel was carrying a host of dignitaries who would stay aboard her for the trip to Anchorage and Kodiak.

Youngest "lady" of the gallant little fleet which makes up Alaska's rapidly expanding marine highway, the Tustumena was "dressed up" with scores of flags decorating her super structure. The flags mark her first entry into Alaskawaters.

Buildt and commissioned in Sturgeon Bay, Wis., the auto-liner has marked up over 10,000 nautical miles of sailing since leaving the Great Lakes area last month.

Capt. Maitland M. Merkley brought the vessel north. First officer, Ed "Twin Screw" Johnson, will take over command when Merkley steps down Sept. 1.

After stopping in Juneau to pick up many state, local government and press representatives, the Tustumena will sail to Kodiak and from there to Homer and Anchorage, arriving in Anchorage Thursday.

The Tustumena will be used on the Kodiak run to Westward ports.

Ferry Route Inspected By Governor

Gov. William A. Egan and the North Pacific division commander for the Army Engineers made a personal inspection by air today of navigation obstructions on the state ferry route through Sergius Narrows.

Egan and Maj. Gen. William W. Lapsley of Portland, Ore., with other state and federal officials, flew over Rapid Island rocks in the narrows, on the route to and from Sitka.

Because of the rocks, the ferries are forced to lay over at Sitka on trips there to make full use of slack tide conditions through the Narrows.

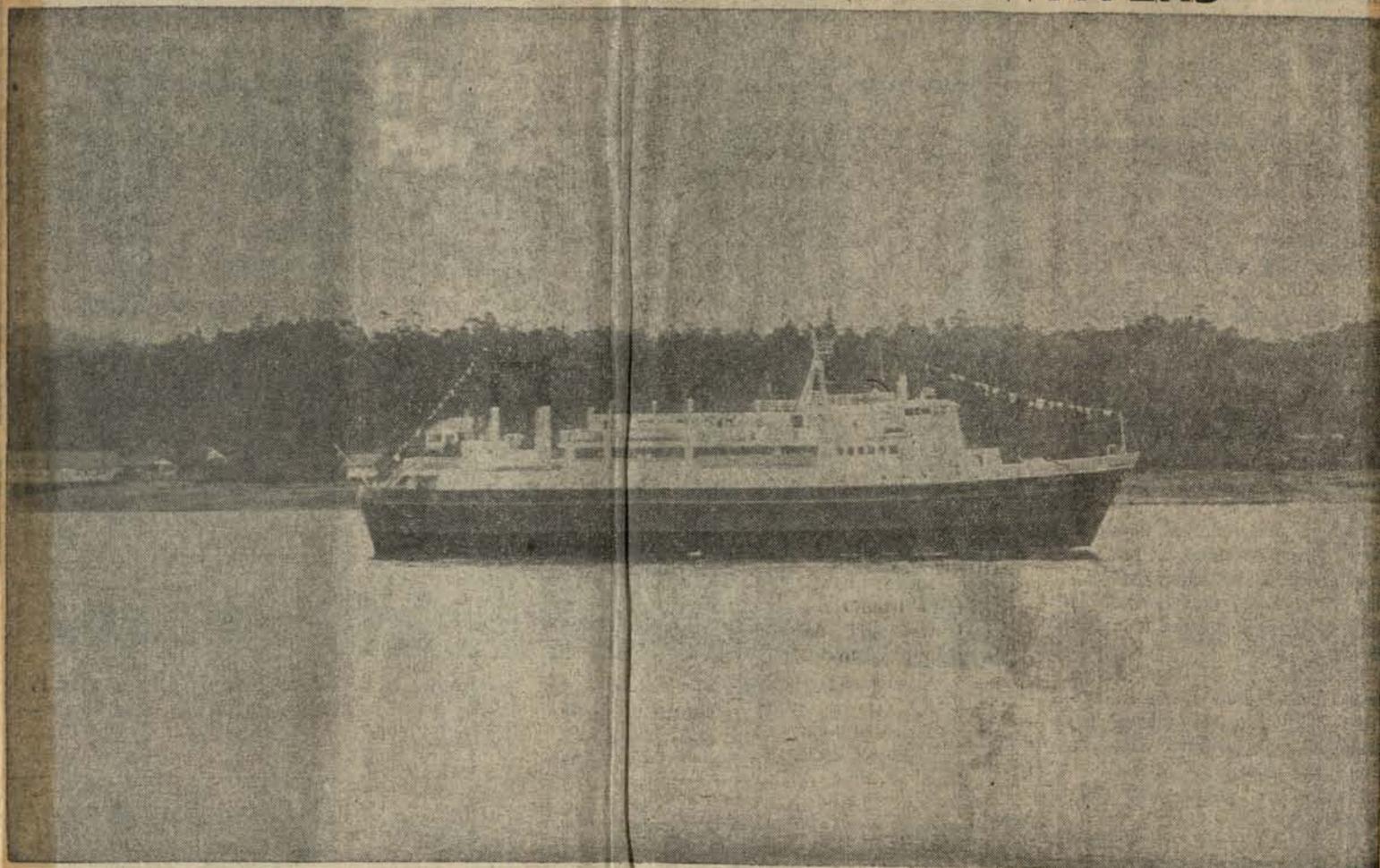
Congress has appropriated funds for an Army Engineer survey of the possibility of removing the rocks.

Accompanying Egan and Lapsley were Dwight Ink, executive director of the Federal Reconstruction and Development Planning Commission for Alaska; Richard A. Downing, state commissioner of public works; and Burke Riley, chairman of the Interior Department's Alaska Field Committee.



ASSIGNED—Colonel Clare F. Farley has been assigned as Alaska District Engineer to succeed Colonel Kenneth T. Sawyer. Colonel Farley was previously staff officer for Plans and Policy, Joint Staff, Washington, D. C.

TUSTUMENA ARRIVES IN HOME WATERS



ALASKA'S NEWEST — Spawned in Alaska and brought into being in Sturgeon Bay, Wis., M/V Tustumena was sailing home waters for the first time today. Here is Tustumena, newest of the Alaska Marine Highway vessels as she sailed proudly in Tongass Narrows, ap

proaching the Alaska Steamship Co. docks this morning. At press time she was pushing up Clarence Strait, bound for Wrangell and another rousing welcome. For more about Tustumena, see story at right.

—Doug Charles Photo

Ketchikan Wants to Keep Alaska Ferries

KETCHIKAN, Jan. 9.—(AP)—Ketchikan will make a pitch to have this city made the winter layup point for the Alaska state ferries, which now spend about two months each year in Seattle.

James M. Walsh, president of the Chamber of Commerce, said the big stumbling block is the low-cost arrangement the state has for docking the vessels in Seattle.

The state pays \$200 a month for docking the vessels in Seattle while all repairing but hull work is done, he said.

By laying up here for work other than drydocking, Walsh said, each ship would be "outside" only about 15 days a year.

Such an arrangement would keep a lot of Alaska dollars in Alaska, said Walsh, who also is head of Pan American World Airways operations here.

Kodiak Ferry Is Laid Up For Repairs

JUNEAU.—The Alaska state ferry Tustumena has been docked at Seward for repairs to its auxiliary generators and is not expected to resume her schedule between Kodiak and mainland points until the end of this month.

H. J. Lockert, acting director of the Alaska Marine Transportation Division, said two new auxiliary generators are being shipped to Seward from the factory at Beloit, Wis. The replacements are being made under the terms of the builder's warranty on the new ship and her equipment, without charge to the state.

Tustumena Is Welcomed In Ketchikan, First Alaskan Port to View Her

By ALBRO B. GREGORY
Daily News Managing Editor

Beautiful with her dress-up colors flying from masthead, M/V Tustumena, newest of the Alaska vessels, sailed proudly into port this morning. Looking sleek and lovely like a well-groomed June bride and as graceful of carriage as a thoroughbred race horse, she was brought to moorage at the Alaska Steamship Co. dock by the Old Mariner himself, Capt. Maitland M. Merkley.

The handsome new vessel, which was purchased with monies from a bond issue, was escorted up the channel by the Ketchikan fireboat Newell and was led and followed, respectively by the Coast Guard 40-footer and 30-footer. The Newell put on a brilliant display of water nozzling and as the Tustumena felt her way into the dock the escorts slipped quietly away to their own moorage.

HUNDREDS ON DOCK

Hundreds of people stood on the dock to greet the little sister of the vessels Malaspina, Taku and Matanuska which had preceded her to Alaska more than a year ago. If vessels could talk, then surely Tustumena would say that funny little chills ran up her keel as a result of her welcoming to Alaska.

Capt. Merkley swung "his" Tustumena in a wide arc to give the crowd a good look at her slick bow and high stern, the latter to better fend off the following seas she will encounter in Cook Inlet.

Impressive was the high elevator gear astern of the house. This will be used to load and unload vehicles, the only way to compensate for the extreme tides Tustumena will encounter on her run — mainland points to Kodiak.

UNTIL SEPT. 1

Capt. Merkley says he will stay with the vessel until about Sept. 1, then go back into his pleasant role of mariner semi-retired.

"We've got to give her a good shaking down," he declared a moment after he gave the "secured" message to the engine room on tying up here.

As soon as the gangplank — which runs parallel to the port side of the vessel — was down, the horde of people began ascending to have a look for themselves — at a vessel which is cut out to make new maritime history in Alaska. The first on-rush took more than half an hour to clear, and then more and more came.



CAPT. MERKLEY
... another first

Aboard were 18 passengers and waiting to board to sail north was Mrs. Neva Egan, wife of Gov. William A. Egan, who came in on the Matanuska last night especially to make the trip.

Among those who came north from Seattle was Capt. Jessie Eastman, boss of marine inspection for the Coast Guard in Seattle, and a close friend of Capt. Merkley. Eastman and his wife were going all the way to Anchorage.

AND THE DOWNINGS

Also board were Commissioner and Mrs. Richard A. Downing of the Department of Pub-

lic Works.

In the crew as chief officer was Ed (Twin Screw) Johnson, formerly of Seattle and a veteran Alaska mariner. It is reported that Johnson will become the Tustumena's regular skipper when Capt. Merkley "retires" Sept. 1.

Second Mate is Stanley Lee of Kodiak, also a veteran of Alaska operations. Third Mate is George Davis of Edmonds, formerly port superintendent at that point.

Unlike the other vessels, Tustumena will carry only one crew. This for the reason that there will be day-long layovers at Seward and Homer each week. Crews will work four-on, eight-off watches. Crews on the other vessels work six-on, six-off watches and in return

are off duty on alternate weeks.

Capt. Merkley said once each week the vessel will call at Anchorage and Seldovia.

The veteran skipper said the trip around from the Great Lakes was "like a vacation," the weather for the most part good. "We got a little blow outside Nova Scotia," he recalled, "but she rode her without any problems." The wind was only blowing 35-40 knots, however, he said.

Getting out to the Atlantic, Tustumena passed through 22 locks. In Panama there were four locks. The first two raised her, the last two lowered the ship. Everywhere they went, great interest was shown in the latest addition to the Alaska fleet, said Capt. Merkley.

"She's a very good riding ship, very stable," he went on. "Above, she's all aluminum — stack, staterooms, everything, so she is not top heavy as you might expect from her appearance. She is a very finely constructed vessel. Her doors (which are toward the stern) are watertight."

The vessel averaged 14.4 knots on her trip from the Great Lakes, Capt. Merkley said, adding that the average speed from Seattle was 14.2 knots because there were about 200 tons of cargo aboard.

Greeting the vessel officially for Ketchikan was Geo. Beck of the Chamber of Commerce, accompanied by Carol Erickson, July 4 queen.

Among others on the dock who were commenting about Tustumena as the skipper edged her in were Capt. Tillman Dagle of the Matanuska, and his chief officer, Otto Licka. They liked what they saw.

Commissioner Downing remarked that he was happy to see this "fine Ketchikan weather."

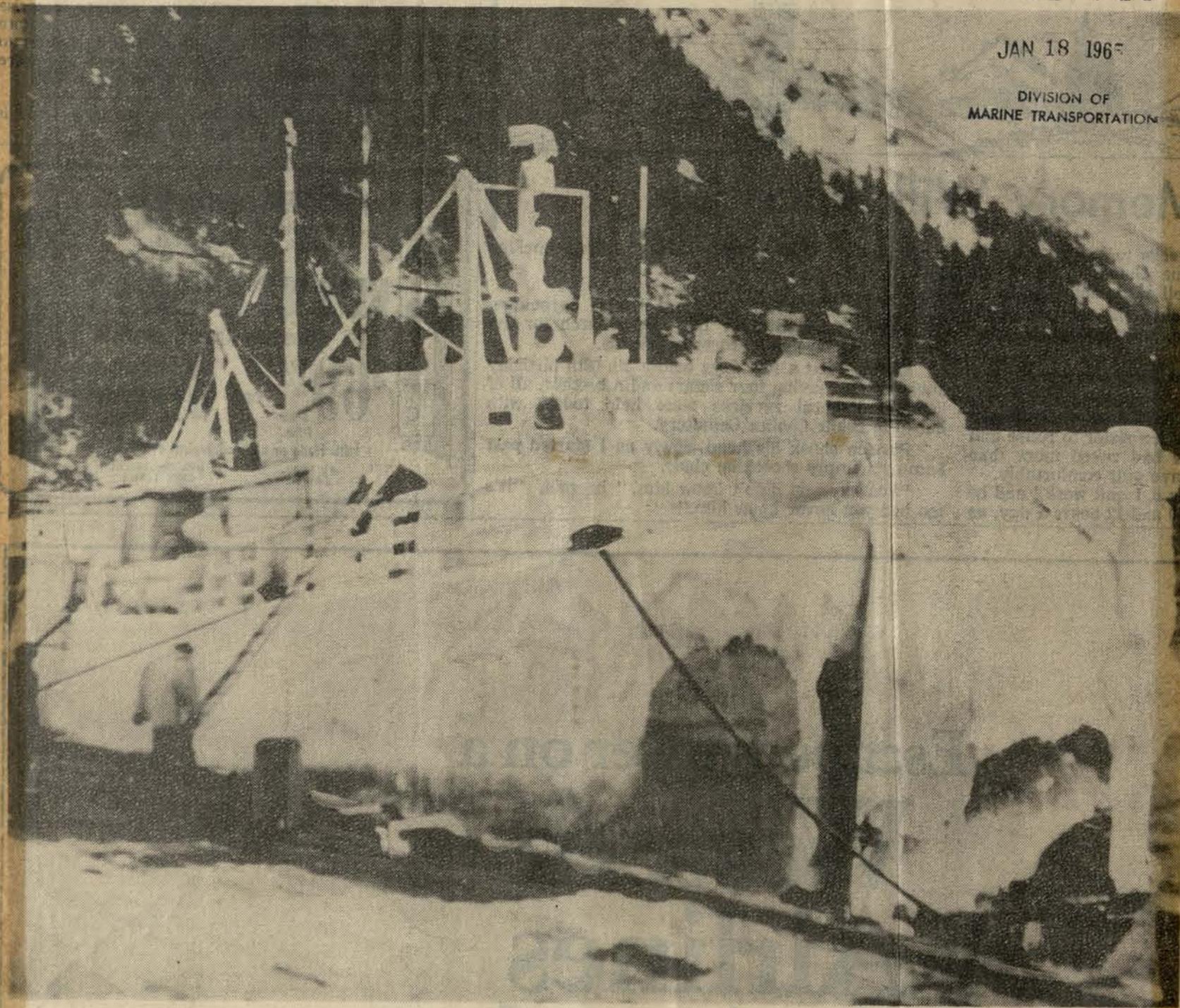
"I had been concerned for fear it might rain," he chirped.

Alaska Ferry Ends Stormy Voyage

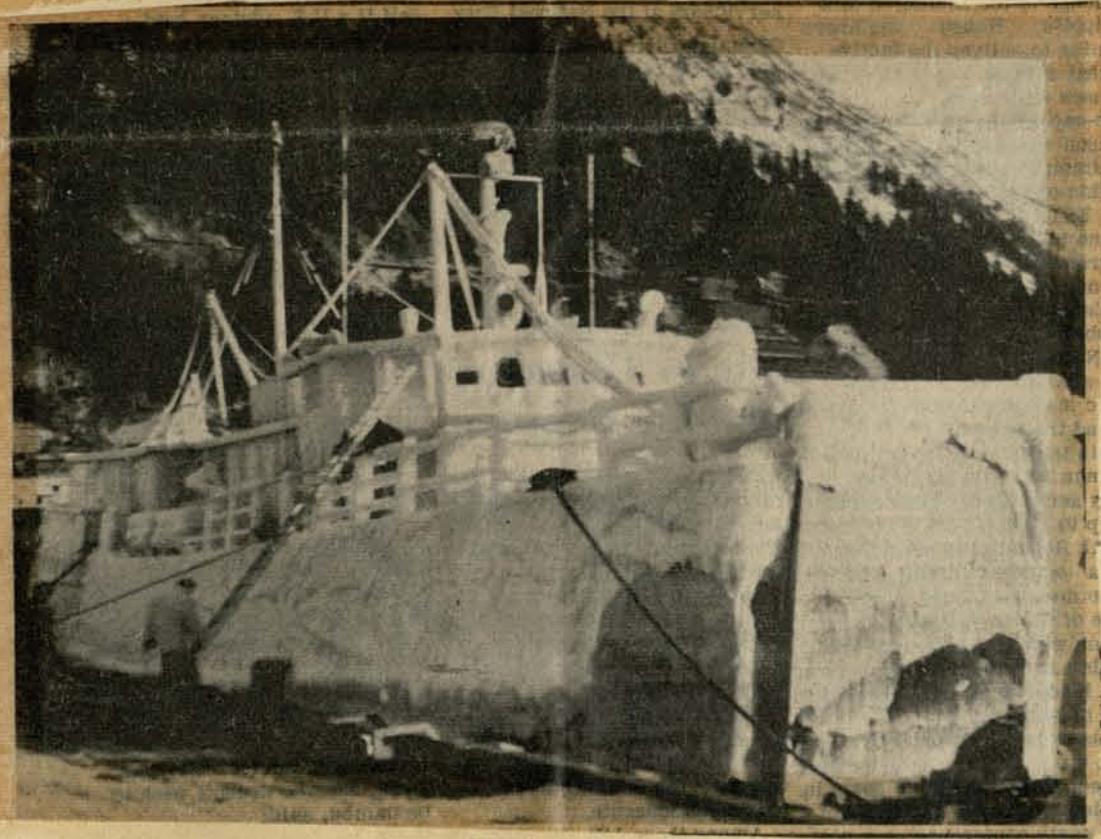
RECEIVED

JAN 18 1967

DIVISION OF
MARINE TRANSPORTATION



ICE-LADEN: In Juneau—The state-owned ferry Chilkat was heavy with ice when she arrived Saturday after overhaul in Seattle. "It was the roughest trip I've ever experienced," said Capt. Elmer Dow. The motor vessel regularly plies between Valdez and Cordova.—A. P. wirephoto.



Gulf Storms Buffet Chilkat

JUNEAU, Nov. 20 (AP) — The Division of Marine Transportation said today the state ferry Chilkat, which left Cordova Tuesday for Seattle and annual overhaul, has returned to Cordova to wait out 115 mile per hour winds on the Gulf of Alaska.

Division Director Greg Mangan said the Chilkat put in at Port Etches, 50 miles southwest of Cordova on Hinchinbrook Island Tuesday afternoon, but lost both of her anchors because of rough weather.

The skipper of the Chilkat, Capt. Franklin Thomas, took the ship back into Cordova to wait out the storm.

EDITOR, MARINE DIGEST:

In the interest of accuracy I would like to correct you on the item regarding the Alaska State Ferry Malaspina, which appeared in the Jan. 9 issue.

The Malaspina lay at Pier No. 64 through a full 60 day period prior to drydocking. She was and is under the command of Captain Cecil Rice. Captain Herbert Storey is the alternate Master, and assisted in the Juneau office while the ship was in Seattle.

Captains Dagle and Johnson share the Masters duties on the Matanuska which now lays at the face of Pier No. 64 undergoing a two month lay-up. Following her drydocking at Todd Shipyards about March 15, the Taku will reach Seattle for a similar routine.

The MV Tustumena is arriving in Seattle Jan. 23, and will berth on the south side of Pier No. 64 temporarily. She will then go to the Puget Sound Bridge & Dry Dock Co. yard for drydocking, modification work, and annual Coast Guard inspection. Captain Ed Johnson is in command.

We would gladly welcome any of your staff aboard these ships at any time, especially during their Seattle visits. Due to the maintenance work being done by the crew and various contractors we have not held open house to the public. However, a great many people are curious, and we have allowed them to visit in small groups. They seem to share our enthusiasm over these fine ships, and we are expecting a sizeable increase in traffic during the coming tourist season.

Very truly yours,

Capt. H. J. Lockert,
Marine Supt.
Div. of Marine Transportation,
State of Alaska

Editors Note—Our thanks and best wishes.

Alaska's Malaspina To Be Seattle Guest



SEATTLE — The Port of Seattle is entertaining a house guest for a couple of months — the big Seattle-built Alaska ferry Malaspina. The 352-foot vessel is the oldest unit (two years), of the three ship system on the southeastern Alaska Marine Highway operation from Prince Rupert to Haines, Alaska and points in between. She will lay at the south berth of the port's Pier 64 (see above). The ship will be in Seattle about two months and will undergo her annual inspection and drydocking. Following her will be her two sisters Taku and Matanuska, according to Capt. H. J. "Red" Lockert, marine superintendent of the division of marine transportation Department of Public Works, Alaska. His jurisdiction also includes the ferry Tustumena recently delivered for the Kodiak Anchorage run.

112 The Seattle Times Friday, April 30, 1965

MARITIME NEWS

around the world

JAY WELLS, Editor

Alaska Ferry to Hold Open House May 9

The Malaspina, Alaska ferry, will hold open house from 10 to 5 o'clock Sunday, May 9, at Pier 46.

The Tonsina, Alaska Steamship Co. container ship, will be loading at Pier 46 at the same time.

The open house on the Malaspina was arranged by the Seattle Chamber of Commerce.

"The Alaska Division of the chamber is sponsoring the open house to help promote tourism in Alaska and show Seattleites this luxury ferry,"

Peter DeBoer, chairman of the event, said today.

Mrs. William A. Egan, wife of Alaska's governor, christened the ship at its launching in Seattle in 1962.

The Malaspina, named for the largest glacier in North America, is one of three ferries running between Prince Rupert, B. C., Ketchikan, Wrangell, Petersburg, Sitka, Juneau, Haines and Skagway.

Malaspina To Get Annual Overhaul

SEATTLE — The Port of Seattle will entertain a house guest for a couple of months when the big Seattle-built Alaska ferry Malaspina arrives Monday morning, Nov. 16.

The Malaspina, almost two years old, is the senior member of the three-ship system on the southeastern Alaska Marine Highway, from Prince Rupert, B. C., Canada (the southern terminus), to Haines, Alaska, some 500 miles north. She will lay at the south berth of the port's Pier 64 (which is clearly visible to motorists passing by, appropriately enough, on Alaskan Way).

During her two-month stay in Seattle, she will undergo her an-

nual inspection and annual dry-docking. She will be followed by her sisterships Taku and Matanuska, which will take their turns at the port's Pier 64 for two-month layup and annual inspections, according to Capt. H. J. "Red" Lockert, marine superintendent, Division of Marine Transportation, Department of Public Works of the State of Alaska, operators of the three ferries.

Captain Lockert will meet the Malaspina on arrival. He will supervise her layup and inspection before returning to Juneau and the two vessels which will continue their runs during winter months. His jurisdiction also includes operation of their fourth ferry, the slightly smaller Tustumena, just recently delivered to Alaska for the Kodiak-Anchorage area run.

377 Make Excursion Trip on M/V Taku

In case there were any doubts about the popularity of a ferry ride around Douglas Island, they have been dispelled today.

A crowd much larger than had

been expected boarded the M/V Taku Sunday and in a picnic-like atmosphere and under perfect weather conditions made the trip to Auke Bay. Some 377 paying

customers were aboard for the cruise part only, and these didn't count a score or more small children who were not required to pay. With passengers going on north to Haines and Skagway, the total was more than 400.

In addition 76 vehicles were taken aboard at the downtown ferry terminal and were off-loaded at Auke Bay. The large number of vehicles virtually filled the car deck.

Capt. Herbert Storey, skipper of the vessel, said it was the largest off-season crowd he had seen aboard the vessels, except perhaps when a basketball tournament or music fes-

tival was on. It definitely was the largest load of vehicles ever carried between tourist seasons.

Page 4—Juneau, Alaska, Tuesday, Nov. 16, 1965

Great Stuff

The Marine Highway System has uncovered a new source "wealth" and the public a new Sunday activity.

It's a ferry ride around Douglas Island. Now we find that a regular schedule—say once a month—is in the works for Juneauites. From Juneau downtown terminal to Auke Bay, that is. Further, it's going to be a longer ride than Sunday's. It will be a three-hour outing, same prices, same conditions, otherwise, except that a new ticketing procedure will replace the time-consuming one of Sunday.

The tremendous turnout and the great enthusiasm of people who made the Sunday trip have got the ferry people sharpening their pencils to work out a regular schedule. They are to be commended for dreaming up the idea.

Including the babies, there were more than 400 people aboard the Taku Sunday. And with all those cars! Must have taken in a thousand dollars or so on that one.

The people who didn't go really missed it. We're glad there will be another time, and another and another.

Tustumena to Carry Passengers to Seattle

Gov. William A. Egan said Wednesday the state ferry Tustumena will carry passengers and private vehicles south when it leaves Seward Jan. 3 for an annual winter overhaul in Seattle.

The ocean-going vessel, which serves Kodiak Island and the Kenta Peninsula, will also accommodate passengers and private vehicles when it returns to Seward from Seattle about a month later.

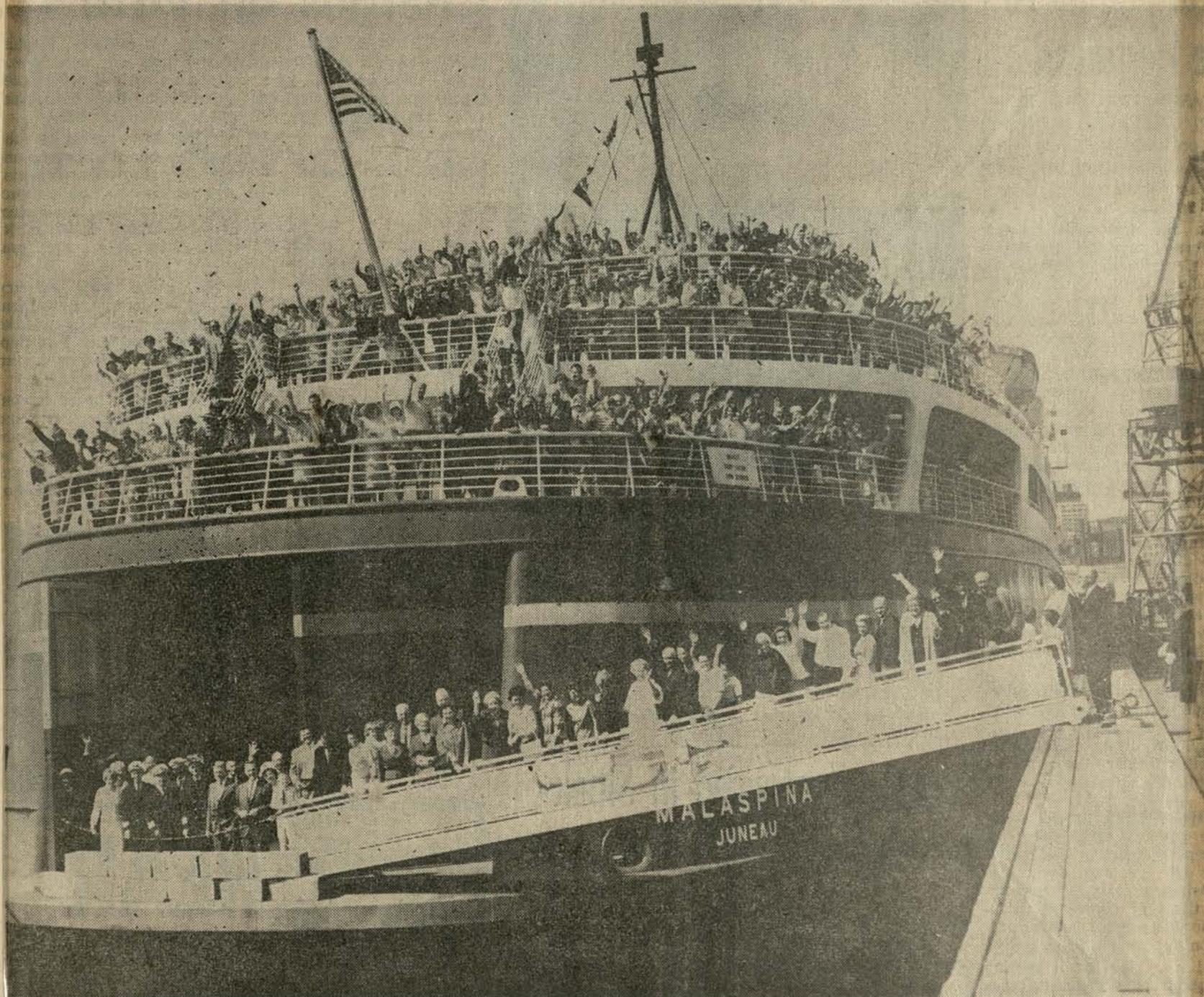
Egan said the 38 passenger accommodations will be sold on a first come, first served basis by the Division of Marine Transportation's Seward ticket office and travel agents, by the latter only through Dec. 29.

The adult, individual one-way fare, including berth and meals, will be \$150. Children 6-11 in age will travel for half-fare and children under six will be carried free.

Passenger vehicles will be carried one-way for \$100. No commercial or unaccompanied vehicles will be accepted for passage.

The ship is scheduled to make brief stopovers at Juneau both southbound and northbound.

Thousands Visit Ferry Malaspina



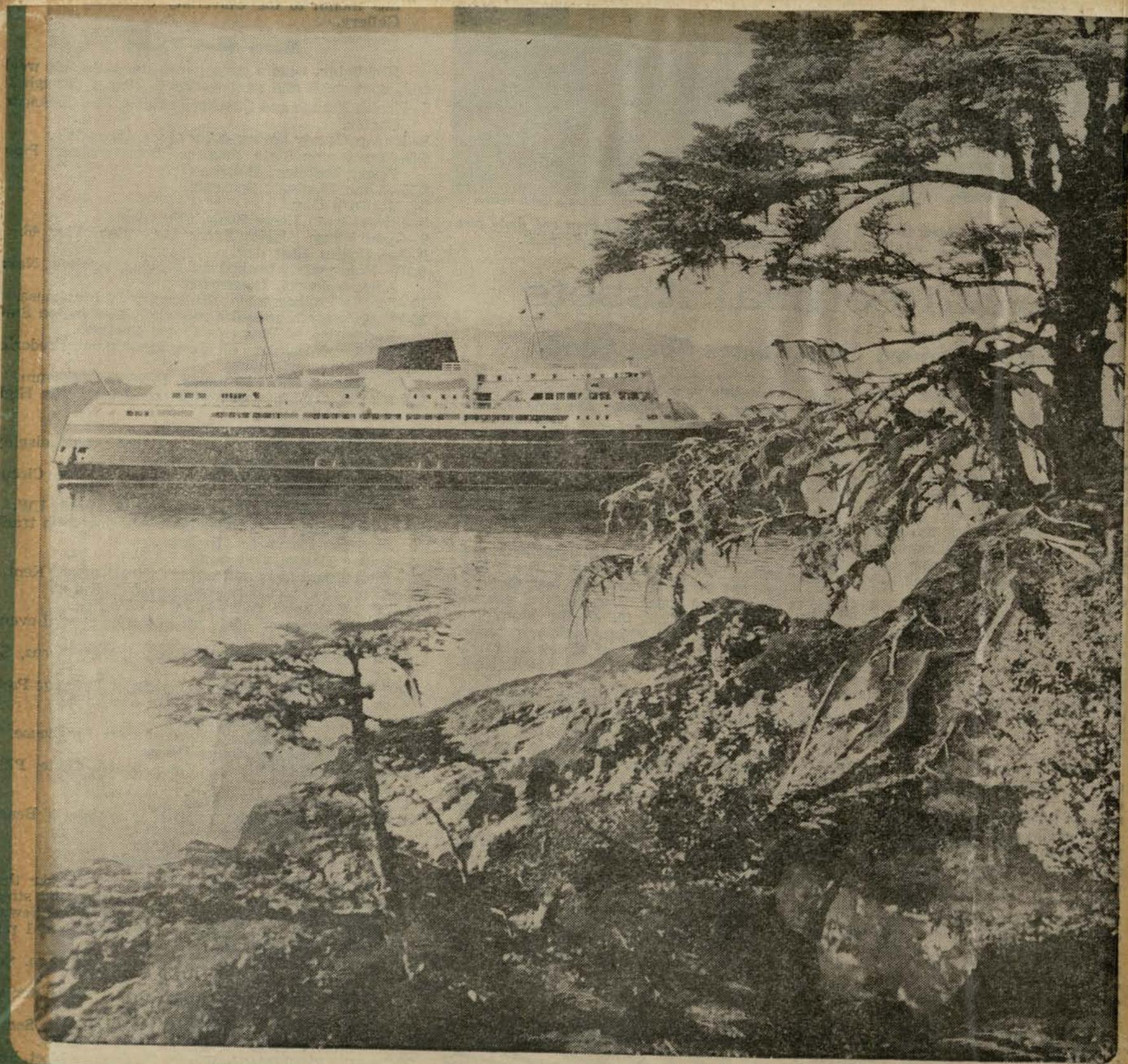
'AHOY!': The railings of the Alaska ferry Malaspina were lined yesterday as thousands of persons boarded the vessel during an open house at Pier 46. The visits to the 500-passenger ferry, here for repairs, were sponsored by

the Alaska Division of the Seattle Chamber of Commerce and the Port of Seattle to promote tourism. The Malaspina was launched here in 1962. Visitors totaled more than 10,000.—Times staff photo by Vic Condiotty.

Seattle
Post-Intelligencer

SATURDAY, MAY 8, 1965

Weekender



The MALASPINA

GANGPLANK'S OUT
ON ALASKA FERRY

YOU'RE INVITED

Have A Vicarious Vacation On Alaska Ferry

THE FLOATING symbol of adventure you see nosing into the Alaska Coast on the Weekender cover is nosing into the Seattle shoreline today, poised to give you a vicarious whiff of Alaska adventure.

She's the MV Malaspina, first of the three Alaska State Ferries that ply the 473-mile "marine highway" between Prince Rupert, B.C., and Skagway, Alaska.

Like her sisters, the Matanuska and Taku, the Malaspina is named for a glacier. She's 352 feet long, with stateroom space for 88 passengers and deck chairs for 500 more on her runs up the Inside Passage to Ketchikan, Wrangell, Petersburg, Juneau, Haines, Skagway and Sitka.

Her port of call today is Seattle—Pier 46.

The Malaspina is the last of the three sisters this year to spend her winter repair layover in Seattle. She'll be heading back north soon to take her place in the almost daily ocean cruise shuttle service the Alaska Ferries give up the coast in summer months.

Before she leaves, though, the Malaspina will bow to folk of this, her native city, in a public open house tomorrow.

Pier 46 is the Port of Seattle's new vanship terminal, at the foot of King Street. A side glance down the pier apron will give Malaspina guests a view of another Alaska ship, the Alaska Steamship Co. freighter Tonsina, loading cargo vans for the North under the big orange cranes. They call Alaska Steam's vanships "the lollipop ships," and you'll know why when you see the guide discs that help position her cargo.

But the Malaspina will be Sunday's star of Pier 46. In fact she's an eight-star star. Her stack will be your "guiding star" to go aboard. It's a jaunty blue stack, serving as the field for the eight stars that form the Big Dipper insignia of the 49th State.

Many wise men—and wise women and children—will follow those stars Sunday.

By Don Page
MARINE WRITER

When the Seattle Chamber of Commerce sponsored the first open house last year—aboard the Taku—so many visitors thronged aboard that the Chamber lost count. It estimated 10,000 guests, which is a good, round figure.

The Malaspina has changed since we rode her north to go into service in early 1963, fresh out of the old Puget Sound Bridge & Drydock yard. Her operators have built more staterooms, shuffled the lounges, improved the food service.

But she'll still clip along at some 18 knots while her passengers watch for game on the forested islands that fringe her route or gaze up at the mossy rock walls that tower over them in the straits.

Those ferries have worked a miracle for Alaska.

They haven't made money. We doubt if they ever will. But they've melted the once isolated coastal cities along the route into one ferry-tied community. There's service the year round, and in the busy summer you can grab a ferry to the next town six days a week.

Every day but Sunday, usually at 10 a.m., a ferry will sail from Prince Ru-

pert. Thirty hours later she'll complete her run at Skagway.

Of course, Alaska's marine highway investment has been a windfall for tourists with a yen for the fishing villages, glaciers, old Russian trading posts, blue water fjords, and hearty outdoorsiness of Alaska.

A deck passenger can ride from Rupert to the north end of the line for \$30, with stopovers en route where he wants them. The one-way rate for a car runs just under \$100.

The tourists are responding. It's hard right now to get stateroom reservations for the three summer months.

But there's plenty of unreserved space for tourists who want to stroll the decks, relax in airplane-type reclining chairs, sample the drinks and snacks and deluxe dinners of shipboard fare. The Alaska Ferries folk note that it's just a hop, skip and a jump between most ports on the run—6½ hours from Ketchikan to Wrangell, 4 hours to Petersburg, 7 hours on to Juneau.

Of course, lodgings ashore still don't come easy in Alaska's tourist season. The wise traveler makes reservations—or brings his own lodgings. Camper truck tourists have discovered the advantages of driving their own wheeled "staterooms" aboard the ferries and driving them off to stay where they like as long as they like.

Tourists can manage the same trick, with trailers, station wagons or even passenger cars rigged up for sleeping.

Nadine Cooper at the Alaska Ferry Information Center here can give you more information or answer your questions about details, like transportation to Prince Rupert, 1,072 miles north of Seattle, or the tie-in by air to Alaska cities like Ketchikan.

But even if you don't cherish personal hopes of getting farther north this summer than Mukilteo, take a half-hour this Sunday for a stroll through shipboard life and totem art on the Malaspina's one-day Seattle cruise of 1965.



On The Cover

Seattle's legion of waterfront devotees and all their friends have been invited to a shipboard open house tomorrow from 10 a.m. until 5 p.m. on the Alaska ferry, MV Malaspina. In Seattle for check-up before her busy season begins, vessel is shown as she made scenic journey back to her birthplace. The open house is being sponsored by the Alaska Division of the Seattle Chamber of Commerce, Port of Seattle and State of Alaska. Malaspina is berthed at Pier 46, foot of King Street. There's plenty of parking on the pier.





THE HOMER

NEWS

"Aims At Progress"

Vol. 1 No. 31

10¢

August 5, 1964

Wednesday

WELCOME TUSTUMENA

TUSTUMENA - ONE DAY LATE

In recent developments announced concerning the arrival of the Tustumena and the greeting celebration planned in Homer, the ferry will be approximately 24 hours late due to extra freight consigned from Seattle to Juneau and other attendant difficulties of an inaugural cruise.

Final word on the expected time of arrival will be received from Kodiak sometime today, but as of the present time it is expected that the Tustumena will dock sometime after 2 p. m. Thursday allowing time for the high tide to recede.

Traffic Manager Al Ritchie of the Division of Marine Trans-

portation and William L. Riddle, Chief of the Fiscal Section, Department of Public Works were in town Monday taking care of last minute details concerning the ferrys arrival. Mr. Ritchie will board the ferry in Kodiak joining other notables and guests including Commissioner Downing and his wife, Captain and Mrs. Lockart (Marine Superintendent), and various writers and news reporters. A temporary ticket agency has been set up on the Homer Dock under the supervision of Ben Walters, acting wharfinger.

Mr. Ritchie has announced that this first trip is in the nature of a good will and advertising campaign and that anyone from Homer who wishes to ride to Anchorage free of charge should contact the City Hall. This offer lasts as long as space is available. Regular commercial runs will start with the return trip from Anchorage.

Meanwhile plans are continuing for the gala welcoming ceremonies as reported in last week's Homer News. The Chamber of Commerce committee (George Wilbur, Larry Farnen, Dixie Judd, Bud Uminski and Jimmy Clemans) has announced that plans for the balloons and streamers and other entertainment are well under way. K & E Bus Lines will have shuttle busses

running to the end of the Spit as announced last week. Departure time from the Inlet Inn Hotel will be one hour prior to docking time.

With the ferry docking in Homer three times a week great hope has been expressed for the beneficial impact on the town's economy. Members of the C of C committee has emphasized the importance of the entire city of Homer doing all they can to give a heartfelt welcome to this, the first trip, and to provide a lasting impression which will work for the benefit of Homer in the future.

Welcome, Tustumena!

THE ARRIVAL of the state ferry MV Tustumena this morning on a maiden trip marks the return of the old order to Cook Inlet. Time was when a brisk inter-city boat traffic existed along the inlet and down the Kenai Peninsula.

That was the time of Heinie Berger, and his small fleet of diesel freighter and passenger boats. Another early day freighter in those waters was Jack Anderson who also ran motor vessels between Anchorage and various ports down inlet. Pre-dating those time of the 1930's and '40's was the quite heavy water traffic supplying the town of Knik, the Alaska Railroad construction headquarters at Ship Creek, the town of Hope and various and sundry other communities now abandoned or relegated to the status of small fishing village.

The reason for the brisk traffic by water was simple. It was the only method of transportation. Gradually it was supplanted by highway and airplane and for the past decade the exciting prospect of a boat voyage to neighboring points has been virtually unknown.

* * *

NOW THE WHEEL has turned full cycle and a new sleek and graceful vessel of the Alaska State Ferry System arrives to resume a phase of transportation that some have considered almost as obsolete as the horse.

But is it?

The Kodiak Mirror of that isolated island city says definitely it is not. The Tustumena, indeed, carrying loaded trucks, passenger cars and people, will be a new breath of life for communities by the sea.

"Suddenly there's a highway to Kodiak Island — not the concrete, four-lane, bumper-to-bumper variety of highway, but a highway of scenic beauty, dust-free, and with a lure of its own," says the island newspaper.

Just as suddenly the long-time resident of Kodiak, the newcomer who feels he should get away from it all, realizes he can now plan a different kind of vacation or trip. He now has a choice in what mode of travel he may want to use in going on a vacation or when he decides to leave the island for good.

"The ferry will be a real convenience for the vacationer, though, who wants to utilize the Alaska Highway, or simply to explore the possibilities and the uniqueness of Alaska. For this type of individual, be he fisherman, outdoorsman, rock hound, history student, hunter — the possibilities are limitless.

"Kodiak stands to gain in accessibility as a city and as an island, thus increasing tourists and visitors in increasing numbers.

"We are convinced the influx of visitors will stem from the mainland — Alaskan residents who will look Kodiak's way as a vacation spot — there is a lure to Alaskan cities even for Alaskans.

"We believe the ferry's coming will have an impact on Kodiak's economy, on its very life and certainly on its future. We stand to have everything to gain and nothing to lose except our isolation."

* * *

AND SO WE SAY along with Kodiak, Kenai, Homer, Seldovia and others — Welcome, Tustumena!

Tustumena Bound South Carrying 18 Passengers

The Motor Vessel Tustumena of the Marine Highway System was plunging along at a steady 14 knots today as she entered Canadian waters with 18 passengers and nine vehicles destined for Seattle.

The vessel which operates on the Prince William Sound-Gulf of Alaska run, is heading south for annual hull inspection and other work. It was the first regular passenger ship under the American flag to carry revenue passengers between Alaska and Seattle since the Alaska Steamship Co. ended its passenger service.

Capt. Ed Johnson, veteran skipper in the Alaska trade and the vessel's regular master, was in charge. Along also was the system's marine superintendent, Capt. H. A. (Red)

Lockert, himself a salt of the old school and wise to the ways of Alaskan waters.

Tustumena is scheduled to arrive in the Puget Sound city Saturday morning.

Tustumena Moves To Elliott Bay

The Alaska ferry Tustumena, which January 8 brought the first ship passengers from Alaska to Seattle since 1954, will sail northward again at 1 o'clock Monday with 42 passengers.

The ferry was scheduled to shift to Pier 46 from the Lake Union Drydock Co. this afternoon. She was at Lake Union for dry-docking and maintenance work.

The passengers are destined for Juneau, where the ship will arrive next Thursday, and Seward.

February 21 she will begin regular ferry runs, leaving Seward for Kodiak.

THE ALASKA STATE FERRY Malaspina sailed into Lake Union yesterday on as happy an arrival as the swallows bring to Capistrano. The Malaspina and her two sister ships are \$200,000 "birds" this year for the waterfront.

As usual, the Malaspina, the Taku and the Matanuska will winter in Seattle, about two months apiece. They'll go first to Lake Union Drydock for stateroom work, then to Lockheed for drydock, finally to Pier 64 until their turns come to return north. Lake Union's adding six de luxe staterooms per ship. That will bring their capacity to 100 berths a ship, according to Capt. H. J. Lockert, the Alaska Ferries marine superintendent. Lake Union came out with a \$130,000 contract on the rebid job. Lockheed's drydock contract is for \$44,000, and change orders should tip the total up around \$70,000.

Vessel to Carry Passengers South

The M-V Tustumena of the Alaska ferry system departed Seward at 1 p.m. today for Seattle by way of Juneau. She is carrying passengers and vehicles.

The ship, on its way south for its annual overhaul and drydocking, will dock in Juneau Wednesday morning and will depart that afternoon for Puget

Sound.

Al Ritchie, traffic manager for the Division of Marine Transportation, said there is still space available for any passengers desiring to board the ship here for the three-day trip to Seattle. The Tustumena, under command of Capt. Ed Johnson, is slated to reach

Seattle Saturday morning, Ritchie said.

Passage to Seattle from Juneau will be \$100 per passenger. This includes meals and berth. Passengers also may take their vehicles at an additional cost of \$90, Ritchie said, but the vehicles must be accompanied by the driver.

The Tustumena will remain in Seattle approximately a month before returning to its home port of Seward. Information in Seattle concerning reservations for the return trip may be obtained by phoning Main 2-1724 after Jan. 10.

GEORGE S. HIDDLESTON, President



UNIVERSAL SERVICES, INC. · 109 W. MERCER ST. · SEATTLE, WASHINGTON 98119

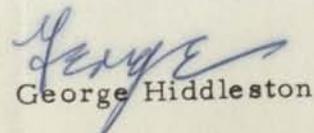
May 21, 1965

Dear Shipmates:

I thought you might enjoy having this black and white photograph of the bronze plaque, in it's actual size (which was stained a dark mahogany to match the piano), with the engraved script signatures of, I hope, most of those who contributed on that rainy night we played and purchased said piano at the Totem Bar in Wrangell. I am sure this photograph will bring back real pleasant and happy memories of that wonderful trip.

The plaque was forwarded to Governor Egan, and we received a letter of his acceptance, and he has turned it over to Dick Downing to be properly secured for posterity on the very well kept--and much enjoyed--piano aboard the M/V "Tustumena."

"Let's have one on the house...!"


George Hiddleston

GSHsr

Enc. 1

In memory of the fun, frolicking, and gay time
 had by the undersigned,
 Guests for the Maiden Voyage
 of the M/V "TUSTUMENA," July, 1964,
 from Seattle, Washington, through Southeastern
 and Southwestern Alaska, calling on many ports,
 this piano is joyfully presented
 so that it may add pleasure and fond memories to
 all passengers aboard this fine vessel
 and to express our appreciation to
 Governor Bill Egan and Commissioner Dick Downing
 for their kind invitations.

George Hiddleston

Hazel Downing

Diana Egan

Monica Eastman

Richard A. Downing

Jack Eastman

Pete DeBor

John W. Louness

Sam M. Gray

"REO" & BETTE LOCKERT

Ed Johnson Capt.

Phyllis Langdon

H. J. [unclear]

Earl W. Bright

Katharine O. Parker

Dorice Carver

Mary Lou Hiddleston

Paul J. Melnovich
 Chief Eng.

Art M. Lean

Jauris S. Parker

William Mapuce

William A. Sherman

Kay Sherman

Burt Carver

Roy J. Hicke

Rusty Bellinger













↑
[Maitland Morley]



VISITORS SWARM OVER MALASPINA



An estimated 15,000 persons went aboard the "Malaspina" of the Alaska Ferry System during an open house held on May 9 at the Port of Seattle Pier 46 between the hours of 10 a.m. and 8 p.m. The open house was co-sponsored by the Port of Seattle and the Alaska Division of the Seattle Chamber of Commerce to help promote tourism in Alaska. Interest in the 352-foot luxury ferry was so great that the original closing hour of 5 p.m. had to be extended three hours.



Among officials assisting at the open house were, from left, Del Roberge, assistant superintendent of marine terminals, Port of Seattle; Capt. Cecil Rice, co-captain of the "Malaspina"; Capt. H. J. Lockert, assistant marine superintendent, Alaska State Ferries, Juneau; Capt. Kenneth Florian, co-captain of the "Malaspina," and Peter DeBoer, chairman of the Alaska Division, Seattle Chamber of Commerce.



Ferry Malaspina Packs Crowds Aboard

SEATTLE — Wow! — 10,000 persons boarded the Alaska State ferry Malaspina during the recent open house here, sponsored by the Alaska division of the Seattle Chamber of Commerce. The handsome vessel, built locally several months ago, is one of three sisterships on the Southeastern Alaska run connecting with Prince Rupert. The huge response to the invite on the ship was a surprise to even the chamber. Port of Seattle photo by Bob Petersen.



PULLING IN—The M-V Tustumena of the Division of Marine Transportation is pictured with its new coat of gleaming white and blue paint as she returned yesterday from annual overhaul and drydocking session in Seattle. The Tustumena, headquartered in Seward, is the main cog of the South-

western Alaska Ferry System. On its arrival yesterday under the command of Capt. Ed. Johnson it had 36 passengers aboard for Seward and Juneau. Six passengers off-loaded at Juneau with one boarding here, making a total of 31 passengers still aboard for the trip across the Gulf of Alaska.

Highly Successful Ferry Season Seen Indicator Of Big Things to Come

With a highly successful 1965 summer tourist season just ending, the Division of Marine Transportation is looking forward to even better things in 1966 and 1967.

Through Aug. 31 of this year, the three ships of the Southeast Marine Highway System carried 283,323 passengers and 57,970 vehicles since the system went into operation on Jan. 28, 1963.

On the southwest system, linking the Kenai Peninsula with Kodiak Island, the Tustumena carried 4,491 passengers and 1,599 vehicles from the start of operations in August, 1964 through June 30, 1965.

Capt. Greg Mangan, director of the Marine Transportation Division, declines to hazard a guess on 1966 and 1967 traffic, other than to say he's looking for a marked increase.

"I would hate to even try to make a prediction," Mangan says, "because if traffic increases as it did this year I'd probably find myself out in left field as far as figures are concerned."

Mangan said his office has been advised by a number of interior Alaska travel agents that business is up as much as 40 per cent this year, "and they attribute the increase in a large measure to the ferry system."

As an indication of what 1966 might bring, Mangan said already there are 72 days during next summer's travel season that all staterooms on the three southeast ferries have been booked.

The state is going to add six staterooms, containing a total of 12 berths, on each southeast ferry this winter, giving each ship a total of 100 berths.

"We could have sold twice as many berths as we did this summer, had they been available," Mangan said.

"Staterooms are nothing but a money-making proposition and I personally would like to see 200-250 berths aboard each ship, but there is a limit to what you can do."

July and August have been the banner months for the state's ferries.

Last year, the southeast system carried 22,282 passengers and 4,143 vehicles in July and 20,640 passengers and 3,882 vehicles in August.

This year, 28,058 passengers

and 5,803 vehicles utilized the system in July and the August traffic load was 26,732 passengers and 5,660 vehicles.

On 10 different occasions this year, vehicles had to be left behind on the southeast system because all space had been filled. It happened twice on the southwest system. No passengers failed to obtain passage on the date desired.

Mangan estimated that during the peak travel months of June, July and August, the southeast system carried a traffic load of about 55-60 per cent of capacity. Winter traffic has ranged between 15 and 20 per cent of capacity.

Winter traffic has been marked by a high level of inter-community travel not foreseen in planning for the system.

"Such groups as bowling and basketball teams, and fans, are using the system in numbers never anticipated," Mangan said, "and this group traffic seems to be increasing rapidly."

One thing Mangan sees as a boon to the Alaska system next year is the inauguration of ferry service by British Columbia between Kelsey Bay, on Vancouver Island, to Prince Rupert, southern terminus of the Southeast Alaska Marine Highway. This service is now scheduled to start May 20.

The new British Columbia r.

oute will give the tourist additional means of reaching Alaska. As now envisioned, the B.C. ferry will make a one-way trip between Kelsey Bay and Prince Rupert per day. The voyage will take 18 hours.

"I haven't seen any traffic projections as yet for the Kelsey Bay . Rupert run," Mangan said, "but I personally believe it will add tremendously to our traffic potential."

"It means that the tourist can be in Alaska only 24 hours after leaving Vancouver, traveling leisurely in a true vacation trip all of the way."

Mangan said plans have already been made to add one trip a week into Sitka without an increase in the number of ships next year, giving the Baranof Island city two trips each way a week.

"If obstructions in Sergius Narrows and Whitestone Narrows were removed, so the ships could transit without having to wait for high or low slack water," Mangan said, "we could add much more service to Sitka with no increase in the number of vessels needed."

"It's easy enough to say let's go out and buy more ships, but what do you do with them during the winter, when traffic needs do not justify their opera-

tion?"

"What would you do with the crews? It's tough enough obtaining the necessary licensed personnel for fulltime work as it is."

Mangan said the Tustumena might become inadequate for the traffic load if service is extended on the southwestern Alaska run, include, for example, service between Kodiak Island and the Alaska peninsula and service to such communities as Port Lions.

"As southwest service is extended, I personally think it might be wise to bring the Tustumena into southeast Alaska for use as a shuttle service vessel to points not now served and to build a larger ship for southwest Alaska," Mangan said.

In response to a question, Mangan also took note of and scoffed at rumors the Kenai-Kodiak run was too tough for the 240-foot Tustumena.

"Any ship would have a rough passage in those waters at certain times of the year," Mangan said.

Naturally, if we had a larger ship it wouldn't roll and heave like the Tustumena, but I can assure you that if there was any danger whatsoever because of the ship itself the Coast Guard wouldn't permit us to use her."

Tustumena Docks Here with 36 'Guests' Aboard

The M-V Tustumena arrived northbound at the Juneau City ferry terminal at 10 a.m. today on its way to Seward with 36 passengers aboard.

The 250-foot ship which ordinarily sails the waters of Western Alaska from Seward to Kodiak, Anchorage, Valdez, Cordova and waypoints, has been in Seattle the past month for its winter overhaul and drydocking.

With a shiny new paint job and Capt. Ed Johnson at the helm the Tustumena was slated to sail today for the Seward headquarters with arrival time slated Saturday afternoon. The Tustumena left Seattle Monday.

Six of the 36 passengers stopped over in Juneau with one passenger being added to the sailing Westward from here, making a total of 31 passengers still aboard the vessel.

The Tustumena's passenger load, both north and southbound, were the only passenger sailings from Alaska to Seattle since the early 1950s when the Alaska Steamship Co. quit that type of service.

Our Alaska Ferry Fleet Sports The Latest in Safety Equipment

By ALICE WAKEFIELD
Seven short and one long blast of the ship's whistle, the same on the bells—signal to abandon ship. The nightmare of disaster at sea, fate of Panamanian-registered Yarmouth Castle which burned and sank Saturday night taking 85 lives, has not struck a single passenger ship operating under the American flag since 1934, when Morro Castle caught fire and sank off the New Jersey coast.

The death toll of 125 in that tragedy spurred the government to set up stringent regulations for marine transportation to insure the safety of American vessels; double and strict enforcement has kept

the record spotless since then. Fortunately, chances are almost nil that passengers on any of the Alaska State ferries will ever face impending disaster, but in the unlikely event of an emergency aboard ship, the crew will be ready.

Twice-weekly fire and boat drill, called without notice and conducted as if an actual emergency existed, keep crew members on their toes. In fact, they might well adopt the U.S. Coast Guard motto, *semper paratus*, as their own, because they're "always prepared" to respond to emergency signals on the

As a result of intensive drill

and frequent inspection of the ships, the Alaska State Ferry System has a safety record that "could be the envy of any steamship operation in the world," says Richard A. Downing, commissioner of Public Works, under whose office the Marine Transportation Division falls.

By maintaining high standards, the ferry system can save not only lives, but taxpayers' money as well. This unexpected dividend came from the American Bureau of Shipping (A.B.S.), after only two years of ferry operations, in the form of a 10 per cent reduction in fire insurance rates.

The A.B.S., representing mar-

ine insurance companies, is an agency qualified by the U.S. Government to certify that shipboard gear meets Federal regulations, take over lighting systems if the requirements of two main generators in the engine room lose power; three large fire pumps, one of which can be started or stopped from the car deck (in the unlikely event of loss of all pumps, "shore" connectors can hook up to another ship's system); emergency radio gear that operates entirely on batteries; a special ventilation system for the car deck, also covered by a salt-water sprinkler system which the engineer can start with the push of a button; temperature-control

In construction of the 500-passenger ferries, almost half of the \$4,500,000 cost goes for safety features, estimates Port Captain William Bendixen. With a double hull, collision could cause flooding of 50 per cent of the bottom deck "and she still would stay afloat," the captain declared.

Safety equipment on each of the vessels includes an emergency generator in the stack, gear over lighting systems if the requirements of two main generators in the engine room lose power; three large fire pumps, one of which can be started or stopped from the car deck (in the unlikely event of loss of all pumps, "shore" connectors can hook up to another ship's system); emergency radio gear that operates entirely on batteries; a special ventilation system for the car deck, also covered by a salt-water sprinkler system which the engineer can start with the push of a button; temperature-control led alarm systems in unfrequented areas; carbon-dioxide fire-fighting systems; fire hydrants placed not more than 100 feet apart so that all passageways and public areas can be reached by two hoses; and controls to close all watertight and fire-screen doors automatically on a signal from the bridge, zoning off the ship and preventing the spread of fire.

Also for safety's sake, mechanical guards for the controls on the bridge were added to the ferries in 1963.

Constructed almost entirely of incombustible or fire-resistant materials, the fitting and furnishings, down to the stuffing in the chairs, illustrate still another phase of precautionary planning.

Major lifesaving equipment on

(See SAFETY Page 6)



Safety By-Word of Marine Transportation's Fleet of Alaska Ships

(Continued from Page 1)
the Taku, Malaspina, and Matanuska consists of four lifeboats, with a 55-passenger capacity, and 13 automatically or manually inflatable rubber liferafts to hold 25 each. In charge of every boat or raft is a "certificated lifeboatman."

Weekly Coast Guard inspection covers not only boat and fire drill, but emergency equipment too. This includes watertight doors and mechanisms, valves, speaker system, and emergency light and power systems.

Quarterly inspection adds a check of all fire-fighting and lifesaving equipment, including a count of life preservers and water lights. On the last quarterly inspection of the Taku, the Coast Guard spotted six new hoses lacking the UL stamp of approval and would accept them only upon receipt of the manufacturer's affidavit, which attested that not

only were the new \$60-a-piece hoses approved, they were several times as effective as those they replaced.

During each ferry's week in drydock for repairs and hull inspection every year, the Coast Guard makes its annual inspection of the entire ship. All gear is checked over and liferafts are repacked by a certified shop in Seattle.

When satisfied with the good order of all parts and equipment, inspectors certify the ferry for another year of operation.

The Coast Guard is responsible, too, for checking out special safety requirements of personnel, among them the lifeboatmen, Fire Patrol and pilot.

Crew members with six months' sea time are eligible for an annual training course the ferry system operates in cooperation with the Coast Guard at Auke Bay and at Ketchikan.

The course consists of 40 hours' lifeboat experience, 75 per cent spent at sea and 25 per cent in launching, and 40 hours of lectures and films. Ferry masters provide the instruction. After completing the course, applicants are tested by the Coast Guard for qualification as "Certificated Lifeboatmen." The law requires minimum complement of 25 on each crew; but often there are more than that number, as all crew members, even mariners, are encouraged to take the training. Thirty-two passed last spring's course.

Federal law also requires a Fire Patrol watchman, whose sole duty is to make a complete 50-minute tour of the ferry every hour from 10 p.m. to 6 a.m., punching a clock at each of the 18 fire stations, beginning and ending at the bridge. The Ferry System goes beyond this requirement and keeps two watchmen on

fire patrol for a 12-hour watch.

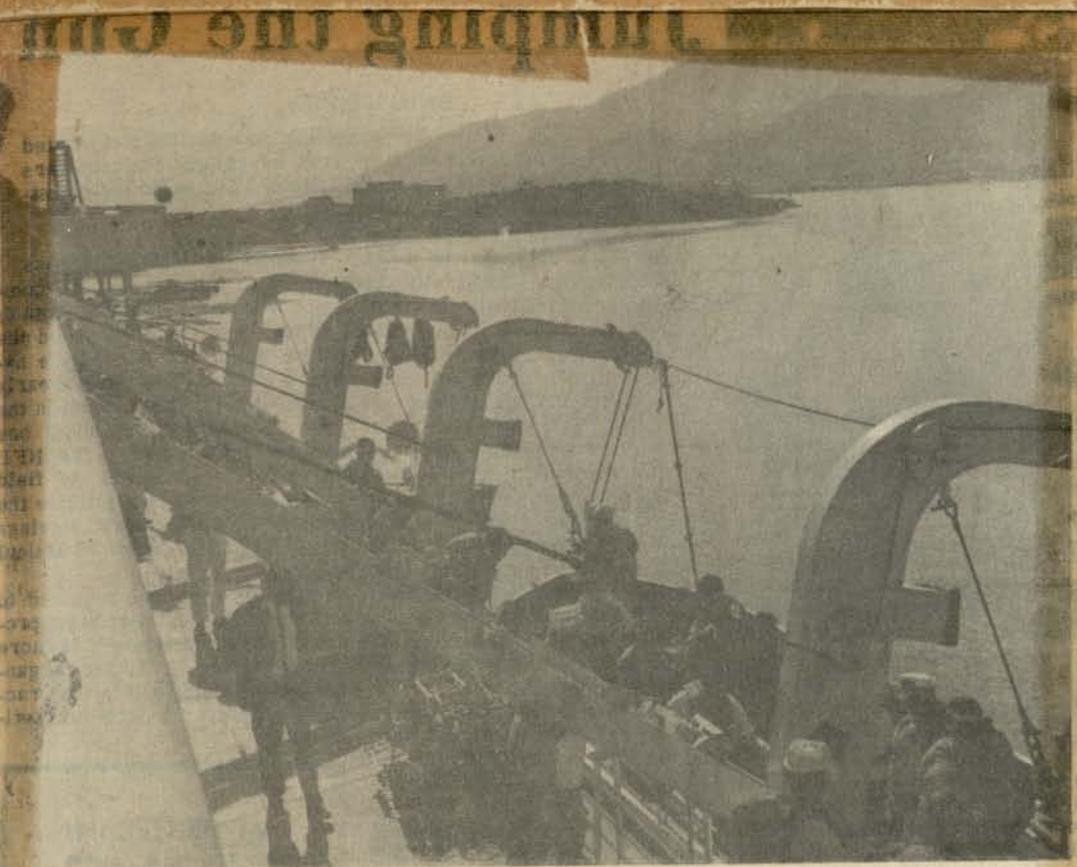
Although only one pilot to a ship is necessary, all licensed deck officers of the Ferry System are qualified for pilotage, meaning that they have passed the extremely stiff Coast Guard examination, drawing charts from memory, marking all hazards and knowing the course and distance between each. Pilots memorize 118 "navigation aids" for the "Inland Passage," 37 of which are in the Wrangell Narrows.

Oddly enough, on the Taku's maiden voyage, she hit an uncharted obstacle in the Wrangell Narrows. The Corps of Engineers was surprised to find a huge boulder in the center of the channel, as the Narrows supposedly had been dredged to minus 20 feet. Ferries draw only 15 or 16 feet, but since that incident, as an added precaution, they no longer go

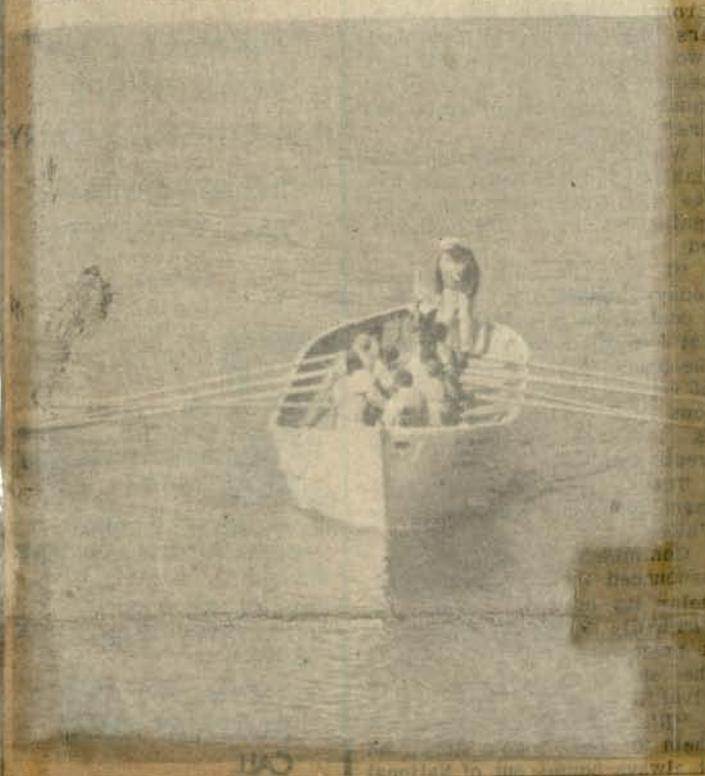
through the Narrows with less than a two-foot tide. Assisting in navigation are two radar sets.

Finally, and perhaps the most significant safety measure of all, is the fact that the master of the ship has absolute authority to change the ferry's schedule according to conditions at sea. He will not take any chances that might endanger lives, and he is under no pressure to do so for the sake of an arbitrary time schedule—no pressure from the office, from the State of Alaska, the Coast Guard, A.B.S., SOLAS, nor, least likely of all, from the passengers, who hope never to hear the ominous order, "abandon ship."

In view of the extensive precautions the ferries take for the safety of Alaskan travellers, the emergency signal should never be needed.



OVER THE SIDE—Here crew of M-V Matanuska goes through one of its regular boat drills which keeps all crewmen sharpened in the handling of all lifesaving equipment. In lower photo, boat crew goes through the hard work of pulling at oars, as officer at tiller steers lifeboat in Gastineau Channel. — Marine Highway Photos.



ALASKA'S commissioner of public works, Richard A. Downing, told the Alaska House Finance Committee yesterday the Southeast Alaska ferry system will reach its saturation point during peak summer tourist months in 1969.

Downing supported a \$15.5 million bonding proposal requested by Gov. William A. Egan.

In his budget message, Egan said the money would be used to construct two new vessels, one to replace the Tustumena on the run between Kodiak Island and the mainland, and the other to be added to the three-vessel Southeast Alaska fleet.

Under the plan, the Tustumena would be transferred to Southeast Alaska to provide daily shuttle service to Sitka during the peak summer months, and possible service to smaller communities during the off-season.

Bond money also would be used to install more berths on existing vessels and to construct a terminal at Sitkoh Bay at the mouth of Beril Straits as a transfer point for Sitka-bound passengers.

Downing said it would take approximately two years and eight months to complete the design and construction of the ferries.

Anchorage Plans Dock; Would Serve Ferries

ANCHORAGE (AP) — A proposal to build a dry dock facility at the Port of Anchorage is under consideration by the city's port commission.

The proposal was put before the commissioners by Bob Logan, an Anchorage marine surveyor, who estimated the cost at between \$1.5 million and \$1.75 million.

Logan said about \$3,000,000 a year in damages happens to vessels operating in lower Cook Inlet, with all of the vessels going to Seattle for repairs.

"Besides that, he told the commission, "the state spends some \$250,000 annually in Seattle for repairs to the state ferries."

Logan proposed that the city finance the cost of the dry dock lift and transfer table system to move vessels, and lease to private concerns the actual ship repair facilities.

The marine surveyor, who represents a number of major insurance concerns on marine matters in Alaska, told the commission there would be a state

M/V Chilkat On Annual Junket South

The M-V Chilkat of the Southwestern leg of the Alaska Marine Highway is due in Juneau Thursday on its way south to Seattle for annual drydocking.

Under Master Donald Thornton, the 100-foot Chilkat departed from Cordova Monday and will make a short stop here before continuing south to the Duwamish Shipyards where the \$2,100 contract for drydocking and related work will be accomplished.

Aboard with Thornton is a mate, two deckhands, an engineer and cook.

During its absence the M-V Tustumena will call at the Cordova and Valdez ports serviced by the Chilkat once a week, providing service on Prince William Sound.

The Chilkat is due back on Prince William Sound Jan. 1 at which time the Tustumena is slated to head south for drydocking.

bond issue next year to add three more ferries to the southeastern Alaska system "and they have the figures to justify the addition."

Logan said repair services for fishing vessels was growing, and said that additional drydock services were needed for petroleum exploration vessels operating in the booming offshore areas south of Anchorage.

He said an additional six to eight petroleum vessels would be added next year to the 18 now operating in the inlet.

Works Boss Comments On Dock Plan

Richard A. Downing, commissioner of Public Works, which operates the State Division of Marine Transportation, when queried by the press about the proposed dry dock facility at the Port of Anchorage, said he could see many advantages to having such a facility in Alaska, especially as far as the motor vessels Tustumena and Chilkat are concerned if emergency repairs are required. Those two vessels operate in adjacent Southwestern waters.

Downing pointed out that the drydocking of the ferries has to be accomplished in the winter due to the summer traffic season. Because of the heavy ice conditions in Cook Inlet during the Oct. 15 to April 15 layup of the vessels, this would be questionable at that port, he added.

He also corrected the statement that the state spends \$250,000 annually in Seattle for repairs to the state ferries.

He said, "This year there was no money spent in Seattle for emergency repairs. The contract figures for drydocking of the three Southeastern ferries this winter call for an expenditure of \$31,500. The contract for the Chilkat is for \$2,100 and while the Tustumena drydocking job hasn't been offered for bid yet, it was \$5,489 last year and it should be around that same figure this year. This makes a total of \$39,089 for the drydocking of all the ships of the ferry system."

Governor Hopes for More Marine Highway Vessels, He Tells Sitka

Efforts are being made to provide additional ferry service to Sitka next season, Gov. William Egan told the Sitka Chamber of Commerce and he added that he would be pleased "even more if we can come up with a financing plan that will permit the beginning of construction in 1967 of additional Marine Highway operational equipment."

The letter was in answer to a Sitka Chamber of Commerce resolution asking for acquisition of a fourth vessel for the Marine Highway.

The governor said:

"This is with respect to your letter enclosing copies of a re-

Todd's Low On Ferry Overhauls

Todd Shipyards of Seattle submitted a low basic bid of \$24,397 today for winter drydocking of the three ships of the Southeast Alaska marine highway system, the Malaspina, Taku and Matanuska.

Northwest Marine Iron Works of Portland submitted a low bid of \$150,489 for installing six additional staterooms, containing a total of 12 berths, on each ship.

The drydocking work will include a survey of each vessel, as well as winter cleaning and painting.

Todd submitted a bid of \$154,538 for adding the staterooms, and Northwest Marine Iron Works offered to handle the drydocking for \$27,069.

Lockheed Shipbuilding and Construction Co., Seattle, bid \$31,500 for the drydocking and \$176,490 for adding the staterooms.

Lake Union Drydock Co., Seattle, offered to add the staterooms for \$160,410, but submitted no bid on the drydocking.

solution adopted by the Sitka Chamber of Commerce urging a special session of the Legislature to consider acquisition of a fourth vessel for the Southeastern Alaska Marine Highway System.

"Very serious consideration was given to your letter and the resolution.

"Since funding for any addition to the Marine Highway System will undoubtedly have to be financed by a general obligation bond issue which must be placed before the voters, a special session of the Legislature at this time would be of no avail.

"We are presently conducting studies regarding the ever increasing summer month traffic on the Southeastern Alaska Marine Highway System.

"The Division of Marine Transportation people are also completely reviewing the pre-

Continued on Page 6

Todd Submits Lowest Bid On Ferry Work

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Page 6 — Juneau Alaska Empire, Wednesday, September 1, 1965

Governor Egan Expresses Hopes for More Vessels, He Tells Sitka Chamber

Continued from Page 1

sent schedule. The Division is giving the Sitka problem top priority. Tidal problems are again being studied with view in mind of increasing frequency of service into Sitka next summer if at all possible.

"The matter of a bonding proposal for funding an additional

vessel will, of course, have to be considered in the light of the State's overall financial situation and needs of all programs at the time the budget for the 1967 fiscal year is finalized later this year.

"Our findings, budget-projection-wise, and a possible proposal for additional Marine Highway

operational equipment, will be submitted to the Alaska Legislature shortly after it convenes on the 4th Monday of January, 1966.

"Please know that the matter of increasing service into the beautiful Sitka area is something that deeply concerns me. I will indeed be happy if we can come up with a schedule to increase service into Sitka in 1966. And it will please me even more if we can come up with a financing plan that will permit the beginning of construction in 1967, of additional Marine Highway operational equipment.

"Let me point out again that I am sympathetic to Sitka's needs.

"But it is simply too early at this time to project the State's ability to finance additional capital improvement programs over the next two years. While I am

cautiously hopeful that we can nevertheless, it would be an act of financial irresponsibility for me to make a positive guarantee until all facts and figures are available to us near the end of the 1965 calendar year.

"Copies of this letter are being mailed to Mayor John O'Connell, and to State Senator Howard Bradshaw, and other interested groups and individuals."

Earl Bright Resigns Marine Highway Post

Earl W. Bright, port engineer for the Division of Marine Transportation since the ferry system went into operation, has submitted his resignation to Capt. Greg Mangan, director.

Bright, a veteran Alaskan ship engineer, in giving Mangan his resignation said, "I feel that now after four years' employment that I've performed my duty to the State of Alaska in the initial phase of organizing and establishing a workable engineering program on the Alaska State Ferries."

Bright has no other plans after his resignation becomes effective March 31, but said he was going to spend a year or two hunting and fishing.

The port engineer joins A. V. (Al) Ritchie in resigning. Ritchie, who is traffic manager, submitted his resignation several weeks ago to return to

boating on the Stike River. Both Ritchie and Bright were among the first hired by the ferry system in its initial phase to set up their respective departments.

Capt. Mangan said today that he was sorry to see the departure of two of his key employes, but recognized the fact that they have both given a service to the state far and above the normal call of duty in time and effort and are well-deserving of a rest.

Ritchie is being replaced by William B. Morrice, traffic manager of the Washington State Ferry System. Morrice will arrive in Juneau March 15 to assume his new duties.

Mangan said no replacement has been considered yet for Bright's position, as the job is being advertised under the state's recruitment program.



MARINE HIGHWAY RESIGNATIONS—Al Ritchie, standing, traffic manager of the Alaska Ferry System, and Earl Bright, port engineer, have both submitted their resignations to return to former occupations. —Lael Morgan Photo

165-Vehicle Vessel for SE Fleet, Gov. Egan Reveals

PRINCE RUPERT, B.C. (AP) — Gov. William Egan of Alaska said Sunday he anticipates approval of a \$15,500,000 bond issue for two ferries, one of which would be added to the southeastern marine highway system which has its southern terminus here.

In a telephone interview, the governor said \$8 million will be spent on a new 750-passenger 165-vehicle vessel of 381 feet in length for the southeastern Alaska ferry system.

If approved by voters in the general election this fall, the ferry would go into operation at the very earliest in 1968, he said, but more likely in 1969.

"We feel that by that time we'll be in real trouble with lack of capacity on our present ferries," the governor said.

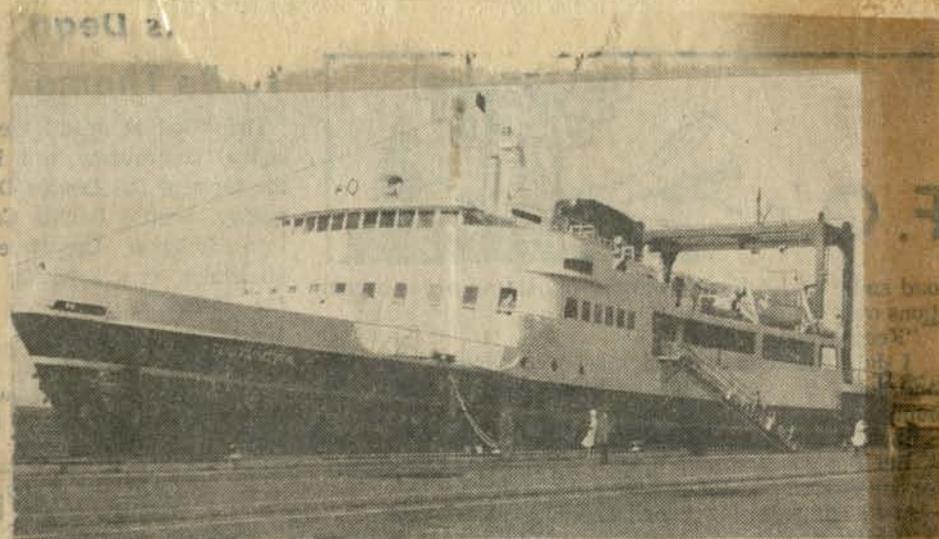
Bookings for the three existing ferries, Malaspina, Matanuska and Taku were already more than double what they were at this time last year.

Tustumena Due Here

SEATTLE (AP) — The Alaska ferry Tustumena, which Jan. 8 brought the first ship passengers from Alaska to Seattle since 1954, will sail northward again Monday with 42 passengers.

The ferry was scheduled to shift to Pier 46 from the Lake Union Drydock Co. this afternoon. She was at Lake Union for dry-docking and maintenance work.

The passengers are destined for Juneau, where she will arrive in the afternoon next Thursday, and Seward. The Tustumena is due in Seward Feb. 19. Feb. 21 she will begin regular ferry runs, leaving Seward for Kodiak.



Tustumena Heads Home

A chill wind kept most of the passengers inside as the Tustumena, the only vessel certified to carry passengers between Seattle and Alaska, prepared to sail from Pier 46 yesterday. The Tustumena, which serves Kodiak Island, carried the first passengers to leave Seattle for Alaska by ship since the Alaska Steamship Co. shut down passenger service 11 years ago. The Tustumena, which is operated by the state of Alaska, came to Seattle for her winter dry-docking. She is certified to carry 42 passengers between Seattle and Alaska and had 40 aboard. The Matanuska, a Southeastern Alaska ferry now at Pier 64, does not carry passengers on her Seattle trips.

Maritime Men Gather For 39th Annual Seattle Steamship Dinner

No. 35 - L. H. Hughes, Lake Union Drydock Co.; Capt. H. J. Lockert, Alaska State Ferries; Gene Fabbri, Lake Union Drydock; J. B. Rockstead, Alaska Ferries; Herb Blaney, Bill Rice and Earl Byers, Lake Union Drydock; Henry L. Shek, Coast & Geodetic Survey; Hobie Stebbins and G. H. Stebbins, Lake Union Drydock.



No. 40 - Walter Hogue, Pacific National Bank; William O. Miller and Joe Byington, Lockheed Shipbuilding and Construction Co.; Capt. Jack Eastman, U. S. Coast Guard; Frank E. Hanson, U. S. Salvage Assn.; J. C. McCurdy, Lockheed; Rear Adm. R. D. Schmidtman, U. S. Coast Guard; Rear Adm. W. E. Ferrall, U. S. Navy.

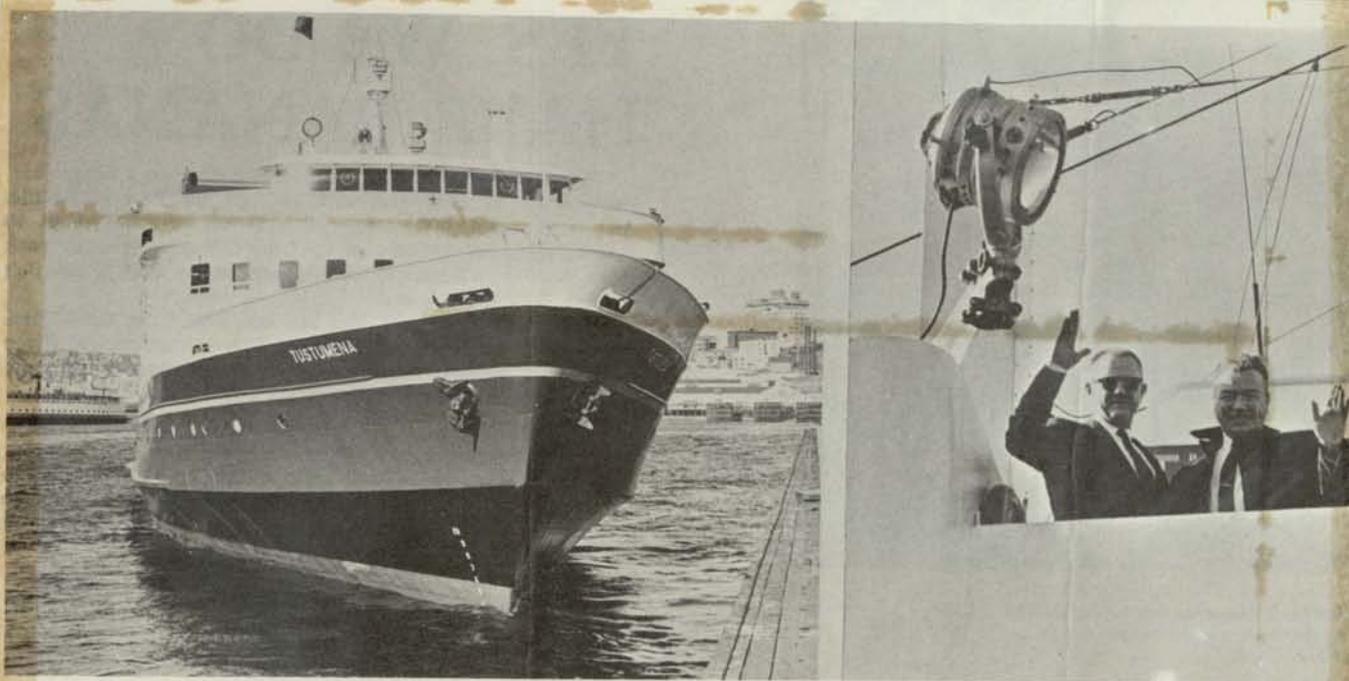
No. 41 - George Simpson, Lockheed Shipbuilding & Construction Co.; Capt. E. X. Timmes, USN, USS Mauna Kea; Jack P. Hogan, Washington State Ferries; Ernie F. Ufer, Lockheed; Gregg Mangan, Alaska Div. of Marine Transportation; Jim Rondeau, Lockheed; C. G. Pahl, Washington State Director of Highways; Don Wilkinson, Sup. Ships., Seattle; Clint Whitney and Bob Delaney, Lockheed.



No. 45 - C. A. Cooper, Salmon Terminals; Dick MacDonald, Seattle-First National Bank; Cy Klinge, Reliable Line Service; John Weiks, Sr., and Philip Spaulding, Philip F. Spaulding & Associates; A. H. McDonald, McGinitie & McDonald; Richard Hischer, Philip F. Spaulding & Assoc.; Bill Rice and Okey Rice, Rice Sales Co.



No. 24 - Fred B. Crawford, Port of Seattle; Robert Norquist, Marsh & McLennan-D. K. MacDonald & Co.; Emile Gaillac, Bud Chapman, Eldon Opheim, Marvill Skydell, Gene McCormack, Robert O. Edwards, Merle Adlum and Hal Rucker, all Port of Seattle.



Tustumena's First Passengers

At the conclusion of her annual winter overhaul in Seattle, the "Tustumena" of the Alaska Ferry System headed north with 40 travelers on February 14, the first time in 11 years (since the termination of passenger service by Alaska Steamship Co. in 1955) that passengers have been carried by commercial vessel from Seattle to Alaska.

The "Tustumena," which operates regularly between Seward and Kodiak and way points, is the only Alaska ferry certified

to carry passengers between Seattle and Alaska. Among the passengers on this trip was J. Eldon Opheim (left), Port of Seattle general manager, who is shown with H. J. Lockert, marine superintendent of the Division of Marine Transportation, State of Alaska. In the photo at left, the "Tustumena" is pictured pulling away from Pier 46 for her northward journey.

ALASKA FERRY TIE-IN

The State of Washington may ask for a feasibility study on linking Washington with the Alaska Ferry System from Prince Rupert, British Columbia, according to Daniel B. Ward, director of the State Department of Commerce and Economic Development, following a hearing on February 11 at the Port of Seattle auditorium.

The hearing was held as a result of a campaign by Bellingham interests to make their city the southern terminus of the Alaska marine highway. The Bellingham proponents said that extending the Alaskan ferry service would prove beneficial to the economy of Southeastern Alaska, as well as of the Prince Rupert area.

Although supporting the proposal for a feasibility study, Commissioner John M. Haydon and Curtis Simmons of the Port of Seattle contended that Seattle should be the southern terminus if the ferry-extension plan is adopted.

TRAFFIC MANAGER—J. V. Hart, traffic manager of Alaska Trainship Corp. in Alaska, has been named Alaska Railbelt regional manager of Alaska Steamship Co. He will represent both Alaska Steam and Alaska Trainship in the Railbelt.



MATANUSKA SAILS FOR HOME

Capt. Merle D. Adlum, Seattle Port Commissioner, is shown presenting a framed photo of Seattle harbor to Capt. Harold Johnson (right) and Capt. Tillman Dagle of the Alaska ferry boat "Matanuska" just before she sailed for Alaska on February 21, upon completion of her annual winter overhaul in Seattle. All Alaska ferry boats have two captains. Another ferry, the "Tustumena," left for Alaska the week before (see photos and story above).



Norwegian Parliamentarians Visit Port

SEATTLE — Two members of the Norwegian Parliament visited the Port of Seattle March 21, on the last leg of their two month tour of the United States, sponsored by the U. S. State Department. Alfred M. Henningsen, a five-year member, and Harry Klippenvaag, a 17-year veteran, both of the Labor Party from the northernmost regions of Norway, met with Port of Seattle General Manager J. Eldon Opheim, (whose parents came from Norway), and other officials during their tour. Shown above from left: Capt. H. J. (Red) Lockert, marine supt., Division of Marine Transportation (Alaska State Ferries); J. Eldon Opheim, general manager, Port of Seattle; Harry Klippenvaag and Alfred M. Henningsen, members of Norwegian Parliament; Richard A. Berg, administrative assistant to general manager and the port's Alaska representative.



DISTINGUISHED MARINE VISITORS—Arriving on the Tustumena at 10 a.m. yesterday were Mr. and Mrs. J. Eldon Opheim. The Ophelms, pictured disembarking from the ship in company with Bob Liddell, left, of Juneau, representing the Chamber of Commerce, were only short visitors to Juneau as prior commitments made their return to Seattle immediate. They caught yesterday's afternoon plane to Seattle. Opheim is manager of the Port of Seattle.

Ferry Fueling Standard Oil Builds Special Facility

By BARBARA D. KALEN

The Alaska State Ferries are now using the new storage and fueling tanks which were built at Skagway by Standard Oil of Calif. for the Marine Highway System. Test pumping began about the Sept. 1 and the facility was checked out OK and accepted by State officials last week. The State of Alaska is buying the facility over a 15-year period. It will be operated by the local Standard Oil maintenance crew who also take care of storage tanks serving the White Pass & Yukon Railway, the town of Skagway and a pipeline which runs to Whitehorse, Y.T.

The new tanks, which are built by Perron Construction Co., are located on the filled landing area where the ferries normally dock at Skagway, so that the fueling may be done during the scheduled layover without any extra moving of the ships or delay. Up to now the fueling has been done at Ketchikan oil docks, necessitating an extra stop of a couple of hours, during which time the passengers could not leave the vessels.

Three tanks were built—the largest 67 feet in diameter and 40 feet high, with a capacity of 25,000 barrels, for the P.S. 300 "black oil" which is the main fuel for the ships; 42-foot by 40-foot tank of 10,000 barrels capacity for diesel oil, 13-foot by 30-foot and a "ready tank" which is kept heated all the time so that the black oil may be pumped.

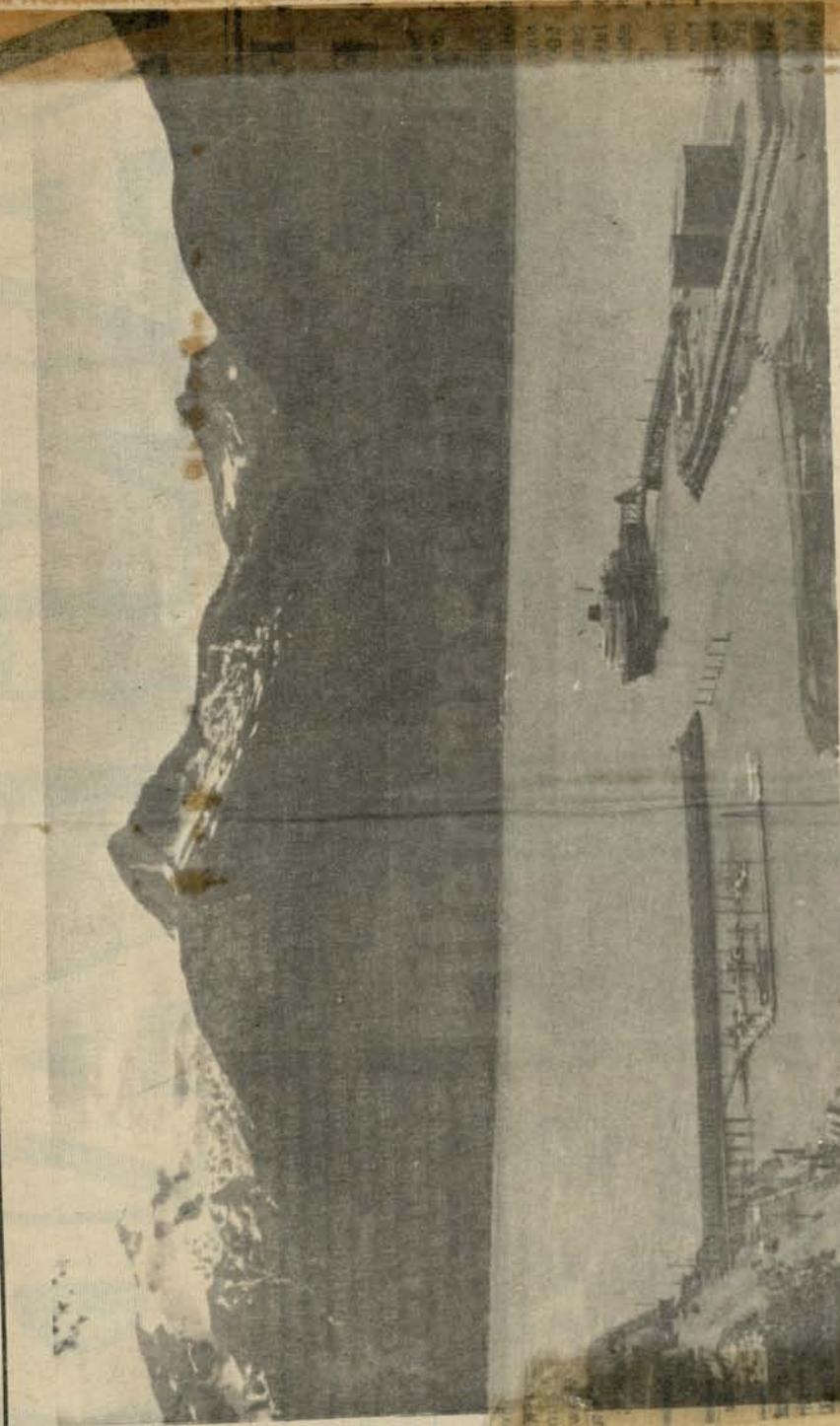
The P.S. 300 oil is so thick that it must be heated to a temperature of 175 degrees to make it flow enough to be pumped.

A steam boiler system keeps the ready tank hot and the pipes also are insulated and kept heated at all times by means of a copper tubing "gut-line" which is run inside the line from the tanks to the ships. Escape valves are located every 170 feet and the constant release of steam is very noticeable even in this mild weather.

The ships normally refuel every other round-trip, and have been averaging about 450 barrels of fuel oil and 5,000 gallons of diesel each week. It has been taking about one and one-half hours to complete the pumping.

Public Works Commissioner Richard Downing, and Capt. Greg Mangan, director of the Division of Marine Transportation, who came to Skagway to check out the new system, reported that they are well pleased with its operation.

Chore Changed to Skagway



FERRY FUELS AT SKAGWAY—Ships of the Marine Highway System are now fueling at Skagway, a regular layover point. Note new tanks, installed by Standard Oil Co., at lower right. At left are docks of White Pass & Yukon Railroad.

Previously the vessels took oil at Ketchikan. There passengers were not allowed to leave the vessels, not to board as there were no facilities for accommodating passengers on the oil dock. (Dedman's Photo Shop, Skagway)

MARITIME news around the WORLD

For First Time Since '54, Passengers From Alaska Arrive Here by Ship



VIC BOUSCHOR and HIS WIFE, VERA, LEAVING TUSTUMENA

For the first time in 20 years, they 'escaped' the children

By ROBERT HEILMAN

The Alaska ferry Tustumena tied up at Pier 64 yesterday in a flurry of wind and whitecaps — then discharged the first passengers to arrive by ship from Alaska since 1954. It was like old times.

Hardier passengers waved from the deck rails, whipped by a wind so strong it took all the talents of a gifted skipper to swing the craft around and into the dock as neatly as a bicycle into a school rack.

Welcomers stood on the chill planks and called gay greetings.

ONLY A SCORE of passengers were aboard the Tustumena, due for dry-docking and maintenance work before returning to a wild shuttle which includes Seward, Kodiak, Seldovia, Homer, Valdez and Cordova.

There were less than a score of greeters, less than the voyageurs, and STILL it was like old times, for the welcomers were overjoyed and the passengers were thrilled.

It isn't so many decades ago that "coming outside" from Alaska was fashionable, and implied dog sleds, isolation and dreary years in the tundra.

Now John Gee, an IBM systems engineer, was waiting for his wife Bonnie and daughter Vicky, 3.

Gee, a resident of Anchorage and Juneau for four years, is on his way to more studies in Los Angeles. He'd only parted from his wife and little girl Wednesday.

"I flew down in three hours—it took them three days," Gee laughed. "But it was handy; our car's aboard, and we needed it."

VIC BOUSCHOR, a Juneau construction worker, and



MR. AND MRS. JOHN GEE and DAUGHTER VICKY, 3

They long were separated—for three days

his wife, Vera, piled down the gangplank as excitedly as a pair of honeymooners.

The Bouschors have five youngsters, the youngest 13. "This is the first time in 20 years we've been able to get away from the kids," Bouschor said.

"We're starting a month's vacation. The boat was just right to take a vacation — it was more or less of a novelty."

(Passenger ship in Seattle — "Gateway to Alaska" — the first such vessel in more than a decade in a port once packed with passenger ships! Many an old-timer must be shuddering at the thought.)

"It was a real enjoyable trip," Mrs. Bouschor said enthusiastically.

"The food was delicious," murmured her husband. Then, baggage laden, they embarked on another voyage—the long search for a taxicab.

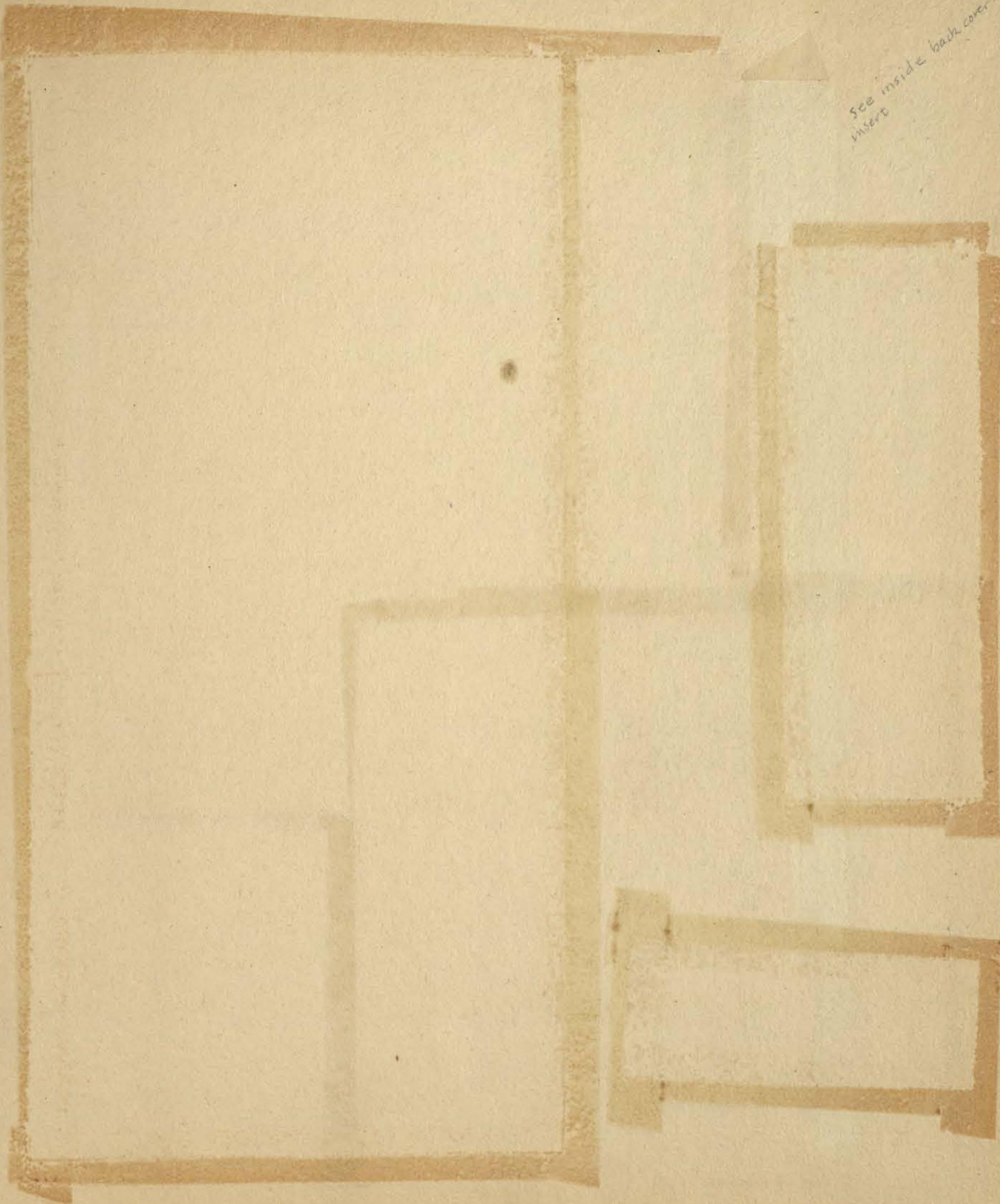
FOR ALL THE JOY of passengers and welcoming visitors, there's nothing like the reunion of a crew member with his wife.

Mrs. Ivy Acey, 9425 36th Av. S. W., waited impatiently in the cold for her husband, Allen, chief mate aboard the Tustumena.

"He's been gone since June 10," Mrs. Acey fretted.

Then the train vessel with the white superstructure and the gold-banded, blue hull, tied up at the pier; discharged her passengers, and the Aceys embraced.

see inside back cover
insert





ANCHORS AWEIGH—Capt. Ed Johnson of Motor Vessel Tustumena, center, talks things over with Capt. H.A. (Red) Lockert, right, marine superintendent for the Marine Highway System, and Port Engineer Earl Bright, before Tustumena sailed for Seattle yesterday with 18 passengers and nine vehicles.

—Photos by Leel Morgan

Tustumena In Seattle On Saturday

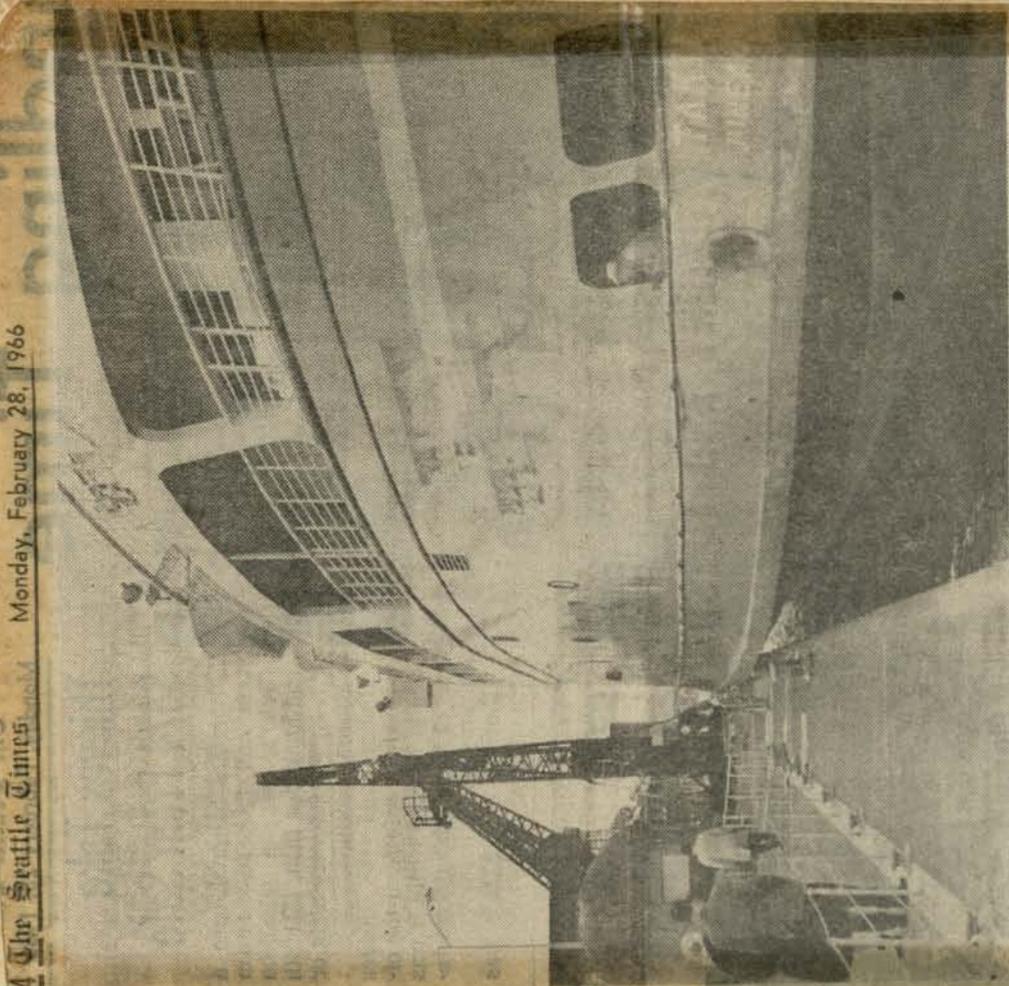
The Department of Public Works said today the state ferry Tustumena, carrying 18 passengers, is due to arrive in Seattle Saturday morning enroute to drydock for annual winter maintenance.

The 250-foot ship is scheduled to dock first at Seattle's Pier 64 to discharge passengers and then move to the Lockheed Construction and Shipbuilding Corp. yard for maintenance work.

The ocean-going vessel links the Kenai Peninsula with Kodiak Island on her regular ferry runs, in addition to weekly trips to Prince William Sound.



THE BIG THREE—There are at least three "wheels" in the Alaska Department of Public Works. And here they are posed on deck just before Tustumena sailed for Seattle. From left, pictured are Commissioner Richard A. Downing; Capt. Ed Johnson of Tustumena, and Capt. Gref Morgan, the latter boss of the Division of Marine Transportation.



Wind Causes Crash in Locks

Spectators watched as the Alaskan ferry Taku smashed into guard rails at the Ballard Locks about 10 o'clock this morning. Damage to the large lock and the ferry was not extensive. The ferry, on her way to dry-dock in Lake Union, was caught by wind as she attempted to leave the large lock. The ferry was in the lock about an hour.—Times staff photo by Bruce McKim.



FIRED TO RETIRE—Chief Engineer George Fournier will take his last glance at the myriad dials of the MV Taku's engine room when the vessel docks at Ketchikan tonight. Then he will go to his room, pack a bag and bid his shipmates good-bye. After his vacation he will be retired to travel with his wife and finally settle down—perhaps in San Diego. He is first regular ship's officer of the system to retire. Chief Fournier was 65 on Sept. 13. He had been with system virtually from its outset. He is seen at table in officers' mess. —Albro Gregory photo



TAKU GETS PIANO—Capt. Herbert Storey of M-V Taku, right and Chief Engineer Pete Monsas stand before piano which was gift to ship from the Grand Igloo, Pioneers of Alaska.

Crewmen worked in the spare time to refinish instrument which has a fine tone and is popular with travelers. Storey and fellow skipper, Capt. Ronald Kutz, wrote letter of thanks to pioneers.

—Alaska Empire Photo

All Ferries to Carry Passengers South on Drydocking Voyages

The Coast Guard has granted permission to the state to carry passengers and vehicles on the three ships of the southeast ferry system on annual winter drydock

trips to and from Seattle, Gov. William A. Egan said today.

Trips on the three vessels between Alaska and Seattle will be sold only on a round-trip rate, Egan said, and there will be a limit of 90 passenger berths and space for approximately 40 accompanying autos.

In the past, only the state ferry Tustumena, assigned to the Kenai Peninsula - Kodiak run, has been permitted to carry passengers between Alaska and Seattle, because of Coast Guard regulations.

The Malaspina is scheduled to head south to Seattle during the first week in November. It will return a month later, with the Taku and Matanuska subsequently running to Seattle.

Traffic manager William Morrice said that one-way adult passenger rates from Juneau to Seattle will be \$47. Children under six years old will ride free and those six through 11 will pay \$23.50.

Cost of a passenger vehicle and driver will be \$145 and 10 per cent off will be allowed for roundtrip fares.

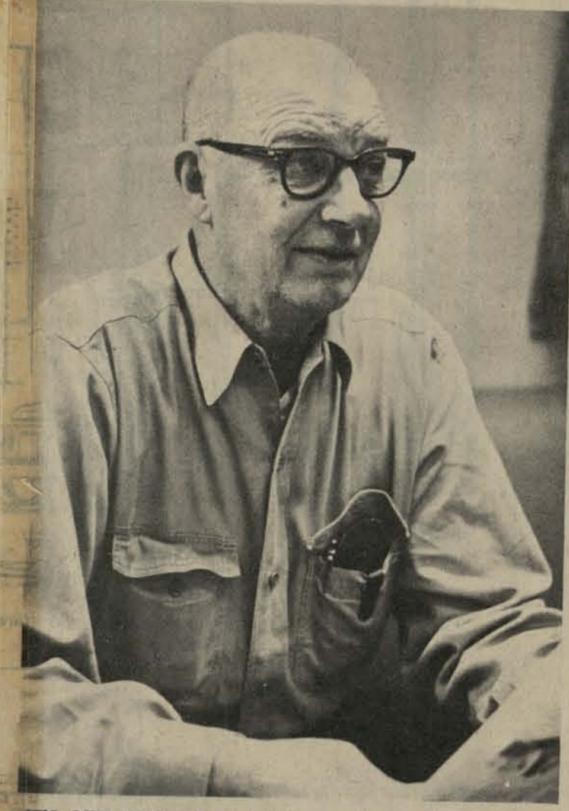
Meals, berths and bar requirements will be extra. Berths in deluxe staterooms will cost \$17, the semi-deluxe \$12.25 and the standards \$10.25.

A four-bed standard will cost \$37.50.

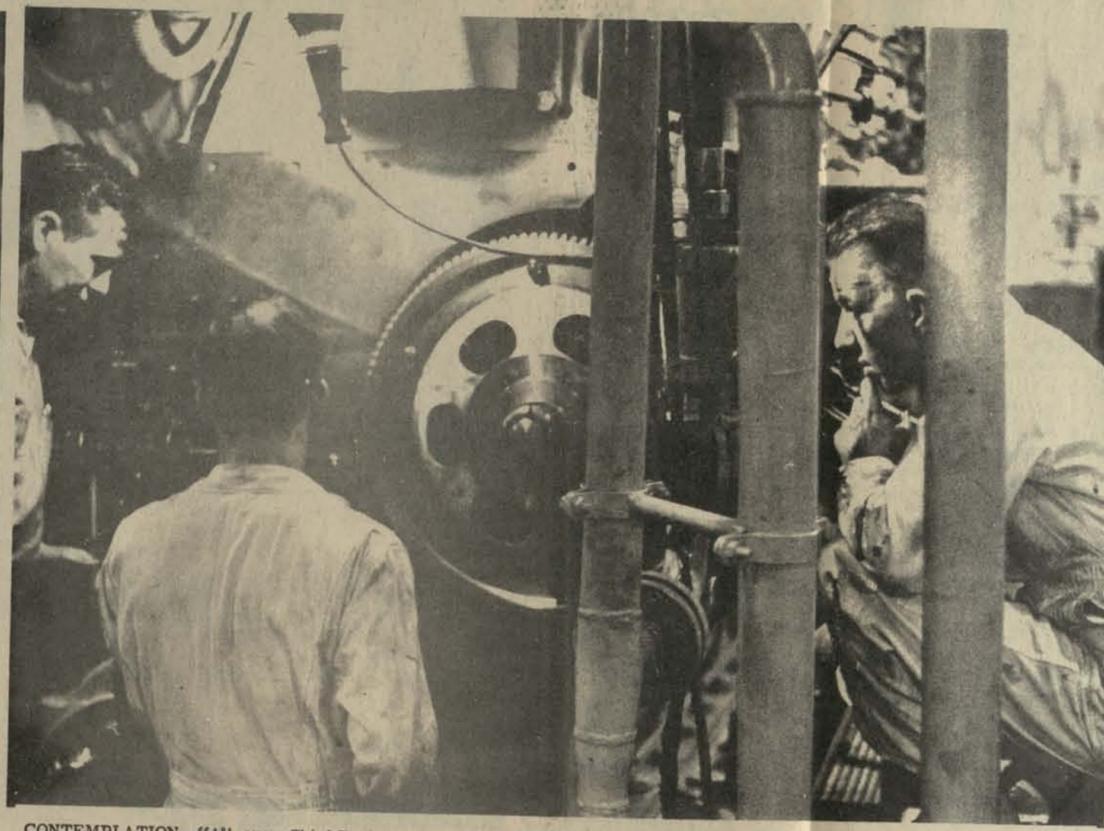
They're Putting a Matanuska Engine Back Together



Crewmen worked in the spare time to refinish instrument which has a fine tone and is popular with travelers. Storey and fellow skipper, Capt. Ronald Kutz, wrote letter of thanks to pioneers.



IT'S LIKE THIS—At least that seems to be what Sam Wiks of Loring, a watchman on the Matanuska, is saying as he relaxes with a cup of coffee while ship was under repair at Auke Bay. Wiks is the husband of the famous author, Margaret Bell.



CONTEMPLATION—"A" crew Chief Engineer Lyle Gelineau, right, contemplates next move as Enterprise Co. machinist Dick Moxham of Oakland, left and Junior Engineer Bob Whitesides of Ketchikan, back to Alaska, prepare to replace idler gear.



BROKEN PARTS—Here are broken parts from one of Matanuska's engines. Their replacements cost about \$5,000, Marine Highway director Capt. Gregg Mangan said he hoped vessel would be back on schedule Monday.

gear. Men were installing gears which fouled and made it necessary to make major replacements. Included is check of "back-lash." In all, seven gears in the timing system of Matanuska, were ruined when one tooth broke.
—Lael Morgan Photos

Carry Passengers Docking Voyages

s to and from Seattle, Gov. Traffic manager William Morrice said today. passenger rates from Juneau to Seattle will be \$47. Children under six years old will ride free and those six through 11 will pay \$23.50. Cost of a passenger vehicle and driver will be \$145 and 10 per cent off will be allowed for roundtrip fares. Meals, berths and bar requirements will be extra. Berths in deluxe staterooms will cost \$17, the semi-deluxe \$12.25 and the standards \$10.25. A four-bed standard will cost \$37.50.



RICHARD SHANKS—During repair of Matanuska there are two chief engineers aboard. This is Richard Shanks, chief engineer of "B" crew, who lives in Ketchikan, Power company here suffered same trouble on two occasions, officials said. It's costly job to replace vital engine parts.

1-46

1-44



NOW SEE THIS!—The feud goes on. Capt. Harold Johnson of Matanuska says the weather is so bad in Juneau he had to buy a space helmet for protection when he lands the Marine Highway vessel here. The gear lowers in front like a mask to protect Johnson from the breezes and raindrops which occasionally occur in the Gastineau area. It could be that the Ketchikan skipper is just getting even with his Juneau counterpart, Capt. Ronald Kutz of Taku, who uses an umbrella when he's on the bridge approaching Ketchikan. —Alaska Empire Photo.



ENFORCED STAY—Capt. Harold Johnson, left, and Chief Officer Harold Payne of ferry Matanuska, have more time for coffee these days, for the newest of the state ferries is at Auke Bay where a mechanical defect is being repaired. Johnson and Payne live in Ketchikan. They are shown in officers' mess Friday afternoon. For more pictures, see Page 3. —Lael Morgan Photo

Alaska Ferry To Haul Seattle Passengers

JUNEAU, Dec. 16.—(AP)—Gov. William A. Egan said yesterday the ferry Tustumena will carry passengers and private vehicles when she leaves Seward January 3 for her annual overhaul in Seattle.

The vessel, which serves Kodiak Island and the Kenai Peninsula, also will carry passengers and vehicles when she returns to Seward from Seattle about a month later.

Egan said the 38 passenger accommodations will be sold on a first-come, first-served basis by the Division of Marine Transportation's Seward ticket office and travel agents.

The adult, one-way fare will be \$150. Children 6 to 11 will travel for half-fare and children under 6 will be carried free.

Passenger vehicles will be carried one-way for \$100.

The ship will make brief stopovers at Juneau both southbound and northbound.



CAPT. EDWARD
L. JOHNSON
Master of ferry Tustumena

THE FIRST PAYING Alaska ferry Tustumena, making a special run to Seattle for winter overhaul, will leave Seward for the first such passengers to come aboard since 1954. Alaska Steam bowed out of the passenger business in 1954. They're scheduled to arrive at Pier 64. They're scheduled to arrive at Pier 64. They're scheduled to arrive at Pier 64.

from
1-40

A Sailing Like Old Times

By ROBERT BROWNING

Ordinarily, when a man goes off to sea, he kisses his wife goodby and leaves her waving from dockside, both resigned to weeks or months of separation.

But not so Monday for Jack King, of Richmond Beach, second officer of the Alaska ferry system's M-V Tustumena.

King's wife, Claire, was aboard when the trim blue, gold and white Tustumena slid away from her berth at Pier 46 at 1 p.m. and headed home for Seward.

THE FACT that sailing day was St. Valentine's Day was only coincidental.

Mrs. King was one of the 40 paying passengers aboard the 240-foot Tustumena in the first sailing of a passenger ship from Seattle to Alaska since Alas-

ka Steamship Co. suspended its service late in 1954.

The Tustumena, two years old, came south in December for shipyard service, bringing down with her a full load of passengers and vehicles. She is returning home the same way.

Every penny helps observed Craig Bracken, of Seward, the ferry system's western division manager.

IN ADDITION to stateroom space for 42 passengers, the Tustumena has sit-up space in a comfortable lounge for passengers riding her on short trips on Homer, Seldovia, Cordova and Kodiak.

The Tustumena's master, Capt. Edward L. Johnson, a transplanted Seattleite like so many of the Alaska ferries' officers and men, es-

a.m. Saturday. She will make one brief stop in Juneau to unload passengers and vehicles there.

The Tustumena's primary job is to link Kodiak with mainland Alaska across the often-bumpy Gulf of Alaska, a run for which she was especially built and one which she accomplishes in 12 or 13 hours, cruising at 14.8 knots, Paul Stilnovich, her chief engineer said. Stilnovich presides over an engine room with twin diesel main engines rated at 1,600 horsepower each.

SO SUCCESSFUL has the Tustumena been in her Kodiak service that plans are being made to replace her with a ship almost twice as big with the Tustumena to go "inside."

Among the Tustumena's passengers yesterday were Mr. and Mrs. Otto L. Johnson, of Tacoma. The John-



—Post-Intelligencer Photos.

ENGINEER PAUL
STILNOVICH

Ship was built for rough water
timates his ship's time of arrival in Seward at 10

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Seattle Post-Intelligencer

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post pointing to the future. There is interest on Puget Sound and in Juneau on ultimate extension of the Alaska ferry system to Seattle.

This may not happen soon or ever.

BUT IT would be nice to go down to the waterfront—especially on a clear, cool day like Monday—a few times a year to the stories on the arrival or departure of pretty ships like the Tustumena.

There needn't be any bands or confetti.

All it takes to make it worthwhile is a ship and her passengers.

sons read a Post-Intelligencer story last December about the Tustumena, one which prompted them to reserve passage for themselves and their car. Said Johnson:

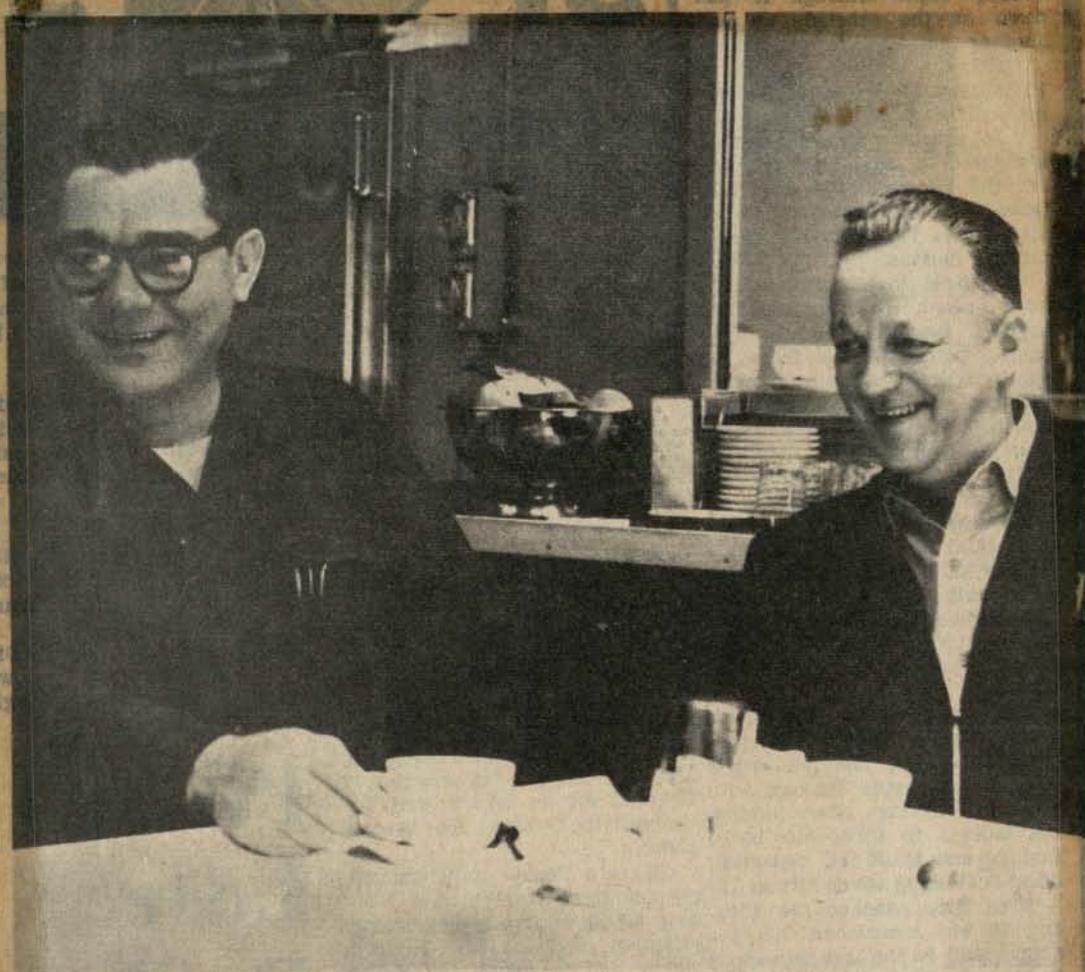
"We've never seen Alaska so we are just going to meander home from Seward and see everything we can along the way."

THE ONLY child aboard the Tustumena for this cruise is Nicolette Papa, 14 months, with her parents, Mick and Marcella Papa, Kansans returning from a visit home to Anchorage where Papa is welder foreman on an offshore oil exploration rig in Cook Inlet. Of Nicolette, Mrs. Papa said:

"Guess who's going to be spoiled by the time we get to Seward?" The Tustumena's departure Monday hopefully could be a significant event.



NOW SEE THIS!—The feud goes on. Capt. Harold Johnson of Matanuska says the weather is so bad in Juneau he had to buy a space helmet for protection when he lands the Marine Highway vessel here. The gear lowers in front like a mask to protect Johnson from the breezes and raindrops which occasionally occur in the Gastineau area. It could be that the Ketchikan skipper is just getting even with his Juneau counterpart, Capt. Ronald Kutz of Taku, who uses an umbrella when he's on the bridge approaching Ketchikan. —Alaska Empire Photo.



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Protection in 'Rain-Swept' Ketchikan



RAIN KEEPER OFFER—Capt. Ronald Kutz of Marine Highway vessel Taku demonstrates how he'll keep dry when docking vessel in "rain-swept" Ketchikan. Kutz had complained to his brother skipper, Capt. Harold Johnson of MV Matanusaka, that he has yet to dock a vessel in the First City when it wasn't raining. Skipper Johnson immediately responded by

buying red plastic umbrella and presenting it to Kutz, with this comment: "This is a parasol to keep the sun out of your eyes when docking in Ketchikan." Grumped Kutz: "You mean it'll keep the infernal rain from running down my neck for a change." Kutz keeps umbrella parasol handy when approaching Ketchikan. —Albro Gregory Photo

