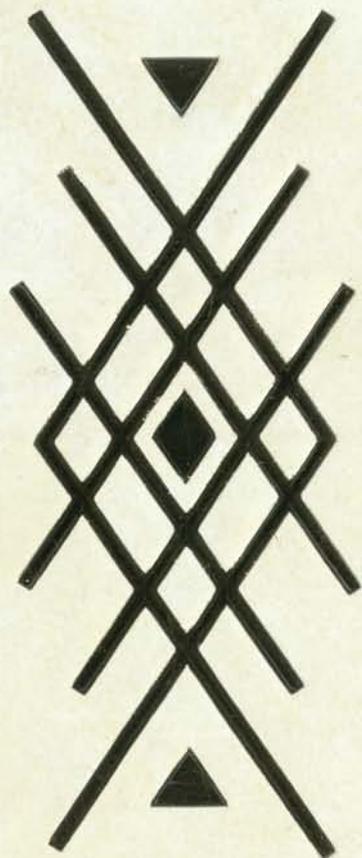
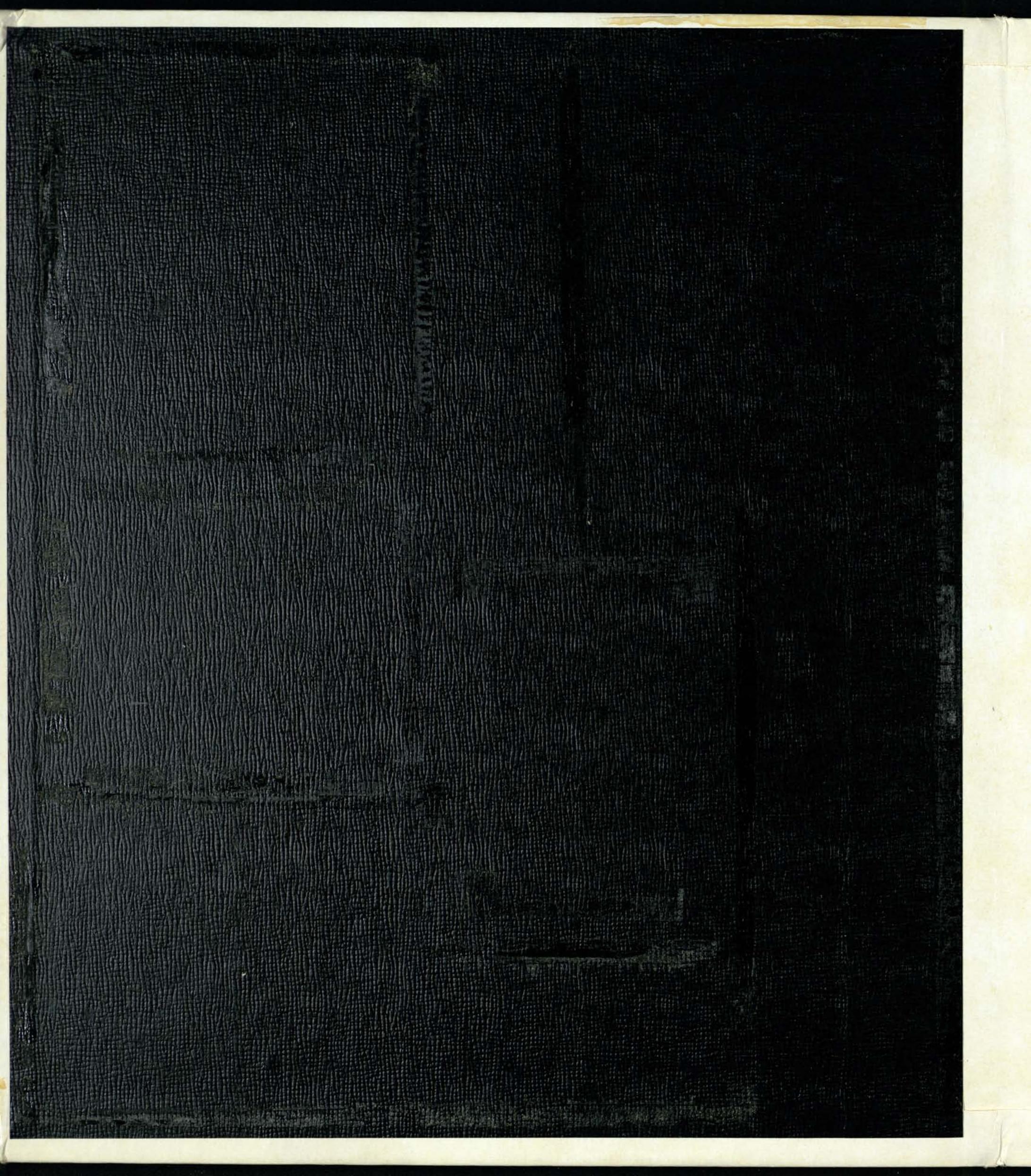


1968



SCRAP
BOOK



DEPARTURE FOR SEATTLE



The Alaska Marine Highway System announces the departure of Motor Vessel TUSTEMENA for Seattle, leaving the City Terminal at 10 P.M. Sunday evening, February 18. Space is available for passengers and vehicles. Passenger fares are \$50.75 one way; passenger vehicle and driver fare is \$181.50. Contact the purser Sunday morning for reservations.

ANOTHER PASSENGER LINER keeps the latchstring out to Puget Sound every Saturday on her layover here. Alaska Ferries chief purser Larry Brooks says the public is always welcome aboard the ferry Malaspina at Pier 30, as long as people get off before the 3 p.m. sailing. The Malaspina is booked this Saturday for 99 of her 100 stateroom spaces, plus some interesting vehicles like a pair of 60-foot trailer houses. If you're dropping by, incidentally, Pier 30 lies at the foot of Lander Street.

Ferry Bill By Bartlett

JUNEAU (AP) — Sen. E. L. Bartlett, D-Alaska, said Saturday he will introduce in the U.S. senate a bill which would allow Alaska to use a foreign-built ferry between Alaska and Puget Sound for three years.

He was not optimistic, however, about passage of the bill by May, when the state will need the ship to continue the Southeast Alaska-Seattle run begun last December.

Bartlett told The Associated Press by wire from Washington he has urged Gov. Walter J. Hickel, in Washington to seek the exemption, to get the backing of the maritime unions and the shipbuilding industry for the bill.

\$17 Million Ferry Bond

JUNEAU (AP) — Gov. Walter J. Hickel Tuesday introduced, through the House Rules Committee, legislation proposing a \$17 million general obligation bond issue for ferry system improvements.

The bill specifies that \$10 million of the proposed bond issue could be used only to match any federal funds which might become available for ferry improvements.

The House Labor and Management Committee offered a bill, which would impose a tax of 11 cents per 1,000 cubic feet on all natural gas flared, vented or otherwise allowed to escape into the air.

FROM ALASKA



Richard A. Berg: "The first month and a half of service to Seattle by vessels of the Marine Highway System has proved to be successful. Nearly every sailing is booked to stateroom capacity with passengers. The spacious auto decks have been filled with passenger vehicles, trucks, campers, vans, contractors equipment and even two helicopters. The State of Alaska is planning to withdraw the vessels from the present weekly service from the Port of Seattle's Pier 30 by June 1, to handle the expected record summer tourist traffic between Prince Rupert, B. C. and the principal Southeastern Alaska ports. As of this writing, the decision by Alaska to maintain permanent service to a southern terminus in Puget Sound is still pending. . . . A major construction project will soon be under way at the University of Alaska with the \$9.1 million Humanities and Fine Arts Building going to bid in January. Slated for completion in 1969, the new facility will be a focal center for the University, housing among other things the University library."

From the 'Big' State

The large and small of the Alaska Marine Highway System was shot at Port of Seattle Terminal 37 recently by Port Photographer Harry Gilmour. The 100-foot "Chilkat" and the 352-foot "Malaspina" were both in for their annual dry-docking and overhaul. The "Malaspina" has since replaced her sister ship the "Matanuska" on the Seattle-Southeastern run while the "Matanuska" is being overhauled at Terminal 37. The "Chilkat" operates in Prince William Sound, running the Cordova, Valdez, Whittier triangle.



Basketball Special Delayed

The "basketball special" of the Alaska Division of Marine Transportation which was scheduled to leave Juneau Sunday morning with the nearly 500 students and rooters here for the Southeastern Alaska Basketball Tournament is broke down in Ketchikan and will not arrive until sometime Monday, Robert (Bud) Urquhart, traffic manager for the system, said.

Urquhart said that the Taku has developed some engine trouble which they are working on and expect to have fixed Sunday. The ship will then make the 14-hour trip direct to Juneau, terminating its voyage here to pick up the basketball rooters.

The Taku will then head for Sitka, Petersburg, Wrangell and Ketchikan in that order, and then going on to Prince Rupert to get back on normal schedule, the traffic manager said.

The Malaspina will pick up the Haines rooters Tuesday on its northbound swing from Seattle and take those people home.

Leasing Of Ferry OK'ed

JUNEAU (AP) — The House State Affairs Committee unanimously approved Thursday legislation authorizing the governor to lease a ferry for \$495,000 to continue direct ferry service between Ketchikan and Puget Sound.

The sponsor of the two bills, Rep. Frank Getman, D-Sitka, said the measures would provide an alternate means of continuing the service if the state is unable to use a foreign-built ship on the run.

The state is considering the purchase of a Finnish ferry for the run, but it first must obtain an exception to the Jones Act before the Finnish ship could be used between Ketchikan and Puget Sound.

The House Committee acted favorably on the two bills after William R. Macomber, a former Bellingham, Wash., resident now living here, testified Bellingham was extremely anxious to be designated as the southern terminus of the run, which now goes into Seattle.

"The Bellingham Ferry Committee guaranteed Gov. Walter J. Hickel last week it would construct a ferry terminal at Bellingham if Alaska would agree to run the ferry into Bellingham for only a six-week trial period," Macomber said.

"They believe they can sell Bellingham as the logical site of the southern terminus in that period of time."

Macomber said Bellingham has easy access to Seattle via a high-speed interstate highway and also was within a short distance of the trans-Canada highway.

SASSARA:

Ferry Bond Bill 'Must Be Passed'

Rep. Charles Sassara, D-Anchorage, reaffirmed Wednesday his earlier statement that a ferry bond issue must pass this session if the state ferry system is to be prevented from falling hopelessly behind in meeting Alaska's needs.

Sassara said he thought the \$12 million this bill calls for this year was "entirely feasible in view of the increased revenues the state has discovered it will receive."

"The findings mean the legislature will have to take a second look at all the bills to re-establish priorities, he said, predicting another 60 days of session will be needed "if we are to do a responsible job of it."

Speaking at the Democratic Club luncheon, Sassara called the ferry system bond bill and the jet airports expansion bills "keys to everything else before this legislature—if we want to open up this state we must provide easy access, and if the ferries and airports don't happen, nothing else will."

Sassara said he felt "the Governor had been greatly remiss in not including a ferry bond issue among the proposals he sent down to the floor Tuesday."

Apparently others agreed, because when it looked like the proposal would not be forthcoming from the Third Floor, Sassara produced HB 619, with the bipartisan sponsorship of 14 other House members.

Some \$15 million was authorized for ferry system improve-

ments in the 1966 session.

Of this, Sassara said it was "not doing the job that was expected because, quite frankly, the Finance Committee and the legislature just undershot the figure—they didn't realize construction costs are rising as rapidly as they are." The first vessel to result from the 1966 measure will not be operational until 1969.

"You must consider that it takes at least two and a half years after an appropriation before you ever see a vessel, so if we don't pass the bond issue this session so it gets on the 1968 general election ballot, it will be 1972-74 before we'll see the vessels."

The legislator cited an Anchorage Times story in which Hickel said the state would indeed retain its ferry run to Seattle: "The operation has been so successful that we should be making two runs a week now but can't because we don't have enough vessels."

Sassara thus found it "incomprehensible that the 1968-69 budget now before us doesn't contain one red cent for ferry operation in the Puget Sound area." Sassara said this would be taken care of by the House Finance Committee, of which he is a member.

The 12 million asked for in the bill would enable what Sassara termed "Phase III" of the marine highway system's development. It would include shuttle vessels over Berner's Bay and to Skagway, to correspond with the present highway program; a shuttle link in the Ketchikan area to connect Metlakatla, Hollis, Thorne Bay and other communities with Ketchikan without diverting the Puget Sound vessel; a vessel to call on the west side of Cook Inlet, and another vessel for Prince William Sound.

The representative called the ferry route to the west side of lower Cook Inlet "essential to open up one of our richest potential oil production areas and satisfy the economic and cultural needs of some 25,000 living between Bristol Bay and the lower Kuskokwim River who are now cut off." He said extending the present road down the west side of the inlet was unfeasible because of the "extremely precipitous conditions" and that a marine highway was the only alternative.

Hickel to Seek Interim Permit To Run Foreign Built Ferry

Gov. Walter J. Hickel announced today that he will meet in Washington, D.C. Thursday with federal officials in an effort to secure a temporary certificate under the Jones Act which will permit the operation this coming summer of a foreign built ferry on the state marine highway run between Southeastern Alaska and Puget Sound.

The Governor is scheduled to meet Thursday at the Department of Transportation.

Secretary Alan Boyd of the Department of Transportation, Price Daniels, director of the Office of Emergency Planning and a former Governor of Texas, and other officials from the two federal agencies, have been

asked to participate in the meeting.

Also slated to take part are John M. Haydon and Merle D. Adlum, members of the Port of Seattle Commission; Alaska Sen. E. L. Bartlett, Alaska Public Works Commissioner George MacClanahan, and Capt. Herbert Lockert, acting director of the state Division of Marine Transportation.

The Governor said the purpose of the meeting is to convince federal officials that Alaska should be granted a temporary operating certificate which will exempt the state from the Jones Act prohibition against using a foreign built vessel between American ports.

Hickel disclosed that the state is near agreement in negotiations to purchase a large ferry which is for sale in Finland. He said the vessel under consideration by the state, for a price of "about \$7 million or a little less," would fit requirements for use on the Alaska-Puget Sound run "perfectly, with little or no alteration needed, either to the ship or to existing terminal facilities."

The Governor said a comparable ship built in the United States would cost "at least 40 per cent more and would probably take three years to build."

Hickel said he requested Bartlett to arrange the Washington meetings. The session was scheduled so that the Governor could take part in the meeting while he is in Washington for the National Governor's White House Conference.

Hickel is slated to depart Juneau for Seattle Tuesday afternoon. He will overnight in Seattle Tuesday, then continue to Washington Wednesday morning.

The Governor's Conference will open at 6:30 p.m. Wednesday with a reception for members of Congress at the Washington Hilton.

The Governors' business session Thursday will include a three-hour meeting with President Johnson at the White House, and a series of committee meetings to be chaired by the various Governors.

The Governor and Mrs. Hickel will also be at the White House Thursday night for a black tie dinner to be hosted by President and Mrs. Johnson.

Following the governors' business session Friday, the Governor will leave Washington en route back to Juneau. He is scheduled to arrive back in the Capital at 1:20 p.m. Saturday.

Foreign Ship Purchase Gets Discussed in Washington

WASHINGTON (AP) — Problems involved in the proposed purchase of a foreign ship for ferry service between southeast Alaska and Puget Sound were discussed Thursday by visiting Alaskans, members of Congress and federal officials.

An Alaska group, led by Gov. Walter J. Hickel, said the state proposes to pay \$7 million for a ship built in Finland and fit it into the ferry system linking Alaska communities with Washington state.

Possible means of eliminating an apparent legal obstacle were discussed. The Jones Act, which prohibits the use of foreign-built ships on routes between United States ports, is the obstacle.

It was agreed that exemption bills would be introduced by

Sens. Ernest Gruening and E. L. Bartlett, Alaska Democrats, and Rep. Howard W. Pollock, R-Alaska.

However, Sen. Warren G. Magnuson, D-Wash., and several other conferees recommended that Alaskans seek to eliminate any possible labor union opposition to give the bills a better chance in Congress.

Magnuson is chairman of the Senate Commerce Committee. His suggestion was seconded by a member of the House Commerce Committee, Rep. Thomas N. Downing, D-Va.

A spokesman for the Maritime Administration, James Gulick, said he believed an exemption would be approved by the secretary of commerce only on proof national defense was involved.

The Alaskans said they would consider trying to show that the ferry is needed for defense, since it would transport some military personnel.

Hickel said it might be necessary to stop the ferry service in mid-1968 if another ship cannot be obtained.

He said Alaska has \$7 million to pay for a ship twice as large as any in the present fleet. He estimated it would take four years to have such a ship built in domestic yards.

Alaska has one ship on order from a domestic builder and will call for bids for another.

At one bid opening, it was reported, only three U.S. firms made construction offers, while 18 came from foreign yards.

Among Alaskans who participated in the conference were the congressional delegation members; George Benesch, assistant state attorney general, and George MacClanahan, public works commissioner.

Spokesman for the Port of Seattle and three carrier unions supported the proposal for a temporary Jones Law exemption.

Seattle Ferry

The Alaska Marine Highway System announced the departure of the Tustumena for Seattle leaving the city terminal at 10 p.m. Sunday. Space is available for passengers and vehicles. Passenger fares are \$50.75 one way; passenger vehicle and driver fare is \$181.50. Contact the purser Sunday morning for reservations.

ALASKA STATE FERRIES' COURSE toward getting a ship for the Puget Sound run has some observers puzzled. Last week's talk about buying two Liberty ships sounded like dreamstuff to men familiar with the slow speed and antique capabilities of Libertys. The Finia, the big ferryboat that Alaska wants to buy, lacks side ports and would take some revamping to fit in with docks she'd be using.

But you can't fault Alaska Gov. Walter Hickel's energy. This winter's rewarding tryout has convinced Alaskans — and Washingtonians — that the Alaska ferries need a year-round Puget Sound link as soon as they can find one.

Bill to Ask Foreign Ferry for Alaska Use

JUNEAU —(AP)— Sen. E. J. Bartlett, D-Alaska, said yesterday he will introduce in the U.S. Senate a bill which would allow Alaska to use a foreign-built ferry between Alaska and Puget Sound for three years. He was not optimistic, however, about passage of the bill by May, when the state will need the ship to continue the Southeast Alaska-Seattle run begun last December.

Bartlett told the Associated Press by wire from Washington he has urged Gov. Walter J. Hickel, in Washington to seek the exemption, to get the backing of the maritime unions and the shipbuilding industry for the bill.

BARTLETT SAID has bill would amend the Maritime Act of 1920 — which forbids the use of foreign-built ships between U.S. ports — until the state has time and money to build ferries in

this country.

Another obstacle to be overcome by Alaska, Bartlett said, will be the limitations on foreign investments set by the administration in an attempt to cut the U.S. balance of trade deficit.

He said purchase of the ship, to cost more than \$6.5 million, would have to be cleared by the administration.

Stevens Asks U.S. Ferry Aid

JUNEAU (AP) — An increase in the federal income tax exemption to \$1,500 in Alaska and federal aid to Alaska's ferry system were advocated by Rep. Ted Stevens, R-Anchorage, Monday in a speech before the state employees' association.

STEVENS, majority leader of the House and a candidate for the Republican nomination to the U.S. Senate, said that in the days of Abraham Lincoln's administration the personal exemption from federal income was \$1,000.

He called for a return to that level, and an additional \$500 exemption for Alaskans under a system of applying cost of limiting statistics on a region by region basis.

Noting that Washington State has received 50 per cent of the cost of constructing new ferries from the federal government, Stevens said Alaska should be entitled to the same.

HE ALSO protested the exclusion of Alaska from federal interstate highway funds, which, he said, would have amounted to \$47.7 million this year if the amount were equal only to the state receiving the minimum share.

Without mentioning U.S. Sen. Ernest Gruening by name, Stevens said the man he seeks to replace in the Senate "just not doing the job he should be doing as a member of the Interior and Insular Affairs Committee."

ALASKA'S FERRY BUSINESS is doing better than its crabs, thanks to the past winter's inspiration for a Seattle run. Alaska Ferries traffic manager Bud Urquhart tells us the Seattle ferry is averaging better than \$13,000 a week in operating profit. That compares with \$1,300 a week for the ferry that stops her run south at Prince Rupert.

FERRY EXPANSION:

Eyes May Be Bigger Than State's Budget

A considerable expansion of the Alaska State Ferry System is in the offing. The latest figures testify heartily to its success and growth potential. But it appears our eyes may be bigger than our current budget in rounding out our fleet.

A \$15.5 million bond issue was passed in 1966 with the hopes of adding four vessels to our navy. The first bid for a 193 foot vessel was \$3 million and a much higher tab can be expected for the 370 foot supership on which bids will be opened March 24th.

The problem is compounded by the apparent success of the Seattle-Ketchikan run which began as an off-season experiment. Last trip produced a \$2,078.42 profit on the southbound run, \$11,224.79 northbound and a surprising crop of winter-tourists. If we're to tap this resource in the summer yet another ship will be needed. The one that makes the run is needed for

southern summer traffic.

Under the current plan the supership will eventually replace the Tustemena which will be pastured on the Sitka run with possible stops in Hoonah, Kake Angoon and other places. Then there's need for two ferries in Prince William Sound, Haines-

Skagway shuttle, one for the Ketchikan airport to Metlakatla and maybe a vessel for the Yukon River.

In a struggle to juggle the increased number of ships and higher costs, the administration has been eyeing foreign-built vessels.

"I don't see any way the \$15 million can cover the building program," said George MacClanahan, Commissioner of Public Works, as he looked over plans and bids.

"But they're building almost a sister ship to what we want (on the southeastern run) in a foreign yard for \$1,800,000" he added.

Monday Gov. Walter Hickel disclosed that the state is near agreement in negotiations to purchase a large ferry in Finland. The price is \$7 million "more or less" and the vessel could make the Alaska Puget Sound run "perfectly, with little or no alteration needed either to the ship or existing terminal facilities."

A comparable ship built in the U.S. would cost about 40 per cent more, he estimated.

In order to use a foreign vessel here the state must get a waiver of the Jones Act either from Congress or the Maritime Commission.

Hickel said he will meet in Washington with federal officials in an effort to secure a temporary certificate to permit operation this summer.

"Plans are going to jell very rapidly when we find out about the foreign vessel," MacClanahan predicted.

He said his department had drawn up several prospective congressional bills that would allow for just Alaska to use a foreign vessel, or for other states, and other possibilities.

Asked if he thought the plan had a chance in the face of current concern about the country's gold drain, MacClanahan said it did.

"The law delegates all requirements on restricting foreign vessels for the United States when foreign bottoms are used for public purposes. The U.S. Government could purchase this ferry in the public interest, maybe the State of Alaska can," he reasoned.

Rep. Charles Sassara, D-Anchorage introduced a bill calling for an additional \$12 million bond issue for ferries to go on the ballot next election.

"It's our last chance until 1971 and that would mean 1972 before the boats could actually go under construction," he said.

"It's a major goof-up on the part of the administration not to have introduced the bill themselves," Sassara maintained.

Sassara said he held his measure until the last possible day for introduction of personal bills. The Governor could still introduce a bill through committee but Sassara guesses he'll back his measure instead.

Gov. Hickel said this morning

that he has no ferry bonds th he's supporting at this time and does not plan to send any legislation down for them.

"If we don't get this foreign bottom vessel the other ship will be two years in the building," he said.

But Sassara contends we need a ferry for the west side of Cook Inlet to open Bristol Bay.

More boats are needed to do a proper job in southeastern. We need a larger vessel in Kodiak and a more suitable one for Prince William Sound. There's also a good possibility of using them on the Yukon River," he added.

An "eyeball estimation" of his bond issue added up to two small vessels and a larger one. But Sassara also predicted the total bonds requested would be upped to \$14½ or \$15 million before it got to the ballot.

Sitka Ferry

Ferry service to Sitka will remain "essentially the same" as last year according to Robert Urquhart, traffic manager for the State Division of Marine Transportation. Three ferries a week will stop at Sitka. The traffic manager pointed out that the problems involved in getting ferries through the narrows to Sitka dictate the schedule.

Texas Firm Low Bidder On New Ferry

JUNEAU (AP) — A Texas firm, Livingston Shipbuilding Co., was the apparent low bidder Thursday on a 370-foot ferry for the state's marine highway system.

The Orange, Tex., firm bid \$7,997,900 for the basic vessel which does not include the engines. The estimate of the architect, Philip F. Spaulding and associates of Seattle, Wash., was \$9,224,770, with engines.

Livingston said it could meet a delivery date of April 15, 1970, and said Seattle delivery would cost an additional \$132,000.

Two other bids of \$10,625,811 and \$11,692,125 were received by the department of public works.

Tracy Kaldor, acting commissioner of the Department of Public Works, said the bids would be studied and the award announced within 30 days.

NOTES FROM FERRYLAND — Yakimans will take over the waterfront Saturday for the first ride in "their" boat. More than 1,500 drylanders, including members of the Yakima Indian Nation, have signed up for ceremonial cruise on the new super-ferry Yakima. They're planning a dockside program at 10:30 a.m. at the Seattle Ferry Terminal. Complete with Indian dancing and, we're afraid, speeches. Then aboard the Yakima at 11 for two and a half hours of cruising, snacking and palay ering.

And the Alaska Ferry Tustemena will sail Monday at 10 a.m. on the only passenger run of the year to Seward. This is in addition to the regular Saturday trip of the Southeast Alaska ferry. The Tustemena is headed back to her Seward-Kodiak run after a Seattle shipyard slay. She's smaller than the Southeast Alaska ferries and will handle only 42 passengers.

Hickel Planning Ferry Decision Within A Week

JUNEAU (AP) — Gov. Walter Hickel said today a decision would be made within a week on whether to buy a 1,200-passenger ferry in Finland, and that he is inclined in favor of the purchase.

Just back from a trip to Washington, D.C., Hickel said the plan to buy the ferry had cleared two hurdles when the secretaries of Commerce and Transportation said they had no objections.

The ship would be used to continue direct state ferry service between Southeast Alaska and Puget Sound.

A factor in deciding whether to buy the ship, the governor said, would be an indication he hopes to receive this week from the U.S. Attorney General on whether the Jones Act, which prohibits use of foreign bottoms between U.S. ports, applies to government-owned ships.

Commerce Secretary Alexander Trowbridge has sent two Coast Guard inspectors to Finland to inspect the ship and determine how nearly it conforms to U.S. requirements, Hickel said.

The governor said the state has about \$12 million left in its ferry bond funds. The Finnish ferry would cost about \$7 million.

Hickel said that while in Washington he renewed his argument that Alaska is entitled to federal aid for its marine highway, through the interstate highway program or other federal programs.

He said if permission to operate the new ferry between Puget Sound and Alaska is not granted, Alaska's "ace in the hole" would be a run between Puget Sound and Prince Rupert, B.C.

As to arguments the ferry should not be under the Jones Act, Hickel said the federal government itself uses foreign-built vessels; that the state is not in competition with any private carrier; and that foreign bottoms—Canadian ferries—would get the traffic if the Alaska ferry does not.

On other subjects, Hickel said he believes the water standards sought for Alaska by Interior Secretary Stewart Udall are "too extreme."

He said a controversial bill he sent to the legislature to bar the return of gravel, sand and mud from placer mining back into streams, would just barely make Alaska standards acceptable to the federal government.

"Purification isn't enough," Hickel said. "They want water to be returned to its original state. You couldn't float a log in it and meet that standard."

"You can't put something so extreme into practice," he said. "We're not for polluting water, but we are for a reasonable standard."

INVITATION for BIDS

STATE OF ALASKA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF MARINE TRANSPORTATION

Sealed bids in single copy for furnishing all labor, equipment and materials, and performing all work for Contract MT-94 will be received until 2:00 P.M., PST, March 18, 1968, in the Commissioner's office, Pouch Z, Juneau, Alaska 99801.

Project consists of installing and reconstruction of dolphins and other related dock work at the State of Alaska Ferry Terminals at Ketchikan, Alaska and Petersburg, Alaska.

Bid proposals and specifications may be obtained by all who have a bona fide need for them for bidding purposes from the Director, Division of Marine Transportation, Department of Public Works, Pouch R, Juneau, Alaska 99801.

George R. MacClanahan
Commissioner of Public Works

Pub: March 5, 6, 7, 1968

Minors Summoned

District Attorney Ron Birch has issued summons for 10 minors to appear in court May 31. They have been charged with Minor in Possession.

Names of the ten are: Ernest J. Smith, John Lockert, Thomas R. Kelly, Karen L. Kasnick, Frank Bruman, Rick Buckner, Avonna L. Caldwell and Christian L. Turner were taken by State Troopers during last weekend's roundup of parties at Dredge Lake and the Auke Bay recreation area.

State Troopers say they have filed nine more complaints with the District Attorney.

GOVERNOR:

Outlines Long-Range Ideas for Ferries to Link States, 'Inlet'

Gov. Walter J. Hickel today outlined his long-range ideas for a pair of large-vessel ferry connections that would link the Puget Sound area with the Anchorage-Seward area.

Hickel described the plan during an explanation of his envisioned use of \$17 million in ferry bonds he is asking this legislature to put on the November ballot.

On other subjects in a wide-ranging press conference, the Governor called for a drug abuse bill that "would put some discipline" in the law and said he has instigated a "hot soup" pro-

gram in the state's rural schools.

Hickel also predicted that Gov. Nelson Rockefeller would not have a chance for the Republican presidential nomination if he did not "enter the Oregon primary and win."

The Governor appeared to be ready to reluctantly approve a Senate bill that would increase the oil and gas production tax by 2 per cent for one year.

"We still have not definitely solved the problem of the Seattle run, but we are close to it," Hickel said.

He said he had received a wire Monday indicating "it might be possible" for the state to purchase a vessel of foreign manufacture for the Ketchikan-Seattle trip.

Of the approximately \$11 million in the state ferry fund, Hickel said he anticipated spending "about \$10 million on ships," and the remainder on facilities and maintenance.

"We really need two vessels on the Seattle run," Hickel said, adding that the use of the pending \$17 million bond issue "will depend on how we solve that run."

If existing money is used in that area, the Governor said that \$7 million of the bond issue would be used to replace the Tustumena on its run to Kodiak, and to provide a vessel for operation on Prince William Sound.

The Tustumena would then be brought to Southeastern Alaska for use on a circuit to Sitka he said.

The \$10 million portion of the pending \$17 million bond issue has been included "to try to get the federal government to see the wisdom of helping us on our marine highway," by providing federal matching funds, which could come from a variety of sources, Hickel said.

Provided that federal funds are available, the state could get two additional large vessels to create "the ultimate marine highway... from Puget Sound to the Anchorage-Seward area," the Governor said.

He predicted that four large vessels plying such a circuit "could be operated without any subsidy."

In answer to a question, Hickel said he has no plans now for Cook Inlet ferries.

Vote for One Thing And Get Another?

Occasionally Alaskans vote for one thing and get another.

This happened under the Egan administration when money in a bond issue for both international airports ended up at one airport.

It appears to be happening again under the new administration in regard to state ferries.

It seems to us the state should not lightly alter the announced purposes. If there are good reasons for so doing, they should be not only explored but made public. To act otherwise is not to keep faith with the voter.

Alaskans in November 1966 voted in favor of \$15-1/2 million in general obligation bonds for state ferries. Before the election the state came out with printed explanations of the bond propositions. In this case it was said that \$7-1/2 million would be used to construct a Southeastern ferry, and another \$7-1/2 million for a Southwestern vessel. The remaining money would be used to add facilities and berths.

But now the administration is talking of the possibility of buying two World War II Liberty ships for the Southeastern run. It is also negotiating for a Finnish ferry. The latter would cost less than a U. S.-built vessel and could be used on the Puget Sound run if the foreign-built ship could be exempted from the Jones Act in this particular case.

While pursuing these negotiations, the state has said nothing about the fact that half of the 1966 bond issue was earmarked for expansion of the Southwestern Alaska Marine Highway System.

One complicating factor is that the state discovered it couldn't have the two voter-authorized ships built for the bond amount, after all. The administration could have asked for a supplemental appropriation, but didn't.

Gov. Walter Hickel's current aim is to continue the Puget Sound run during the summer tourist season. This can't be done at that time of year with the three existing Southeastern ferries because they'll be busy in the Panhandle.

Considering the winter success of the Puget Sound service, and the revenue vs. cost arithmetic supplied by the administration to date, we are coming around to the view that this was an excellent idea, and that it should indeed be continued.

But there are also good reasons for expanding the Southwestern service, putting a larger vessel on the Kodiak run, and using the Tustumena possibly to augment Sitka service and link up smaller communities such as Angoon, Hoonah and Kake.

So that while the administration is quite probably on the right track, it should not be unilaterally on a one-way track.

Full disclosure of all options before the best one is selected would serve to keep faith with the voters...and remove the possibility of public cynicism focusing on future bond issues.

Night Session For House

JUNEAU (AP) — The House of Representatives in a night session Thursday passed bills which would authorize statewide votes this year on \$18 million in ferry bonds and \$1.2 million in hospital bonds.

The two bills were part of a \$33.7 million general obligation bond package on the night session's calendar.

The rest of the measures were held from consideration for final passage by the Democratic minority, which prevented the necessary three-fourths majority approval necessary for advancement to third reading.

Observers said, however, that passage of the rest of the bond package on Friday was assured, in view of the lopsided votes by which democratic attempts to amend the bills were beaten down.

The Republicans hold a 25-15 advantage in the House membership.

The first of the bond bills which would authorize \$18 million for the State Ferry System, was passed on a 34-6 vote.

Of the \$18 million, \$1 million would be authorized for inauguration of a Yukon River Ferry. An amendment offered by Democratic Reps. Mike Bradner of Fairbanks, and Tom Balone of Nome that would commit the \$1 million to that use alone, was voted down.

Bradner had protested that legislative intent for disposition of bond monies had been overridden by the administration in the past. Rep. Harold D. Strandberg R-Anchorage, chairman of the finance committee, said none of the rest of the bond authorization would be tied down to specific uses, and additionally, that the voters probably would reject the \$1 million for Yukon River ferry bonds as a separate issue.

The original bill, to which the administration ferry program was attached by the finance committee, was under the sponsorship of Rep. Charles Sassara, D-Anchorage.

He said afterward that passage of a general obligation bond bill initiated by an individual, rather than the administration, was unprecedented in the state.

The intent of the legislation, while not binding in terms of the bill, would be to use \$7 million for designing, acquiring, acquiring, constructing, equipping and making other capital improvements to the ferries.

The other \$10 million would be available for matching federal funds for ferry capital improvements, if they should become available.

The Seattle Times Maritime NEWS

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Thursday, March 21, 1968

Ashore and Afloat

Seward Ferry To Take Passengers

By JAY WELLS
Maritime Editor, The Times

This year's only passenger-ship sailing from Seattle to Seward, Alaska, has been scheduled for Monday, it was announced today by Alaska State.

The ferry Tustumena will leave Pier 37 about 10 a. m.

The ferry, which has been in Seattle for her annual overhaul and the installation of a new boiler, has cabin accommodations for 42 passengers and can carry about 35 automobiles.

The ship, which serves Kodiak from the Alaska mainland, will stop in Juneau for about four hours next Wednesday on her way to Seward.

Tickets for the Tustumena sailing may be purchased aboard ship at Pier 37 between 9 a. m. and 3:30 p. m.

The Tustumena sailing is IN ADDITION TO THE REGULAR Saturday sailing of an Alaska ferry from Seattle to Southeastern Alaska ports.

Rep. Tom Fink, R-Anchorage, who voted against the measure, said he opposed it because the capital costs could not be amortized by operating revenues. He said 20 per cent, or \$5 million per year, of the state's income tax proceeds, would have to go to debt service for present ferry bond authorizations and the one in the bill.

Strandberg replied that the ferries operated profitably with regard to their operating expenses, but that the state had discarded the self-amortizing theory.

Reps. William J. Moran, D-Anchorage, and Ted Stevens, R-Anchorage, said the concept of ferry bonding was the same as in building a road, in which the beneficial use to the public was the factor weighed.

Good-bye George?

Will Commissioner George MacClanahan resign this month? Sources close to the Department of Public Works say yes. MacClanahan has been in Anchorage this weekend and cannot be reached for comment but his wife did not deny the rumor when queried.

One Capitol source even indicated that Gov. Walter J. Hickel has had MacClanahan's letter of resignation on his desk "for a month" but has done nothing about it.

It was said on MacClanahan's appointment last January that he took the assignment on a year's leave from Burgess Construction Company of Fairbanks where he served as manager of heavy equipment.

At this time Hickel noted the administration was very lucky to have his services.

"He is a hard working Alaskan who accepted this appointment at a personal sacrifice so he could serve the state," the governor said.

MacClanahan is a registered engineer with the state and holds a degree in Civil engineering from the University of Alaska. He is also a member of the board of Directors of the Alaska chapter of Associated General Contractors.



PUBLIC WORKS COMMISSIONER—George MacClanahan, put in his last day officially as Commissioner of the Dept. of Public Works Friday. He said he will return to private industry, probably with the Burgess Company where he worked before accepting the public works position a year ago last January. MacClanahan's family is remaining in Juneau, at least until school is out, but the construction man plans to head north in the near future. He said he would be available, however for consultation on public works programs instigated while he was in office. Mel Cook is the deputy commissioner and temporarily in charge of the department until another appointment is made by Governor Hickel for the Commissionship.

Strandberg is New State Public Works Commissioner

Veteran Alaska legislator Harold Strandberg, 59, was named Commissioner of Public Works today by Gov. Walter J. Hickel, just one day after the adjournment of the legislature.

Strandberg will take over immediately the \$23,778-a-year position vacated by George MacClanahan on March 15.

The Anchorage Republican has served in eight sessions of the House of Representatives, including four as chairman of the House Finance Committee.

In an announcement released by the Governor's Office, Strandberg said he would "put particular emphasis on a long-range program aimed at providing modern airfield facilities for every community in the state."

He also said the Public Works Department "would stress... development of the marine highway system."

The governor hailed Strandberg's appointment as "a decisive move aimed at putting an expert in a vital decision-making position."

The new commissioner is a

lifetime resident of Alaska, born in Fairbanks. He is a 1931 graduate of the University of Alaska with a degree in mining engineering and geology, a field he has been active in for many years near Manley Hot Springs.

In the past years Strandberg has made his home in Anchorage, where he served for 14 years on the Anchorage Port Commission, including a stint as commission chairman in the early 50's when the Cook Inlet city was first developing its present ambitious port facilities.

He also served on the Territorial Board of Highway Commissioners, and was active in

that position in helping outline early specifications for the present marine highway system.

Strandberg also worked with the Federal Aviation Agency in the 1940s as an engineer.

Strandberg is a member of the Alaska Chapter of the Society of Professional Engineers and the Alaska Miners Association, and a former director of the Anchorage Chamber of Commerce.

He and his wife, Barbara, have three sons, David, 28, an engineer with Standard Oil in San Francisco; Douglas, 23, a law school student in Seattle, and Steven, 12, at home.



THAT OTHER WALLY—With the departure of Commissioner George MacClanahan of the Department of Public Works a week or so ago, and the notification of Deputy Commissioner Mel Cook by one of Governor Hickel's assistants Friday that he was through, it leaves a big gap to be filled in that department. This gap, the Listener is told, was filled before the sudden demise of Cook.

Apparently the man to get the Commissioner's job is party faithful and well-thought-of Wally Kubley, who is wearing two hats now, deputy commissioner of Commerce, and legislative assistant, to the governor.

George Is Leaving

When George MacClanahan took the assignment as Commissioner of Public Works he took it for just a year but he'll put in a little overtime before he actually resigns.

"I don't want to leave things undone. One is the terminal design for the Anchorage airport. But I think Wakefield has that pretty much in hand," he said.

The problem that remains is finding a ferry to make the Ketchikan Seattle run. He said negotiations are still going on with the Coast Guard and in Washington in regard to the state purchase of a foreign vessel.

"I think we can very probably get a waiver of the Jones act (which will not allow foreign bottoms shipping in American bottoms) through Congress or perhaps the Maritime commission," he predicted. The problem should be resolved by the end of the month or the first week in March, he said.

AND THEY ROLL RIGHT ALONG—There has been about a 50 per cent turnover in Commissioner positions and the like in the Hickel administration in a little over a year and it hasn't stopped yet.

George MacClanahan, the Commissioner of Public Works left his position a week ago to go back to private industry.

Mel Cook, his deputy commissioner has been running the department. But now the story goes that Cook is leaving shortly—and not by his own design especially.

A LITTLE LATE THERE CAPTAIN—The table was set, in the Gold Room at the Baranof Western for a 7 p.m. dinner.

The cocktail party in the outer lobby began promptly at 6 o'clock and the guest of honor was toasted by one and all—and toasted—and toasted—and toasted.

When the cocktail party was about half over and the nice toasts were turning to crisp toast, people began to get a little worried as it wasn't like the guest of honor to be that late for a cocktail party, especially one in his honor.

Finally 7 o'clock, the dinner hour rolled around, and still no guest of honor and people were really beginning to get panicky—as well as hungry.

Finally about 7:15 in came Capt. Greg Mangan, the guest of honor.

Mangan, retiring as Director of the Division of Marine Transportation had been sitting home wondering whyinell they didn't start cocktail parties at a decent hour—like 6 o'clock.

Somebody in the ferry system obviously missed the boat. Mangan had the wrong schedule.

Lockert New Ferry Boss

JUNEAU—The appointment of Capt. Herbert J. Lockert as director of the Division of Marine Transportation in the Department of Public Works was an-

nounced today by Gov. Walter J. Hickel.

Lockert's appointment is effective immediately. He has been serving as acting director of the division since the retirement of Capt. Gregory Mangan in February.

Lockert, 52, joined the division in 1964 as marine superintendent and operating manager for the division, serving directly under Mangan.

Lockert Appointed

JUNEAU (AP)—Capt. Herbert J. Lockert was named director of the Division of Marine Transportation today by Gov. Walter Hickel.

Lockert, 52, has been acting head of the division since the retirement of Capt. Gregory Mangan in February. The salary of Lockert's new post is \$19,380.

Lockert joined the division in 1964 as marine superintendent and operating manager of the division, serving directly under Mangan.

Mangan Quits

JUNEAU (AP)—Capt. Gregg Mangan, director of the Division of Marine Transportation for 5½ years, said today he plans to retire and has resigned effective Feb. 29.

Mangan first joined the division as port captain in November 1961 and was appointed director of the division a year later.

No successor has been named.

JONES ACT:

Bartlett Support Asked by Hickel

Gov. Walter J. Hickel has requested the support of Sen. E. L. (Bob) Bartlett, D-Alaska, in the state's fight to win a three year waiver of the Jones Act.

In a letter to Bartlett, Hickel said that a few Alaskans had begrudged the ferry purchase on the basis of the Jones Act and in the belief that it would

adversely affect the balance of payments.

In answer he called the senator's attention to the Navy's recent purchase of two ocean survey ships from a British shipbuilding firm and the purchase of \$196,500,000 worth of British and Swiss power generators by the Tennessee Valley Authority.

"Turbine generators are readily available in America," the Governor wrote, "Ships of the type we needed are not."

Hickel went on to say that the adverse effect on the balance of payments is more imagined than real.

"We justify the payment of \$6.9 million to Sweden by pointing out that millions of American dollars would go to Canada through the vessel 'Queen of Prince Rupert' for the first stage of the Inside Passage trip if there were no American vessel to handle the traffic," he said.

The Jones Act is a federal law forbidding American owners to operate a foreign built ship in trade between U. S. ports. The act limits the amount of service the state's new Swedish built ferry, the Wickersham, can offer.

The state is seeking a three-year waiver of the Jones Act to allow the new ferry to be used between American ports, rather than having it run between Canada and the United States.

"This is not asking too much in view of the fact that the entire cost of the Marine Highway System has been borne by the state of Alaska alone," Hickel told the senator. He said that the waiver would be for "the greater good of all Alaskans."

Strandberg Speaks

Harold Strandberg, commissioner of Department of Public Works, will be guest speaker at the Republican Luncheon Friday in the Gold Room of the Baranof-Western Hotel. He will discuss the recently purchased Swedish Ferry by the State of Alaska.

Strandberg To Explain Scheduling

Harold Strandberg, commissioner of Public Works and Bud Urquhart, traffic manager for the division of Marine Transportation, will go to Sitka Friday to explain the new ferry schedule for that city and to answer questions.

Urquhart reported that the 1968 summer ferry schedule will have one northbound and two southbound ferries stopping in Sitka a week. This compares with two ferry stops a week each way last summer.

This is a drop of four ferry stops from June 1 to September, Urquhart said. According to Strandberg the reduction in number of ferries will be offset by increased passenger service since all through traffic will be put on the new Swedish built ferry.

The governor disclosed that state negotiations for a German vessel for the Southeast Alaska-Puget Sound run have failed, and an offer of \$6.9 million has been made for a Swedish vessel to be delivered by June 1 at Seattle.

Hickel said the ship because it wouldn't meet Coast Guard specifications, would have to be operated this year, if it is bought, under a foreign flag.

It would be manned by American seamen, however, he said.

Alaska's Water Highway

Alaska Gov. Walter Hickel's application for federal highway matching funds to build one or more additional ferries for service between Alaska and Puget Sound is not as bizarre as it may appear.

The marine highway which has been developed is a vital link between Washington and the 49th state, whose topography and immensity create unique transportation problems. The interior Alaska Highway, which traverses Canada, is still but an unpaved and rough-hewn road, exposed to cruel weather conditions, whose development into a first class highway would be an enormously difficult and expensive proposition.

Alaska must seek another economical means of interstate interchange of goods and people, in addition to air transportation, and the Alaska-Puget Sound ferry connection, revived last December, is the obvious one.

The weekly sailings between here and Alaska have been more successful than expected and when summer arrives, tourist travel demands undoubtedly will be heavy. Yet unless Alaska's ferry fleet is expanded, the service will end because summer travel demands within the northern state will exceed the capacity of existing vessels.

ONE NEEDN'T look beyond Elliott Bay to find a precedent for the allocation of federal mass transportation funds for water travel. Washington's ferry system is incorporated as part of the state's highway network and 50 per cent of the money for our four new super-ferries was from the same federal source Governor Hickel wants to tap.

Alaska is a state, too, and in our opinion is entitled to federal funds for an interstate highway, even though that highway is composed of water rather than concrete.



FLAT OUT—Three 1968 vehicles destined for new owners in Anchorage, Fairbanks and Haines came to rest outside Juneau Motors yesterday when they were off-loaded from the Malaspina at Auke Bay. Capt. H. J. Lockert reported that the ship hit some heavy seas in Queen Charlotte Sound on her northbound trip from Seattle and a 40 foot van broke loose and toppled over on the new cars. No estimate of the damage was available, however a spokesman at Juneau Motors indicated the vehicles were "totaled."

FERRIES:

May Build Two German Ships For South Run

Gov. Walter J. Hickel indicated today that he is considering the construction and purchase of two German ferries for use on Alaska's Seattle ferry run.

Each vessel would be larger than the 500-passenger ferry now on the state's drawing board and slated for a bid opening Thursday, Hickel said.

"We could have the two ships built for \$10 million, and ready by next summer. 1970 is the closest that an American shipyard could have one vessel ready. This would be a tremendous savings to Alaska," Hickel said, adding that the state could buy two ferries for about the price of one, plus a million dollars.

He said that the decision between two ferries of foreign manufacture and one of American is just one aspect of ferry operation plans that he has been weighing.

The state has requested a May 15 availability date for the German ferry presently being sought for the Seattle run.

The ferry under consideration will come closer to meeting Coast Guard specifications than a Finnish ferry the state earlier sought unsuccessfully.

Hickel said he has asked for an answer on the availability of the German vessel by the end of this month.

The Governor was still optimistic about the chances that the U.S. Department of Defense will grant Alaska a waiver of the Jones Act permitting the operation of a foreign-built vessel between two American ports.

Speaking at a press conference, Hickel dodged any specific answer to questions about the rumored firing of Deputy Commissioner of Public Works Mel Cook.

Asked whether Cook was leaving, the Governor first answered that the deputy commissioner was going to Seattle to determine whether Bellingham or Seattle would be more feasible as a southern terminus for the Alaska ferry system.

Asked again, he replied, "Not that I know of, at this time."

On another matter, Hickel said that if the legislature passes a bill appropriating \$250,000 for a feasibility study on a crossing of Knick Arm, near Anchorage, it would be "not at our request."

Such a crossing will be "needed in the future," Hickel said,

but indicated that the Turnagain Arm crossing, also near Anchorage, had priority, saying the state "should not go in all directions at once."

House action cutting out an election code provision that would allow early counting of ballots drew the comment from the Governor that "it is a good idea," but that certain operational problems would have to be worked out.

Hickel also gave assurances that the administration will spend in Fairbanks the \$2,225,000 recently added onto an Anchorage International Airport revenue bond issue.

Rep. John Holm, R-Fairbanks, has charged that the money might not be spent for the airport.

Hickel also revealed that extension of the Alaska State Ferries system to Seattle last winter has given the ferry system an operating profit of more than a quarter-million dollars on its Marine Highway route so far this year.

THE SEATTLE link to the Alaska ferries is scheduled to resume on a year-round basis, with sailing of the former Swedish super-ferry Wickersham for Prince Rupert, B.C.

In later weeks the Wickersham will sail between Prince Rupert and Haines, Alaska, and the smaller ferry Malaspina will provide Seattle service.

On the governor's layover here, Alaska Commissioner of Public Works Harold Strandberg reported to him that work on the Wickersham is on schedule.

THE \$7 MILLION ship is in the Todd Shipyard for minor alterations. Alaska has completed the transfer from the Wickersham's former owners, and the former MV Stena Britannica now belongs to the state.

Much work remains to be done, Strandberg admitted, but he still hopes to sail the

ALASKA CARGO OPERATORS joined forces yesterday to protest any unfair competition from Alaska State Ferries. They're particularly concerned that Alaska not use a foreign-built ship to carry cargo. If Alaska buys a ship from Scandinavia to sail between Puget Sound and Southeast Alaska, they want assurance that the ship will carry passengers and their autos and baggage, no freight.

Top men of Sea-Land Service, Puget Sound-Alaska Van Lines and Alaska Steam attended yesterday's Port meeting to state their case. They chose as their spokesman Bob Rose, Alaska Steam's de facto vice president for traffic.

NO PRIVATE AMERICAN COMPANY could operate a foreign-built ship in service to Alaska, Rose reminded the commissioners. Private operators can't object to any way that's found to move ocean passengers out of Puget Sound to Alaska. But if Alaska is allowed to handle cargo on a foreign-built ship, he warned, some private operators could be forced out of business.

Rose summarized the case: "It's tough enough for private industry to compete against a state. It's practically impossible to compete against a state-owned foreign flag ship."

COMMISSION PRESIDENT John Haydon and Commissioner Merle Adlum told operators that in meetings with Alaska Gov. Walter Hickel and federal officials in Washington this week, the Port will support a program to put the foreign ship on the Puget Sound-Alaska run only until an American ship can be built to take over the run, and for transport of passengers, not cargo. Governor Hickel also is interested primarily in passengers, Haydon said.

Sail to
Juneau and/or Seward
ALASKA
On the Alaska State
Ferryliner M. V. Tustumena

Alaska Plans to Purchase Swedish Built Ferry Boat

JUNEAU, ALASKA (AP) Alaska has agreed to purchase a Swedish-built ferry for \$6.96 million for use on the Alaska Marine Highway System.

The move is intended to permit continuance of Alaska-Puget Sound ferry service during the summer.

Gov. Walter J. Hickel called a news conference Friday afternoon to announce the purchase.

The ocean-going passenger-automobile ferry, the Britannica, is being purchased from the Sten Olson Shipping Lines. The contract price includes delivery of the 360-foot vessel at Seattle by June 1.

The Britannica has been operating in the North Sea between Gothenburg, Sweden, and Kiel, Germany.

Hickel also announced that Seattle had been selected the southern terminus of the new Alaska-Washington ferry run.

"We have picked Seattle," he said, "because it is the hub of transportation between the Pacific Northwest and Alaska."

He said Bellingham made a strong bid, and that although that city would be more convenient for freight operations, Seattle had the edge for passenger and vehicle traffic.

Because of a Jones Act prohibition against hauling freight by foreign bottom between American ports even with an intermediate transfer to an American ship, the traffic on the run this summer probably would be limited to passengers and their personal vehicles.

He said the state hoped for lifting of the provision to allow the shipment of cargo vans.

"By buying this vessel we have solved some problems, but have created some new ones," the Governor said, "but we hope to eventually work those out too."

He said the vessel, though manned by Americans, would fly a foreign flag, probably Liberia's until it can be modified to meet U.S. Coast Guard standards for American registration.

On the current legislative session the Governor said:

"This has been one of the longest, but I believe one of the most productive sessions. I expect it to draw to a close Saturday or Sunday at the latest."

He expressed disappointment that a bill that would put the operation of the state Community Action program under the Governor's office apparently will not come out of the Senate Rules Committee.

"I think it is a mistake to kill this bill," Hickel said. "I believe the program would be more effective from the standpoint of administration if it were transferred to the state."

Hickel also said the new ferry will operate either between Seattle and Prince Rupert, B.C. or between Prince Rupert and Haines, the northern terminus of the state ferry system. He said the ship may also be operated on both runs on an alternate basis.

Alaska officials say they hope the Jones Act, which prohibits operation of a foreign vessel between U.S. ports, may be amended later to permit use of Ketchikan as the main Alaska terminal.

GOV. WALTER J. HICKEL has criticized Alaska Senator E. L. Bartlett for refusing to seek a change in the maritime law which limits the use of Alaska's new ferry, the Wickersham.

The governor's comment was a reaction to published reports that Bartlett "has no intention of working for changes in the Jones Act," which prohibits vessels of foreign registry from carrying cargo between United States ports.

He called on Bartlett to "show more concern for what is best for Alaska and Alaskans, and less for the influential lobbyists of the powerful shipbuilding industry—which has no shipyards in Alaska."

The Wickersham, now undergoing minor modifications at the Todd Shipyard in Seattle, was purchased by Alaska from Sweden for \$7 million.

The Wickersham will leave here Sunday to go into regular service between Prince Rupert, B. C., and Southeastern Alaska ports. Used in this manner, the Wickersham will not be in violation of the Jones Act, Alaska Marine Highway System officials have stated.

In his criticism of Alaska's senior senator, Hickel added: "I am deeply concerned about his lack of understanding on the subject of the Jones Act and its harm to Alaska."

Expect Decision On Ferry

A decision on whether Alaska will purchase a 360-foot ferry from Sweden for operation on runs to Seattle is expected "at any moment," the governor's office said today.

The state is believed to be trying to work out an arrangement with the Canadian government to allow the two-year-old vessel, the Britannica, to operate out of Prince Rupert, B.C.

A \$6,900,000 offer has been made for the ship, which has capacity for 140 vehicles, berths for 400 persons, and facilities for 1,200 passengers in all.

Gov. Walter J. Hickel's Press Secretary, Josef Holbert, told the Empire, "We expect an answer at any moment. Frankly we expected it before this."

The ferry, now operating out of Gothenburg, Sweden, is a bow-and-stern loading vessel with a cruising speed of 23 knots.

According to Capt. H. J. Lockert of the State Division of Marine Transportation, Alaska could take possession of the Britannica on May 1 and have her in service by the end of the month.

Hickel said earlier this week that it might be possible to use a foreign vessel on a run such as that between Prince Rupert, B.C. and Seattle, implying apparently that such a maneuver might circumvent the Jones Act.

Operation of an American-owned foreign bottom between two American points is prohibited under the act.

According to the Governor, Assistant Attorney General George Benisch was in Ottawa, Canada's capital, earlier this week, "seeking clarification of our Prince Rupert lease."

If Alaska purchases the foreign vessel for runs between Prince Rupert and Seattle, it would probably be restricted to the hauling of passengers and their personal goods.

The Jones Act also prohibits the commercial shipment of cargo between any two American points when any part of the transportation is on a foreign bottom.

The state, however, is negotiating with the federal government for a special exemption to this portion of the act.

According to the Ketchikan
Continued on Page 8

Senators Raise Ferry Problems

Sen. E. L. Bartlett, D-Alaska, would like to see the new Alaskan ferry the Wickersham run between Seattle and Prince Rupert, B.C. where it would connect with the state ferry system.

In a letter addressed to Robert Wells, director of the Juneau Chamber of Commerce, Bartlett expressed concern that several Southeast Alaskan communities may be handicapped if the ferry cannot stop at all ports in the southeastern area.

He said that the Seattle-Prince Rupert run would solve this problem.

The Senator also said that he will do all in his power to cooperate with the state to improve the Alaska ferry system, but indicated that an amendment to the Jones Act will be hard to come by.

Sen. Ernest Gruening, D-Alaska, also in a letter to Wells, expressed a similar concern. Both senators indicated that all previous efforts to amend the

successful opposition.

Bartlett enclosed an excerpt from an article printed in the "Bulletin of the Shipbuilders Council of America" to show the type of opposition the state will have to fight.

The article raised such questions as "What will be the magnitude of loss to the taxpayers of Alaska resulting from limited (ferry) operation" and "how does the political hierarchy of Alaska rationalize the example of a \$6,920,000 purchase of a foreign-built vessel when President Johnson and other leaders in the administration are appealing for citizenry cooperation in regulating the outflow of American dollars."

Bartlett said that Assistant Attorney General George Benesch has sent him two suggested bills to amend the Jones Act.

Gruening said that he "will continue to work for enactment of necessary legislation to allow the use of foreign built



TELEGRAM

1929 Communications Group (AGS) USAF
FEDERAL BLDG. ROOM 137 PHONE 6-7477
JUNEAU, ALASKA

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CAPTAIN H J LOCKERT

DIRECTOR DIV OF MARINE TRANSPORTATION SIMPSON BLDG JUNEAU
2402
ALASKA

PORT OF SEATTLE COMMISSION AND STAFF HIGHLY PLEASED UPON HEARING
OF YOUR APPOINTMENT AS DIRECTOR OF MARINE TRANSPORTATION STOP
YOU CAN COUNT ON OUR CONTINUAL COOPERATION TO A SUCCESSFUL
OPERATION

DICK BERG PORT OF SEATTLE.

TELEPHONE NO. 6-5327

TELEPHONED TO 6-9770

TIME 10:35

BY Oa Del

Senate Cuts Ship Subsidies

WASHINGTON — (AP) — The Senate voted 48-32 yesterday to chop more than \$117 million off the amount authorized by the House for ship construction subsidies in the fiscal year starting July 1.

An amendment by Sens. John J. Williams, R-Del., and Frank J. Lausche, D-Ohio, to the House-passed bill limited the construction authorization to \$119,800,000.

This was the amount requested by President Johnson. The House had increased it to \$237,470,000.

The Williams-Lausche amendment also reduced the authorization for research and development activities of the Maritime Administration to \$6,700,000, the budget request. The House had approved \$11 million.

THE BILL, which also authorizes \$206 million in operating subsidies for U.S. merchant ships, was passed 78-2 after adoption of the amendment.

But because of the cut, Sen. Warren G. Magnuson, D-Wash., floor manager of the bill, said he was going to vote against it.

"I am not going to be a party to the sinking of the American merchant marine," declared Magnuson, chairman of the Senate Commerce Committee. "It is more than half sunk now."

MAGNUSON'S committee had approved the House bill and he said that \$237 million in construction subsidies for the merchant marine was "the very least we can do." He said he favored even more.

Magnuson said the U.S. merchant fleet has been steadily declining and now carries only 5.6 per cent of the nation's water-borne commerce.

ALASKA

FERRY SET

Year-round Schedule Is Planned

BY DON PAGE
P-I Marine Writer

Alaska Gov. Walter J. Hickel announced firm plans yesterday for year-round ferry service between Seattle and the 49th State.

Gov. Hickel coupled his announcement with a revelation that his state is purchasing a 363-foot, \$7 million ship to make such service possible.

The Port of Seattle responded promptly with plans to build a \$300,000 passenger and vehicle-loading depot at Pier 48 at the foot of Yesler Way for the Alaska ships.

The new ship that provided the key to year-round service is the MS Britannica, a Swedish ship with a capacity of 1,200 passengers, berths for 400 and space for 140 vehicles.

She was commissioned only last year and had been sailing the North Sea between Goteborg and Kiel, Germany, until Hickel's representatives selected her for Alaska service.

THE 5,300-TON, twin-screw vessel is equipped with stabilizers and bow thrusters. Her diesel engines develop a total of 17,000 horsepower. She has a top speed of 23 knots, and Hickel said she will cruise at 18 knots on her run from Goteborg to Seattle.

Her exact price is \$6,960,000 delivered here.

The Britannica is scheduled to reach Seattle June 1.

Federal law now bars a foreign-built ship from serving direct between two U.S. ports. Because of this law the Britannica will operate either between Seattle and Prince Rupert, B.C., or between Prince Rupert and Haines, Alaska.

Temporarily the ship will sail under a foreign flag, perhaps Liberian. However, she will carry a full U.S. crew.

If the Britannica operates out of Seattle, she will tie in at Prince Rupert with other ships of the Alaska Marine Highway system. If she operates to Haines, another Alaska State ferry will be assigned here.

BEST GUESS is that the Alaska ferry link will continue weekly service here this



Don Page

Ferry's Green Bar Wetted

A tinkling shamrock-green shrine of Alaska afloat was wetted down this week aboard the ferryboat Taku at Pier 37. The piano bar was green. The boutonnieres were green carnations. The theme song was "When Irish Eyes Are Smiling."

It was all part of the dedication of the Taku's new piano bar to a lost shipmate named Tom Ireland.

The Taku is the last of the State Ferries' three Southeastern ferries to get her piano bar. The first one went aboard the Matanuska a little over a year ago — a memorial to a gregarious Alaska tycoon named John Cushing. It was engineered by Seattleite Pete DeBoer and a gang of other Cushing cronies who shared Cushing's love for music and fun.

One look at the Matanuska's prize, and the Malaspina's crew had to have one, too. So a piano bar was installed aboard the Malaspina on her next call to the Todd yard.

DeBoer picked up the \$1,600 tab temporarily, with a polite invite to the Elks lodges of Southeast Alaska to come through with contributions that would make this their piano bar.

THE TAKU'S PIANO BAR keyed in with crewmen's search for a way to honor Ireland, a popular chief steward before he was drowned a year ago in a fishing accident near his home at Wrangell. Men from all over the ferry system contributed — \$5, \$10, \$1 as suited their means. Seattle artist Mary Bryant designed the motif for the Taku piano. Jim Stitt, the son of a ferry crewman, livened up the bulkhead behind the piano with paintings of happy leprechauns. And this week the piano bar was dedicated, with a plaque to "Our Shipmate, Tom Ireland" and toasts to a good man in fine Irish — or Alaskan — style.

FAIRBANKS NEWS-MINER publisher Bill Sneddon was at the Taku wetting down, with a tale about his hometown. In a six weeks campaign Sneddon has raised \$1.8 million for a new hospital — this in a city of 20,000 people. He may be right when he says, "This could only happen in Fairbanks."

FINAL ALASKA ITEM — The sourdoughs are shipping potatoes south now to help feed the South 48. The trainship Alaska hauled 40,000 pounds of potatoes on her last trip. They were seed potatoes, on their way to Lynden growers. Alaska producers call them "Virus-X," so they're bigger and better, thanks to development in the area around Palmer, where the winters kill off all the bugs — except, we suppose, the mosquitoes.

Alaska, Seattle Link-up

(From Page 1)

summer. More frequency is likely in future years as more ships become available and patronage grows on the route Gov. Hickel describes as "the tremendously successful marine highway service we have inaugurated to Puget Sound."

Besides assuring year-round Puget Sound passenger service to Alaska for the first time since the Alaska Steamship Co. disposed of its passenger fleet in 1954, Hickel's announcement resolved doubts as to which port will serve as Alaska Ferries' southern terminus.

"We have picked Seattle," the governor said, "because it is the hub of transportation in the Pacific Northwest."

HICKEL'S announcement triggered revelation by the Port of Seattle of its plans to serve the Alaska ferries here.

Since the start of experimental winter service last Dec. 16 the Alaska Ferries have sailed out of Black Ball Transport's Pier 20, at the foot of Lander Street.

However, Port general manager J. Eldon Opheim told The Post-Intelligencer yesterday, the Port has drawn preliminary plans for a \$300,000 passenger and vehicle depot, with transfer bridge for loading and discharge.



Dan Coughlin

Change Asked In Jones Act

It wouldn't really be much of a chink in some of the worst protective legislation ever passed by the U.S. Congress. It is, though, as the editorial in the Ketchikan Daily News says, "the least we can expect."

Alaskans are seeking a waiver to the Merchant Marine Act of 1920, known as the Jones Act, to allow use of a foreign-built ferry on runs between Alaska ports.

Too bad they've set their sights low. The entire act should be amended. Not only Alaskans but the entire Pacific Northwest, perhaps even the Western U.S., has been economically put behind the eight ball because of it.

The act, in part, prohibits cargoes to be moved between two U.S. ports on foreign vessels. Simple, huh? But wait a minute. What has it meant? For one thing, intercoastal shipping has all but become a thing of the past. U.S. ships cost too much to build and to operate. The foreigners can slide in more cheaply all the way around.

IT'S ALL VERY WELL to oppose that state of affairs but it is another to come up with a practical solution to it. Adm. John M. Will, retired U.S. Navy, now head of American Export Isbrandtsen Lines in New York, argued here during a Maritime Day speech that U.S. shipowners should have the right to buy their vessels from anyone without restriction. It would be a good first step, but one surely to find opposition from some shipyards and the maritime unions in his view. Support for that opposition will likely come from more than one railroad too, but that's another story.

Alaska and Admiral Will both are on the right track. Here, in part, is what the News had to say:

"It has been determined previously that Alaska is not eligible for merchant marine construction subsidies for its ships. The state was then unable to class the ferries as floating highways and obtain federal highway matching funds for construction.

"So here we sit . . . trying to provide a transportation link between Alaska towns because the American merchant marine that was to have been helped so greatly by the Jones Act has disappeared. . . ."

It's not just Alaska's problem.

We of the Pacific Northwest ought to take a closer look too.

THE ACT has had a deep effect on Pacific Northwest forest products, too, working to depress a large segment of the industry. There has been plenty of flack shot up about the impact of purchases of logs for export to Japan; little enough attention has been paid to the effect of the Jones Act during the same time.

What happens is that waterborne lumber shipments from this area to the big Eastern markets have been steadily diminishing. At the same time, exports to the East Coast from British Columbia—unhampered by the "foreign shipping" act—have been steadily increasing.

The statistics are quite clear.

It's possible that the industry would have been able to withstand the pressure of exports much more handily had that Eastern market not been in effect closed to our lumbermen who should be shipping in competition with the B.C. product.

The act has had other effects too. While bitterly opposing dropping it, even staunch protectionists have to admit that it hasn't resulted in any increased maritime employment. Fact is, economics have worked the other way.

Sure, Alaska ought to have its exemption. But more's to be done than that. What about a state-sponsored regional study that brings in all the facts? That would at least put the cards on the table.

As the editorialist from the Far North says, it is "the least we can expect."

The Feeble Frontier?

We are amazed at the apparent lack of nerve people around here have displayed when talking about Governor Walter J. Hickel's \$6.9 million purchase of the Swedish ferry Britannica for use on Alaskan waters.

We Alaskans get all choked up and develop a far-away look in our eyes when we talk of "the last frontier." But when Hickel suddenly takes a bold, frontier-like stance in an effort to get something done for the state, many of the people are swept off their feet and can only pipe out in the frail, quivering voice of a disoriented little old lady, "Ohhhh, dear," and then begin to find every possible, probable and improbable fault with what has been done.

Let's look at what has been done: Last fall the British Columbia ferry Queen of Prince Rupert went on the rocks and was pulled out of service for repairs, leaving Alaska with no connecting-link ferry service whatsoever south of Prince Rupert. When it appeared that Premier W.A.C. Bennett sensed no urgency about putting the Queen back on the run, Hickel put an Alaskan ferry on a circuit to Seattle. Business boomed. Even in the winter the run made money.

Meanwhile, the state opened bids for construction of a new ferry, slightly bigger than the present ones, for use in Southeastern Alaska. The lowest bid was over \$10 million, and American shipyards could not deliver the new vessel in less than two years.

Knowing in general terms that the cost of a foreign-built ship would be less, the governor started an investigation into buying one. The result is that Alaska has a ferry that will be in operation for a majority of this year's tourist season—not a ferry that will just be drifting out of the shipyards two years from now. And the cost of the vessel is some \$3 million less, while its capacity is greater.

Surely this is all in the best interest of Alaska.

The Governor is gambling that he can get the Jones act amended to allow a more flexible use of the Swedish ferry, which will be re-christened the Wickersham when she goes into the Alaskan service. We admit it's risky, but it's also a bold stroke. If he wins, it will be one of the major coups of his administration.

Somehow, the brassy forthrightness of his approach has startled many Alaskans, and rather than fight in support of what Hickel has started, they appear instead only stunned by the whole move and ready to find fault with it.

If the Jones act is detrimental to Alaskans, then Alaskans should be ready to support any efforts that will get it changed to their advantage. Instead of crying about the impossibility of getting the Congress to change the act, we should be doing everything we can to bring about the needed change.

Alan Boyd Will Ask Waiver on Jones Act

By GARY GREENBAUM
Associated Press Writer
CHICAGO (AP)—Gov. Walter J. Hickel of Alaska discussed transportation and natural resource development problems Thursday with Secretary Alan C. Boyd of the Transportation Department.

The two men were in Chicago for the 35th annual meeting of the United States Conference of Mayors.

"The future looks bright," the governor said. "We may see the completion of the Alaskan Railroad within five years." The governor made the remarks following his meeting with Boyd, who said he will place the governor's plans before Congress.

Enabling legislation for the Alaskan Railroad was passed in 1914. The bill provided that the government would finance and construct a railway up to 1,000 miles long.

"The first half was completed on schedule," Hickel said, commenting on the existing railroad, which operates between Seward and Fairbanks.

"But the government never has gotten around to completing the roadbed north to Gubic and west to Kobuk," regions rich in copper, oil, iron ore, mercury, gold and silver, the governor added.

Gubic and Kobuk are located in Alaska's Northern Plateau region, which borders the Arctic Ocean. The Northern Plateau is equal in size to Texas.

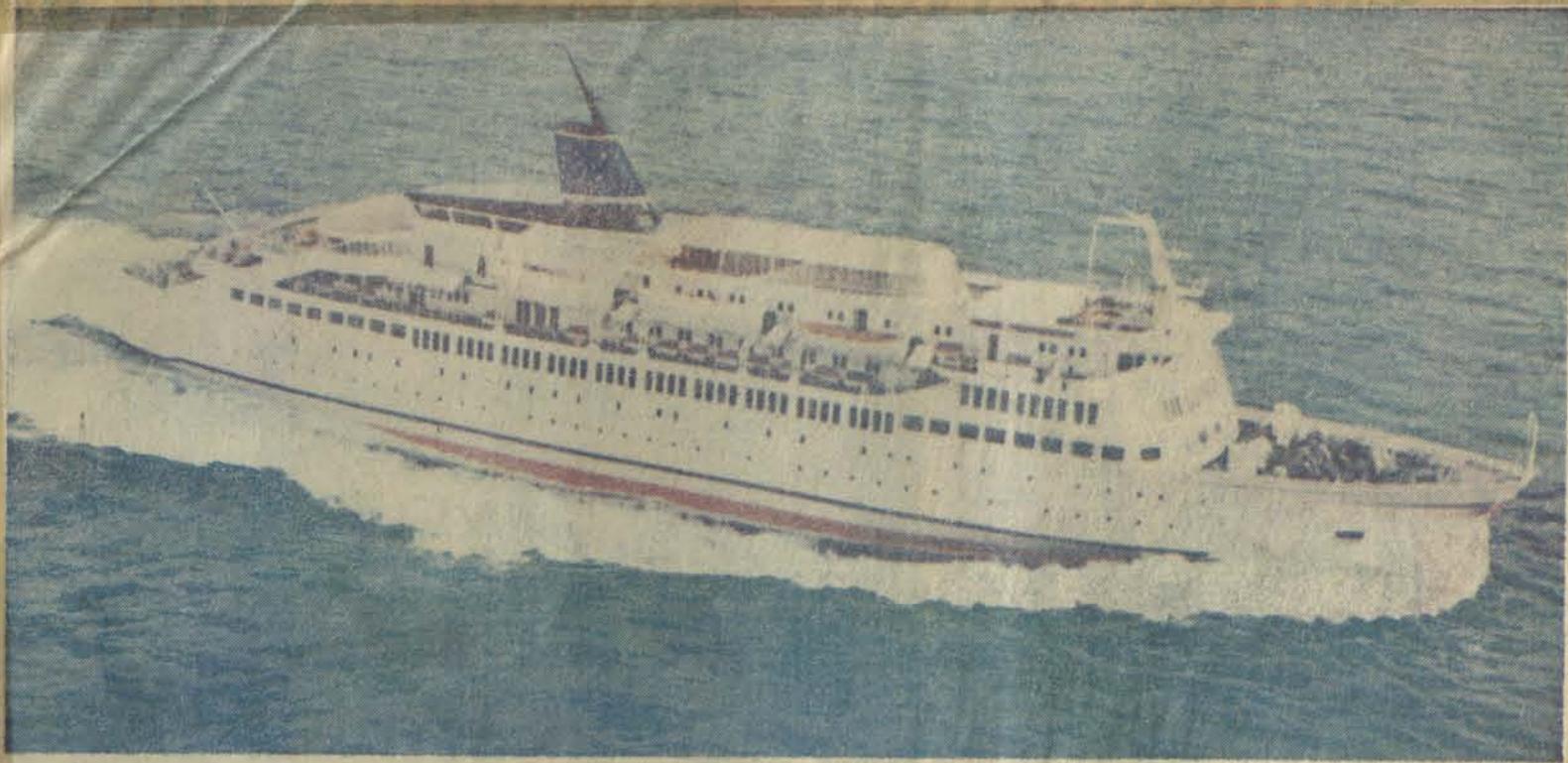
Gov. Hickel said the railroad was never completed because of the natural resources available in the contiguous 48 states.

Gov. Hickel also discussed with Boyd the status of the Alaska Marine Highway which handles passenger and cargo traffic between Seattle and Juneau.

There is no surface transportation between the two cities because of Alaska's jutting coastline.

Hickel said his state purchased a Swedish-built ferry to handle an upsurge in traffic between the two cities, but that the Jones Act of 1920 forbids the transfer of goods between any two points in the U.S. in a foreign-built vessel.

Boyd said he would ask Congress for a waiver to the law to permit Alaska to use the vessel.



Alaska's New Ocean Pride Shows Her Colors

THE NEW SHOWBOAT of Alaska's State Ferry System proves a glamor ship indeed in this first color photograph of the MV Stena Britannica to be published in this country. The 363-foot, \$7-million, pocket ocean liner was cleaving the North Sea at close to her top speed of 23½ knots when this picture was taken. This is much the way the

5,070-gross-ton vessel will look when she arrives in Seattle June 1. Her Swedish owners presented this picture to Alaska Gov. Walter Hickel in Juneau. Before turning it over to The Post-Intelligencer, Gov. Hickel's office proudly superimposed blue and gold markings of the Alaska Marine Highway fleet on her stack. (Details Page 13.)



Don Page

Tying Up With Alaska

That seagoing showboat on our front page today is a symbol of some of the closest, warmest, most mutually profitable cooperation between Alaska and Puget Sound since the steamer Portland brought in her famous "ton of gold."

Alaska is paying \$7 million for a ship to link her ferry system with the Sound. The Port of Seattle is getting set to spend \$300,000 on a downtown terminal for the Alaska ferries.

Our only complaint is that Seattle's swinging weatherman has even started staging Alaska-type weather for springtime on Puget Sound.

ALASKA AND PUGET SOUND have been traditional partners ever since Alaska lost its Russian accent. But the conversation hasn't always been so cordial as it's been over this new ferry deal.

There's evidence here that Alaska is losing its long-time inferiority complex toward Seattle. Seattle, meanwhile, is losing any superiority complex it may have cherished toward the 49th State.

Even a stirring world metropolis like Seattle can't afford to feel superior toward the biggest state in the Union, developing into year-round country and growing prosperous on the fruits of its old-style fishing industry and its new-found petroleum industry. Alaska, for its part, has developed relations with Japan and the rest of the world that have wiped out the dependence she once had on Seattle.

TALKING ABOUT THE FERRY SYSTEM in Seattle last week, Alaska Governor Walter Hickel told us the ferries were not paying their way until he extended them to Seattle. "Obviously," he said, "we had to break into the tourist market. The business generated out of Seattle was just amazing."

With two voyages a week set for Seattle this summer, Hickel is looking forward to a busier schedule, with more ferries, in years to come.

"I can envision jet planeloads of tourists arriving in Seattle," he said, "to board our ferries for a wee's tour up the Inside Passage — to year-round air-conditioned country."

THE TRANSPORTATION, communications, warehousing and financial system that the Puget Sound country has set up to serve Alaska has helped build both the Sound and Alaska. Seattle Port Commissioner Merle Adlum was thinking about that the other day, discussing the new ferry link. "I'm confident," Adlum said, "that this program will build and build. If Alaska can be our biggest customer with a quarter-million people, think what it'll be with several million."

ONE SNEAKING SUSPICION may have bothered you about Alaska's purchase of this big, beautiful ship. We've wondered, ourselves, how such a new glamor boat came to be available.

We got the inside story last week from a slim young Norwegian named Bent Zeier. As part of the firm of Fearnley & Evers, Zeier handled Alaska's ferryboat prospecting in Europe.

The Stena Britannica is even newer than we'd heard, Zeier tells us. She made her first run just last December 28. She's one of a pair that Swedish ship tycoon Sten A. Olsson (his name and initial make up the first part of the ship's name) had built for the North Sea run between Goteborg and Kiel, Germany.

Once built, though, there wasn't enough traffic on the run to keep two such big ships full.

So Alaska found a new ship ready made to fill its need, at European prices. Zeier says Alaska paid about what it cost Olsson to build her. In the U.S. such a ship might cost from \$12 to \$15 million.

"She is very fast (23½ knots)," Zeier told us, "and very chic. The most modern in Europe. Designed to stay ahead of the competition for a number of years. Gov. Hickel and Alaska were very lucky."

DON'T FORGET BELLINGHAM, in the hurrah over Alaska ferry service for Puget Sound. It was enthusiasts from Bellingham who made the first pitch for the ferry and backed it with an impressive case prepared for them by Seattle traffic consultant Fred Tolan.

It was Bellingham folk who planted the Puget Sound thought that came to Gov. Hickel when the B.C. Ferries fumbled the ball this winter by failing to keep up their year-round link with the Alaska Ferries.

Business has a way of going where the action is, where the connecting transportation lines tie in, for instance, and where the boats can be maintained. It was these factors, plus typical on-the-toes cooperation by the Port of Seattle, that brought the Ferries' southern terminus to Seattle.

Seattle's gain won't be Bellingham's loss. As our distances shrink and our populations thrive, it's more and more true: What's good for any of our ports is good for the whole Sound.

Ferry Named 'Wickersham'

JUNEAU (AP) — The state's new Swedish-built ferry will be renamed in honor of the famed Alaska territorial jurist, legislator and historian James Wickersham, Gov. Walter J. Hickel announced Wednesday.

"We have quietly talked to Alaskans all over the state in all walks of life and on all levels in coming to the decision to name the new ferry the Wickersham," Hickel said.

The 363-foot ferry, now named the Stenna Britannica, is scheduled to go into service in June between Prince Rupert, B. C., and Haines, Alaska.

Hickel said a gala christening ceremony is planned, but details have not been worked out.

Wickersham was born in Patoka, Ill., in 1857. In 1900, when Congress expanded civil government in Alaska, Wickersham, then a Washington State attorney, was named district judge for a region of 3,000 square miles in the Yukon basin.

He was elected as delegate to Congress and served from 1908 to 1921, and again in the 72nd Congress 1931-33.

"During his terms as delegate to Congress Judge Wickersham secured some of the most important legislation ever passed to this day—in its importance to the development of the territory and state," Hickel said.

Britannica

JUNEAU (AP) — The state's new ferry, the M. V. Stenna Britannica, was enroute today from Europe to the United States, Public Works Commissioner Harold D. Strandberg said.

The ship, bound from its former home port of Goteborg, Sweden, set out Tuesday from the State Division of Marine Transportation.

Voyaging by way of the Panama Canal, the 363-foot vessel is due at Seattle June 1, Strandberg said.

Republicans

Local Republicans heard the itinerary of the ferry Wickersham's inaugural cruise at their luncheon meeting Friday in the capital room of the Baranof Hotel.

Speaking to the group was Richard E. Shepard, deputy director of the division of travel in the Department of Economic Development for Alaska.

Panamanian Flag Likely For State's New Ferry

The Stenna Britannica, Alaska's new luxury ferry will probably be registered under the Panamanian flag within a week, according to Pat Ryan, special assistant to Gov. Walter J. Hickel.

The ship will be renamed the Wickersham. According to Ryan, the state could have registered the new ship under several different flags, but Panama has been selected.

Ryan said that the ship could have also been registered under the Irish or Liberian flags or left under the Swedish flag. The special assistant said that registering with the Irish government would be about the same as with the Panamanian, but that the Alaskan government had already begun talks with Panama when it learned about Irish registration procedures.

To fly the Swedish flag, the vessel would have to have a Swedish captain.

Ryan explained that registering another country's flag, necessary because of the Jones Act, was not an unusual practice for American corporations. The state of Alaska will form a corporation with the Secretary of State, the commissioner of Public Works and the Commissioner of Administration as officers, he said.

Ryan called the state's action "unusual in this country, but not internationally."

He said that he knew of no other case in the United States of a political subdivision, such as a state, registering a ship under the flag of another country, but added that there were no special legal problems involved.

Troubles To Delay Superferry

Mechanical troubles will delay the Seattle arrival of the new Alaska superferry Stena Britannica, state officials announced yesterday.

Difficulty with the \$7 million ship's reversible pitch propeller also could scramble the Britannica's proposed schedule for entering service June 16 on her regular run between Prince Rupert, B.C., and Haines, Alaska.

The 363-foot, 1,200-passenger ferryliner had been expected in Seattle by June 1 for two weeks of shipyard work after her voyage from Sweden.

However, Alaska Public Works Commissioner Harold Strandberg told the Associated Press in Juneau that the speed of the ship, now at Panama, has been cut from 20 knots to 12. Operators hope to bring her into a Southern California port about June 3 for several days of work before she can sail on north.

DEEP IN THE HEART OF TEXAS there must be a bit of a flutter today over a bold Alaska venture. The estimators at Livingston Shipbuilders in Orange, Tex., probably are gnawing their nails and reviewing their arithmetic. Livingston was low bidder last week on a 370-foot seagoing ferryboat designed by Philip F. Spaulding & Associates for the Alaska State Ferries.

Livingston posted a bid of \$7,997,900 to do the job. That compares with bids of \$10,626,000 by Todd's Houston yard and \$11,692,000 by American Shipbuilders in Lorain, Ohio. Livingston's a yard that has worked before principally on tugs and barges and drill platforms. Maybe the Livingston yard has a formula that will help it turn out a good ship at a low price. But looking at the \$2.5 million spread between the first two bids, Livingston estimators must be sweating and wondering a bit.

No bids by Puget Sound yards on the Alaska ferry. The gap between wages on Puget Sound and the Gulf of Mexico makes it tough for a Sound yard to compete on a job like this.

THE CANAL'S BEHIND for Alaska's superferry. The Stena Britannica churned past Panama yesterday, on her way from Sweden to Seattle. Still scheduled in here about June 1, to start service June 14 on her regular run between Prince Rupert and Haines.



THE NEW PURCHASE—Alaska's newest addition to the state ferry system, the 363-foot, Swedish-built Britannica, is shown taking on cars during one of its runs on the Baltic Sea. The vessel, purchased for \$6,960,000, is expected to be in service in late June or early July. She will ply a circuit either between Prince Rupert, British Columbia, and Seattle, or between Prince Rupert and Haines. The Britannica can carry 400 passengers and 140 vehicles on a run to Seattle, as contrasted to the 100-passenger and 130-vehicle limit of the state's other ferries used on the run.

ALASKA'S SEATTLE-BOUND Stena Britannica is fitting smoothly into the on-again, off-again formula of the superferry syndrome. Thursday, Alaska Ferry folk announced that she'd have to stop in Southern California for propeller work. Yesterday they reconsidered, said the \$7 million Swedish ship is making better time than expected and will sail on to Seattle. Arrival — June 4, only a few days late. The Britannica is reported logging 18 knots on one engine. Not bad for a cripple!

MAKING WAY FOR THE ALASKA FERRIES is a full-speed-ahead operation for the Port of Seattle. The Port Commission will act next week on a staff proposal to move Matson Terminals out of Pier 48 and set them up in a new \$150,000 building on 4th Avenue S. That will leave more room at Pier 48 for the Alaska Ferry Terminal.

NOT SUCH GOOD NEWS from Alaska's super-ferry. Alaska State Ferries have decided, after all, to run the Stena Britannica into a San Pedro shipyard for a new cam shaft.

She's scheduled into the yard this weekend for what Alaska officials think will be a one or two or three-day layover. They're still hoping she'll reach Seattle by June 6 or 7 (an optimistic estimate, although we hope they're right).

Alaskans hope to get the Britannica, or Wichersham, into shape for her first scheduled June 14 cruise out of Prince Rupert. If they don't make that, their new ship's official inaugural cruise isn't until June 25.

And Governor Hickel still is counting on one day for a great open house in Seattle. Wouldn't miss it, his office tells us.

Superferry Syndrome!



The superferry syndrome strikes again! Alaska's Stena Britannica (alias Wickersham) proved yesterday that Washington State's superferry fleet isn't the only one with bugs in it.

The Britannica's propeller trouble, announced yesterday, wasn't altogether unexpected. Gov. Hickel's \$7 million beauty is almost spanking new. She made her first voyage between Goteborg and Kiel only last December 28, and her present 9,000-mile run to Seattle is enough to bring out the bugs in any new ship. But it still reminds us in Seattle of the birth pains of our own Hyak-class superferrys. Incidentally, June 10 looks like an optimistic goal for the Britannica's arrival after she repairs in Southern California and discharges her cargo of Volvos at Vancouver, B.C.

THOSE WASHINGTON STATE FERRIES continue to look less buggy. The Hyak is due to complete her engine repairs today and rejoin the fleet. That'll give us three superferrys in regular service. Hopefully, that is.

GOVERNMENT REGULATIONS may give Alaska's superferry more grief than her mechanical system does. Not only will the new Wickersham be barred from carrying passengers between Seattle and Alaska ports. It looks now as if she won't even be able to take guests out for an inaugural spin on the Sound.

As a foreign-flag vessel, the 1,200-passenger superferry is barred from service between two U.S. ports.

Even more limiting, it appears she can't take passengers out of one U.S. port and bring them back to the same port. Talking yesterday, Roy Peterson, District Director of Customs, and Coast Guard District commander Rear Adm. Frank Helmer told us that's probably true. They'd like to be helpful, but they have to enforce the law the way it's written.

CUSTOMS BRAINTRUSTER Pat Doyle recalls the troubles some Everett Elks had a few years ago arranging a cruise aboard a Canadian Princess liner. They wanted to meander down around Olympia and back. With a bit of congressional pressuring, Uncle Sam ruled that they could take the day cruise if they passed through international waters en route. So they changed the schedule, cruised north through the San Juans and back — and saved themselves the official penalty of \$200 a passenger.

Ferry Purchase Methods Rapped

By E.L. Bartlett

Sen. E. L. Bartlett, D-Alaska, has charged that Gov. Walter J. Hickel failed to keep him informed about the purchase of the Swedish ferry Britannica, but pledged that he will work for changes in the Jones Act, providing they will not involve the waiver of major safety regulations.

In a letter to the governor, Bartlett cited the efforts he has made to clear the way for the state's use of a foreign built ferry. He said he set up a meeting in Washington D.C. last February between the Governor and key representatives and Senators.

Purpose of the meeting was to discuss the difficulties involved in amending the Jones act.

At that time the state was contemplating the purchase of a Finnish ship, and the senator requested that an inspection team be sent to investigate it. Bartlett said that a team was dispatched within a day or two of his request, but claims he has never heard the results of the investigation.

The senator said he sounded out officials of the Seamen's International Union and the National Maritime Union. He also said to have assigned members of his staff and the Senate Commerce committee to investigate the possibility of securing a waiver throughout the Department of Defense.

Again, he charged, he heard further from Hickel showing interest in these efforts.

Next, Bartlett said, he discussed with the State Department the problem of allowing a new ferry to operate in and out of a Canadian port. Only then, the Senator claimed, was he notified that the state had decided to buy a Swedish ship.

Bartlett also expressed considerable concern for the safety features of the new ferry and asked what safety measures would be included by Hickel in a bill to amend the Jones Act.

He questioned whether the governor planned to try to convert those persons who have actively opposed similar legislation in the past, such as the Shipbuilders Council of America, the International Brotherhood of Boilermakers, the Western Shipbuilders Association, the Iron Shipbuilders, Blacksmiths, Forgers, and Helpers, and the Industrial Union of Marine and Shipbuilding Workers of America.

As proof that amendments to

the Jones act would be hard to come by, Bartlett pointed to a bill that was pigeon holed in the House last year. That legislation would have permitted the use of Canadian ferries to carry merchandise between Seattle and Southeast Alaska.

"Obviously there is no hope that a broader bill to permit a foreign-built ferry to operate between Seattle and Alaska can be enacted into law in time to affect this summer's operation," the Senator wrote.

He added that he realized that for the time Hickel intended to operate the new ferry between a Canadian and an American port.

Bartlett suggested that the Governor press for a bill granting an exemption for three years, or until such time as the state could acquire an American built ferry.

This the senator felt, would be easier to obtain than an all out waiver of the Jones Act. Bartlett concluded that, given further information, he would "stand ready to work strenuously in support of amendments to the Jones act which will aid the transportation of cargo to Southeast Alaska, providing that such amendments do not entail any major waiver of safety regulations."

Hickel Hits Bartlett On Jones Act Stand

Gov. Walter J. Hickel today called on Alaska Sen. E. L. Bartlett to "show more concern for what is best for Alaska and Alaskans, and less for the influential lobbyists of the powerful U.S. Shipbuilding industry—which has no shipyards in Alaska."

The Governor's comment came as he reacted to published reports that Bartlett "has no intention of working for changes in the Jones act, which has stunted our state's growth for 40 years."

"I am deeply concerned about the lack of understanding shown by Sen. Bartlett on the subject of the Jones act," Hickel said.

"Over the years," the governor continued, "Sen. Bartlett has continued to assure Alaska voters that he realizes that the Jones act places a stranglehold on Alaska's development."

"And he has repeatedly assur-

ed us, at election time over the years, that he will work for a Jones act amendment. Now we learn that his intentions are directly the opposite."

The governor referred to an article in an AFL-CIO maritime trades department publication in which the senator voiced strong opposition to amending the Jones act so Alaska can fully utilize a new Swedish-built ferryliner which it recently purchased.

The state has been working vigorously to secure an amendment in the Jones act or a waiver from its restriction which prohibits the use of a foreign-built vessel in trade between two American ports.

The state has purchased a near-new Swedish-built ferryliner, the Stena Britannica, which is slated to go into service within a few weeks between Prince Rupert, B.C., and Haines, Alaska after being rechristened the M.V. Wickersham.

The state purchased the vessel at a substantial financial saving and at a saving in time of at least two years in planning and construction time after efforts to locate any sort of suitable American-built ship for addition to Alaska's marine highway system.

"I am deeply concerned about the lack of understanding exhibited by Alaska's senior senator on the subject of the Jones act and its harm to Alaska," Hickel said in reply to reports of a letter Bartlett says he sent to the governor.

Hickel has not received the letter which press accounts say was dated June 5.

"It is inconceivable that a man who has been in Washington since 1963 is not familiar with the menace of this act to his home state," Hickel commented.

"We are very sorry he is opposed to the amendment we seek to the Jones act. His efforts to represent the interests of the ship-building industry in

(Continued on page 6)

Letters to the Editor

Dear Editor:

The Swedes are smart! It breaks my heart to see Alaska send many millions to Sweden for a ferryboat while our boys are fighting and dying for the Vietnamese.

Why couldn't it be our young men doing what the Swedes are doing - keeping out of wars, working, staying neutral, being friendly with all nations for at least business sake.

We all know that the Swedes are not too fond of us or our way except when it comes to dealing for cold cash in the millions. Yes, they are darn smart and more power to them. Hope the Americans wake up some day before it's much too late.

I don't blame Governor Hickel - he is dynamic and on the ball got what he needed right now; however, it's just too bad the Alaskans' hard earned tax money couldn't have given work and livelihood to our own people, who are too busy fighting other peoples' wars.

This is a sad situation. Just why can't we be like the industriously and peacefully happy nation of Sweden?

A mother
with a son in Vietnam
and nephew in Korea

THE ALASKA STEAMSHIP CO. became a motor carrier last week, officially, with the right to ship its vans over Alaska's marine highway. Alaska Steam won the temporary ICC rights it's been seeking. These rights authorize it to ship vans from Seattle to Southeast Alaska aboard the Alaska ferries.

Of course, Alaska Steam will keep operating its weekly barges to Southeastern, too.

Those new ICC rights went into effect last Monday, a day after the last Alaska ferry sailed. We're in a three-week hiatus now, before the Malaspina resumes weekly sailings from here June 16.

The Ferry Purchase

Two years ago, when Governor Walter J. Hickel came into office, he inherited among other things a \$15.5 million bond program for expanding the state's marine highway system. Why didn't he build the ferries called for then, instead of waiting so long to do anything? Part of the reason was that the \$15.5 million bond package that had been promoted was simply not enough money to buy everyone in every area of the state the vessel he had been promised.

Hickel's administration re-tooled and came up with a new plan of different-sized ferries which it felt would serve the needs of Southeastern, Prince William Sound, and the Cook Inlet area and still stay within the money limit it had to work with. Meanwhile, shipyards got busier with products for the Vietnam war effort, costs went up, and the Department of Public Works learned that new vessels would cost more than they planned and take longer to build.

One of the ferries provided for under the new plan is already being built. Contracts for some \$2.8 million were let in January, and the 193-foot vessel is scheduled for delivery in March of 1969. It will ply the Prince William Sound area.

Now, when voters give their approval to a ferry bond package, engineering designs do not miraculously pop into being. And when plans have to be scuttled because of insufficient funds, re-designing takes time too. Designs for a large ocean-going vessel to ply the Southeastern run were also made and put out to bid.

Meanwhile, however, the Governor put a ferry on a run to Seattle, to fill the gap in service to the south that was left when the Queen of Prince Rupert was pulled off indefinitely. That run, hauling van freight as well as passengers, operates comfortably in the black.

Made aware of higher costs of construction by such things as the January bids on the 193-foot ship, Hickel also had exploration begun for alternatives to the ocean-going vessel that would soon come up to bid. Among other things, he went to the Federal Maritime Commission for advice and assistance in purchasing an American ship that could be used in Southeast. The commission's totally unsatisfactory and costly recommendation was that Alaska purchase an old Liberty Ship and convert it.

The state was also under pressure to do something fast to improve the Southeastern run because of conditions last year. Up to 400 cars had been backed up at Haines, during the peak of the tourist season, and people were being turned away at Tok. The ferry system was picking up a bad reputation and giving tourists a bad taste in their mouths.

Considering costs and delivery times, the Governor chose to buy a foreign vessel, knowing that its use would present legal complications in connection with the federal Jones act. The ship he purchased, a Swedish vessel to be rechristened the Wickersham, will be in operation this June, giving travelers luxury service. The Seattle run is also being maintained, and operating nearly parallel with the Queen of Prince Rupert, should pour many more travelers into the Panhandle. In addition, while the Wickersham's car capacity is only some 23 more than the other Southeastern ferries, its speed will allow it to make three Panhandle circuits a week—enough to handle tourist traffic, according to Commissioner of Public Works Harold Strandberg.

But while the ship appears to be a wise buy, we feel the Governor blundered in not keeping all members of our Congressional delegation more immediately and fully informed about his actions and intentions in buying a foreign vessel. Perhaps things were happening rapidly, and for a long while nothing was "definite," but our two Senators and our Congressman like to be in the know—and they are the ones who have to secure a Jones act waiver or amendment.

Some people have argued that a year ago Hickel should have built a ferry to run from Sitka to Sitka bay. Maybe so, maybe not. Some have called it "immoral" to use public money in a venture that depends on amending the Jones act for its success. Where were these people during the months when the Governor was talking of purchasing a foreign ferry but had not yet signed the contract?

Rather than squabble over the past—which is even less easy to amend than the Jones act—we propose that everyone take a clear look at where we are right now in the matter of the ferry system and decide what the best course of action will be.

We suggest that in the best interest of the state, the Governor should be supported fully in his efforts to use the foreign ferry we have purchased as an integral and fully functioning unit of the marine highway system.

Governor Hickel has taken a gamble in trying to buck the Jones act and get it amended. If he loses, we are confident that the ferry will be sold, and no great financial loss sustained. But meanwhile, the governor should receive the full support of everyone in his efforts.

Ray Hits Administration; Holbert Explains Ferry

Rep. Bill Ray, D-Juneau, accused the Hickel administration today of trying to blame their delay in taking action on the need for a new ferry on the Jones Act.

"It's too bad that the loss of time has put us in a position where we have to gamble," he said. The representative expressed doubt that the state

could finish the necessary adjustments to ferry and docks in time for the peak tourist season.

Meanwhile, William Bendixon, acting acting director of Marine Transportation said today that his office has not seen plans for the M.V. Stenna Britannica.

Joe Holbert, Gov. Walter J. Hickel's press secretary, said

however that H.J. Lockert, acting director of the division saw the plans when he went to Seattle for the April 12 signing of the contract for the ferry.

According to Ray, the original ferry recommendation made in a report by the Departments of Administration and Public Works called either for a new small ferry for a Sitka-Sitkoh Bay run or for a new larger ferry to replace the Tustamina on the Southeastern run. The Tustamina would then be put on proposed Sitka run.

The Hickel administration should have taken immediate action on these proposals the representative said, charging that the Republicans wasted about a year and a half.

"We should have been moving from the time the bond issue passed," he said.

Ray also said he feared the state would find itself "stuck" with a ship they couldn't sell.

Holbert also said that the new ship does have side loading facilities, but that the Alaskan docks will have to be modified to accommodate them. "We don't expect it to cost a great deal," he said, adding that it would be the docks which would be revamped.

Holbert also pointed out that the low bid of \$7.9 million on an American built ferry did not include the engine. With engine the ferry would have cost something over \$10 million he said.

Lockert is presently in Sweden checking the Britannica, the press secretary said.

Southeastern Runs Set for New Ferry

JUNEAU (AP) — The new state ferry, the M.V. Stenna Britannica, will make three round trips a week, starting in mid-June between Prince Rupert, B.C., and Haines, Public Works Commissioner Harold D. Strandberg said Friday.

Departures will be from Prince Rupert on Friday, Sunday and Tuesday, Strandberg said, and the ship will leave Haines Thursday, Saturday and Monday.

To meet Jones act requirements, stops on the northbound run at Ketchikan and Juneau will be to disembark passengers only, and, on the southbound run, stops at the two cities will be only to pick up passengers.

The Jones act restricts commerce between American ports by foreign built vessels.

For two weeks after the May 25 sailing from Seattle, Strandberg said, state ferry service from Puget Sound will be suspended.

Service will be resumed with one of the vessels of the Malaspina Class June 12 with a departure from Skagway. The ship will arrive in Seattle June 16, Strandberg said.

Thereafter through the summer the weekly departures from Seattle will be on Sunday.

With the plush, 363-foot Swedish-built Britannica in service, the Public Works Department noted that for the first time seven-day-a-week ferry service will be established for Haines and Prince Rupert.

When he announced the ship's purchase for \$6.9 million earlier this month, Gov. Walter Hickel said the Britannica was being considered for service between Prince Rupert and Seattle or between Prince Rupert and Haines.

The Department of Public Works decided to continue the Southeast Alaska-Puget Sound run with an American-built ferry because it could carry freight, while the Britannica, under the Jones act, could not, if the cargo were shipped between American ports.

Because Coast Guard regulations require stateroom accommodations for all passengers on the Alaska-Puget Sound run, the state ferry will continue to be limited to around 100 passengers each way.

Tracy Kaldor administrative director of the public works department, said the new ocean-going ferry is to leave for the United States no later than May 7 and arrive at Seattle about June 1.

ALASKA MARINE HIGHWAY SCHEDULE

Because the Juneau City Dock is presently under repair, all vessels will continue to utilize the Auke Bay Terminal.

Until further notice all southbound trips not scheduled via Sitka will arrive at Auke Bay 45 minutes before time posted in current schedule.

Vessels are requested to remain in port at Auke Bay until 15 minutes past Juneau City scheduled arrival time to accommodate any late traffic.

Propeller Trouble Hits New Ferry In Panama Canal

Juneau (AP) The state's new Swedish-built ferry has been hit by propeller troubles in the Panama Canal, Public Works Commissioner Harold D. Strandberg said today.

"The ship is able to proceed at 12 knots," Strandberg said, "and the plan now is for it to proceed up the coast to the first available drydock for repairs."

Strandberg said the problem with the reversible propeller is similar to that experienced by the state's other late-model ferries, which have the same type equipment.

He said representatives of the firm which supplied the propeller for the new ferry have been flown to the Canal Zone and were aboard the vessel, the Stena Britannica, to give assistance.

Because of the reduction in the ship's cruising speed from a normal 20 knots to 12, and the expected 24-hour to 36-hour delay in drydock, Strandberg said the vessel's arrival in Seattle would be later than planned.

Originally the ship was to arrive in Seattle by June 1. But it now appears it will be June 3 before it arrives at San Pedro, Calif., the likely location for the drydock repairs. The vessel may continue to San Diego for repairs, Strandberg said.

There could be a delay in getting the ship, which will be renamed the Wickersham, into

service on its planned Southeastern Alaska run, the Public Works Commissioner said.

"We won't know what changes will have to be made until we get a firm ETA (estimated time of arrival) for Seattle," Strandberg said.

The ship is scheduled to go into drydock at Seattle for modification after it is formally transferred to the state from its Swedish owners.

Strandberg said the state was exploring the possibility of having some of this work done at the Southern California drydock, but it appeared doubtful it would be done because the ship at present it still technically under Swedish ownership.

Under a new schedule released earlier this month, the new ferry is to make its first run from Prince Rupert, B.C., to Haines, Alaska, starting June 16.

Britannica Shown Off By Hickel

SEATTLE (AP)—Gov. Walter Hickel of Alaska showed off a model Friday of the Swedish ferry for which his state just paid \$6.96 million for the Alaska to Puget Sound service.

Hickel, in Seattle for a speech, told newsmen the MV Stena Britannica will leave Goteborg, Sweden, about May 5 and is due in Seattle by June 1.

The sleek, white 363-foot, four-month-old ship will join the smaller Alaska ferries to make two voyages a week from Seattle, in service begun by Alaska last November.

The Britannica will get a new name, one with an Alaskan flavor, but "probably not after a glacier, as are the other state ferries," Hickel said.

It is still not certain what flag the vessel will fly, but a decision is expected in a few days.

The Jones Act prohibits service by foreign bottoms between American ports.

"We want to keep her under a Swedish flag, but are having a few problems with labor unions in Sweden," Hickel said. Alternatives would Panamanian or Liberian registration.

Hickel has said the vessel will use an Alaskan crew.

The 5,300 ton ship can make 23.5 knots and carry 140 to 150 cars. It has berths for 500 passengers.

The replica displayed by Hickel was given him in Juneau this week by the ship's former owners. The model alone is worth \$500.

The Britannica has four loading ports, at the stern, on each side and one through a tilt-up bow opening.

Consider Deal With Canada On Ferry Run

Alaska may be trying to work out a plan to employ a foreign bottom ferry on runs by using Prince Rupert, B. C. as a northern terminus.

Gov. Walter J. Hickel told a press conference Tuesday that it might be possible to use a foreign vessel on such a run, implying apparently that such a maneuver might circumvent the Jones act.

The state is currently negotiating for the purchase of a large Swedish ferry to use on the run to Seattle.

Employment of such a vessel, however, would run afoul of the Jones Act, which prohibits the shipment of cargo between two American points when any part of transportation is on a foreign bottom.

The state is also negotiating with the federal government for a special exemption to the Jones act.

Hickel said Assistant Attorney General George Benisch is in Ottawa, Canada's capital, "seeking clarification of our Prince Rupert lease."

He said he expected "answers in 48 hours, maybe less" on both the Prince Rupert lease and the purchase of the Swedish ferry.

At an earlier press conference, the Governor said the state was considering the operation of the Swedish vessel under a foreign flag during the coming summer tourist season, then making the necessary changes in the fall to bring her up to Coast Guard standards.

Hickel said then that he did not believe too much modification of Southeastern ferry docks would be necessary to accommodate the Swedish vessel being sought by the state.

ON WALL STREET THEY SAID—We've finally gotten our hands on an article in the Wall Street Journal that we've heard about for some time now concerning our governor's purchase of the Swedish ferry Stenna Britannica. Here is what the publication that talks to the people who buy Alaska's bonds said about the new acquisition:

Alaska Buys a Ship, But it's Kept Tied Up By Laws About Flags

★ ★ ★

State Purchases Ferry From Sweden, Wants U.S. to Waive Rule on Foreign Vessels

By WILLIAM McALLISTER Staff Reporter of The Wall Street Journal

JUNEAU, Alaska — The proudest vessel in the State's fleet may be flying a Swedish flag, or Panamanian. Or Liberian. No one quite knows.

The problem centers around the 363-foot luxury Swedish Ferry MV Stena Britannica, which the state just bought for \$6,920,000 to ply the waters between South Alaska, British Columbia and the state of Washington.

Gov. Hickel says he searched two years before finding the Britannica. It can only be a delight to rugged Alaskans, he says. It'll make 23.5 knots, sleep 400 passengers, hold 150 cars, feed hundreds in a large cafeteria and quench their thirsts in seven bars, he adds. "People have said it was built for Alaska," he boasts.

Everything would be just dandy—if only the governor could find the ship a flag. The problem is that only a ship built in a U.S. shipyard can fly this country's flag. And then there is the matter about the Jones Act, which prohibits a foreign flag vessel from operating commercially between U.S. ports (like Seattle and Haines, Alaska, for example).

The governor hopes to solve the problem by getting Congress to waive the Jones Act in this case. Then the ship can keep her Swedish flag, right.

Wrong. There is also a Swedish law that requires any ship with a Swedish flag to carry some Swedish seamen. Gov. Hickel prefers a hardy Alaskan crew.

The governor hopes to solve the problem by having Sweden waive that rule. Or maybe by registering the ship in Panama or Liberia.

The state already has five ships in the coastal ferry service. But they were built in U.S. yards, hence fly the stars and stripes.

The Wall Street Journal article was published in the May 1 edition. We hope the date doesn't link up the Stenna Britannica with that old call of the sea, "May Day, May Day."

Editorial Page

Ferry Story With an Unhappy Ending

Five years of community effort and dedication down the drain.

All those months of documentation and persuasion wiped out by Alaska Governor Walter Hickel's announcement Friday that the southern terminus would be Seattle, not Bellingham.

Not Bellingham, which first saw the immense possibilities in extending the "marine highway" south from Ketchikan and Prince Rupert, B.C., to this port.

Not Bellingham, which set up a ferry committee, gave its traffic and rates consultant the green light to make a comprehensive study on the comparative costs and benefits to Alaska and to the tourist and transportation industry in the North Pacific.

Not Bellingham, whose citizens dug into their pockets to finance 2,000 printed brochures detailing the favorable factors and to send a delegation of community leaders on a 1964 trip to Southeastern Alaska ports to convince Alaskans of the blessings that would flow from a ferry between this city and theirs.

Not Bellingham, whose spokesmen told eloquently and convincingly of the need for this state to work with Alaska on ways to inaugurate the service, while at the same public hearing, Seattle port officials threw cold water on the whole idea.

Not Bellingham, which persuaded the state Department of Commerce and Economic Development to petition for a federal feasibility preliminary study, and which refused to

roll over and forget about it when the firm that made the study said any run between Alaska and Puget Sound would be a loser.

Not Bellingham, which offered easy access to rail and highway, by contrast with the crowded conditions on Seattle's waterfront and downtown streets.

No, not Bellingham. Because "Seattle is the hub of transportation between the Pacific Northwest and Alaska," that city is getting the reward for all the fantastic work done by Bellingham people.

Even the Seattle newspapers were in our corner when this community was battling alone for the service. According to a Post-Intelligencer editorial April 30, 1964, "efforts to have the Alaska Ferry System extended southward to Bellingham should get encouragement from every part of Washington State and the Pacific Northwest."

Maybe nobody in Seattle in 1964 really believed such a service ever would come to pass. Certainly, waterfront interests in that city opposed the proposal. Not until Governor Hickel suddenly announced last November that Alaska would go ahead with the service did Seattleites bring all their big guns to bear.

A lot of people here had predicted cynically that once the folks in the big city decided it was worth going after, they would take it away from us despite the superiority of our location. Well, they've done it. And it will take this editor, for one, a long time to get the bad taste out of his mouth.

Letters

WHY NOT BELLINGHAM AS B.C. FERRY POINT?

Editor, The Herald:

I can certainly appreciate your editorial comments Sunday in regard to Bellingham's loss of the Alaska ferry terminal.

However, I can't help but wonder if it was not a blessing in disguise. Having been exposed to Alaska on several occasions and to its state government and its economics, I was genuinely concerned about the long-range impact it would have on Whatcom County. Meaning two or three years from now we could be left holding the bag, ie: ferry terminal.

A great effort was put forth by many dedicated people to make Bellingham a ferry terminal. This effort need not go to waste. Bellingham is still the logical location for this type of operation.

The British Columbia Ferry Commission should be contacted to make Bellingham its southern terminal for its Prince Rupert run. It goes without saying that the economics of this type of operation are more obvious and longer ranged than Alaska's.

I could expand further on the many advantages to the B.C. Ferry System and Whatcom County with Bellingham as the southern terminus, but I am sure many people are fully aware of them.

John M. Cundiff
723 17th St.

h., Herald, Tuesday, April 16, 1968



City Should Attempt To Be Ferry Co-Terminal - Tolan

By JACK MAYNE
Of The Bellingham Herald

Despite the fact Seattle has been named the southern terminal for Alaska ferry runs to Puget Sound, supporters of a Bellingham terminal should make a strong effort to become an alternate or co-terminal.

This advice came from Seattle consultant Fred H. Tolan, who has long been an adviser to the Bellingham Terminal-Alaska Ferry Committee.

Tolan suggested continued efforts in face of a Friday announcement by Alaska Gov. Walter J. Hickel that Seattle would become the permanent southern terminal for the ferry runs. The announcement said a new Swedish 1,200 passenger

ferry was to be purchased for \$7 million to make year around service from Southeast Alaska possible.

NOT GOOD

"This is not good news, but the people in Bellingham should not burn all their bridges until they find out whether or not Seattle to be the only terminal," Tolan said.

"It is disappointing new because the Alaska governor and all of his advisors have encouraged us - I just can't believe he would do this unless he had a very good reason," the consultant said.

The reason for the Seattle decision might have hinged on many things, he felt, but there are two important ones: Alaska "wants and needs" the help of powerful Seattle offic-

ials to change the Jones Act and because of pressure from a man who serves on the Seattle Port Commission and is also the business agent for the Inland Boatmen's Union.

The Jones Act is a federal law that makes it illegal for a foreign built ship to carry passengers or freight between two American ports. For that reason Hickel will be forced to use his new Swedish ferry between

Prince Rupert, B.C. and either Seattle or Southeast Alaska.

COULD HELP

The governor has so far been unsuccessful in getting congressional support to change the law. Tolan feels the shipping interests of Seattle could aid Alaska to get this change.

Merle Adlum is president of the Seattle Port Commission and also Secretary - Treasurer of the Inland Boatmen's Union.

Tolan indicates Alaska could have been worried Adlum would cause labor problems if Seattle were not chosen over Bellingham. Members of the Inland Boatmen's Union will be manning the ferry from Alaska to Puget Sound.

Tolan notes it was Governor Hickel, himself, who suggested the possibility of more than one

City Should Try For Co-Terminal on Ferry

(Continued from Page 1)

southern port for the ferries. Hickel made the suggestion in Seattle on December 17, 1967, on the occasion of the first round trip by the ferries to Puget Sound.

THREE STOPS

"There is obviously going to be pressure for Bellingham, Anacortes and Seattle to be the southern terminal," Hickel said at the time. "Why not explore the idea of stopping at all three ports?"

He felt competition between Washington ports would help the ferries stay loaded with passengers and freight.

The traffic and rates expert said Bellingham could justify being a co-terminal with Seattle because of the large Lower Mainland of British Columbia population who have ties with the Prince Rupert, Kitimat and Terrace regions of northern British Columbia. Nearby Bellingham would make a convenient terminal for traffic from the Lower Mainland to this section of the province.

"Bellingham's economics are right and Alaska is going to find this out sooner or later," Tolan said. "But, we must face facts, where could this new ferry tie up in Bellingham on June 1?"

Port of Bellingham Manager Tom Glenn believes a temporary terminal could have been ready by the date the new ferry arrives - June 1. He, too, was disappointed over the Seattle selection, but curiously optimistic.

"How do you complement when you're not sure David is through?" Glenn asked.

DIDN'T DISMISS

While he has indicated before the Port was not very enthusiastic about becoming a co-

terminal, he didn't dismiss the idea.

"I don't see how it is possible to assess the business of two (Puget Sound) terminals until we try it," he commented. "But, I banked on the economics selling Bellingham."

Those economics still look good to Joe Entriiken, manager of the Whatcom County Industrial Development Council, who has been working for months on the Bellingham Terminal plan.

"Tolan and the (local) committee have documented every angle and not one fact has been questioned or refuted by anyone," Entriiken commented. He doesn't think Bellingham made any tactical errors in dealings with Alaska and feels all arguments were on firm ground.

"According to present reports the issue appears to be dead, but I have a strong belief that time will bring the Bellingham terminal idea back to life - I'm positive we had the right answer from the beginning," he added.

A Name for the Ferry

Our unpaid occasional correspondent at Orca cannery, a New England Fish Company installation near Cordova in Southeastern Alaska, has suggested a name for the new Alaska ferry.

"I feel the most appropriate name would be 'Miss Bellingham'," wrote S. T. Sandberg, who was a Customs inspector here for many years, "because that is what the vessel will do . . . Miss Bellingham."

Sandy didn't confine his letter to the Anchorage Times just to that quip. He said he supposed Govern-

nor Hickel felt it necessary to have the Puget Sound terminal at Seattle in order to get the assistance of this state's senior senator in having the Jones act modified. But if Prince Rupert is retained as a port of call, Sandberg added, Bellingham would attract more Canadian traffic.

The state of Alaska didn't follow Sandberg's suggestion for the name of the vessel acquired recently. It will be known as the Wickersham. But not, we're sure, for the small community of that name in Whatcom County.

12 Bellingham, Wash., Herald, Wednesday, May 8, 1968





Don Page

Alaska's New Ship Due Monday

Monday's the day — Seattle Day for the queen of the Alaska State Ferries. The Stena Britannica is due out of San Pedro at noon today after yard work on a propeller. She should arrive at Vancouver, B.C., Monday morning, discharge her cargo of Volvo automobiles and range on down to Seattle late that afternoon.

Alaska officials are juggling schedules and sweating out time to make up for their showboat's delay en route here from Sweden.

The new schedule calls for the Wickersham (ex-Britannica) to sail from Seattle — not Prince Rupert — at 3 p.m. Sunday, June 16. The Malaspina, which had been scheduled for the Seattle run, has been diverted to take the Wickersham's scheduled June 14 sailing north from Rupert.

IN THE SIX DAYS between the new ferry's Seattle arrival and her hoped-for departure, her Alaska operators must (1) put her into the Todd Shipyard for modification of her sideport ramps and miscellaneous work, (2) complete legal transfer of the \$7 million ship from her present Swedish owners and (3) hire and indoctrinate at least one of the two 60-man crews that will handle her over her regular run between Prince Rupert and Haines, Alaska. Chalking up the needed chores against time available, Capt. Red Lockert, director of Alaska's Marine Transport Division, gives it an Alaska-type summation:

"Those are impossible things to do in that time, but we do a lot of impossible things here."

THERE'S MORE THAN A GRAIN OF TRUTH, incidentally, to rumors that the new Wickersham could require major conversion to meet some U.S. standards. Ironically, those standards would require tearing out the rich wallboard and wall-to-wall carpeting that make the Norse-built ship so luxurious and replacing them with austere furnishing like linoleum and tile. The transformation might run several million dollars.

Any such disruption would come later, though, in the unlikely event that Alaska could amend the Jones Act to bring the Wickersham under the U.S. flag. Coast Guard regulations for U.S. flag ships look to the ships' conscription in time of war. They rule out any plush adornments that might spark trouble under enemy fire.

The Wickersham will sail under a foreign flag — probably Panamanian—but with a Yankee crew. As one of the most modern passenger vessels in the world, she fully meets international standards of safety at sea. And the plush quarters she'll offer her passengers may help reconcile Alaskans to the fact she can't win U.S. registry.

SUMMER VACATION isn't just for the school-age set. Seafarers, too, have spotted the arrival of fine weather. After a winter of sailing, they've earned vacations, and they're taking them.

Seamen's vacations are forcing vacations on some ships, too. Frank Huxtable, acting head of the Maritime Administration here, reports three ships tied up last weekend for lack of crew — some for as long as six days. They're all out now, but more crew shortages could lie ahead. Shortages were for second and third engineers, third mates, firemen and oilers. With the need for qualified crewmen, unfortunately, there's no call for wipers and ordinary seamen, the rates that offer the only chances for eager youngsters to ship out.

THREE FAMILIAR SEAGOING VETERANS are at the end of the line. Marad has sent out bids to scrap the freighters Ocean Mail, China Mail and Island Mail. They're in the Olympia Reserve Fleet, retired after many years with the American Mail Line. The three are a pre-World War II class. They came off the ways at a time when Uncle Sam was trying to develop diesel motorships. AML president Worth Fowler tells us: "They gave us a lot of trouble mechanically, but they were well built."

THE COAST GUARD is pushing a mild crackdown on safety regulations aboard tankers. Capt. Henry Pearce, chief of the Merchant Safety Division, reports too many violations lately—pumping equipment out of order, warning signals not out, the proper men not on duty during pumping. Pearce and his staff are circulating among operators, preaching safety, suggesting penalties, if necessary, to avert spills or explosions. Pearce says: "Education before the casualty is preferable to prosecution after the casualty."

Superferry in Seattle

SEATTLE (AP) — Alaska's new superferry, the Stena Britannica, arrived here last night for a final shipyard polishing before beginning service as the \$7 million queen of the Alaska Marine Highway System next week.

The 363-foot luxury ferry, purchased from Sweden, will be transferred to Alaska state ownership and Panamanian flag registry during her layover at Todd Shipyard here.

Capt. H. J. Lockert, director of the state's ferry system, said the 530-ton vessel will operate under a two-crew system, the same

as other big Alaska ferries.

The Britannica will carry two crews of 60 men each, including a pair of captains, to alternate in sailing the ship between Prince Rupert, B.C., and Skagway, far to the north.

The captains will be Ronald Kutz, Juneau, and Cecil Rice, Ketchikan, Lockert said.

The ferry is to leave here Sunday for Prince Rupert. She is slated to leave there June 25, arriving in Ketchikan at 9:45 p.m. the same day and departing two hours later for Juneau,

Superferry Jurisdiction Fray Eases

SEATTLE (AP) — Tempers have flared, but action apparently has been delayed—at least temporarily—in a brewing dispute over which union has jurisdiction over the hiring of crews for Alaska's Swedish-built superferry, the Wickersham.

The 120 jobs represented by the Wickersham, formerly the Stena Britannica, now are manned by the Inlandboatmen's Union of the Pacific.

But the offshore unions have been giving a hungry once-over to the Wickersham, arguing that Alaska's new 363-foot vessel actually is a passenger liner. They stress the "inland" in the Inlandboatmen's union.

However, Merle Adlum, president of the Puget Sound Division of the inland union, said Wednesday his union has grown with the Alaska ferry system, helped develop it and gives preferential hiring to Alaskans.

Adlum said his union has built a contract that pays able seaman more than \$700 a month for week-on, week-off schedules, and added: "We think we've done a good job."

Contesting that status quo is the West Coast's Marine Cooks and Stewards, Firemen & Waiters and Sailors Union of the Pacific.

Charles Green, Seattle port agent for the Marine Cooks and Stewards said Wednesday that "when something becomes a little more than a ferry, with runs of 700-800 miles like those between here and Ketchikan," his union should have jurisdiction.

The marine cooks is "the only union with a pool of really qualified people in passenger service categories," he said.

However, Green said that while his union was "definitely interested," it planned no immediate campaign to take jurisdiction away from the Inlandboatmen.

Ironically, the boatmen and the cooks and stewards unions are both affiliates of the Seafarers International Union, SIU President Paul Hall reportedly is flying out from the East Coast next week to help cool tempers in the jurisdiction dispute.

Proud Alaskans Show Off New Ferry, Purchased in Sweden for \$7 Million

By PAUL HENDERSON

The ferryboat people from Alaska showed off their new luxury liner here today with enthusiastic overtones of "See, we told you so."

It is fine to "buy American," they were saying, unless it costs you an additional \$10 million to do so.

Alaska Marine Highway System officials spoke in the posh setting of the Stena Britannica, their \$7 million "bargain" purchase from Sweden.

The ship arrived in Seattle at 8:45 p. m. yesterday after her 35-day voyage from Goteborg, Sweden, by way of Vancouver, B. C. Here she is to undergo some minor adjustments at the Todd Shipyard before going into regular service between Prince Rupert, B. C., and Southeastern Alaska ports.

Among the Alaska State Ferries officials who boarded the ship here was Capt. H. J. (Red) Lockert, director of the Alaska Marine Highway System.

PURCHASE of the Norwegian-built ship concluded a long search by Alaska for a suitable vessel, and it brought criticism to the 49th state for not favoring the American economy with its dollars.

"This ship has everything," said Harold Strandberg, Alaska's commissioner of public works.

"We believe it would have cost \$16 million to purchase a comparable vessel on the American market."

But Alaska faced two United States laws that are designed to prevent the maritime millions from going abroad. One prohibits a foreign-owned vessel to be transferred to American registry.

No problem there, Strandberg said. The ship will fly the Panamanian flag.

The second obstacle was the Jones Act, which prohibits a foreign vessel, Panamanian for example, from



HAROLD STRANDBERG

H. J. LOCKERT

carrying cargo between United States ports.

Operating the ship between Prince Rupert, B. C., and Alaska is "perfectly legal," the commissioner said.

SEVEN KEY MEN in the Alaskan ferryboat organization made the trip from Sweden. These included Capt. Cecil Rice and Capt. Ronald Kutz, who will share command of the vessel under an alternating-crew system.

Twenty-eight Swedes also were aboard to familiarize the Alaskans with their new ship. Despite problems with a camshaft, which slowed the top speed of 23 knots to 13 and prolonged the trip, Rice and Kutz don't think any other ship could have impressed them more.

"It has every safety feature imaginable," Rice said. Kutz said, "I don't think we could have found another ship like this anywhere."

To straighten the record, Rice added: "It's not true that the Stena Britannica has seven bars and one lifeboat. Five of those bars are snack bars."

The Stena Britannica was built only a year ago. The Swedes used her on runs between their own ports and Denmark.

Why, Strandberg was asked, did Sweden put the vessel on the market after it was used just one year?

"You will have to ask the Swedes about that," he replied.

LUXURY on the Stena



Capt. Cecil Rice, left, and Capt. Ronald Kutz pointed out instruments on the Stena Britannica's bridge console.

Britannica visible throughout, comes from rich mahogany paneling, carpeting, beautiful lighting and soft music.

Before leaving Sunday the ship will be renamed the Wickersham, in honor of the pioneer Alaska jurist.

The Seattle Times
Maritime
NEWS

Alaska's New Ferry At Todd Shipyard

The Stena Britannica, Alaska's new \$7 million ferry, arrived in Seattle at 8:45 p. m. yesterday after a 35-day voyage from Goteborg, Sweden.

The 363-foot ship, purchased from Sweden, will be rechristened the Wickersham, in honor of the pioneer Alaskan, before she goes into regular service between

Prince Rupert, B. C., and southeastern Alaska ports.

The ship went to the Todd Shipyard here. She will be transferred to Alaska ownership and Panamanian-flag registry before departing Pier 30 on Sunday.

She has a sun deck, sauna room, two bars, restaurant and cafeteria and dance floor.

Alaska's New Ferry Arrives in State

BY DON PAGE
P-I Marine Writer

Alaska's new \$7 million ferry showboat made her grand Seattle entrance yesterday, with a lot of chiefs, no Indians but quite a few Swedes aboard.

The Seattle fireboat Alki greeted the 363-foot pocket ocean liner Stena Britannica as she put into Elliott Bay.

She was en route to a brief layover in the Todd yard at the end of a 35-day voyage from Goteborg, Sweden.

Also in Seattle, the Britannica will undergo the legal machinations of transfer to Alaska State ownership and Panamanian flag registry.

HER SEATTLE stay is scheduled to end Sunday, with 3 p. m. departure for Prince Rupert, B. C., and regular service between Prince Rupert and Haines, Alaska.

She will make her Seattle departure from Pier 30.

A crew of about 50 manned the ferryboat liner on her last voyage under the Swedish flag.

That voyage was interrupted only by a brief layover at a San Pedro shipyard for replacement of a propeller camshaft.

She also stopped at Vancouver, B. C., yesterday to discharge 172 Volvo automobiles her owners freighted there to help cut the cost of the ship's delivery to Seattle.

THE SHIP'S Swedish skipper, Capt. R. D. Younger, was rarely alone on the bridge during this cruise.

Alaska State Ferries sent seven key men on the voyage to familiarize them with their new command.

These included Captains Ron Kutz and Cecil Rice, Chief Engineer Jim Stitt, Chief Mate Robert Johnson and three other engineers.

Another captain joined the ship on her run south from Vancouver. Capt. Andrew Skucy of the Puget Sound Pilots guided the luxurious ferryboat on the last leg of her Seattle voyage.

Purchase of the Swedish ship capped a long search by Alaskans.

On April 12 Alaska Gov. Walter Hickel announced to The Post-Intelligencer that the ship had been found and that year-round ferry service was assured between Seattle and Southeast Alaska.

The Britannica will be rechristened the Wickersham, to honor a pioneer Alaska jurist and leader.

Britannica In Drydock

JUNEAU (AP)—The Swedish ferry Stena Britannica was in drydock at San Pedro, Calif., Tuesday for engine and propeller repairs, Public Works Commissioner Harold D. Strandberg said.

The ship encountered mechanical troubles 11 days ago in the Panama Canal.

The 363-foot vessel is enroute to Seattle, where its sale to the state of Alaska for \$6.0 million will be completed. To be rechristened the Wickersham, the ferry will go into service this summer between Prince Rupert, B. C., and Haines, Alaska.

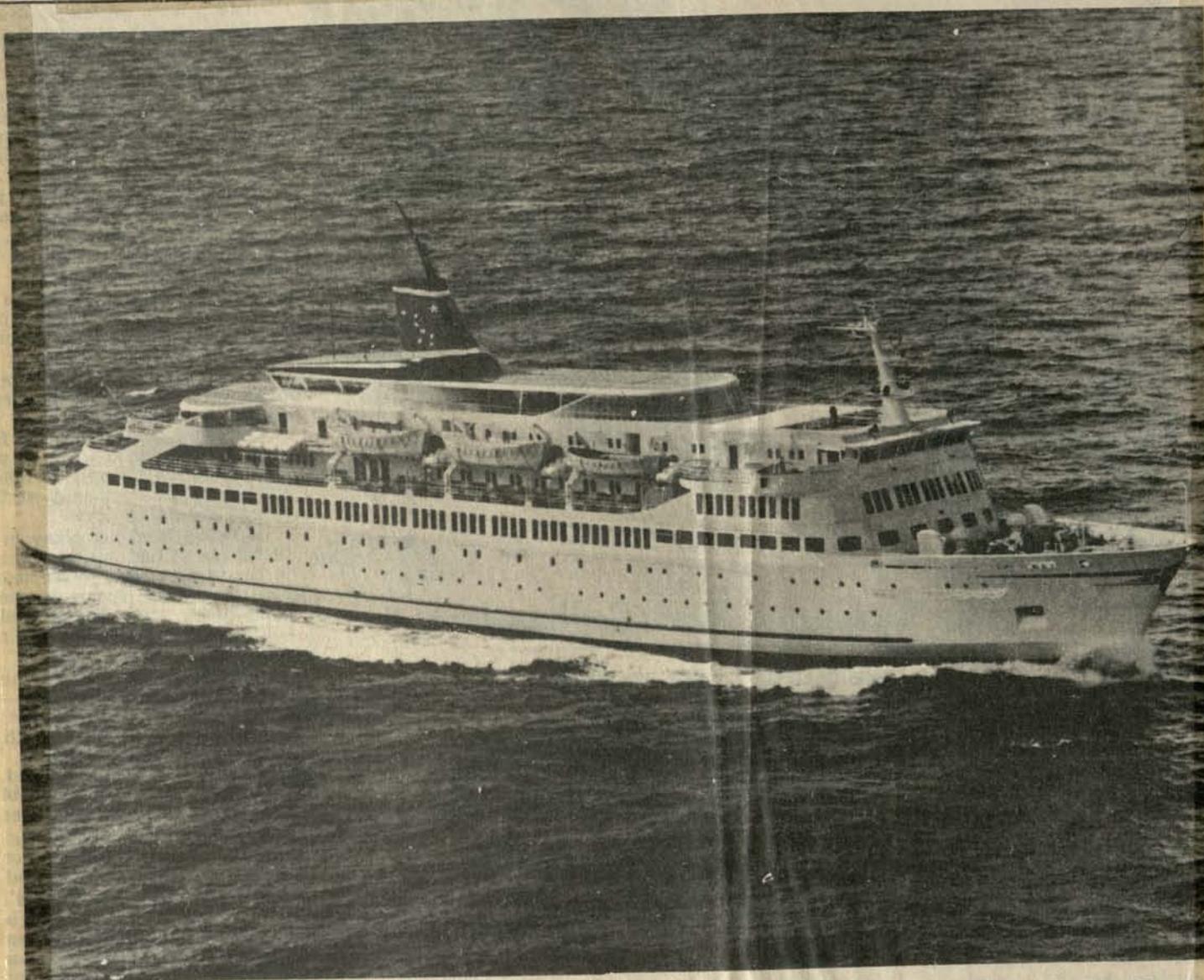
The repairs in California are expected to take "a few days," Strandberg said.

Shortly after the mechanical troubles began, it was hoped the ship could make it on only one of its two 8,500-horsepower engines to Vancouver, B. C., where a shipment of new Swedish cars is to be unloaded.

The hoped-for arrival time at Vancouver now is June 10, Strandberg said.

"All our lead time is gone," he said. "We're moving as quickly as we can to get it out for the first scheduled Alaska trip June 16. Everything has got to click if we're going to make it."

A HISTORIC RIDE on a magnificent ship may be available out of Seattle Sunday. The new superferry Wickersham (ex-Stena Britannica) has 382 bunks available. Alaska State Travel Director Bill Schafer tells us that so far only 100 passengers are signed up for the Wickersham's first run, to Prince Rupert, B. C. If you're interested, call MA 2-8124 and ask for Alaska ferry information. But remember: The Wickersham's Sunday afternoon departure could slip back. There's a lot left to do on her here.



Festive Juneau Christening Slated For New State Ferry M/V Wickersham

The state's newest, largest and most luxurious ferryliner—the M-V Wickersham—will tie up in Juneau from 2 p.m. to approximately 4 p.m. on its inaugural voyage, June 26.

During those two hours, capital community residents will be treated to a dockside band concert, re-christening ceremonies, and an Open House inspection of the seven-million-dollar addition to the Alaska Marine Highway.

The Juneau Inaugural Committee — Mildred Banfield, Chairman; Bob Wells, Don Dickey, Mrs. Joe McLean, Mrs. Tom Kelly, Dick Shepherd and Bill Ray, have announced the following program of events:

At 2 p.m. the vessel will enter the Gastineau Channel area, escorted by a flotilla of local

yachts and small craft. As the Elmendorf Air Force Band plays at dockside, the ship will be tied up at the support.

Martin F. "Bill" Schafer, Director of the Alaska Travel Division, will act as Master of Ceremonies from shipboard with the official party. He will introduce Governor Walter J. Hickel who will present a short address.

Schafer will then introduce Mrs. Hickel and Mrs. Ruth Allman, relative of the late Judge James Wickersham for whom the vessel will be named. Together Mrs. Hickel and Mrs. Allman will sponsor the re-christening of the ship, re-naming it the "Wickersham."

Then the local committee will present the ship's captain with a framed picture of the City of

Juneau. While the band plays additional numbers, the public will be invited to come aboard and look over the new ship.

The Wickersham will depart for Haines at approximately 4 p.m.

"These ceremonies," said Mrs. Banfield "will be both significant and fun. We urge everyone, absolutely everyone, in the

community to be on hand the 26th when the vessel comes in.

"We were particularly pleased to be able to obtain the services of the Elmendorf Air Force Base band. This is a marvelous musical organization. Its being here adds the perfect final touch in making this a festive, happy occasion."

Britannica) will shift to Pier 48 today and Black Ball Pier 20, at the foot of Lander, tomorrow morning, if all goes well. Her operators still are sweating and scurrying, but it looks more and more as if she'll pull out on schedule for Prince Rupert at 3 tomorrow afternoon.

Elegant Britannica Off for Canada

Under a Panamanian flag, a Swedish-built luxury liner that now belongs to Alaska nosed out of Seattle for Canada yesterday with 130 passengers and 44 vehicles aboard.

The Stena Britannica, soon to be christened the M. V. Wickersham after an Alaskan pioneer, drew as many visitors as she did travelers before her departure at Pier 30.

Because of a union dispute on who shall do chores on board, the Britannica is called a "passenger liner" by some — a "superferry" by others.

But there is no doubt that the Britannica will provide the most elegant way to travel in the Northwest.

UNFORTUNATELY, what had been planned as service between Alaska and Seattle for this vessel will not come to pass.

The Jones Act prohibits a foreign flag ship from carrying passengers between two U.S. ports.

Meanwhile, Seattle's loss is Prince Rupert's gain in Canada — the southern terminus now for the Britannica's run from Haines, Juneau and Ketchikan, Alaska.

The 130 passengers and 55-men crew happily rattled around yesterday in the ship's solarium, sauna, cocktail bars (two out of seven operate daily), cafeteria and swanky restaurant.

The pocket ocean liner is new — her maiden voyage under the Swedish flag was made only last December.

All areas inside the vast

reaches of the Britannica are clearly labeled — in Swedish.

One exception to the language barrier is the discreet silhouette of a woman's head on a sign over the doorway to the women's powderroom.

A SCAMPER up seemingly endless stairs led to the

Sky Bar atop the ship where two visitors — the Fred Christophers of Seattle — were seeing off fellow Seattleites, Mr. and Mrs. Miles Remly.

Remly is junior engineer on the Britannica and his wife, Letha, is taking a vacation from I. Magnin's to go with him.

Mrs. Christopher who op-

erated a gift shop for several years aboard the Alaska ferry Malaspina said:

"Of course, I have a soft spot in my heart for the Malaspina. But she's noth-

ing compared to this absolutely beautiful ship."

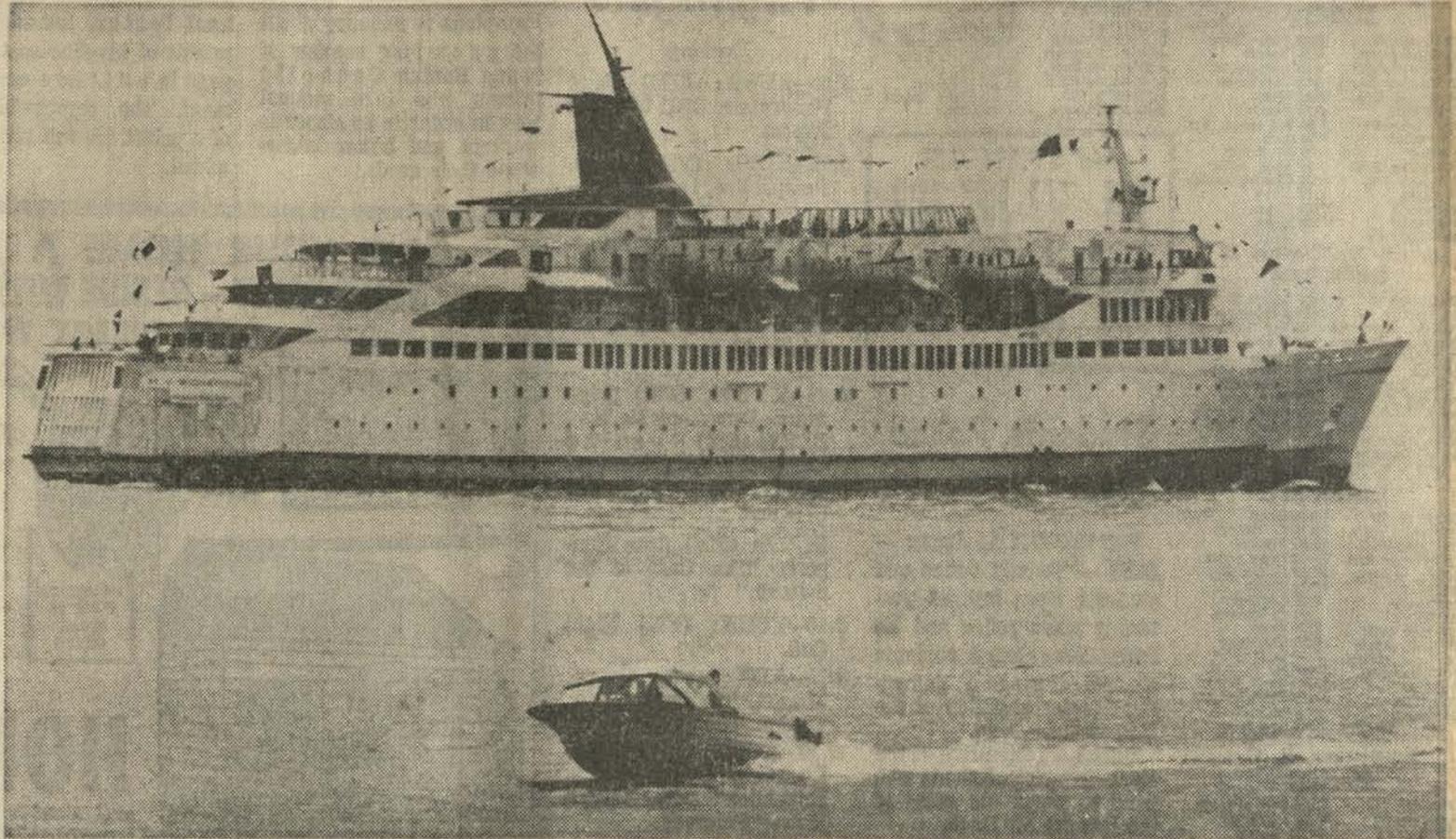
And what were those 130 passengers paying for two nights afloat to Prince Rupert?

Standard: \$36.58.

Semi-de luxe: \$47.00.

De luxe: \$49.75.

But leave the car at home. A berth for a Buick is \$131.



—P-I Photo by Howard Staples.

THE GIANT SUPERFERRY STENA BRITANNICA GLIDED PAST A CRUISER ON PUGET SOUND EN ROUTE TO CANADA

The luxurious 363-foot ship, carrying 130 passengers, was festooned with flags for a gala voyage to Prince Rupert, B.C.

Ferry Rechristening Will Be In Juneau

Alaska's new ferry will be rechristened the M. V. Wickersham in Juneau June 26, following an inaugural voyage complete with open houses at each port of call and a shipboard dance, Gov. Walter J. Hickel has announced.

The ferry will leave Prince Rupert June 25 and is scheduled to arrive in Juneau about 1:00 p.m. the next day. This will be the ship's third voyage, giving the crew two "shakedown" cruises, the Governor explained.

In the Juneau ceremony, Mrs. Hickel and Mrs. Ruth Allman, a relative of the late Judge Wickersham, for whom the ferry is named, will preside in rechristening the ship.

Following the Juneau cere-

It is scheduled to arrive at 8:00 p.m. that evening Hickel said. An open house at Haines will be the end of the official inaugural voyage.

According to Commissioner of Public Works Harold Strandberg, the ferry will not stop at Wrangell, Petersburg and Sitka on the inaugural trip, because of the "prospective early morning arrivals."

Instead, a "sneak preview" open house will be held in these cities before the inaugural cruise, the commissioner said.

Hickel has invited mayors and borough chairmen, chamber of commerce officials, legislators, travel industry representatives and the press on the Wicker-

Ferry Tonight

The M. V. Wickersham will stop briefly at the Anuk Bay ferry terminal at 6:00 tonight and will return at 12:45 Thursday afternoon. Both stops are a part of the shakedown run; there will be no public inspection of the ferry at this time, William Bendixon of the department of Marine Transportation explained.

The ferry was scheduled to leave Wrangell at 9:30 this morning, and is to reach Haines at 11:15 tonight, and Skagway at 12:45 Thursday morning.

On July 3, the ferry will go to Petersburg for a special showing, Bendixon said. The official inaugural voyage will be June 26. The ferry will then be in Juneau from about 2 p.m. to 4 p.m. for re-christening ceremonies.



SHAKEDOWN RUN—The M. V. Wickersham pulls into the Auke Bay ferry terminal en route to Haines from Prince Rupert. The Wednesday evening stop was the first in Juneau. The ferry is to return early this afternoon on its southbound run back to Prince

Rupert. H. J. Lockert, director of Marine Transportation, said that the run was going smoothly and that the ferry was fitting into the docks at Seattle, Prince Rupert and Haines better than expected.

(Photo by Elaine Mitchell)

Several Hundred Persons Greet Alaska's Newest Ferry Vessel

Several hundred persons out to meet the Wickersham on her first stop in Juneau got a sneak preview of the luxury vessel, according to H. J. Lockert, director of the Division of Marine Transportation.

"They asked if they could get on, and I let them," he said. The Wickersham pulled in about 7:30 Wednesday evening on its first "shakedown run"

north from Prince Rupert.

Although the ship is not officially open for inspection, anyone who wants to may come aboard, and look around he explained.

The Division of Marine Transportation reported Wednesday that the ship was due at 6:00 p.m., but Lockert said today that 7:30 p.m. was the scheduled time. The Wickersham is

due to return at 12:45 this afternoon, but Lockert said it might be a little late.

He explained that between the crowds and the minor adjustments necessary on the shakedown runs, the ship would likely be off schedule.

He said that he was assuming that "no news is good news." No one knew for sure whether the side rear door would fit the dock, he added.

Lockert said that the ship is carrying passengers on the initial runs, but that he did not yet know the exact numbers.

The Wickersham will be of-

ficially re-christened in Juneau June 26. It is scheduled to be in town between 2 and 4 p.m., but Lockert said it is almost sure to be running late due to the crowds. "I know we won't get all the people on and off on time," he said.

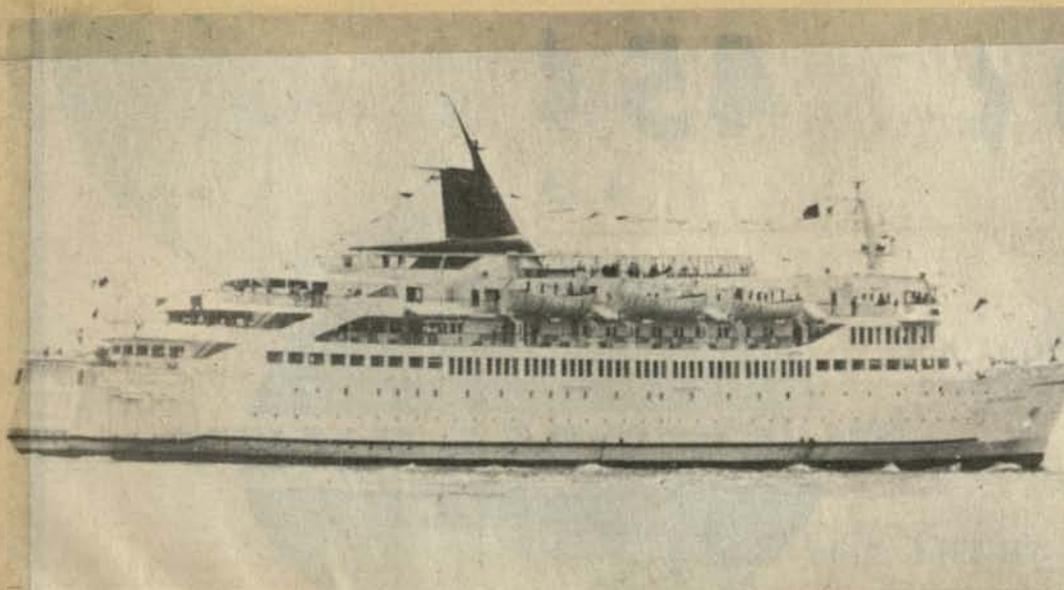
Once on its regular run, the ferry will come to Juneau Monday, Wednesday and Saturday on the northbound run and Monday evening, Thursday afternoon and Saturday evening on the southbound run, Lockert said.

He added that he couldn't give specific times until after the shakedown runs.



Alaska Shows Off New Ferry

The Stena Britannica, Alaska's new \$7 million ferry liner, showed off the movable bow which permits her to unload vehicles at piers. The ship arrived in Seattle at 8:45 p. m. yesterday for adjustments prior to going into service between Prince Rupert, B. C., and Haines, Alaska. The 363-foot luxury vessel, purchased from Sweden, is at the Todd Shipyards Corp. here. The ship, to be renamed the Wickersham, will leave from Seattle's Pier 30 Sunday.—Times staff photo by Ron De-Rosa. (See Page 41 for details and more photos.)



NORTH TO ALASKA—The flag bedecked 363-foot ferry Stena Britannica headed out of Puget Sound Sunday carrying its first group of 130 passengers to Prince Rupert, B.C. The Alaska-owned vessel will be rechristened the M.V. Wickersham and will operate between Haines, Alaska, and Prince Rupert flying a Panamanian flag. The vessel underwent final repairs in Seattle. (AP Wirephoto)

Don Page



Ferry Fight All In Family

Seattleites aren't the only ones casting envious glances at Alaska's superferry today. The offshore unions are giving a hungry once-over to the 120 jobs represented by the ferry Wickersham—ex-Stena Britannica.

Those jobs are now manned by the Inlandboatmen's Union of the Pacific. This little flurry is all in the family, so to speak. The Inlandboatmen are an affiliate of the Seafarers International Union, the national body that also includes the West Coast's Marine Cooks and Stewards, Firemen & Watertenders and Sailors Union of the Pacific. It's this family relationship that has kept this rumble from getting rough. But even at that, SIU president Paul Hall reportedly is flying out from the East Coast next week to help smooth feathers among his West Coast brood.

OFFSHORE UNIONS argue that Alaska's new 363-foot ferry actually is a passenger liner, and they stress that "Inland" in the Inlandboatmen's Union's name. Inlandboatmen's Union leader Merle Adlum points out that his union has grown with the Alaska ferry system, helped develop it, in fact. Adlum's union gives job preference to Alaskans and still has built a contract that pays able seamen more than \$700 a month for a week-on, week-off schedule. "We think we've done a good job," Adlum admits.

WITH BARGES REPLACING FREIGHTERS and the U.S. passenger ship fleet growing ever smaller, offshore union's interest in the Wickersham is understandable. Ed Coester, the Sailors Union agent here, told us the other day, "We don't approve of a state in the transportation industry interstate . . . We object to big passenger ships running to waters that are not inland."

MARINE COOKS AND STEWARDS agent Charlie Green went a step forward. He wrote a polite letter to Alaska Gov. Wally Hickel. Green pointed out that his union represents stewards aboard major West Coast luxury liners. The Marine Cooks have a pool of trained men, Green noted, and he'd be happy to sit down with Hickel and discuss manning the Wickersham on her Alaska runs out of Seattle.

In Hickel's absence, his administrative assistant, Pat Ryan, replied to Green as politely as the Marine Cooks agent had written. The new ferryboat has been rescheduled to run between Prince Rupert and Haines, Ryan wrote, and the Inland boatmen were having no trouble manning her, thanks.

ADLUM HAS BEEN SCURRYING to round up the 120 men his union needed for the Wickersham's two crews. He told us yesterday that he has them. They include 30 or 40 men from Southeast Alaska—about the last qualified men from up there—plus a good ratio of Negroes in the stewards department to give the crew its proper racial balance.

Green, in turn, says the Marine Cooks aren't pushing the issue, as long as the Wickersham sails out of Prince Rupert instead of Seattle. Green indicates his union isn't so interested in the smaller ferries of the Malaspina class that now are scheduled for weekly Seattle calls. "No action is contemplated," he says, "in the near future, anyway. But we like to think that any American passenger liner will give proper consideration to our members."

PARADOXICALLY, the seagoing jobs at issue aboard the Wickersham are under the Panamanian flag. The Jones Act has kept Alaska from registering this foreign-built ship under the U.S. flag. But, of course, Governor Hickel will keep her sailing with a full Yankee crew and American shipboard conditions.

ROUGH UNION WATERS OR NOT, the new Swedish ship proved on her way here that she can handle rough waters afloat. Coming up the Pacific Coast, she hit sloppily going that slowed her 23-knot cruising speed to about 19. But her stabilizers took a lot of the swing and the sway out of her motion.



NEW FERRY—Gov. Walter J. Hickel poses in Seattle with a model of Alaska's new Swedish-built ferry the M.V. Stenna Britannica, which Hickel earlier said might run from Seattle to Alaska. The ship is now scheduled to run between Prince

Rupert and Haines, to comply with Jones Act restrictions. The act prohibits a foreign built ship from carrying freight and passengers between two American points. The ferry is expected to arrive in Seattle June 1.



Swedish Ferry Purchase Leaves State Officials In A Maze of Problems

Panhandle Ports Due for Changes In Service Level

By DIANA DUNCAN
Empire Staff Writer

The \$6.9 million purchase of the new Swedish ferry the M.S. Stenna Britannica has plunged the Alaskan government into a maze of problems through which officials seem to be confidently, but somewhat blindly groping.

Specific information is scarce, since no one has seen even the floor plans of the ferry. They were mistakenly sent to Seattle, but the matter has caused in the words of one official "many a headache."

What is involved in the State of Alaska owning and operating a foreign vessel?

—The state must contend with the federal Jones Act which prohibits a foreign ship from being registered in the United States or from carrying passengers or freight between two American points.

—The Swedish built ship does not comply to the U.S. Coast Guard safety standards.

—It loads fore and aft; Alaskan docks are built for side loading ferries.

—Since European electrical current is different from American, convertors will be needed for the tourists' electrical appliances.

—The ship's parts down to the nuts and bolts will be of European make and sizing which are not interchangeable with American.

Why did the state buy a ship under these circumstances? According to William Bendixon, director of marine transportation, the primary reasons were the ship's relative low cost and immediate availability. Alaska will pay 6.9 million for a ship that would, the director said, cost about \$15 million to build in the United States.

Bendixon denies the rumor that it will cost \$3 million to change the ship to conform to U.S. standards and make docking arrangements. The long run figure shouldn't be more than \$1 million he maintains, adding that there is still too little information to know for sure what will be needed and how much it will cost.

The low bid by an American company was 7.9 million for the basic ship, which would include none of the luxuries of the Stenna Britannica. "It would be an austere ship by comparison," Bendixon said. Moreover, the American built ship would not be available for two years.

"With the Vietnam situation as it is, the large shipyards are not interested in building for us, and so they bid high," the direc-

tor explained.

Feeling that the state of Alaska wanted and needed a ferry now, the government went ahead and bought the Swedish vessel, hoping to work out the details as they became problems.

To comply with the Jones Act, the state will run the new ferry between Prince Rupert and Haines, and will carry no freight. The Britannica will stop at Juneau and Ketchikan, but will be permitted only to disembark passengers on the northbound run and take them on for the southbound run.

According to Bendixon, Alaska's congressional delegation is now at work trying to obtain a waiver of the Jones Act, but the director refused to speculate on the possibility of obtaining a waiver. "That's for the men on the hill to say," he said, alluding to Gov. Walter J. Hickel's office, and added that "We've received a lot of criticism for trying."

Ferries will stop in Juneau 16 times a week. Of these, 10 will be made by Malaspina-class ferries traveling between Alaskan ports, and six will be by the Britannica. Petersburg and Wrangell will have ferries 10 times a week, since the new ship will not go into these ports.

Last year the three ports received 12 stops a week. Skagway will get ferry service five times a week compared to last year's six.

R. M. (Bud) Urquhart, traffic manager for the Division of Marine Transportation maintains, however, that fewer stops will not mean reduced service or fewer tourists.

According to Urquhart, about 35 per cent of the cars going between Haines and Prince Rupert last year were "through traffic," belonging to people who didn't want to stop at all the southeastern ports.

"If we put the through traffic on the Britannica," he said, "we will free the other ferries for (Alaskan) interport traffic."

The traffic manager predicted an increase of tourists in all Southeastern towns. He feels that the operation of the Stenna Britannica will cut down on the backlog of cars in Haines and thereby entice more tourists to ride the ferries.

Asked about modifications needed on the Stenna Britannica to bring it up to U.S. Coast Guard standards, Commander Kenneth Hofstra said that the Coast Guard knows nothing about the ship except its name.

"As long as it is flying a foreign flag there's no reason for anyone to give us information on it," the Coast Guard officer said.

Marine transportation officials are quick to defend the safety standards of the new ferry. The ship must meet the minimum Safety of Life At Sea (SOLAS) standards established by all maritime nations. These, according to Bendixon, are similar to U.S. Coast Guard regulations for American vessels.

"There is no intention of dodging Coast Guard rules," he stated. "We intend to comply as much as possible with the stricter rules."

But getting the ship registered is another matter. According to the director the ship will probably be registered in Liberia and fly the Liberian flag.

This has a definite psychological drawback as it "looks unpatriotic." But to get re-registered and sail under an American flag the state must first obtain a waiver on the Jones act, and then bring the Britannica up to Coast Guard standards.

Another big, and thus far unsolved problem is staffing the ferry. The Britannica carries a maximum of 1,300 passengers, has 8 life boats and 40 life rafts. SOLACE regulations specify that there must be 4 crewmen per life boat and 1 per life raft holding certified life boat tickets.

"We've scraped the bottom of the barrel on Alaskan citizens," Bendixon said, "and now we're recruiting outside." But the shortage members is still "critical."

The currently proposed solution is to carry fewer than the maximum 1,200 passengers, thus requiring fewer life boats and fewer crew members, but Bendixon confessed he had "no idea" how much the state could or would cut back on passengers.

He estimated that the ferry would probably need a crew of about 60, which, due to the state's "double crew" policy means finding 120 certified crew members.

Loading and unloading the Stenna Britannica has proved another headache for Marine transportation officials. The dock at Prince Rupert is built for an end loading ferry, but Bendixon said no one yet knows for sure which end of the ferry, if either, would fit the dock. "We'll just have to wait until we can see the plans," he explained.

An outlay of \$25 thousand is anticipated for temporary landing facilities at Haines, which has a side-loading dock. "And that's only temporary," the director emphasized. He added that it has not yet been decided whether to remodel the ship or build new dock facilities. "We haven't had time to worry about docking at other ports," he added.

LAW EXPLAINED:

Rotary to Back Jones Act Waiver

By DIANA DUNCAN
Empire Staff Writer

The Juneau Rotary Club, at the urging of Rep. Bill Ray D-Juneau, has taken it on itself to conduct a statewide campaign to drum up support for the administration's efforts to secure a waiver of, or amendment to, the Jones Act.

George Benesch, assistant attorney general and Harold Strandberg, commissioner of Public Works, addressed the club Tuesday noon to explain the act and the attempts being made to change it.

Actually the Jones Act is a misnomer, Benesch said. The restrictions governing the operation of the new Swedish-built ferry are contained in three separate statutes. These laws are in turn, part of the cabotage laws which are aimed at restricting all shipping on foreign registered vessels.

The Jones Act, or Merchant Marine Act of 1920 is primarily concerned with the safety and welfare of merchant seamen, he explained. The section prohibiting the shipment of merchandise on foreign-registered vessels constitutes only a small portion of the act. In the case of Alaska, however, he pointed out, that portion has proven significant.

One of the other two statutes prohibits registering a foreign-built vessel in the United States and the other precludes the transportation of passengers between American ports on foreign registered vessels, Benesch said.

Benesch called the laws, which were passed between 1792 and 1920 "a substantial burden on the commerce of this state."

"The U.S. cabotage laws are in dire need of some sort of amendment," he told the club. He said that his office has prepared two proposals to be introduced in Congress.

One would permit the Wickersham to be registered as a United States vessel, the other would permit the ferry to operate between U. S. ports even though registered in Panama.

The attorney speculated that the second proposal would be more easily come by, since there is a precedent for it, Canadian ferries have been granted exemptions from the cabotage laws

since 1954, Benesch said, but he knew of no foreign-built ferry ever being registered under the United States flag.

Benesch added that the two proposals concerned the Alaskan ferry only, and would not throw open the door to all foreign built ships.

About 73 per cent of actual tonnage shipped by American companies goes on foreign built and registered ships, he said.

According to Commissioner Strandberg, the Wickersham will be run entirely in accordance with the restrictions of the cabotage laws. "We have no intention of defying the Jones Act," he said.

The ferry will be run between Prince Rupert, B. C. and Haines, with "offloading" stops at Ketchikan and Juneau on the north-bound run and "onloading" stops at those cities on the south-bound run.

The commissioner said that to run the ferry between Seattle and Prince Rupert (which has been suggested by Sen. E. L. Bartlett, D-Alaska) would only serve to further burden an already overloaded ferry system.

Strandberg added that while the state has no plans for it at this point, a cruise from Prince Rupert up the Alaskan coast to the Cook Inlet area, to Hawaii and back to Prince Rupert offered "some interesting possibilities."

Benesch said that he thought Sen. Bartlett, Sen. Ernest Gruening, D-Alaska and Rep. Howard Pollock, R-Alaska would all support the proposals, and that they would be introduced simultaneously in both houses of Congress.

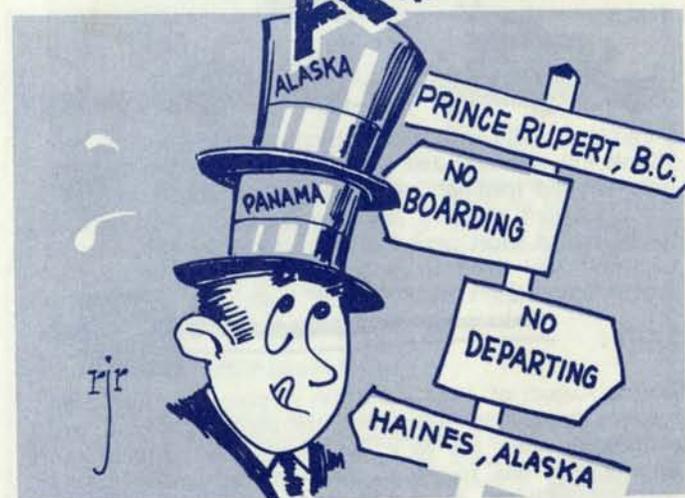
"There is a good chance for either one or both of the bills," he said.

Ray urged the club to "spearhead" a statewide campaign "to support the much needed waiver or amendment." He assured the group that Rotary is a proper vehicle for such a campaign and that the task was worthy of Rotary.

Club members voted almost unanimously to take up the project. Details will be worked out by the board of directors and presented at the next meeting.

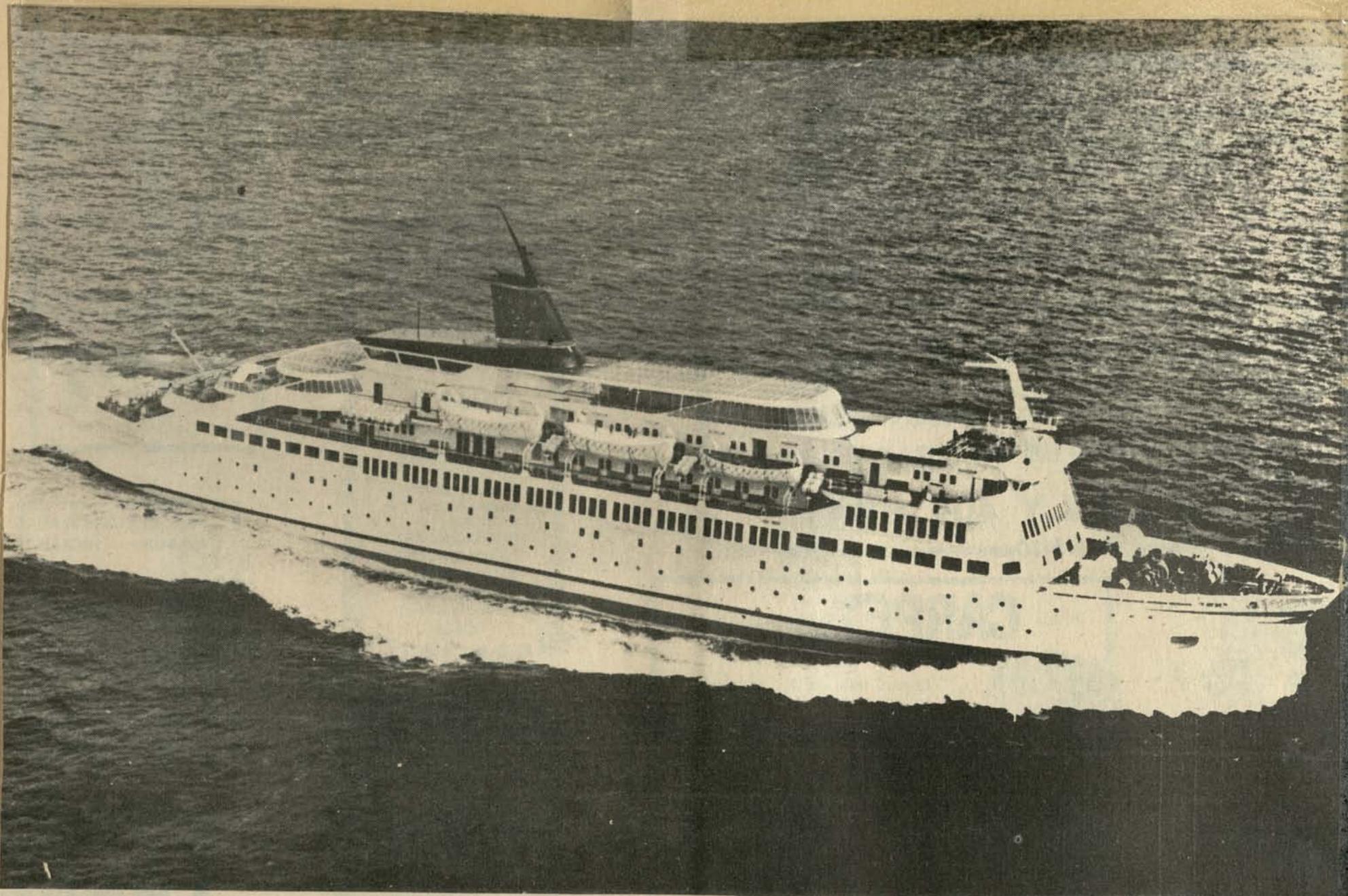
Keeping Up

WITH THE JONES ACTS



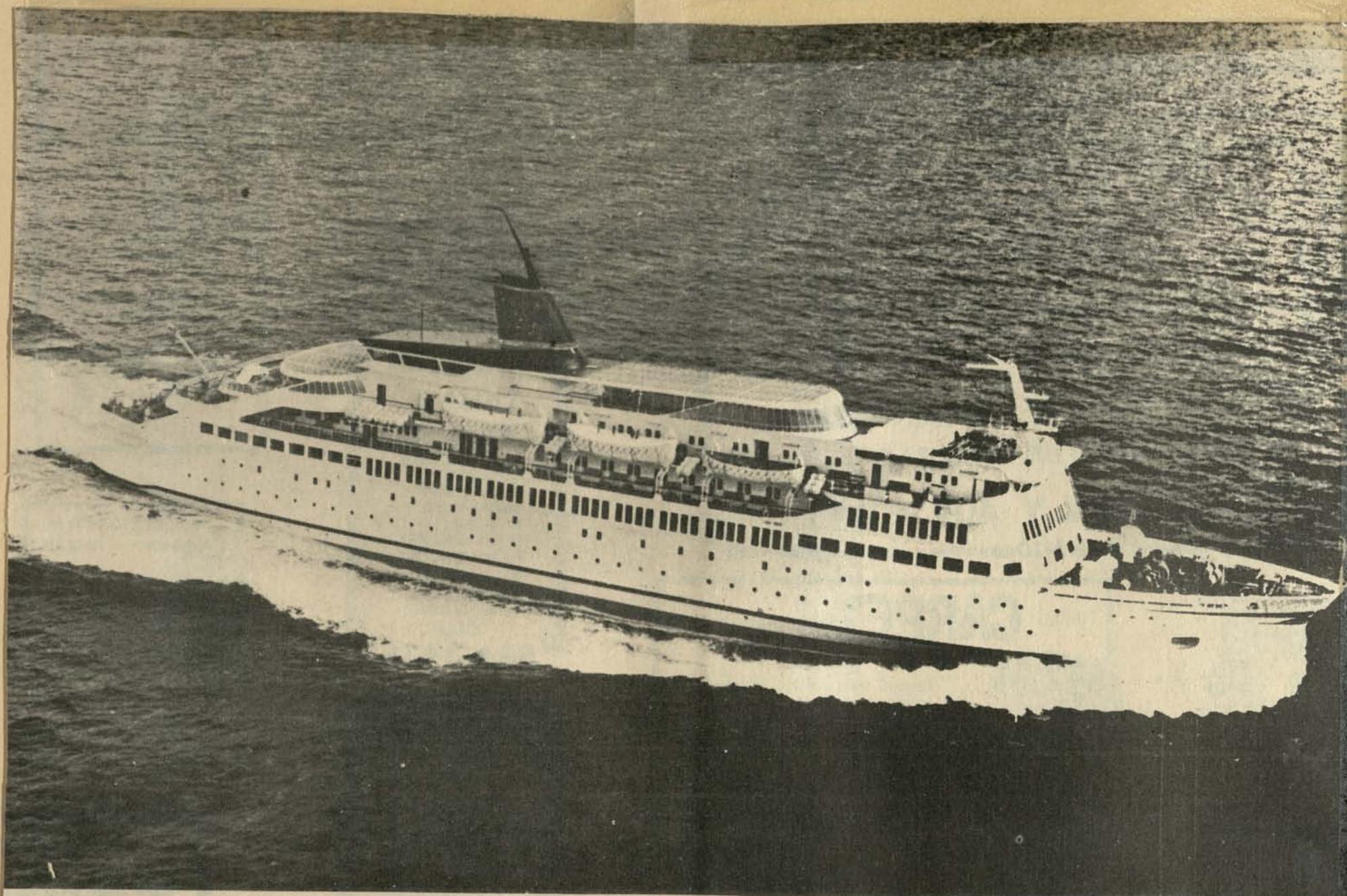
Or "Why Sometimes You Can't

Get On and Off
the M/V Wickersham"



**A GOLDEN NUGGET SALUTE
TO THE MV WICKERSHAM**

ALASKA
AIRLINES



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Benesch called the laws, which were passed between 1792 and 1920 "a substantial burden on the commerce of this state."

"The U.S. cabotage laws are in dire need of some sort of amendment," he told the club. He said that his office has prepared two proposals to be introduced in Congress.

One would permit the Wickersham to be registered as a United States vessel, the other would permit the ferry to operate between U. S. ports even though registered in Panama.

The attorney speculated that the second proposal would be more easily come by, since there is a precedent for it, Canadian ferries have been granted exemptions from the cabotage laws

since 1954, Benesch said, but he knew of no foreign-built ferry ever being registered under the United States flag.

Benesch added that the two proposals concerned the Alaskan ferry only, and would not throw open the door to all foreign built ships.

About 73 per cent of actual tonnage shipped by American companies goes on foreign built and registered ships, he said.

According to Commissioner Strandberg, the Wickersham will be run entirely in accordance with the restrictions of the cabotage laws. "We have no intention of defying the Jones Act," he said.

The ferry will be run between Prince Rupert, B. C. and Haines, with "offloading" stops at Ketchikan and Juneau on the northbound run and "onloading" stops at those cities on the southbound run.

The commissioner said that to run the ferry between Seattle and Prince Rupert (which has been suggested by Sen. E. L. Bartlett, D-Alaska) would only serve to further burden an already overloaded ferry system.

Strandberg added that while the state has no plans for it at this point, a cruise from Prince Rupert up the Alaskan coast to the Cook Inlet area, to Hawaii and back to Prince Rupert offered "some interesting possibilities."

Benesch said that he thought Sen. Bartlett, Sen. Ernest Gruening, D-Alaska and Rep. Howard Pollock, R-Alaska would all support the proposals, and that they would be introduced simultaneously in both houses of Congress.

"There is a good chance for either one or both of the bills," he said.

Ray urged the club to "spearhead" a statewide campaign "to support the much needed waiver or amendment." He assured the group that Rotary is a proper vehicle for such a campaign and that the task was worthy of Rotary.

Club members voted almost unanimously to take up the project. Details will be worked out by the board of directors and presented at the next meeting.

Alaska asked congressional action on this is still to provide federal aid to of an American built

But Alaska has

Alaska purchased luxury ferryliner, named WICKERSHAM, built in Panama on the WICKERSHAM route between Prince Rupert and Skagway, Alaska.

U. S. Maritime passengers aboard the from being transported cities. On northbound boarding at Prince Rupert Ketchikan, Juneau, Haines but no passenger or Ketchikan, for example or Haines. Similarly, passengers may board Juneau and Ketchikan destination is Prince Rupert.



PS

Alaska M/V MATANUSKA, M/V and the M/V WICKERSHAM constructed and most cost in excess of two affected by the Jones Act S. ports without highway system (improved) manned by ALASKA Boatmen's Union of Marine Engineers' maintained and supported.

Published and Printed

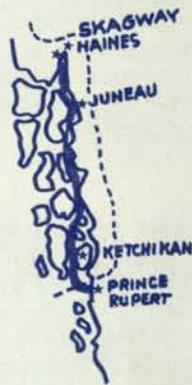
ress for a waiver to the Jones Act and
 pending. Alaska asked congress to
 highways funds for the construction
 ship...and this request is also pending.

and a final ace in the hole.

the Swedish-built
 named it the M/V
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 M/V WICKERSHAM
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A
 confusing
 situation?

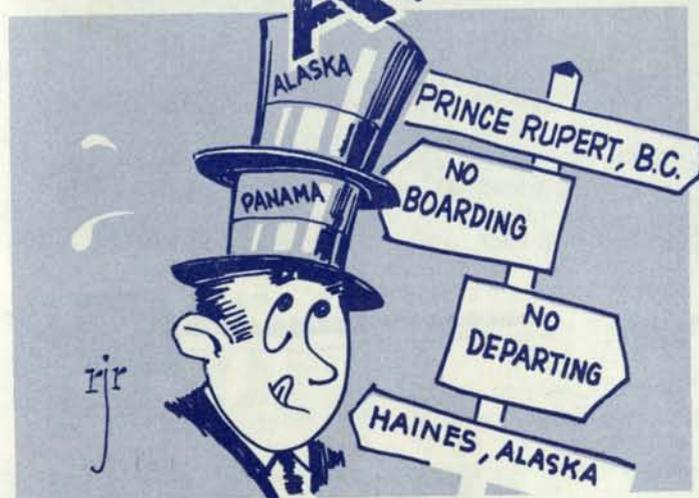
It is indeed! And quite frankly, Alaskans feel
 at because of their unique situation, the
 Jones Act should be immediately waived for
 the marine highway system. Alaskans and their
 guests could then "get off or on" as they desire.
 would simplify things!

Alaska's fleet of modern vessels includes the
 CHILKAT, M/V TAKU, M/V
 MALASPINA, M/V TUSTUMENA
 WICKERSHAM. The first five ships were
 built in American shipyards at a total
 of twenty million dollars. None of these is
 subject to the Jones Act and can be scheduled to any U.
 S. port without restrictions. All ships of the marine
 fleet (including the M/V WICKERSHAM) are
 operated by crews associated with the Inland
 Marine Association of America, Master Mates and Pilots, and
 the Beneficial Association, and all are
 licensed by U. S. purchased commodities.

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Keeping Up

WITH THE JONES ACTS



Or "Why Sometimes You Can't
 Get On and Off
 the M/V Wickersham"



GET SALUTE WICKERSHAM

ALASKA AIRLINES

Prop on The Fritz Delays Inaugural Of 'Wickersham'

JUNEAU, Alaska (AP) The gala inaugural trip of the state's new ferry, the M.V. Wickersham, will start a day late, the office of Gov. Walter J. Hickel announced Monday night.

The inaugural trip had been scheduled to start at 6 p.m. Tuesday from Prince Rupert, B.C.

But the \$7 million Swedish-built vessel had a mechanical breakdown in the mechanism of one of its two reversible propellers Monday on its regularly scheduled run from Ketchikan to Juneau.

The ship limped out of the Auke Bay Terminal hours behind schedule at about 7 p.m. Monday after divers had inspected the propeller and efforts were made to repair it.

The governor's office said the ship was able to run under power from both its engines, but its cruising speed had been reduced.

The new departure time from Prince Rupert has been set for 3 p.m. PDT, Wednesday.

The christening ceremony at Juneau is scheduled for Thursday.

The state travel division, which handled the arrangements for the cruise, sent out more than 100 telegrams to invited guests who had not yet departed for Prince Rupert.

Arrangements were made for Tuesday night accommodations at Prince Rupert for those who had already left for the Canadian city.

Engineers from the firm that manufactures the Wickersham's propellers were to be flown to Juneau from San Francisco and Montreal Tuesday, transferred to a float plane and flown to the ship as it makes its way down the inside passage.

Engineers aboard the ship radioed to Juneau Monday night that the problem appeared to be less serious than at first feared.

The Wickersham was bound for Haines when it sailed from Juneau Monday evening. After discharging its passengers it was to have a nonstop run back to Prince Rupert.

The breakdown was similar to the malfunction that delayed the arrival of the vessel, formerly the Stena Britannica, from Sweden. The ship had to be drydocked in Southern California for those repairs.

Aside from the 21-hour difference in departure time, the governor's office said, there should be little change in the schedule of events. The arrival time at Ketchikan on the inaugural cruise is expected to be 9 p.m. Wednesday. Arrival at Juneau is expected late Thursday afternoon.

Mayor Peter Lester of Prince Rupert, Hickel and William Murray, speaker of the British Columbia Parliament, will participate in a ribbon-cutting ceremony to start the ship's cruise.

There will be a shipboard dance and reception en route to Ketchikan, where more ceremonies are planned. There will be an open house aboard the vessel at each stop.

Mrs. Hickel and Mrs. Ruth Allman, a relative of the late Judge James Wickersham, will rechristen the ship at the subport dock in Juneau.

From there the ship will go to Haines and Skagway, arriving late Thursday night.

Inaugural Voyage Starts The Same -- Except That ...

The governor's office today said that the schedule for the inaugural voyage of the M.V. Wickersham would be the same as earlier announced, only moved up one day. But officials were down at the dock in Prince Rupert, B.C. to greet the ferry about noon, instead of the scheduled 3:30 p.m. arrival time.

Mayor Peter Lester of Prince Rupert, Gov. Walter J. Hickel and William Murray, speaker of the British Columbia Parliament, are to speak at the dock side ceremonies.

According to the schedule issued by the governor's office, a reception for American guests will be held at the Fishermen's Hall in Prince Rupert prior to departure of the ferry at 6:00 p.m.

Guests will be piped aboard the Wickersham by a pipe band which will accompany the ship to Ketchikan.

Following dinner aboard ship, dancing to live music and a no-host reception will provide entertainment for passengers until approximately 10:45 p.m. when the vessel arrives in Ketchikan.

There, further addresses by Mayor Oral Freeman, Gov. Hickel and Canadian dignitaries will precede presentation of a plaque and a picture to the ship by Ketchikan Chamber president Pete Ellis. Dockside entertainment will include Saxman Indian dancers, band music and a per-

formance by the Fort Tongass Drum and Bugle Corps of Ketchikan.

Open house will be held in Ketchikan as well as Juneau, Haines, and Skagway.

Following departure from Ketchikan, dancing will continue.

Arrival in Juneau is scheduled for 2:00 p.m. Thursday. A dockside concert will be performed by the Elmendorf Air Force Band. An official welcome by civic officials will precede an address by Gov. Hickel following which the Wickersham will be officially re-christened by Mrs. Hickel and Mrs. Ruth Allman, a relative of the late Judge James Wickersham. The band will continue to play at dockside during the open house inspection period.

The ship is scheduled to depart from Juneau at approximately 4:00 p.m. for arrival in Haines about 9:00 p.m. Here, after greetings by civic officials, passengers and residents will be entertained at dockside by the famed Chilkat Dancers of Port Chilkoot and by can-can dancers.

Following a 10:30 p.m. departure from Haines, the ship will proceed to Skagway where it is expected to arrive about 11:00 p.m. Aboard ship, Skagway residents will put on a "Days of '98 show" including a re-enactment of "The Shooting of Dan McGrew."

Hurrahs Mark Send-Off

KETCHIKAN (AP) — More than 300 happy and noisy Alaskans and Canadians Wednesday formally inaugurated the Alaska Marine Highway System's newest ferry, the M.V. Wickersham.

The Swedish-built vessel, purchased for about \$7 million departed Prince Rupert, B.C., at 3 p.m. and arrived in Ketchikan at 10:30 p.m. to be met by a crowd of 3,000 Gateway City residents.

Obviously pleased with the reception the ship received, Gov. Walter J. Hickel forecast continued success for the ship. He said, "This is a beginning, but just a beginning. We need at least three ships like this, sailing the coast from Puget Sound to South-central Alaska."

"And," Hickel added, "We need them sailing year-around, winter and summer. There's no coastline in the world that can compare with the coast from Seattle to Haines and Skagway."

"The way to see this coast is aboard the Wickersham. To appreciate this boat, you have to see it."

The vessel, more luxuriously appointed than any of the other ships in the Alaska Marine Highway System, drew additional favorable comments from other passengers.

Jeanne Tallman, assistant to the publisher of Travel Agent Magazine, said "I am very impressed. It's a wonderful ship."

Rep. Ed Orbeck, D-Fairbanks, described the Wickersham as "A beautiful boat — a fine addition to the ferry system."

House Republican Majority Leader Ted Stevens of Anchorage agreed, saying, "If every Alaskan could see this ship there would be no question about it."

State Chamber of Commerce Manager Don Dickey of Juneau commented, "It's a fabulous ship. I only hope that we can get a speedy waiver from the Jones Act, so that Alaskans can get full utilization of this great ship."



Wickersham Late; Ferry Bind Tight

By DIANA DUNCAN
Empire Staff Writer

Mechanical problems, a pile-up of tourists in Haines and Prince Rupert, bad weather and delay at the Sitka Narrows have thrown the whole Alaska State ferry system into disarray.

The M.V. Wickersham, originally scheduled to arrive in Juneau at 2 p.m. Wednesday, is chugging along on only one engine and will be docking at 1 a.m. Friday, with dockside ceremonies set for 9:00 a.m.

And the Malaspina, scheduled to run from Haines to Seattle, leaving Juneau at 5 a.m. this morning, left at 10:30 a.m. for Prince Rupert stranding a number of Seattle-bound passengers in Juneau, according to travel service personnel.

To top it all the state is suddenly faced by the same problem it experienced last year—a 400-person back-up of tourists in Haines, and a back-up of undetermined size in Prince Rupert.

The Malaspina, caught behind the narrows at Sitka, was delayed 12 hours. It is now running only as far as Prince Rupert. "That will take care of the backlog," Pat Ryan said.

According to Ryan, other ferry schedules will not be affected by the Wickersham and Malaspina scheduling problems, and the whole system should be straightened out by next week.

The Wickersham broke down in Auke Bay Monday on its regularly scheduled "Shake down run" from Ketchikan to Haines. The problem lies in the propeller pitch control the Governor's assistant explained, adding that "we've had the same problem with our other ferries."

The Wickersham was finally pulled by a tug from the Auke Bay terminal about 7 p.m. Monday after divers had inspected the propeller and tired to repair it. Repairmen called from San Francisco and Montreal are now on board, but nothing can be done as long as the ship is moving, Ryan said.

The Wickersham is currently cruising on one engine at 14 knots.

ural ceremonies committee.

She explained that they couldn't afford to put the band up for the night, and the uncertainty of the arrival time made further arrangements impossible.

The Coast Guard Cutter Sweetbriar is also expected in this evening, but Coast Guard officials said that as soon as they learned when the Wickersham would be in they would make arrangements accordingly.

In Ketchikan Wednesday, the ship got a tremendous welcome, Ryan said. Some 3000 residents of the "First City" turned out to greet the ferry.

Juneau state employees will be granted leave from 8 a.m. to 10 a.m. Friday to attend the visit of the superferry during open house festivities here, he announced.

Mrs. Walter J. Hickel and Mrs. Ruth Allman will be christeners of the new ship. According to Mrs. McLean, a California wine company has donated a huge magnum of champagne for the ceremony. "I just hope it breaks on the first try," she said.

"We had to make a big decision that Monday" Ryan said. The ferry was then some 22 hours late, dignitaries were in or on their way to Prince Rupert, and there weren't enough accommodations in town to handle them and the ferry couldn't just be turned around, because it was carrying a regular load of tourists to Haines.

"We sent out the word that she would be late," Ryan said. He added that they found accommodations for all those who were in Prince Rupert. Others stopped along the way.

Mechanical problems were also accompanied by foul weather. Even without propeller trouble, the ferry would be off schedule, Ryan said. He explained that the fog in Prince Rupert was so bad that many dignitaries weren't able to get into town in time to meet the original schedule.

"And we almost had to hold over here, due to weather," he added.

No one knows how long the repairs will take, but Ryan discounted rumors that the ferry would be taken back to Seattle for repair work. It can be done here, he said.

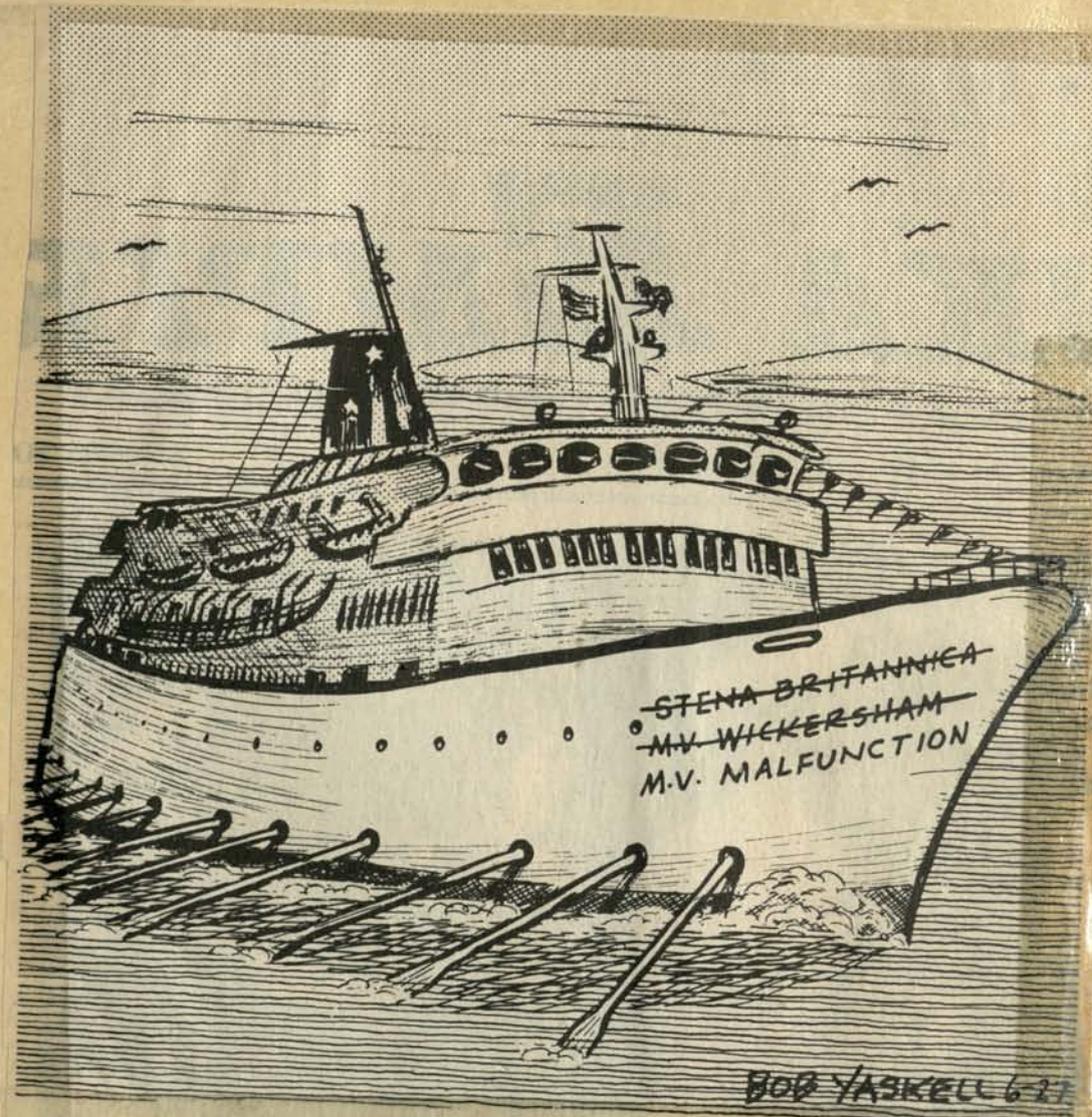
Estimated time is two days, but it could be more or less, he added. According to Ryan, the ferries should be back on schedule by next week.

The Wickersham will be put onto its regular run when fixed. Which way it will set out will depend entirely on the time needed to repair it, Ryan said.

It will go where it would be if nothing had gone wrong.

But one thing is sure—all ceremonies in Haines and Skagway are off. Juneau is the end of the inaugural run.

Ceremonies in Juneau are expected to be much the same as planned, but the Elmendorf band, which was to play will not be coming, according to Isabel McLean, a member of the inaug-



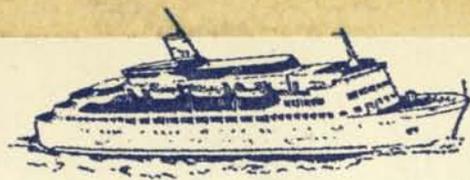
JUNEAU, ALASKA, FRIDAY, JUNE 28 1968



KER-SMASH—With a mighty swing Mrs. Walter J. Hickel christens the good ship Wickersham, putting an end to all fears that the bottle might not break on the first blow. Mrs. William Boardman, (in coat) cheers and Gov. Hickel ducks the champagne bath which drenched participants. Mrs. Ruth Allman, co-christener of the M.V. Wickersham is partially obscured by Martin F. (Bill) Schafer, director of the Travel

Division, who served as master of ceremonies. A few moments later someone produced towels so the inaugural party could dry off. The christening ceremony took place about 9:30 this morning at the U.S. Coast Guard dock in the sub-port area. The Wickersham is now tied up at the Alaska Steamship Dock for repair work. (Photo by Elaine Mitchell)





CAPTAIN HERBERT LOCKERT

INAUGURAL VOYAGE - JUNE 1968

M. V. WICKERSHAM

Wickersham Christened

JUNEAU (AP) — With the crash of a bottle of champagne on the starboard bow rail today, the new Alaska superferry was christened the M. V. Wickersham.

The christening by Gov. Walter Hickel's wife, Ermalee, was the climax of a two-day inaugural cruise from Prince Rupert,

B.C.

In brief remarks from the bow of the ship as it lay alongside the government dock in Juneau, Hickel paid tribute to the late Judge James Wickersham, for whom the vessel was named.

"Judge Wickersham overcame the impossible," the governor said, "and this ship too will overcome the impossible."

He referred to the restrictions under which the state must operate the \$7 million vessel.

Because it was not built in this country, the Wickersham must operate under restrictions of the Jones Act, which forbids the use of foreign bottoms for shipping between American ports.

The state is seeking a waiver from the act.

The year-old ferry, which was built in Norway, was bought by the state from Sten Olson shipping lines of Sweden.

The inaugural cruise was marred by a malfunctioning propeller, which resulted in a day's delay of the start of the trip and a late arrival in Juneau.

The Wickersham had been scheduled to continue to Haines and Skagway, but the remainder of the cruise was canceled so the ship could lay over in Juneau for two days for repairs.

A crowd estimated by police at 2,000 turned out under overcast skies for the christening.

Mrs. Ruth Allman of Juneau, a niece of Judge Wickersham, a pioneer Alaska jurist and legislator, presided with Mrs. Hickel in the christening.



SO EARLY IN THE MORNING—The new Alaskan ferry, which today officially became the M.V. Wickersham, pulls into the U.S. Coast Guard dock in Juneau. Gov. Walter J. Hickel stands at the bridge and other dignitaries hang over the railing as the inaugural voyage comes to an end. It was 2:00 a.m. when the Wickersham got in, some 36 hours behind schedule. About

70 persons were out to greet the ferry as it came in—compared to a crowd of about 2,000 who showed up for the actual christening, but they braved the rain and waited until a gang plank was put in place and the Governor debarked.

(Photo by Elaine Mitchell)



MRS. HERBERT LOCKERT

INAUGURAL VOYAGE - JUNE 1968

M. V. WICKERSHAM



**A historic name is added
to a colorful roster of ships that opened the sea lanes to Alaska:
M/V WICKERSHAM**

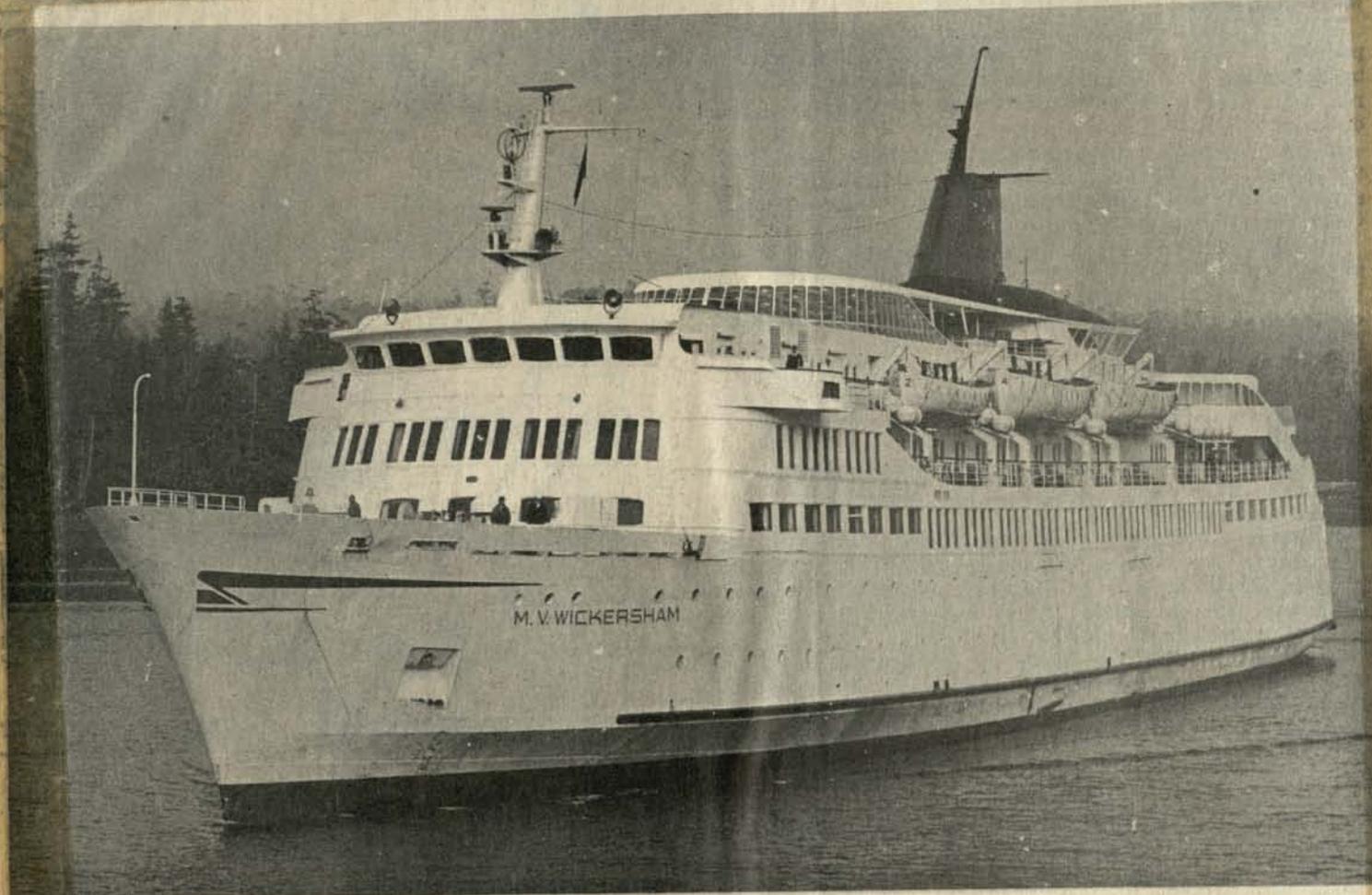
The names of passenger ships that linked Alaska to Seattle and the Outside have created a colorful tapestry; strong threads that were woven into a bright new state. Sidewheelers like the *George E. Starr* and *Eliza Anderson*. Tiny steam schooners carrying more horses than passengers. Ships with shady pasts—the ex-gun runner *Portland*, that turned on a stampede with a single headline: "A Ton of Gold!" Sweaty ships with dainty names: *Rosalie* and *Daisy*. Hopeful names: *Utopia* and *Excelsior*. Star-spangled names of Admirals—*Evans*, *Sampson* and *Watson*, and those evoking far-off places; *Valencia*, *Pak Shan*, and *Athenian*. Ships like the *President*, *Senator* and *Governor*, politely whistling at passing Princes and Princesses

out of Vancouver. And in the prejet-yesterdays, the docking whistles of the *Northland*, *North Sea* and *North Coast* echoing down Tongass Narrows, Gastineau Channel and Taiya Inlet, sometimes mingling with the sawing strings of the all-girl orchestras aboard the *Yukon*, *Aleutian*, *Alaska*, *Baranof* and other ships bringing tourists by the boatload. Today, State of Alaska service between Seattle and Alaska ports has added proud new names to the roster. So here's a salute to the *Taku*, *Malaspina* and *Matanuska*, and the newest of the fleet, the *Wickersham*. Once again, they are making the Seattle-Southeastern Alaska run into America's most popular sea lane.

The Port of Seattle

Southern terminus of the Alaska Marine Highway.

For your 15" x 22" copy of the above original drawing of the M/V Wickersham, by James Jerome Hays, just write Port of Seattle Trade Development Office/Richard Berg/P. O. Box 2356/Anchorage.



ALASKA'S NEW FERRY, the M.V. Wickersham, was in Ketchikan twice Friday. In the morning it was southbound to Prince Rupert, completing its first trip. In the evening it was northbound on its second shakedown cruise before the inaugural run next Tuesday. The vessel is the former Stena Britannica, a Swedish-owned vessel

which Norwegians in this community point out was built in Langsund, Norway. It is one of two built by a Norwegian company for a Swedish company. The Wickersham arrives in Ketchikan at 10:45 p.m. Tuesday on its inaugural run. Approximately 50 persons from the Ketchikan area will be aboard.
-Morgan's Photos

ALASKA'S SUPERFERRY Wickersham will try to repair her propeller cam-shaft trouble at Juneau, with

expert Swedish help and parts flown north from Seattle. Seattleites hope she doesn't have to come down here to a drydock. That would put Alaska's new glamor boat out of action at least another week and probably force the State Ferries to skip another scheduled Seattle sailing.

Ferry Schedules

The state's newest ferry the Wickersham, is expected to resume Prince Rupert to Haines service Friday June 5 or early Saturday, according to Capt. Herbert J. Lockert, director of the State Division of Marine Transportation.

Southbound service to Seattle by the Malaspina will be resumed on Wednesday when the vessel leaves Skagway. She has been pinch-hitting for the Wickersham while the new vessel undergoes repairs.

A more specific schedule for the Wickersham will be announced upon completion of work to her propeller pitch control mechanism, Lockert said.

Late Flash!

Captain H. J. Lockert, Director of Marine Transportation for the State of Alaska, has advised the M.V. Wickersham will pull out from the Juneau dock tonight for a trial run.

Capt. Walker said if the trial run proved the ship "AOK" the vessel would resume normal scheduling and proceed to Skagway with departure out of Skagway Thursday morning.

William Bendixon

Capt. Herbert J. Lockert, director of the State Division of Marine Transportation, today announced the promotion of Capt. William Bendixon to Marine Superintendent.

Bendixon has been Port Captain in Juneau for the past four years and has filled in on several occasions in the capacity of acting Marine Superintendent, Lockert said.

Wicky Runs On Schedule

The M.V. Wickersham is running on schedule, with two new hydraulic lines to speed her on her way, the governor's office reported today. The new ferry, plagued by mechanical difficulties since its purchase, left Juneau at 7:00 p.m. Wednesday after a five day overhaul on its propeller.

"It's just great," Joe Holbert, press secretary for Gov. Walter J. Hickel said. The ferry was taken through a full emergency stop test between downtown Juneau and Auke Bay, he reported.

A full emergency stop consists of running the ferry at full speed and then suddenly throwing it into a full throttle reverse, he explained, adding that the Wickersham came to a complete stop in three boat lengths.

"We're real delighted with the performance of the engineers," he said. They finished the repair job two days ahead of the tentative repair schedule.

The Wickersham left Juneau for Skagway and Haines. It left Haines at 7:00 a.m. Thursday with about 250 passengers.

Wicky Won't Run For About A Week

JUNEAU (AP) — The M. V. Wickersham, docked for repairs at Juneau, will be out of service until at least Friday, public works commissioner Harold D. Strandberg said today.

The \$7 million foreign-built vessel, formerly the Stena Britannica, was rechristened Friday and was immediately taken off its Southeast Alaska run for repair of a propeller malfunction that has plagued it since its delivery from Sweden.

Strandberg called in reporters today to explain the problem. He said the engineers believe it was caused by an error in the assembly of the variable pitch mechanism of one of the twin propellers.

The vessel is still under warranty, and the Swedish manufacturer of the propeller assembly will foot the bills for repair, he said.

Because the 363-foot, 1,200 passenger ferryliner is out of service temporarily, the estate canceled the Friday sailing of the Malaspina to Seattle so it could take up the Wickersham's load in Southeastern Alaska.

Strandberg said the repair schedule was going to be "tight," but it was hoped no further cancellations of sailings to Seattle would be necessary. The new ship was bought to enable the state to continue the service to Seattle established last December.

The peak of the summer ferry traffic will be in July, said acting Marine Superintendent William Bendixen.

Strandberg showed reporters a diagram of the reversing mechanism of the Wickersham's propellers to explain the current problem.

He pointed to a three-inch hydraulic pipe, that runs the 100-foot length of each of the engine drive shafts. In addition to holding the fluid under pressure, the pipe serves a mechanical function by traveling forward or backward to change the pitch of the propeller blades.

The guides, which position the pipe in its shaft, appear to have been made slightly under size, Strandberg said, allowing a vibration to weaken the eventually rupture the pipe.

A stronger part is to be machined at Todd shipyards in Sea-

tle and flown back. At the same time, the mechanism on the other side of the ship is to be examined for possible replacement also. The shaft is assembled in 12-foot sections.

Strandberg and Bendixen were high in their praise for the design of the mechanism. Bendixen said it had been proven in hundreds of ships and had been shown to be of sound design.

All the warranties for the year old ship were signed over to the State, Strandberg explained. One benefit will be a modification of the engines to incorporate a new feature, with the parts and installation to be provided without charge by the manufacturer.

Wickersham here Tuesday for inaugural

The M. V. Wickersham, newest vessel of the Alaska ferry system, will arrive here Tues-

day at 3:30 p.m. on her inaugural voyage.

The Prince Rupert secondary school band will welcome the ferry as she docks at the Fairview slip, playing the national anthems of Canada and the United States.

Alaska Governor Walter Hickel and Prince Rupert MLA and Speaker William H. Murray will simultaneously officiate at a ribbon-cutting ceremony.

Platform guests include Mr. and Mrs. Murray, Mayor and Mrs. P. J. Lester, Harold Strandberg, Alaska commissioner of public works; Ron Worley, deputy minister of the B. C. department of recreation and conservation; Monty Aldous, general manager of the B. C. ferry system, and Captain William Kutz of the Wickersham.

Lester will present Hickel with scissors to cut the ribbon and he will in turn present them to Murray.

The Prince Rupert mayor will also make a presentation to Capt. Kutz.

The official party will then proceed to the Fisherman's hall for a reception, starting at 4:20 p.m.

Chamber of Commerce president Walter Smith will act as master of ceremonies.

The Wickersham leaves Prince Rupert at 6 p.m. for Ketchikan.

SPECIAL IN THIS ISSUE

SPECIAL EDITION
The Daily News
PRINCE RUPERT, B.C.

A
HEARTY
WELCOME

M. V.
WICKERSHAM



The Daily News, sponsors of this special edition, and indeed, all of Prince Rupert, take this opportunity to welcome the M. V. Wickersham, her captain and crew on this her inaugural voyage.

This is another happy occasion for our neighbors in the great State of Alaska, and we in Prince Rupert and the whole northwestern British Columbia are proud to be a part of this splendid transportation system.

We take this opportunity also to welcome Governor and Mrs. Walter Hickel on this their first official visit to our city and we hope their stay is an enjoyable one.

The addition of the M. V. Wickersham to the fleet of the Alaska Ferry System is another great step toward bringing Alaska and British Columbia closer together and certainly congratulations are in order to the Governor and all in Alaska for making this possible.

We salute all parts on board the inaugural voyage and wish these smooth sailing and a happy trip.

CHARLES E. GORDANO
Publisher

City Manager Longshores As Ferry Docks Downtown In Spite of Picket Line

By DIANA DUNCAN
Empire Staff Writer
Two men in business suits tied up the Matanuska today. Ignoring the obscenities yelled by an observer, City Manager Herb Lehfeldt and Administrative Assistant Buck

Emery caught the ropes thrown from the ferry by members of the Inland Waters Boatman's union—who didn't seem too happy about it all.

A small outboard motor boat carrying Joe Guy, president of the local International Longshoreman's and Warehouseman's Union, a picket sign and another union member,

led the ferry into dock, where it was greeted by a small crowd of curious onlookers, city, union and state officials and two more picketers bearing signs reading "City of Juneau refuse to honor I.L.W.U. Local 4011."

Ferry passengers seemed confused by it all. "Hey, what's this all about," a woman called down to a reporter.

It was all about the city's decision not to employ longshoremen to tie-up the state ferries, a controversy that has been burning for several months.

Longshoremen, protesting the decision have picketed the municipal building since May 24. But today was the first time that they had picketed the dock, Lehfeldt said.

H.J. (Red) Lockert, director of Marine Transportation said that the docking did not constitute a crossing of the picket line. Only if crew members were to physically cross the line would they be crossing the picket, he explained.

"They are just doing their job aboard the ship."

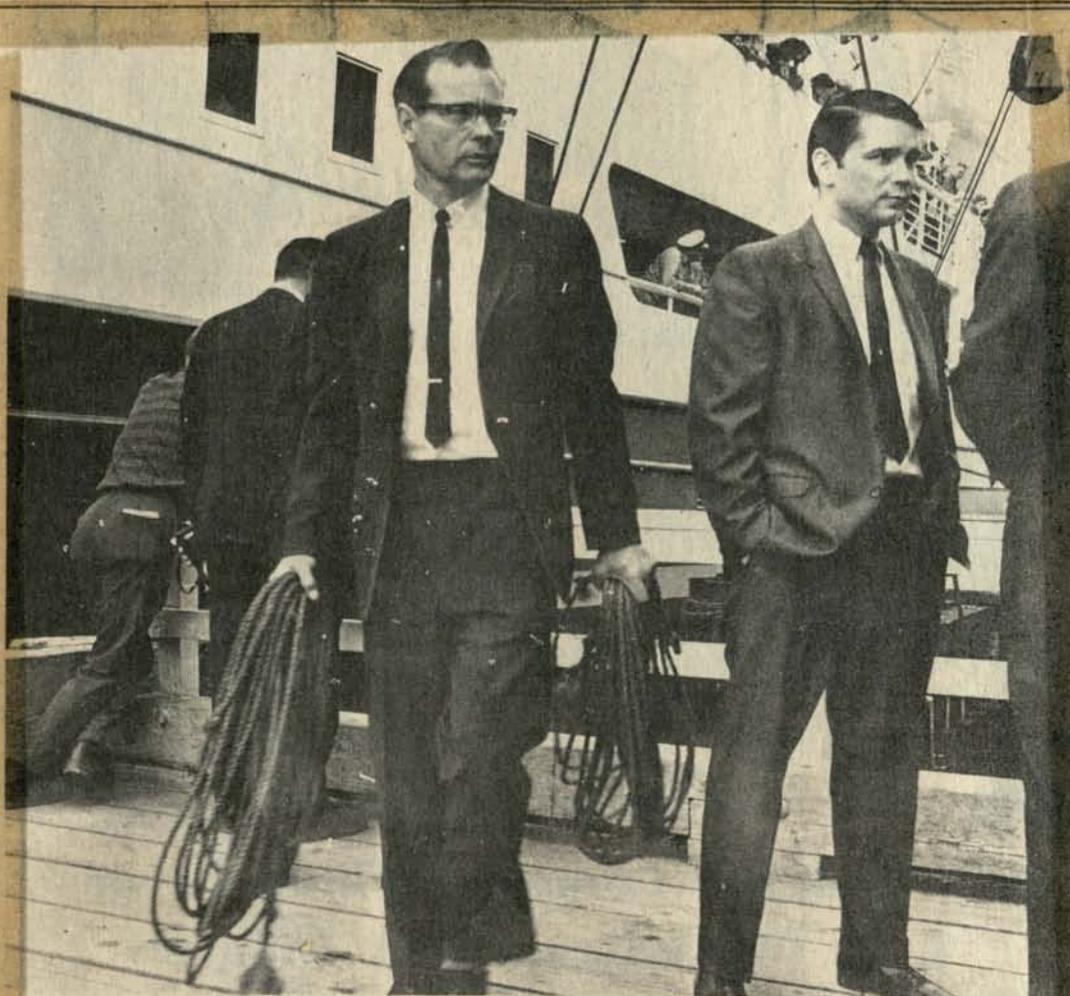
Gregg O'Claray, Alaska representative for the Inlandboatman's Union and Lockert met with crewmembers of the Matanuska at the point where the ramp from shore met the ferry. Lockert and O'Claray were careful not to touch the boat; crewmembers were equally careful not to touch the ramp.

An observer standing on the dock reported that three men were on the bow of the ferry as it pulled into city dock, "apparently ignoring the preparations for throwing the line." She said that the captain called to them to throw the spring line and one of the three went up on the bridge to talk to him.

He returned and the spring line was thrown to the city manager, she said. No one got on or off the Matanuska during the half hour that it was in town. It had earlier stopped at Auke Bay on its way to Prince Rupert.

"Well, some more people got a look at Juneau," an observer remarked as the ferry pulled away from the dock.

Lehfeldt called the docking "a test case." Lockert said that the state was testing the new city dock to see if it would fit the ferries. He added that he did not expect the state to bring ferries into Juneau if the picket lines were continued. "We wouldn't want to subject the state and travelling union members to the embarrassment of crossing a picket line he said."



Dock hands seem to be dressing better these days. Actually it's City Manager Herb Lehfeldt (above) who, with the help of Administrative Assistant Buck Emery, tied up the Matanuska down at city dock this morning.

Joe Guy, president of the Local International Longshoreman's and Warehouseman's union led the ferry to the dock in a small outboard motor boat bearing a picket sign. (right)

On hand were union state and local officials in addition to a small group of curious onlookers.















M. V. Wickersham

Alaska's Newest Superferry

Luxury Liner Is Late for a Date

By **CHUCK HOYT**
Staff Writer

The M. V. Wickersham, nee the Stenna Britannica, was late for its own christening, but only by two days which isn't bad for a child born out of wedlock to a Swedish father, Panamanian mother, and delivered by an Alaskan doctor.

Actually, the Wickersham, which had the traditional jug of champagne jointly smashed across its bow Friday by Gov. Walter A. Hickel's wife, Ermalee, and Mrs. Ruth Almar, a relative of the namesake, is quite a ship. You can take that as gospel from a former old salt that has virtually made an avocation of ferries—the boat kind, not the promiscuous union of those in never-never-land.

This indiscriminate mingling with ferries began during the last great war when 25 months was spent in the U.S. Navy and the only quarterdeck trod was as a paying passenger aboard the Bremerton Ferry in sheltered Puget Sound. Going on to greater things, this old sailor later skippered the Moosegooser II in the last Yukon Marathon from Circle City to Fairbanks when the ill-fated Moosegooser went down when rocks won a battle over a plywood bottom. The gallant crew of this ship was later ferried back to Fairbanks—by airplane. Ferries continued in the life of the writer, when the old Egan administration, in a rare moment of inspiration, needed a scribe of unquestionable ability to sing the praises of the newly inaugurated Alaska Ferry System. This happy union continued for three and a half years until a change-of-command beached the ferry propaganda agent—for the good of the state—they said.

So you see, the writer is on who knows ferries from top to bottom, from bow to stern, from port to starboard, and as they say in sailor talk, has always found "the head" in the stern.

The \$7 million Wickersham, give or take a few dollars, has gone into service, the Coast Guard, the unions, and enough loopholes in the infamous Jones Act, withstanding.

With all these contingencies met, at least temporarily, Alaskans will not be disappointed in the ship.

The Swedish-built ferry is so plush that it makes one think he is in Gov. Hickel's Captain Cook Hotel in Anchorage—a horizontal instead of vertical version—and without the Whale's Tail Bar, of course.

Although only 11 feet longer than the first Alaska ferries, the Wickersham appears about twice as large from the inside. It has a capacity for 400 passengers with berths and 140 cars, but it was never explained whether they meant large American-built autos or little Volkswagens. It can carry over a thousand passengers, vertical, not horizontal, as compared to only 500 for the Malaspina, Taku and Matanuska of the original ferry fleet.

Among the more obvious things that will have to be converted is the lettering on most of the doors as identification marks. There are such foreign places as the parfymeri and the salong siesta. There are other places where you immediately get the idea—such as the men's and ladies' rooms, as each has a picture above the door telling which gender is preferred, regardless of the language. This picture detail goes on throughout much of the ship, apparently for those who can't read any language, but who can associate pictures with their peculiar emergencies.

A stem to stern search was also made for the seven cocktail lounges that was one of the selling points for the Alaska trade, but they were never found. This is probably just as well, as there is not a corresponding number of restrooms for seven bars. This lack of vital accommodations would have forced the management to serve very dry martinis as the "specialty of the house" so they could use dust pans in place of the normal plumbing.

There is an old saying that "beauty is only skin deep," but we hope that is not the case with the Wickersham. Its real beauty lies in its inside accommodations, woodworking, and over-all luxury. In the advent the ship has to conform to U.S. Coast Guard standards instead of the international regulations which it is presently sailing under, this woodworking would have to be torn out and replaced with servicable, but austere, fixtures as demanded by the unbending Coast Guard. This renovation is estimated, if the Jones Act is repealed, and the ship sails under the American instead of Panamanian flag, at anywhere from \$3 million to roughly the cost of the new ship, which is \$7 million.

Cruising north from Seattle on the maiden voyage of the Britannica/Wickersham, the trip was uneventful until dinner was served in the grand salon, or more to the point, virtually wasn't served.

However, since it was the shakedown cruise for all but the officers, this disaster was overlooked by most of the passengers who weren't going anywhere anyway—without the boat.

The cuisine problems were licked by Chief Steward Jim Lyons and Palle Friis, borrowed from the Swedish line, who gave a crash course to all the help. After the first night's fiasco in the dining room the waiters and cooks turned from pumpkins into Cinderellas and the service and food was excellent the rest of the trip.

Aboard the Britannica/Wickersham is a crew of 60 men alternating each week into A and B crews. This is approximately 20 more than the Malaspina-class vessels of the fleet carry, with most of the increase in the steward's department due to the larger dining facilities and 300 more sleeping berths for passengers.

The ship is fully automated, including an "automatic pilot" in the wheelhouse, but automation or not, the bridge of the ship is never lacking for officers or crewmen, day or night.



WIND BLOWN FARIBANKSAN—Louie Ohman of Fairbanks, born in Chatanika, is pictured on the wind-blown fantail of the Wickersham as it made its way north to Alaska.

With all its inbred handicaps, which lately has included the engineer's inability to talk Swedish to the engines, the ship, constructed in Sweden, flying the Panamanian flag, and sailed by an Alaskan crew, will be on virtually an express run from the Alaskan port of Haines and the British Columbia port of Prince Rupert for the summer taking the normal summer backlog of travelers to and from their destination without delay.



WICKERSHAM CAPTAINS—Ron J. Kutz, left and Cicil Rice are pictured on the wing of the bridge talking over their plans to operate the newest of Alaskan ferries.



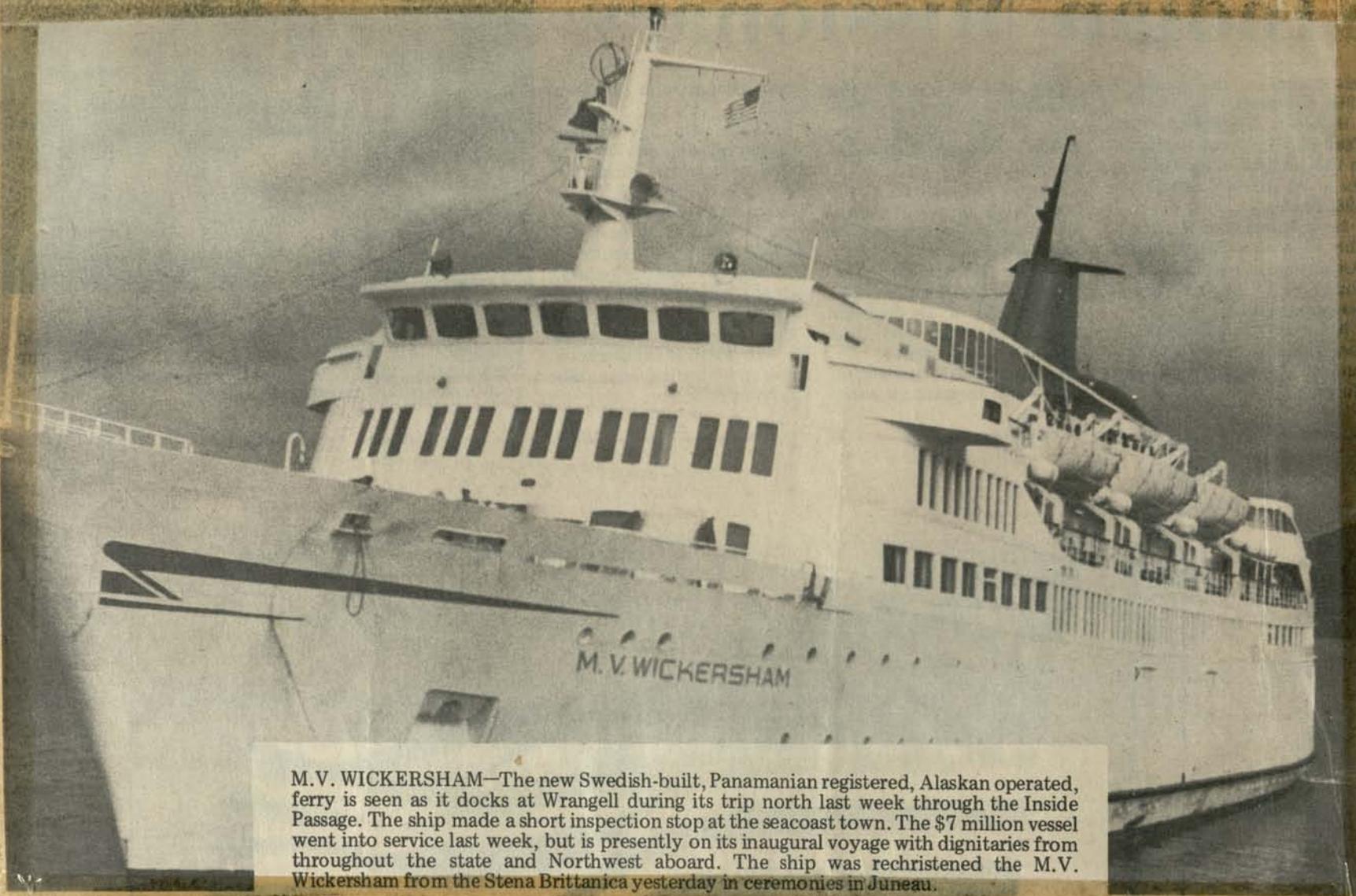
VEHICLE LOADING—Mel Hunter, chief purser on the Wickersham is shown directing traffic as the vehicles board the ferry from the stern loading ramp in Seattle. A total of 140 vehicles can be carried aboard the vessel.



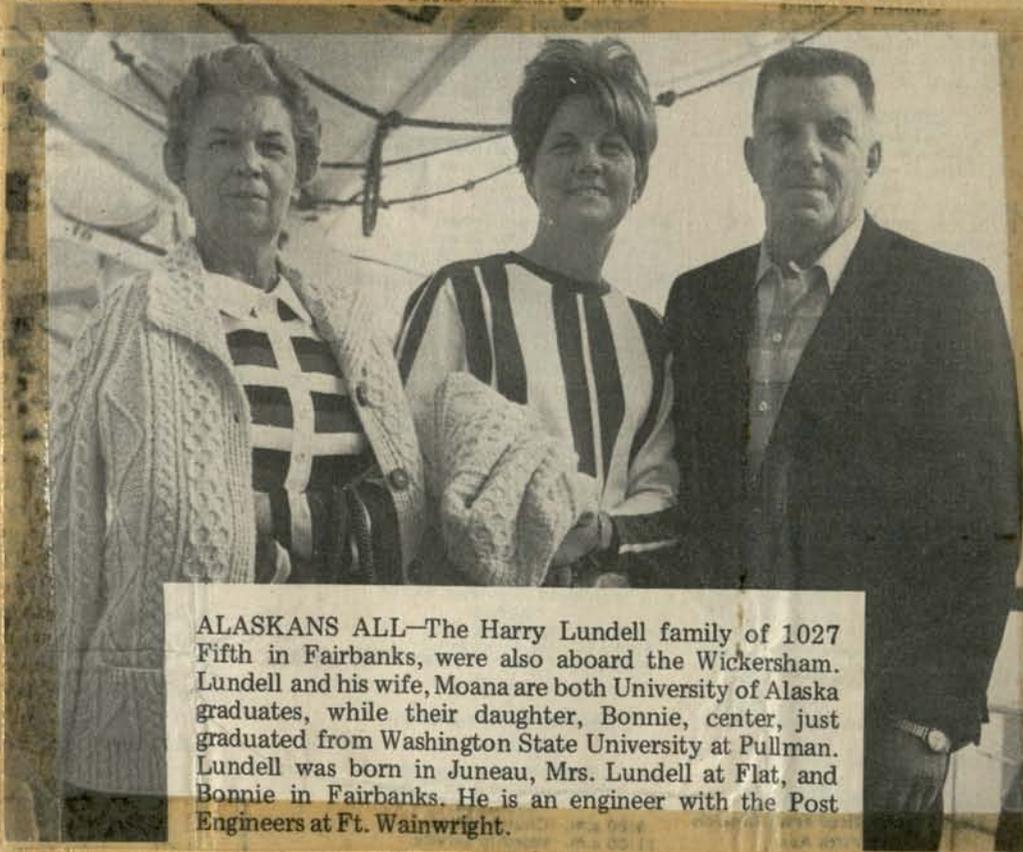
FOREIGN FLAG—Flying the Panamanian flag from the stern is the M.V. Wickersham. The ship is sailing under Panamanian registry which calls for the foreign flag on the stern. The crew also has Panamanian documents in order to sail aboard the ship.



DINING ROOM—The large dining room of the Wickersham is one of the most luxurious rooms aboard the vessel. It has tables along the walls, a large area in the center and even a piano and dance floor. The dining room can seat more than 100 persons in a sitting.



M.V. WICKERSHAM—The new Swedish-built, Panamanian registered, Alaskan operated, ferry is seen as it docks at Wrangell during its trip north last week through the Inside Passage. The ship made a short inspection stop at the seacoast town. The \$7 million vessel went into service last week, but is presently on its inaugural voyage with dignitaries from throughout the state and Northwest aboard. The ship was rechristened the M.V. Wickersham from the Stena Britannica yesterday in ceremonies in Juneau.



ALASKANS ALL—The Harry Lundell family of 1027 Fifth in Fairbanks, were also aboard the Wickersham. Lundell and his wife, Moana are both University of Alaska graduates, while their daughter, Bonnie, center, just graduated from Washington State University at Pullman. Lundell was born in Juneau, Mrs. Lundell at Flat, and Bonnie in Fairbanks. He is an engineer with the Post Engineers at Ft. Wainwright.



FIRST OFFICIAL VISITOR—Mrs. Doris Barnes, former Republican committeewoman is escorted aboard the Wickersham during its short stop at Wrangell.



SOLARIUM AND LIFEBOATS—High on top of the Wickersham is a glass-enclosed solarium, including heat lamps for a sun bath. The roof of the solarium also can be pulled back while the ship is traveling for natural sunlight to bathe the passengers. Then, of course, as pictured, is one of the many lifeboats necessary for the added safety of the passengers.

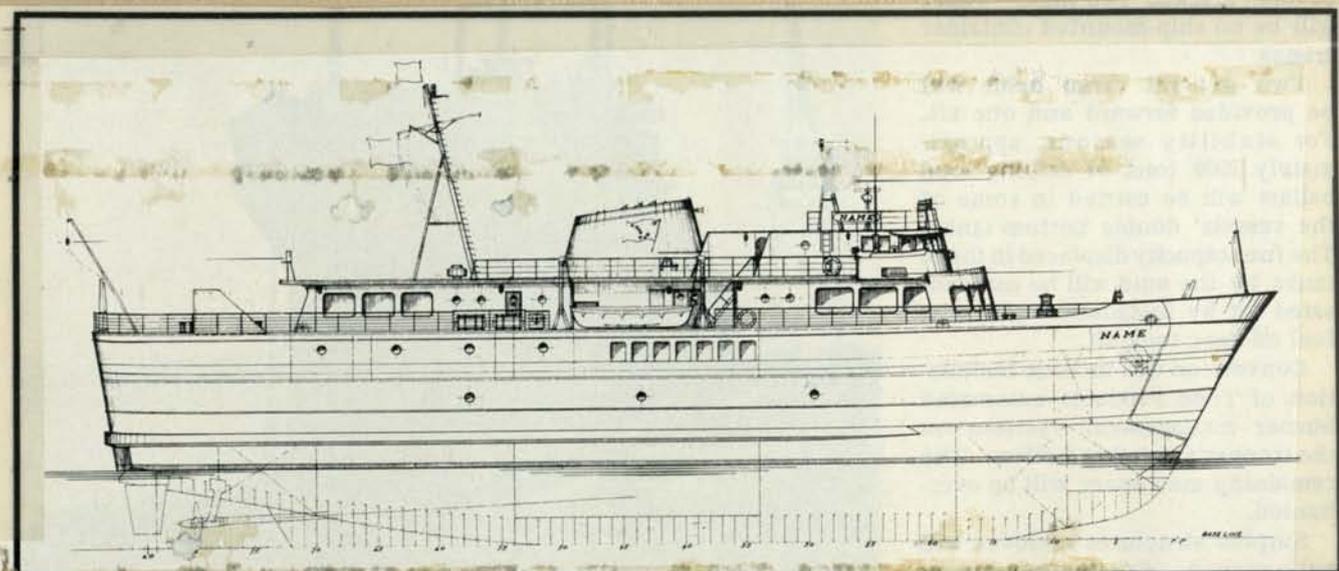


DAILY WORK—One of the never-ending chores aboard ship for the crewmen is the cleaning and keeping the equipment in repair. Here a crewman is busy cleaning a winch used to hold the stern-line of the vessel.



STENA LINE





ALASKA teeder ferry is now being built; will have bow and stern ramps for vehicles.

WEALLY WUNNERFUL:

Wickersham Now In Full Service

Since last week's repairs to the Wickersham's hydraulic controls, the ship has been performing at top efficiency, according to Captain H. J. Lockert, Director of the Division of Marine Transportation.

The Wickersham left the Juneau City waterfront Wednesday on a trail run. The ship was then sent north to resume full operation. Her travels during the past six days have created a special schedule, according to the Department of Public Works.

This special schedule will continue until Tuesday, July 16, and has been posted at all terminals along the system. On that date a weekly routine schedule will go into effect with regular departures northbound out of Prince Rupert on Tuesdays and Fridays.

At this time there is no backlog of traffic at either Haines or Prince Rupert, B.C., according to Commissioner Harold Strandberg of the Department of Public Works.

To prevent such backlogs of traffic, the Division of Marine Transportation has been forced recently to make several temporary schedule alterations. Tuesday the Malaspina, arriving in Ketchikan from Seattle, was doubled back to Prince Rupert before continuing north on her weekly round trip. She was to pick up an estimated 200 additional passengers at the Canadian port. These people, if added to the expected capacity load scheduled for the Matanuska today would have created a backlog of delayed travelers.

Another maneuver to prevent a jam-up occurred July 8. The Wickersham, resuming full service, arrived at Prince Rupert at midnight Sunday. Clean-up work was rushed and she departed northbound at 3:00 a.m. with 235 passengers and 46 vehicles. Six hours later the Taku cleared Prince Rupert northbound with 364 passengers and 88 vehicles of varying size, creating a full car deck load.

Commissioner Strandberg pointed out that admittedly the Malaspina would be running some 12 hours late, but that by the time the vessel reaches Sitka on her southbound run, this delay will have been cut in half. The remaining time will have been made up by the time the Malaspina arrives in Seattle on Sunday for her scheduled departure from that port, he said.

He pointed out that people from Petersburg who want to ride the new ferry can easily connect by a short plane trip to Wrangell. The problems referred to will be resolved as soon as possible, he added. He further pointed out that there is no restriction on round-trip voyages being made from any port served by the Wickersham. Although Jones Act restrictions prohibit carrying passengers between two American ports, there is no restriction on excursion trips where the passenger stays with the ship until her return to the port at which he or she embarked.

Present traffic flow has permitted an extension of service by the Wickersham on the new schedule, according to H. J. Lockert, Director of Marine Transportation. She will call at Ketchikan, Wrangell and Juneau for foot passengers on both north and south runs. Sitka will be added as a foot passenger stop once a week northbound and once a week southbound.

Due to operational problems involving Wrangell Narrows and docking facilities, Petersburg will not be on the immediate calling list for this particular ship, the director said.

NOME NUGGET
Nome, Alaska
(Thrice Weekly)
Circ. 880
MAY 24 1968

GOV. NAMES DIRECTOR OF DIV. OF MARINE TRANSPORTATION

JUNEAU (AP) — Capt. Herbert J. Lockert was named director of the Division of Marine Transportation yesterday by Gov. Walter J. Hickel.

Lockert, 52, has been serving as acting head of the division since the retirement of Capt. Gregory Mangan in February. The salary of Lockert's new post is \$19,380.

Lockert joined the division in 1964 as marine superintendent and operating manager of the division, serving directly under Mangan.

Lockert previously had worked in Seattle as a marine surveyor for the U. S. Salvage Association, as skipper of an ocean-going tug, and from 1946-50 he lived in Juneau working as a tug skipper for the Army Corps of Engineers.

FOR WICKY:

Hickel Appoints Jones Task Force

JUNEAU (AP) — Lew Williams Jr., editor of the Ketchikan Daily News, was named today by Gov. Walter Hickel to head a task force to work for relief from the Jones Act.

Williams has been an outspoken critic of the restrictive maritime law.

The nine-member group Williams will head will be called the Jones Act Relief Task Force, Hickel said.

"In other words, this is going to be the JAR Task Force, because that is exactly what this group is going to endeavor to do — jar loose the federal government from its cobwebbed attitudes about the miserable Jones Act," Hickel said.

The law prevents the state from using its new \$7 million Swedish-built ferry for service between American ports.

Others named to the task force were Anchorage Mayor George Sullivan; W. C. Arnold, Anchorage lawyer; Red Porter, Fairbanks businessman; Don Dickey, director of the state

chamber of commerce; James Nolan of Wrangell, a former legislator; Atty. Gen. G. Kent Edwards; Public Works Commissioner Harold Strandberg, and Patrick P. Ryan, Hickel's administrative assistant.

"We can see no reason why we cannot get relief from the Jones Act," said Williams in a report to the governor. "Certainly this should be less of a job than what it took to secure statehood for Alaska."

"The federal government does not treat our ferry system as a highway system, so we're not eligible for matching highway funds."

"They don't treat us as a merchant marine system for any construction subsidies either, so we're left out in the cold on all sides."

"It's about time we got some consideration from Washington. The easiest thing the federal government could do would be to grant Alaska relief from the Jones Act."

Alaska Ferry Bills To Be Introduced

WASHINGTON, D. C. — Matching bills which will ask for permission that would allow Alaska to use a Finnish-built ferry in service between Alaska and Puget Sound on a temporary basis will probably be introduced in the next few days, according to Alaska Sen. E. J. Bartlett.

Bartlett is expected to introduce a bill in the Senate and Rep. Howard Pollock of Alaska will introduce one in the House.

The bills will ask for a temporary waiver to the Jones Act to allow the use of a foreign flag vessel to carry passengers, their baggage, effects and cars until such time as Alaska can build or obtain American vessels to put into the service.

Gov. Walter Hickel of Alaska called the waiver the only method to prevent discontinuance on June 1 of the present Alaska-Puget Sound service. Commitments for summer tourist travel, he said, demand that all of the state's present vessels be used on the normal Alaska runs at that time.

Hickel pointed out that, in his opinion, turning down Alaska's

MARCH 9, 1968

ALASKA CLIPPING SERVICE

JESSEN'S FAIRBANKS, AK.

MAY 24 1968

Lockert Named Marine Chief

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Alaska State Ferries Get New Stack Marks

JUNEAU — Something new on the Alaska State ferries. The popular blue-hulled vessels have the new look — the stack markings have been changed. Instead of the former deep blue with eight gold stars, the new funnel markings feature a yellow-gold stack, blue top with the Alaska State flag, eight stars on a field of blue, inserted onto the yellow background.

It is far more colorful and cheerful than the former markings and breaks up the overabundance of dark blue. If you don't believe us take a squint over at Todd Shipyards in Seattle and see one of the ferries with her new markings.

request will only result in encouraging the very thing the Jones Act was designed to prevent — the carrying of American passengers to Alaska on foreign ships. He referred to the heavily used Canadian vessels which are taking larger and larger numbers of American tourists to Alaska.

A permanent service from Puget Sound will result in multi-million dollar foreign exchange savings, he said.

CONTINUING SAGA

Federal Aid For Ferries Revived

JUNEAU (AP) — Gov. Walter J. Hickel's office said Wednesday the possibility of obtaining federal aid from the Transportation Department for building state ferries will be explored again.

Rep. Howard W. Pollock, R-Alaska, told Hickel in a letter dated July 12 that he had received "considerable encouragement" on the prospect of a federal grant after talks with Robert McManus, director of the Division of Project Development of the Urban Mass Transit Administration (UMTA).

McManus suggested the state submit a draft application for a mass transportation facilities grant, and indicated he would send a representative to the state to prepare a supporting departmental report, Pollock said.

Previous attempts by the Hickel administration to get federal participation through this channel have failed, although the State of Washington received \$15 million from UMTA for ferry construction. Administrative authority for the mass transit authority was recently changed from the Department of Housing and Urban Development to the Transportation Department.

"If there has been a change in their position, we certainly will be eager to make application," said Carl McMurray, Hickel's executive assistant.

He indicated the governor would want to confirm the possibility before acting, however.

"It is obvious we must have some help in meeting our marine highway system problems now and in the future," Pollock said in his letter. "If we are forestalled from buying our ferries at the lowest possible price on the world market place, and are otherwise denied funding for our unique highway and-marine highway system with federal highway funds, then I believe we could make a case for receiving federal assistance to at least offset the additional shipbuilding costs which would accrue from buying American."

"Indeed I feel we should be assisted further in the acquisition of the needed ferries for our marine highway system, in lieu of compensation for our exclusion from the federal interstate highway act."

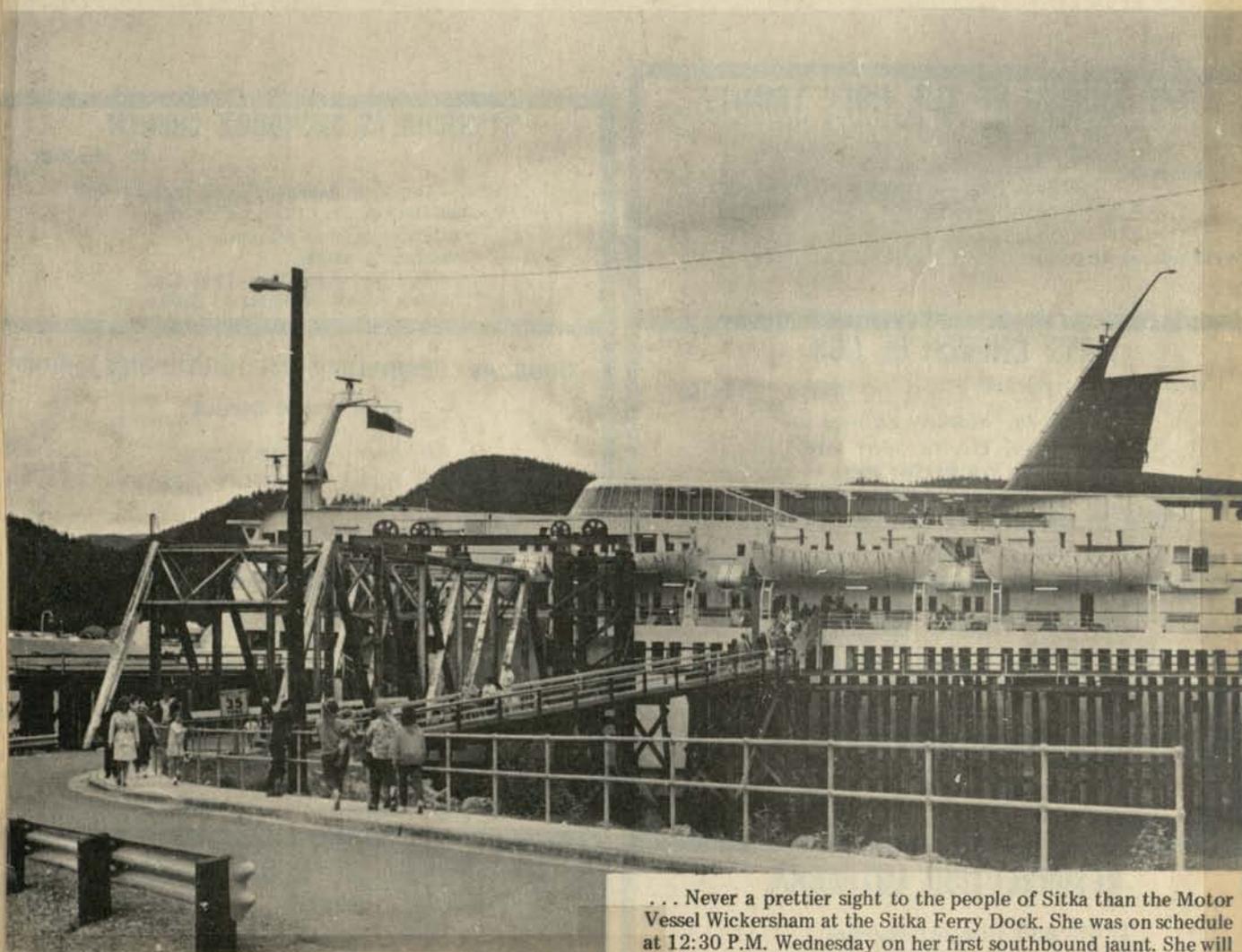
Hearings before the House Merchant Marine and Fisheries Committee on legislation to grant a Jones Act waiver to lift restrictions on operation of the state's Swedish-built ferry are

scheduled for Tuesday. Hickel plans to fly to Washington to testify.

McMurray said it would be "an excellent opportunity" for the governor to confer with federal officials on the avenue suggested by Pollock.



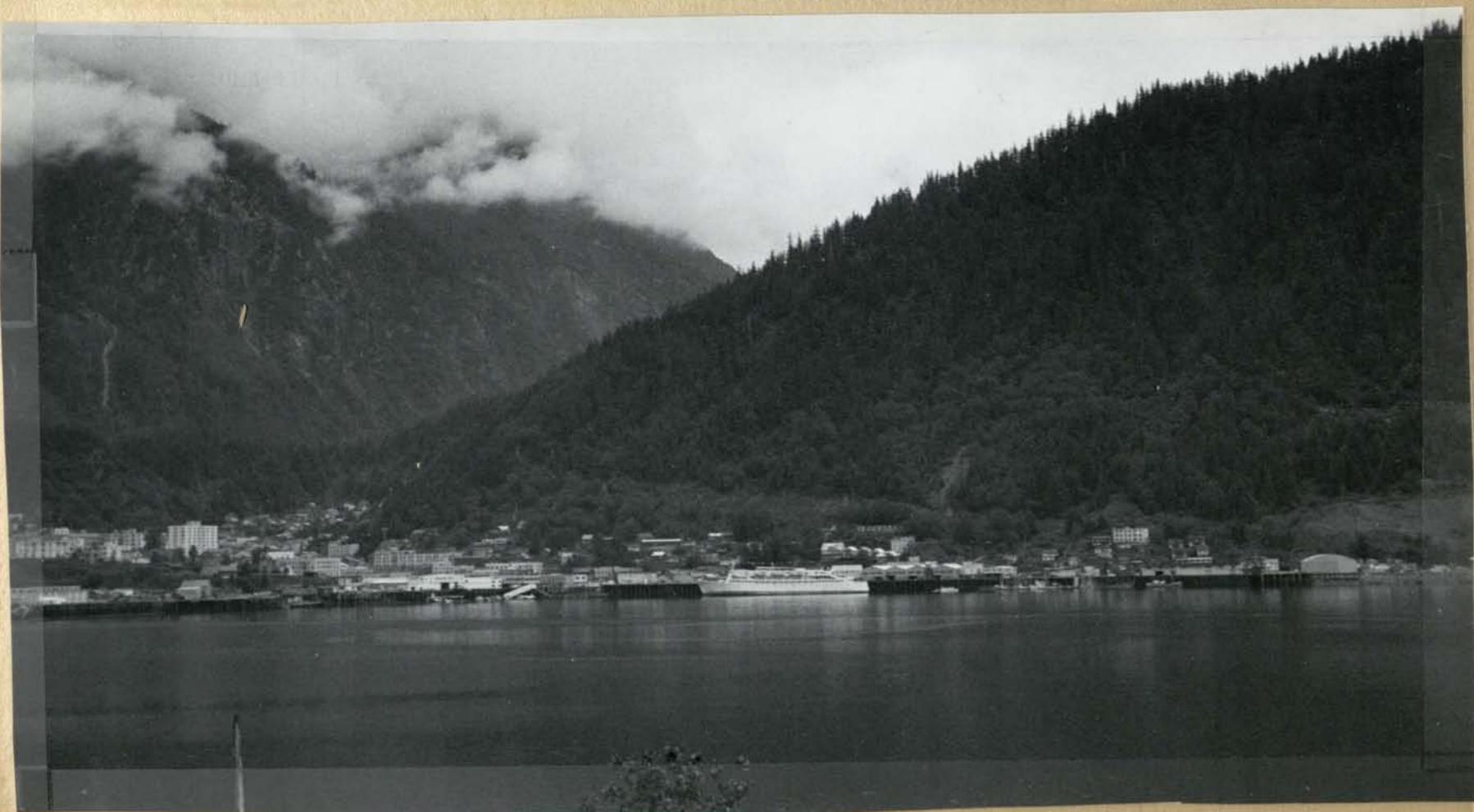
Wickersham Is Greeted



... Never a prettier sight to the people of Sitka than the Motor Vessel Wickersham at the Sitka Ferry Dock. She was on schedule at 12:30 P.M. Wednesday on her first southbound jaunt. She will also dock Monday at 9:30 on her northbound trip! Half of Sitka drove out to welcome the very welcome Ferry. Just recently in Juneau at the Wickersham's inauguration Mr. Stein Borough Chairman discussed the lack of adequate Ferry service to Sitka. Good going Stein. A long sweeping gangplank stretched up to the main deck of the M.V. Wickersham to welcome the people of Sitka. They arrived in droves. They were impressed with the Wickersham elegance, beautiful wood trim, and its abundance of facilities for passengers, a cafeteria, two bars, a main dining room, snack bar, various lounges and observation decks.



● Alaska has agreed to buy a 363-ft. ocean-going Swedish ferry despite the Jones Act which prohibits operation of a foreign-built vessel between U. S. ports. Meanwhile construction has begun on the state's 193-ft. feeder ferry at Jeffboat, Inc., Jeffersonville, Ind.





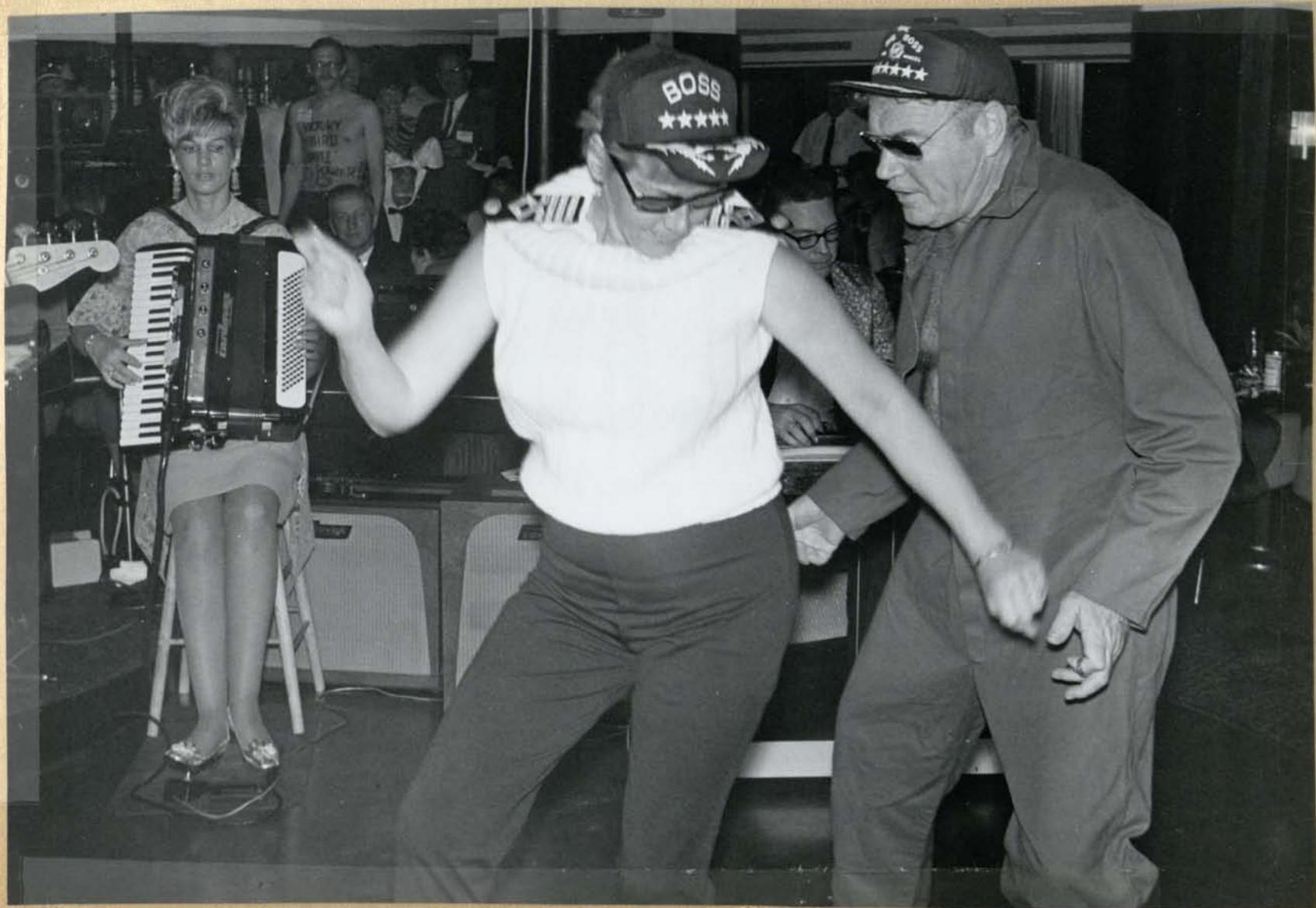
Don Page
Alaska Ferry
Trade Good



A long hot summer of tourist travel to cooler climes is pushing the Alaska State Ferries. The ferry Malaspina will arrive—and sail—a little late on her Seattle call this weekend, thanks to the rush traffic all along her route. The Malaspina normally arrives at Pier 30 in the wee hours and sails at 3 p.m. This Sunday it will be nearer to 6 p.m. when she arrives, and she won't sail until 9 or 10—with her staterooms fully booked and a deckload of cars and vans.

The super-ferry Wickersham—ex-Stena Britannica—is proving her worth in the rush. The big, fast ferry is logging three roundtrips a week on her Prince Rupert-Haines run, wiping up the traffic jams that bugged the system and its passengers last season.







Wickersham

The State of Alaska is planning to dock the M/V Wickersham at the Juneau City Terminal facility as soon as arrangements can be finalized. Mrs. Mildred Banfield reported Friday. Slight modification, including the addition of a dolphin, will be necessary to permit the Wickersham to use the Dock.

Commissioner of Public Works Harold Strandberg told

Mrs. Banfield that the importance to the City of Juneau of having the Wickersham load and unload in the downtown area was the prime reason for the decision.

It will be a distinct advantage to the tourists, especially foot passengers, to be able to embark the Wickersham in the downtown area.

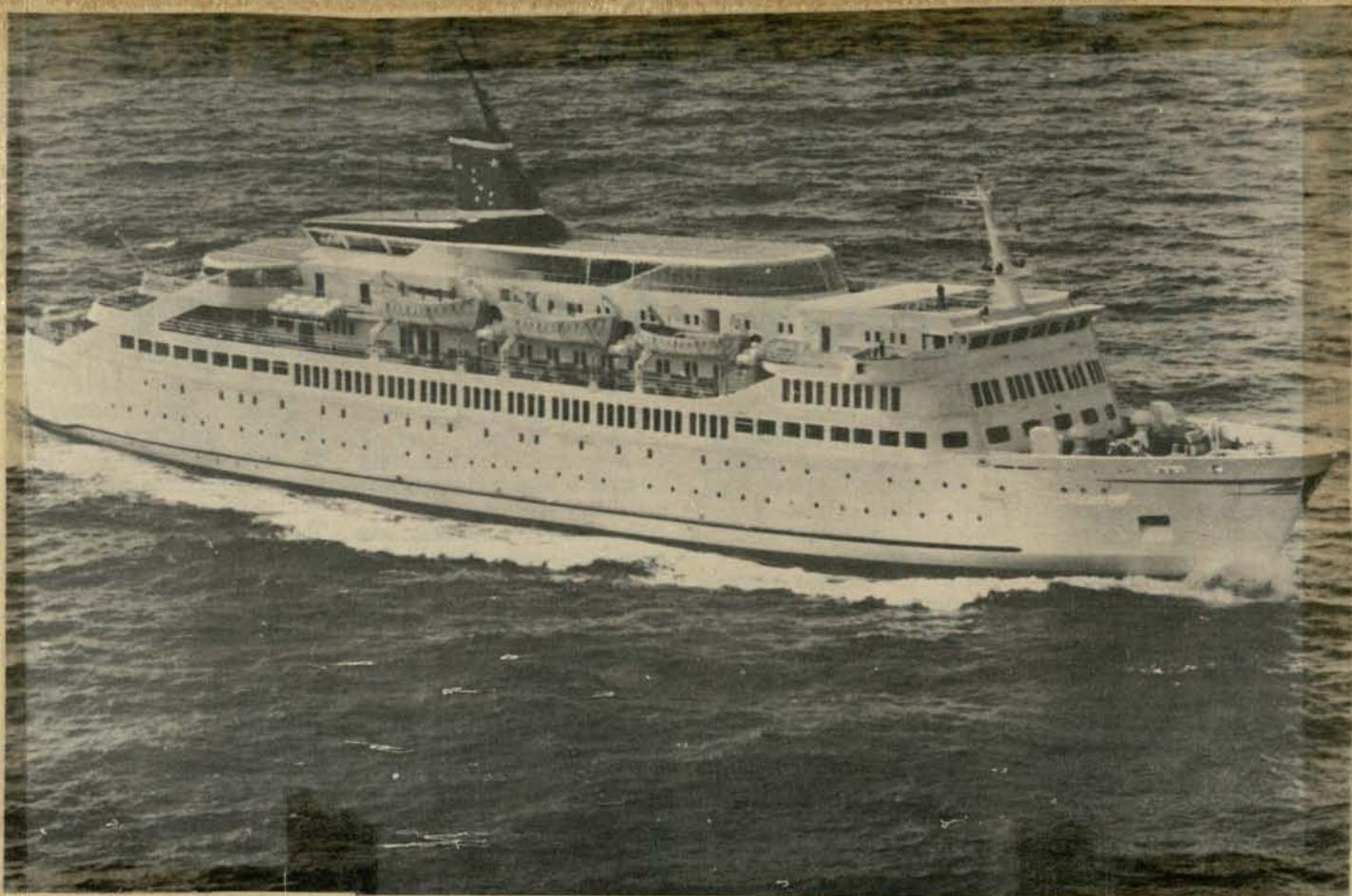
Mrs. Banfield reports that many local people are taking the round trip Juneau to Haines to Juneau. The experience is a delightful one and is an excellent means of showing visitors this part of Alaska. Accommodations aboard are most comfortable, the food good and the scenery the most beautiful in the world.

Dear Sir:

You should know how disorganized the Alaska State Ferry reservation system is. My wife and I just completed a through trip on both the B. C. and Alaskan ferry ships. At Prince Rupert, tourists with reservations made months earlier were left on the dock when the Matanuska sailed north. Some groups, with tickets issued weeks ago, were separated at the pier. One young lady, with a tight schedule and fifteen hundred pounds of equipment for a Sierra Club expedition which planned to rendezvous in Anchorage, was left sitting on the dock in British Columbia. We met travelers who had been camping in Prince Rupert for a week or more, awaiting space they had reserved long before. Part (only part) of the difficulty is in loading: one must be in line two or three hours in advance of sailing, even then, a driver may find himself in the wrong lane as cars are admitted capriciously. There is no coordination with the B.C. system.

To purchase a pocket luxury liner for seven million dollars (even when it sails under a foreign flag) may be desirable, but without a central telecommunication reservation system, it's rather like building a sky scraper and forgetting the elevators.

Sincerely,
Morgan Sherwood
Halibut Cove



Ferry Backlog

JUNEAU(AP) The five-day ferry backlog of vehicles waiting for passage on the southeastern ferry system has been holding at the same level since Monday, the Division of Marine Transportation said today.

A spokesman said passengers with confirmed stateroom reservations are not being delayed. Most persons without reservations have been previously advised of the delay they face and generally are good natures about it, he said.

Marine Highway Knits Southeast

The Inside Passage has been a "highway" to man for centuries. The Indians of Southeast Alaska traveled its channels in carved cedar canoes long before Columbus was born. Explorers of many nations charted these waters on voyages of discovery and gave their names - Vancouver, Malaspina, LaPerous - to modern maps. The wind-swollen sails of

Yankee clippers passed these shores; Russian hunters and gold-hungry prospectors sailed the routes we sail today on Alaska's state ferries.

On board the Alaska state ferries and on the cruise ships plying Southeast Alaska's channels, passengers can hear these stories of man's history and of the natural history of the country. Tape recordings placed on the ships by the U.S. Forest Service give added dimension to travel through Southeast Alaska. As the ships pass points of interest, or when whales, icebergs, eagles and other wild creatures come into view, the purser or the ship's captain selects the appropriate tape for broadcast on the public address system.

This unique service was the idea of D. Robert Hakala of Juneau who is Visitor Information Specialist for the U.S. Forest Service in Alaska. His job is to educate and inform visitors to the National Forests about the history and resources of the forests. Since most of the landward view from the state ferries and cruise ships is of the Tongass National Forest, here was an opportunity to make the land come alive for travelers.

Bob Hakala wrote and recorded some fifty messages which are now heard aboard ship. Because of their interesting content, we'd like to share some of his stories with our readers.

Alaska Ferries

In November, 1966, Alaskan voters approved a bond issue of \$15.5 million to be used for vessel design and construction to improve service in the southeast and southwest Alaska area.

Last November Jeffboat was awarded the contract to construct a 193-ft. feeder ferry to service the Prince William Sound area. Ports of call will be Cordova, Valdez and Whittier. Jeffboat's bid was just under \$2.5 million. Delivery date in the builder's yard is March 15.

Also a Philip F. Spaulding & Assoc. design, the ferry's breadth is 53 ft. and her draft is 12 ft., 9 in. She'll have a service speed of 15 knots and will carry 165 passengers.

She'll also accommodate 38 autos or 12 autos plus eight 35-ft. trailers or the combination of 12 autos plus 12 24-ft. trailers. She'll have both a bow ramp and stern ramp.

She'll be powered by two Fairbanks-Morse 38D80P diesels with 1600 hp on a side for a 3200 total. A bow thruster is planned.

ALASKA MARINE HIGHWAY SCHEDULE

NORTHBOUND

July 22
July 23 9:30 AM
July 24 7:00 AM
11:00 PM †
July 25 9:30 AM
July 27
8:15 PM †
July 28

Trips Via Sitka +
Trips to Seattle *
Trips via Wickersham †

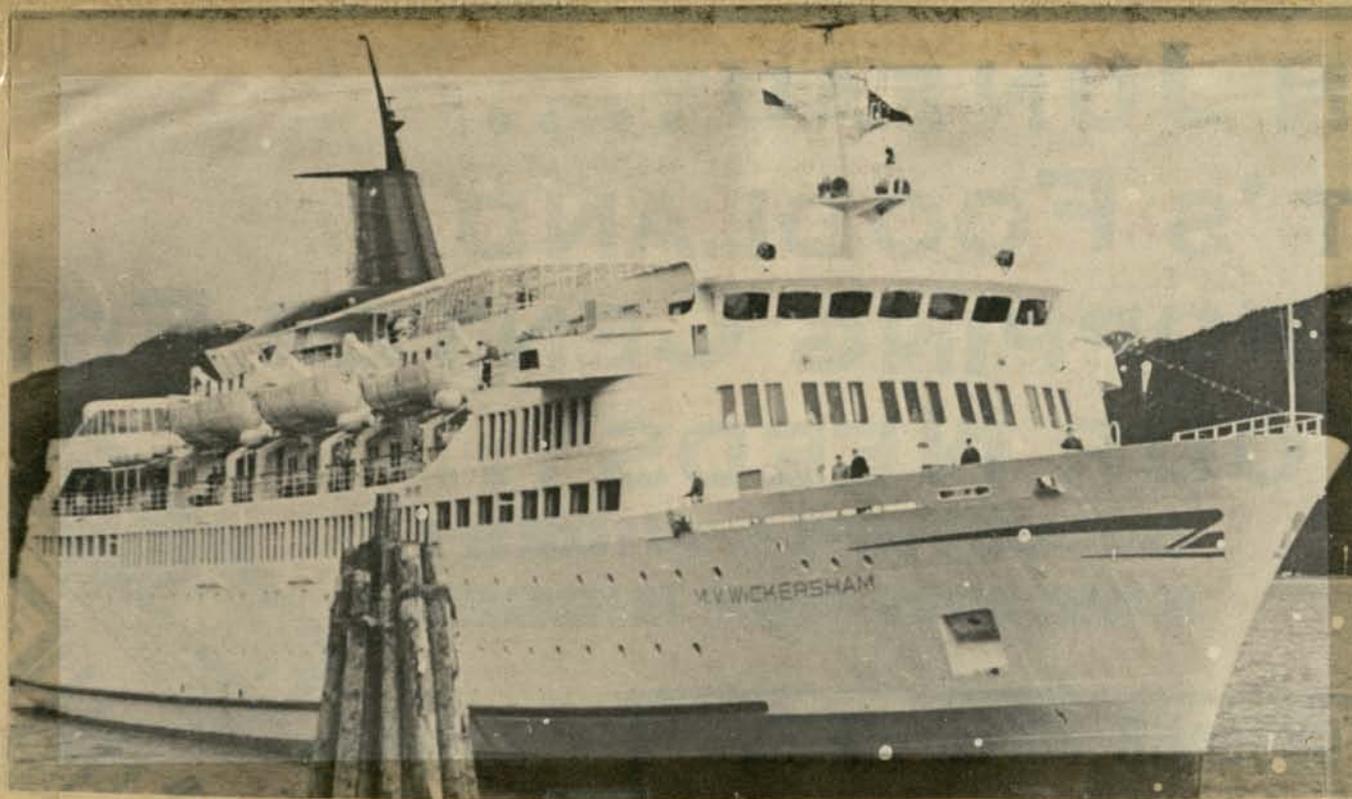
SOUTHBOUND

July 22
July 23 6:00 AM
July 24 6:00 AM
July 25 4:15 AM **
2:45 PM †
July 26 6:00 AM
July 27 5:00 AM +
July 28
11:00 PM †

All ship arrivals and departures will be from the AUKE BAY terminal until further notice.

All arrival and departure times are in PACIFIC STANDARD TIMES.

Marine highway ticket office is located at 226 Seward Call Auke Bay Terminal at 789-7453 ONE HOUR prior to arrival to confirm schedule. Departing passengers must CHECK IN at terminal by arrival time.



A New 'Seward's Folly'?

To make a mild "British understatement," there has been, yet is, and probably will yet be, a great deal of discussion regarding the M.V. Wickersham. We ourselves have not been loath to make our jokes.

There are some things on which there does appear to be general agreement: the ferry system and the marine highway has been a very good thing for Alaska; more ferries could be well used in the inland passage.

There is one concept with which only a few disagree: the saving of several million dollars is a worthwhile object.

On one point, many have a great deal of criticism: why wasn't the legal problem of the Jones Act unraveled prior to the purchase of the ship?

There are perhaps many explanations for the latter question, but it may turn out that the risks of the Jones Act problems were assumed in a calculated manner for the benefits felt to be derived by the purchase, not the least of which was the multi-million dollar saving. Although Americans have been conditioned for several decades to be unconcerned with such fiscal goals, we feel they yet remain salutary.

Some critics of the ship's purchase seem to be "hung up" on the words "ferry" and "marine highway," and claim the Wicky does not conform to the customary Alaskan definition of the terms. It would seem to us that if the Wickersham can serve Alaska, whether by moving new residents, tourists, cars or what not, and whether between one port or another port or ports, then it is certainly doing a useful job. It is not inconceivable that the ship may have value in making ports of call other than the three "glacier" ships and still have value. It is the net, and the long term result that should be contemplated, not the degree of conformity the Wickersham has with current operations or rigid and narrow definitions of what a ferry is in the marine highway system.

It could very well turn out that Governor Hickel, like Secretary Seward, has committed a folly only in the eyes of some of his current contemporaries.

Jones Hearing Tomorrow

ANCHORAGE (AP) — Two members of Gov. Walter J. Hickel's Jones Act Relief Task Force will appear at a hearing on the Jones Act Tuesday in Washington, D.C.

The hearing is being held by the House Merchant Marine and Fisheries committees.

Lew Williams, task force chairman, said in Anchorage Saturday that the group will concentrate its efforts on passage of H.R. 17815, a measure which would grant the State of Alaska a three-year waiver to provisions of the Jones Act which prevents transportation of passengers between American ports on the ferry Wickersham.

The state operates the Wickersham now between Prince Rupert, B.C., and Haines, Alaska, with stops at Southeastern Alaska, but passengers can ride only between an Alaska port and Prince Rupert, not between two Alaska towns.

Williams said that task force members Harold Strandberg, state commissioner of public works, and Kent Edwards, attorney general, will be in Wash-

ington to back up testimony by Gov. Hickel favoring HR 17815.

Communities, chambers of commerce and other organizations are being asked for support at the hearing Williams said. In addition, known opponents to tampering with the Jones act are being appraised of the state's position.

"We believe that when they understand we are not seeking destruction of the Jones Act, only a reasonable waiver similar to dozens of waivers in the past, that opposition will vanish," Williams said.

The task force named W. C. Arnold, Anchorage attorney, as vice chairman and Don Dickey, state chamber of commerce manager, as secretary.

Other members of the task force attending its initial meeting in Anchorage included Anchorage Mayor George Sullivan, Harry Porter of Fairbanks and Pat Ryan from the governor's office. Unable to attend but serving on the task force are Dickey and James Nolan, Wrangell businessmen.

Wickersham

JUNEAU (AP) — The State Division of Marine Transportation said Monday that even with the new ferry Wickersham in operation a four-to-five day backlog of vehicular traffic has piled up at Haines and Skagway.

The ferries make seven departures a week from the northern end of the Southeastern Marine Highway System. The Wickersham has been loaded to

Dear Editor:

Apropos of your editorial this date (July 23, 1968) regarding the ferry system, I as one resident of Juneau and Southeast Alaska, want to personally commend the Governor for his dynamic action in fortifying the Marine Highway with the M-V Wickersham. He has not only hastened by two years the advent of an additional and much needed vessel on the Southeast run, but more importantly he has added a magnificent vessel to our State's already impressive fleet. Many are the praises, and none are the criticisms of the outfitting of this ship.

In particular, Juneau more than any other Southeastern Alaska city enjoys the benefits of the ferry system, for all of our visitors wish to see the capital of this great State. And during the past two years this Governor has attempted in every way at his disposal to help us in Juneau make this a better capital-help us achieve what is possible to achieve: The creation of the most beautiful state capital in any of the fifty states.

He has purchased a site for a State capital on Willoughby Avenue; he has sought and obtained permission from the legislature to build a building thereon at a cost of between \$7 and \$8 million. In order to preserve the stateliness and grand approach from the sea for this capital site, he has abandoned a long-sought State objective, the building of an operational maintenance shop adjacent to the National Guard Armory in the Support He has expressed a willingness to assist the City and Borough by turning over the Armory to the citizens of the area for a civic center if that would help the cause for making Juneau a better and aesthetic place to live.

In short, this active, creative and courageous man has given us his helping hand in achieving a Juneau which is possible, desirable and within our means. The editorials certainly have a right to expose problems. We in Juneau likewise ought to say once in a while what an outstanding job Governor Hickel is doing for us and for the State.

Sincerely yours,
Joe Henri

capacity with cars and campers on recent trips to Prince Rupert, B.C., a marine highway spokesman said.

At Haines, ferry terminal operator Roy Clayton said he estimates the backlog at up to 250 vehicles, in addition to the 100 for which reservations were being held.

"The Wickersham kept the backlog from getting as bad as last year," he said, but added, "we could use a couple more ferries to take care of the traffic."

Ships, Tourists, Service And Stuff

A letter to the editor in today's issue brings up a subject which can no longer go without comment: the service of the Alaska state ferry service.

After observing it first hand, and after repeated comment from frequent resident users, it appears that more awareness of its shortcomings and more effort in alleviating them is necessary.

Let us say immediately that we recognize the Alaska Marine Highway is not intended as, nor can it become, a tour ship system. Recognizing this, we know that some of the disparity which exists between the ships of the Alaskan fleet and the Canadian vessels can never be changed.

But we believe the gap can be narrowed much more than it is at present, and should be, with all deliberate speed.

Our letter writer today mentions delay on loading. Although one would be prepared to accept some delay because of the desire of the Alaska ships to load everyone possible, and although organizing cars and people for a variety of departure points requires more time, we feel practice should promote more perfection than is evidenced. There is little doubt that if there is a flow of information back and forth with the ticket takers, the loaders, and others, it must go an extremely circuitous route.

Our investigation affirms that the letter writer's complaints are an accurate picture of the standard operating procedure.

In addition to the apparent confusion existing in the loading operation, the same confusion manifests itself elsewhere.

On one day, for instance, while travelers were developing ulcers over the question of where they could get on and off, what connections they could make at the next ferry stop, and other acute issues, there was no one manning the pursers desk for a period of several hours. A person behind the desk, who could not readily be identified as a member of the crew—or any crew for that matter—answered travelers questions with the most casual indifference: in fact, he volunteered "the purser's in bed," with the utmost complacency.

We understand that the interior arrangement and decor of the Alaska fleet is different because of Coast Guard regulations. (We fail to understand the regulations, however, which turn a beautifully appointed ship into a plain one for safety purposes while leaving a cabin with a fifty-cent size ventilation hole and no "kick-out" panels in the door).

Facing the "de-facing" of Coast Guard regulations, it is all the more necessary for our fleet to be otherwise as good as possible—this is where many a traveler gets his first impression of The Great Land.

A smile, courtesy, concern, consideration, and hospitality costs very little, if anything, and more use of these items on the ferry system would give the first time traveler a more accurate picture of the genuine warmth and hospitality that actually exists in Alaska. Such warmth on the ferries could even make up for a lot of the ineptitude demonstrated by many of the service personnel.

Alaska has a lot "to sell," including its warm, friendly, and hospitable people. Why not begin the sale with a friendly and efficient ferry system, if we can? And we think we can.

MV Wickersham Big Part of Alaska Fleet

(COVER STORY)



Deluxe stateroom aboard the MV Wickersham. The settees are convertible to comfortable sleeping accommodations.

JUNEAU — Her praises have already been sung and by now most of the maritime-oriented folk of the states of Alaska and Washington and the province of British Columbia have heard of or seen the MV Wickersham.

This beautifully designed 360 foot superferry has won her way into the hearts of Alaskans despite her foreign birth, far away in Scandinavia. Now operating on the Prince Rupert, B.C. to Haines, Alaska run, the ves-

sel is carrying full loads of passengers and vehicles over the scenic route through B. C. and Alaskan waters. Beautifully appointed throughout, the former Stena Britannica is as though she was specially built for the Alaska run. Not only is she a very eye-appealing vessel from the exterior but also has splendid accommodations and public rooms.

The Wickersham is featured on this week's cover in a excel-

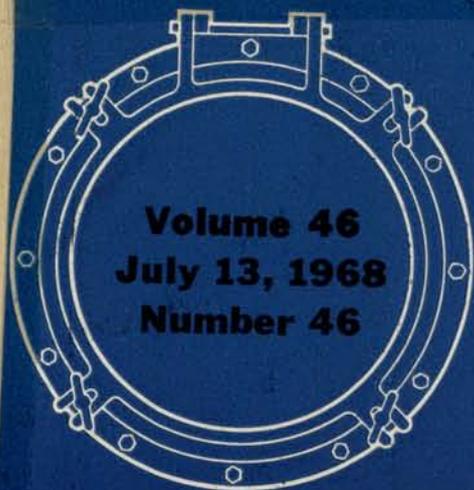


Lounge area aboard the Wickersham, showing reclining seats with head rests.

lent aerial by Dudley, Hardin & Yang of Seattle. The photo tells the story.

Governor Walter Hickel of Alaska, representing the state, purchased the vessel for about \$7 million and had her brought to the Northwest from Sweden via the Panama Canal. The fast vessel fits in beautifully with the other "big blue girls" of the

Alaska ferry fleet — the Malaspina, Taku and Matanuska, the Tustumena and a few smaller shuttlers. The fleet is growing steadily with the demands of Alaska. Tourist travel to the 49th as well as cargo, container and vehicle traffic is very much on the upgrade. In all facets Alaska water transportation is flourishing in summer '68. This



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MV WICKERSHAM

Alaska State Ferries see story on page 12

Hickel Asks Washington For Equal Treatment

"Yes, we accomplished something at the Jones Act hearings," commented Governor Hickel at a press conference Friday upon his return to Alaska's state capital. "Some committee members were surprised to find out we weren't being treated as well as the Canadians. After we spelled out our needs and desires the members were more friendly," he added.

Hickel testified before the House Committee on Merchant Marine and Fisheries on legislation to grant Alaska an exemption from the Jones Act.

Clarifying some of the facts and rumors about the Wickersham and its purchase, the governor emphasized throughout the press conference that Alaskans weren't being treated as well as foreign nations, and particularly Canada. The federal government is, he stated, "allowing foreign governments to do what it won't allow one of its states to do."

Making a brief for H. R. 17815, the governor said this legislation, allowing Alaska to fully utilize the Wickerham under a foreign flag, would permit Alaska to use the ship between Alaskan ports like Canada is already doing. The Canadians, he said, have a broad exemption under the Jones Act "until the Secretary of Commerce no longer feels it is a good thing." Hickel said he couldn't predict the chances of success for the Alaska packed legislation.

Squelching current rumors, Hickel said the Wickerham has a 120 automobile capacity, "not 50".

"This ship is one of the most modern and safe there is," the governor declared, "there are 20-year old ships currently being used by the Canadians which have been granted a Jones Act exemption." "The great danger on a ferry ship is the car deck; American standards don't require carbon monoxide detectors, but the Europeans do, and the Wickersham is built according to these standards. Only this week, in fact, the sensitizers picked up a gas leak in a car aboard. Now I ask you, who has the safest ferry?"

Striking another assertion

made at the Jones' Hearings that a \$7 million dollar contract had to be scrapped when Alaska bought the Wickersham, Hickel said "there was never any contract cancellation." "We do, however, have a ferry ship being built in Indiana now," he added.

The governor explained that business is generating so fast the state will need express ferries between Prince Rupert and Haines in the next year or two. "That's why the three year exemption we're asking for will be satisfactory. There's a pressing need to get campers and autos from one highway to the other," he stated.

On the subject of using American labor, Governor Hickel also had some comment. The Canadians, he explained, have an exemption under the Jones Act, and they are a foreign ship, flying a foreign flag, with foreign crews. "We have a foreign flag but are using completely American crews," he stated.

One of the allegations made at the Jones' hearings was that Alaska was "breaking the law." To this, the governor issued a challenge. "What law?"

Concluding his remarks on

the Jones' hearings, Governor Hickel said "I'm not angry personally at any one." His anger, he said, was at the delay in action on the Jones Act relief for Alaska. "How can they do it for foreigners and not for their own State?" he asked, adding that "to do nothing is to deny public service." The question is according to him, "Is the federal government trying to help, or hinder?"

In other remarks at the pressconference, Gov. Hickel commented on the NORTH Commission and the forthcoming national convention of the Republican party.

Saying that the Commission should have some definite recommendations at its September 23 meeting, he declared that "surface transportation should be forthcoming in the Arctic—with what's happening up there."

On the political scene, the governor said it was probable Nixon could be nominated on the first ballot but it "depends on the favorite son situation—how many are put in nomination."

Jones Act Hearing

JUNEAU (AP) — A hearing on Jones Act waiver legislation has been scheduled July 23 by the House Merchant Marine and Fisheries Committee, the office of Rep. Howard W. Pollock, R-Alaska, reported Monday.

Pollock, a member of the committee, failed earlier this month to get a committee vote on the legislation when the chairman, Rep. Edward Garmatz, D-Md., ruled that hearings should be held first.

A waiver from the Jones Act would allow the state to use its Swedish-built ferry, the Wickersham, for service between

American ports. A Pollock aide said there was still "a ray of hope" for passage of a bill, even with congressional adjournment near.

The deadline for bills to be reported to the floor from the Rules Committee was last Tuesday.

Although it is unusual procedure, bills still can be reported out for action by the full membership through a consent calendar.

Gov. Walter J. Hickel will attend the hearings, Pollock's office said.

Tooley

Commander John H. Tooley (USCG, Ret.) has been appointed Deputy Director of the Division of Marine Transportation, according to Harold D. Strandberg Commissioner of Public Works.

The director is Capt. H. L. (Red) Lockert.

Commander Tooley first came to Alaska in August, 1963, where he was assigned as the Executive Officer of the Kodiak Coast Guard Air Station responsible for the total administration of that Station.





These ships are superbly furnished and decorated, with many exclusive features, throughout eight decks from bow to stern. You can relax in the privacy of your own cabin, in a deck chair on the sun deck, or while taking a Finnish steambath. Enjoy delicious meals at shipboard prices in the dining saloon or cafeterias. And when you're in the mood — there's dancing, the cocktail bar and the casino. Replenish your supplies in the well-stocked shops, and take advantage of the tax-free prices for luxury goods. A bank and the reception office are at your service, of course. There are also special quarters and other arrangements for those who want to hold a conference or a business meeting. And all the time, you're coming closer to your destination. At a speed of 23½ knots — on a ship equipped with anti-roll stabilizers, which guarantee a smooth and comfortable passage in any weather.

“Britannica” The Beautiful Visits Seattle

The pride of the Alaska Marine Highway System, the “Stena Britannica,” arrived in Seattle on June 10 after a 35-day voyage from Goteburg, Sweden. The State of Alaska purchased the beautiful 363-foot luxury liner from Sweden last spring for \$7 million.

Immediately after her arrival here, the “Britannica” went into Todd Shipyards for minor adjustments. After completing legal transfer of ownership and registry under the Panamanian flag, the “Britannica” sailed for Prince Rupert, B.C. on June 16 to begin her regular service between Prince Rupert and Southeastern Alaskan ports.

Since the “Britannica” is under foreign registry, she is prevented by the Jones Act from carrying passengers and cargo between two U.S. ports.

After her arrival in Alaska, she is to be re-christened “Wickersham” in honor of a pioneer Alaskan jurist.

En route to Seattle, she made two stop-overs— one at San Pedro, California, to replace a propeller camshaft, and the other at Vancouver, B. C. to unload 172 Volvo automobiles.



Shown here at a press conference aboard the “Britannica” are, from left, Capt. Cecil Rice of the “Britannica”; Charles Cogswell, Todd Shipyard ship superintendent; Capt. Harold J. Lockert, director, Alaska Marine Division of Transportation; Harold Strandberg, commissioner of public works, Alaska, and Capt. Ronald Kutz of the “Britannica.”

A unique feature of the vessel is her movable bow which permits her to unload cars directly to piers. The vessel was berthed at Todd Shipyards.



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