

1968



SCRAP
BOOK





Alaska's Governor Hickel accepting a framed drawing of the Governor's Mansion in Juneau from Seattle Port Commissioner Adlum. Behind them are Captain Kutz and Seattle Port Commissioner Norquist.



John Lee, president of Puget Sound Tug & Barge Co., Seattle (left), chats with Capt. H. J. "Red" Lockert, director of the Division of Marine Transportation, Alaska.



Pete Lester, Mayor of the City of Prince Rupert, presenting harbor photo of Port of Prince Rupert to Capt. Kutz, master of the "Wickersham" on the occasion of the inaugural voyage of the "Wickersham"—June 29, 1968.



In a brief ceremony on the bridge of the "Wickersham" shortly before her arrival at Juneau from Prince Rupert, Seattle Port Commissioner Merle D. Adlum presented a framed photo of Seattle harbor to the two captains of the "Wickersham." From left, Harold Strandberg, commissioner of public works, Alaska; William Boardman (partially obscured), speaker of the House of Representatives, Alaska; Co-Captains Cecil Rice and Ron Kutz; Adlum; Governor Walter Hickel of Alaska, and Seattle Port Commissioner Robert W. Norquist.

J. Eldon Opheim, Port of Seattle general manager (left) is receiving a plaque commemorating the Port's participation in the Alaska Centennial in 1967 from Dick Shepherd, assistant director of the State of Alaska Travel Division. The presentation was made during the inaugural voyage of the "MV Wickersham."



Inaugural Trip MV "Wickersham"

The pride of the Alaska Marine Highway System, MV "Wickersham," formerly the "Stena Britannica," made her inaugural run in the Prince Rupert-Ketchikan-Juneau-Haines service in late June, with a number of Washington and Alaska dignitaries aboard.

The vessel arrived in Seattle on June 10 from Sweden, and after undergoing some minor repairs, sailed for Prince Rupert, Canada, to begin her regular service.

At Juneau, she was formally christened "Wickersham" by Mrs. Walter J. Hickel, wife of Alaska's governor.

During a visit to Shrine Island, about 20 miles north of Juneau, a lady passenger on the "Wickersham" was attracted by a taunting raven in a nearby tree. Stretching in the background is the spectacular snow-capped Chilkat Range. (All photos by R. H. Fletcher)





From Japan

During his official call at Port of Seattle headquarters on July 16, Capt. Shosaku Kodama of the Japanese training ship "Kaiwo Maru," presented a framed art piece to the Port. He also presented a platter (on table), a gift from Mayor Chujiro Haraguchi to the Port. Accepting is John M. Haydon, president of the Seattle Port Commission, while looking on are J. Eldon Opheim, Port general manager, and Japanese Consul Kikuo Yoshida.

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From Norway

N. O. Fearnley Klaveness, of A. F. Klaveness & Co., Oslo, Norway (left), inspected Port terminals during his visit to Seattle last month, and conferred with J. Eldon Opheim, Port general manager (right). In the middle is T. A. Wollebek, district manager of Overseas Shipping Co., agent for Klaveness. Klaveness is a nephew of A. Fredrik Klaveness, chairman of the board of A. F. Klaveness & Co.



From Japan

Three Sumitomo Warehouse Co. officials recently inspected Port container and warehousing facilities. They are shown here during a visit to the Port headquarters at Bell Street Terminal. From left, J. Eldon Opheim, Port general manager; Robert O. Edwards, director of trade development; H. Hashi, deputy, marine business section, Sumitomo, Tokyo; M. Kawamura, deputy chief, business department, planning section, Sumitomo, Osaka, and T. Irie of the Kobe branch of Sumitomo. Standing, Henry J. Levinger, assistant director, Port trade development, and Hollis Farwell, manager, ocean-traffic services, Export-Import Rate Bureau.

Editor
Alaska Empire
Juneau, Alaska

Dear Editor:

It must have been a soul tearing decision for you to print Bill Egan's letter. It was very enlightening and clearly irrefutable.

I remember there was some criticism over the name for the new ferry. It has occurred to me that this name—"Wicker-sham" is very appropriate indeed. Examining closely you can see why: "Wicker"—comes from Scandinavian origin and is an expensive, flimsy, and outmoded construction. "Sham"—means a hoax or fraud. The name fits perfectly.

I can stomach gross mismanagement along with the rest. The thing that antagonizes me though was a statement our present Governor made a few weeks ago: "... land routes at exceedingly high cost, may be most difficult to justify if they are planned to replace existing marine highways." In effect - this is all you'll get. The highway to Haines is out.

A ferry system ("marine highway" in Newspeak) is a poor interim substitute, BUT BY NO WILD STRETCH OF THE IMAGINATION DOES IT REPLACE ROADS.

Regards,
Richard Baker
Box 1125
Juneau, Alaska

ED. NOTE: It wasn't at all "soul tearing" to print former Governor Egan's letter—We really believe this bit about democracy and free speech. We did fret the length a little, however.

Death on Ferry

JUNEAU (AP) — A Calgary, Alberta, man died of an apparent heart attack Monday aboard the Alaska ferry Wickersham between Juneau and Sitka.

The body of the victim, Gordon L. McCracken, 52, was taken from the southbound ship at Sitka accompanied by his widow.

There was no doctor aboard the ship, the Division of Marine Transportation said, but a dentist among the passengers said he could detect no pulse after mouth-to-mouth resuscitation was applied.

ALASKA'S GLAMOR FERRY, Wickersham, went temporarily on the fritz yesterday. A plate loosened at the base of her rudder post, and water washed in when she tried to make headway. No danger to passengers, but the hard-working ferry anchored in Tebenkof Bay, 130 miles northwest of Ketchikan, while the Coast Guard flew in pumps to help her make port.



Mini-Cruises Are Pushed

The state is pushing "mini-cruises" aboard the state ferry Wickersham.

Passengers can get on the ferry at Wrangell or other ports of call and end their cruise at the starting point or Prince Rupert.

These trips include stopover privileges with passengers allowed to leave the ferry while it is in port, H.J. Lockert, director of the Division of Marine Transportation, says. In Skagway, the ferry stopover is 10 hours on Sunday.

Cost of the Wrangell-Prince Rupert round trip is \$29.50. A Wrangell-Skagway round trip is \$40. A round trip of the system is \$69.50.

Introducing . . .

. . . 'The Mini-Cruise!'

IT DOESN'T TAKE A LOT OF TIME (OR A LOT OF MONEY) TO ENJOY THIS LATEST, GREATEST IDEA IN SOUTHEASTERN SUMMERTIME FUN -- A CRUISE ABOARD THE M/V WICKERSHAM.

THE WICKERSHAM, 363 FEET OF POSH, PLUSH SHIPBOARD COMFORT, DEPARTS YOUR HOMETOWN FERRY TERMINAL TWICE A WEEK EACH DIRECTION. YOU CAN RESERVE PASSAGE FROM YOUR COMMUNITY TO EITHER PRINCE RUPERT OR SKAGWAY, SPEND SEVERAL HOURS SIGHTSEEING AND RETURN. ENJOY:

- *THE FINEST IN DINING ENJOYMENT
- *EXCELLENT STATEROOM ACCOMMODATIONS
- *TWO (COUNT 'EM) COCKTAIL LOUNGES
- *ABSOLUTELY THE MOST EXCITING SCENERY IN NORTH AMERICA.

CALL YOUR FERRY AGENT OR YOUR TRAVEL AGENT TODAY. TELL HIM YOU WANT TO TAKE A "MINI-CRUISE". IT'S A SUMMERTIME TRIP YOU'LL REMEMBER--WITH PLEASURE -- ALL YEAR ROUND.

THE M/V WICKERSHAM REGISTERED IN PANAMA MEETS INTERNATIONAL SAFETY STANDARDS FOR NEW SHIPS DEVELOPED IN 1960.



NOTE: PACIFIC STANDARD TIME

N O R T H B O U N D								S O U T H B O U N D							
PRINCE RUPERT	KETCH IKAN	WRANG ELL	SITKA	JUNEAU CITY	JUNEAU AUKE BAY	HAINES	SKAGWAY	SKAGWAY	HAINES	JUNEAU AUKE BAY	JUNEAU CITY	SITKA	WRANG ELL	KETCH IKAN	PRINCE RUPERT
Leave				A r r i v a l s				Leave				A r r i v a l s			
Tue	3:30P	9:00P						Tue							
Wed			2:30A	12:30P				Wed							
Thu							3:45A	6:00A	Thu	7:00A	8:15A		2:45P		
Fri	8:00P								Fri				4:30A	10:00A	4:00P
Sat		1:30A	7:00A		8:15P				Sat						
Sun							2:45A	5:00A	Sun	3:00P	4:15P	11:00P			
Mon									Mon				9:30A	8:00P	
Tue									Tue					1:30A	7:30A

SAMPLE ROUND TRIP FARES:
 JUNEAU/SKAGWAY/JUNEAU \$14.00
 KETCHIKAN/PRINCE RUPERT/KETCHIKAN \$15.00

DIVISION OF MARINE TRANSPORTATION
 POUCH R - JUNEAU - PHONE: 586-5385

Stena Britannica

The State of Alaska has purchased a foreign-built ship and hopes eventually to run her with a U.S. crew from Seattle to Juneau and Anchorage. Named the STENA BRITANNICA (the name has been changed now) the vessel is only two years old and quite adaptable for this type of service.

Unfortunately however, the State cannot run the ferry without an amendment to the Jones Act, which precludes foreign-built vessels from intercoastal service. Senator Bartlett (D-Alaska) pointed this out to Governor Hickel who, incidentally, had entertained bids for a U.S.-built ship, and has rejected all of them.

The Senator explained the facts of life to the Governor in a letter made available to MARINE ENGINEERING/LOG. Said the Senator, "You very aptly compare the difficulty of amending the Jones Act to the stand the Greeks made against the Persians at Marathon. The odds in favor of a Greek victory then were very poor. The odds in favor of the amendment of the Jones Act now do not appear to be much better."

Said the Senator, "... the amendment which you desire will need the approval of the House Merchant Marine and Fisheries Committee before it becomes law.

"If the amendment is to become law the combined weight of important elements of the American merchant marine, both labor and industry must be overcome. This is not an easy task."

Marine Engineering/Log



tion at Bartlett Plaza at Alaskaland, the former Alaska '67 exhibition site. The super-deluxe ferry is a Norwegian built vessel which plys the waters between Prince Rupert, B.C., and the Southeastern Alaska ports of Ketchikan, Juneau, Haines and Skagway.

Wickersham's First Trip

Alaska "opened" its first super-highway June 26 when the luxury-ferry M/V Wickersham (nee Stena Britannica) sailed on her inaugural cruise from Prince Rupert, B.C., to the ports of Southeastern Alaska with Gov. and Mrs.

Walter J. Hickel and more than 200 invited guests aboard.

The luxury-vessel joins the Matanuska, Malaspina, and Taku in the Alaska Marine Highway fleet serving northern British Columbia and Southeastern Alaska—and a healthy addition it is, indeed, capable of carrying 1,300 passengers and more than 200 vehicles and with 384 berths.

Although the inaugural cruise was delayed more than 24 hours and a slower course than planned was made necessary by the malfunction of one of its two propellers, record crowds at the ports of Ketchikan and Juneau turned out to greet "their" new ferryliner.

Lockert Joins Alaska Ferries 1964

JUNEAU, April 20.—(A.P.)—The appointment of Capt. H. J. Lockert of Seattle as port captain for the Marine Highway System has been announced by Greg Mangan, director of the Division of Marine Transportation.

Lockert has been a marine surveyor recently with the United States Salvage Association.

A LETTER TO THE EDITOR — A Gentleman Disagrees on Jones Act View

Petersburg Press
Petersburg, Alaska

Attention Albro B. Gregory
Editor

Dear Sir:

I just wanted to comment on your editorial in Wednesday's paper of the 17th, How About Sweetening the Lemon?

I'm a Democrat and your Governor is a Republican but I was born in Alaska and he was not. The Wickersham was named after a very fine friend of my family and do hope that the vessel can operate with a long life of history for Alaska.

The Jones Act was enacted in I believe 1923 or so and I could be wrong on this as I have been wrong before. In any event Alaska was not a state but it has now become a state and to me should have the same right as

any other state. When you say State's rights you mean the right of the state first. The Federal Government feels that they can buy a foreign built vessel and use in the United States as a government agency with exemptions from the Jones Act. Why then cannot a state which should have equal rights to the Federal Government not have the right to buy a foreign built vessel and use for its uses??? Remember the States have their rights also and the Federal Government is made up of the states in the first place. So the Jones Act is wrong in this action.

The Jones Act was passed in a time when transportation was much different than it is today. There was no jet airplanes hauling cargo all over the world. There was no containships hauling freight all over the world and our shipping was very limited etc. The act was passed to

help the American labor as well as the steamships etc.

If the U.S. Steamship Companies could use new foreign built ships and have them under the U.S. flag our shipyards would be full of ships with annual overhaul and trip overhauls. Our ships would be extended with U.S. merchant marine labor unions manning them. The Jones Act has been an anchor around the neck of our seafaring laboring men in that the steamship operators were putting them under convenient foreign flags to operate and they had to build new ships foreign. The one bottle neck has been that here our merchant marine is made up of obsolete ships and the foreign flag operators are all new modern ships high speed and cheap operating.

Your Alaska Ferry fleet is terrific and I believe sincerely that Alaska should have an ex-

emption on the Wickersham based on the basis that Alaska has the same rights as the Federal Government in buying a foreign flag ship and using in its service to help build the State. Let's not try to tear down but let's try to help build Alaska. It is very easy to predict what happened last year.

Very kindest regards,
GERALD OAKSMITH

(Editor's Note: For those uninformed, Gerald Oaksmith is one of that fine clan of Ketchikan Oaksmiths, pioneer Alaskans and the finest type of people. And that includes Gerald's brother, the eminent Maury, now a big wheel with the U.S. Department of Commerce, heading things in Alaska, address Anchorage. It's nice to get some fresh thoughts, Gerald, whether I agree or not. Love and kisses.)

M/V WICKERSHAM TO BE ON SEATTLE RUN NEXT WINTER FROM PRINCE RUPERT

By GERALD E. BOWKETT
Juneau Bureau Chief
Anchorage Daily News

JUNEAU—What will the state do with its new ferryliner, the M/V "Wickersham," when the heavy summer traffic drops off in the fall?

"We plan to run it between Seattle and Prince Rupert—to feed the other vessels," said Commissioner of Public Works Harold Strandberg.

The present weekly run of one of the state's three American-built ferries to Seattle would be maintained to carry freight vans, which the Norwegian-built Wickersham is prohibited from handling by the Jones Act, said Strandberg.

The Seattle run, inaugurated last December, has been highly successful with the vessels "booked solid every trip," he said.

Coast Guard regulations limit

the number of passengers the American-built ferries can carry on the run to 100, to the number of berths each has. The regulations do not apply to voyages of less than 24 hours.

The Wickersham, under Panamanian registry, is not bound by Coast Guard regulations and could carry a capacity load—1,310 passengers—between Seattle and Prince Rupert. But Capt. H. J. Lockert, director of the state Division of Marine Transportation, an agency of Strandberg's department, said the Wickersham would voluntarily adhere to the berth limitation policy "for the comfort of the passengers."

The foreign vessel is faster than the American ferries and possibly could make the run to Seattle from Prince Rupert, B.C., in less than 24 hours, in which case it could accommodate 1,310 persons, but if the voyage

proved longer, it would take no more than 400, the number of its berths, he said.

The state now is modifying the dock at Juneau so the Wickersham can unload vehicles here, a project to cost under \$30,000," said Strandberg.

Presently, only foot passengers can be accommodated at Southeastern Alaska ports, with the exception of Haines, because the Wickersham takes on vehicles through the bow or side doors at the stern, whereas the "Malaspina"-class ferries load through side doors amidships.

A dolphin connected to the existing dock by a catwalk is being constructed at Juneau so the Wickersham can be moved ahead and secured with its stern doors opposite the transfer bridge. This same type of work is necessary at the other Southeastern ports but the state plans to make the modification this

year only at Juneau and Ketchikan, Strandberg said.

Ketchikan is proving to be a problem, said Lockert, because the state has already made full use of its property there and must obtain land from private parties for any additional expansion.

Dock work is to be undertaken at Haines this year which will permit ferries to tie up there from either side. At present they can only land with starboard side to the dock.

Strandberg estimated this work at "under \$60,000."

At congressional hearings this week on bills to exempt the Wickersham, as is, from Jones Act restrictions for three years, congressmen wanted to know what modifications would be necessary to bring the vessel into compliance with U.S. safety standards, and a top Coast Guard officer said such a determination could be made by September.

At his news conference Friday, Gov. Walter J. Hickel declared once again the Wickersham is the safest of ships, and he indicated the state would not modify it to obtain American registration.

"We don't think we're going to seek that," he said.

Earlier, Strandberg had said there would be no advantage in obtaining American registry if the ship were still to be limited

in its operations by the Jones Act.

Registering a foreign-built ship under the American flag does not exempt it from the Jones Act, which prohibits the use of such vessels in American interport trade.

P. O. Box 1364
Ketchikan, Alaska

Dear Sir,

Re: Alaska State Ferry System

Alaska's fledgling tourist industry, touted by many as one of our major industries, is facing a major setback this year. Service for visitors on Alaska State Ferries is poorer this season than last. Even the best efforts of our excellent ships' crews and station agents cannot keep these ships on an impossible schedule, so our visitors find themselves missing their connections on both ends. A situation that hardly leads to enthusiastic referral to other potential visitors.

Commissioner Strandberg and Crew inherited the management of a system that is difficult to operate efficiently for several reasons. Some of the major problems are:

1. Pursers have orders to stop each person and vehicle debarking and ask for a portion of ticket stub. This appears to be an unnecessary delay and holds up loading. Spot checks could be made if necessary. Each vehicle has a destination ticket on windshield and is loaded for its ticketed port making fraud practically impossible.

2. Overworked Station Agents have to do so much writing to make up tickets that one would think there were no

such things as ticket punches, preprinted tickets, or other such devices for more efficiency.

3. It appears ridiculous to put a ship on a down coast run with a 100 passenger limit when our Alaska terminals have an eight day backlog and the ship could be easing the Alaska jam-up and carrying up to 500 limit.

Other problems with the State Ferry System, such as, the several hundred thousand dollar goof for the additional unusable auto-car deck. Why the system requires deficit financing of over \$1,000,000.00 annually and other items will be covered briefly in a later letter.

Sincerely,
R. R. "Bill" Auld



Since the start of the M.V. Wickersham docking at Sitka the Sitka Bus Lines have run a mini-tour of Sitka points of interest for the passengers. All this takes place in the two hours that the vessel is in Sitka. The tour includes the Russian Mission, Sheldon Jackson Museum and Campus, Visitor Center at the National Monument. A more complete tour takes place in the morning for the plane. Gene and Jan Pruitt manage the Sitka Bus Lines and Jan conducts the tour. About 200 Wickersham passengers usually make tour.

Longshoremen v. Lehfeldt: At Loggerheads

Closed Meetings Produce No Results

The local Longshoremen's union has refused to tie up any state ferries between now and Sept. 23, when the case between the city and the union will be heard in court.

At the suggestion of the Chamber of Commerce, City Manager Herb Lehfeldt had offered to return to the terms of the old agreement until a court settlement was reached and had made allowance for extra men to tie up the Wickersham (which is longer than the other ferries), but the union unanimously voted to reject the offer.

But Joe Guy, president of the local union, said this morning that the group would be meeting tonight with its attorney Gil Johnson and that "we're still open to suggestion."

Guy called an earlier proposal by Lehfeldt "completely unacceptable." The city manager had offered to pay retirement and fringe benefits for the union members for two years, but would at the same time terminate all relations and tie up ferries with city personnel.

"That couldn't happen," the union official said, "there's a city ordinance against paying someone who doesn't work for you."

Lehfeldt said that he is not aware of such an ordinance, adding that he was sure the city council would be "receptive to any proposal we might make along these lines." If necessary, he pointed out, an emergency ordinance could be passed to enable the city to pay the benefits.

Guy said that the total amount involved would be about \$5,000 or a little more.

Under the unofficial auspices of the Chamber of Commerce, negotiations between the city and the union have been going on since Aug. 2. According to Robert Horchover, chairman of a special chamber committee appointed to look into the tie-up problem at the Juneau City Terminal, the committee first held separate meetings with the city manager, longshoremen representatives, and Bill Morrice of the Alaska Steamship Co.

Horchover then asked if the city and longshoremen would meet together with the chamber acting as an interested third party, and with no publicity or public statements from any side.

Both parties agreed and met Aug. 2, to discuss the conditions of future meetings and the desired goal.

In a written report to the Chamber, Horchover noted that the union submitted a written proposal to Lehfeldt, on Aug. 7. The proposal was subsequently rejected at an Aug. 16 meeting. According to Guy, the union's position was, and still is that the only acceptable solution is to draw up a contract on the same terms as the former agreement.

According to the Horchover report of the Aug. 16 meeting, Lehfeldt felt that the city's position had changed since Aug. 7 because the National Labor Relations Board filed in an Anchorage court for an injunction against the longshoremen.

The city manager then offered to pay the fringe benefits and retirement for two years. Since the union felt this to be unacceptable, Chamber president Dick Forrest made the suggestion that the city and union work under the old agreement until the time of the court hearing. This was accepted by the city and rejected by the

union members.

The rejection of this offer is still a qualified one, Guy indicated, saying that the union will determine nothing definite until it has met with Johnson tonight.

The conflict between city and union has been going on since April when Lehfeldt notified union members that in the future he would be using city employees to tie up the ferries. In protest, the union has picketed city hall and moved its picket line to the city dock when a ferry came in as a "test case" on July 2.

Members of the Inland Boatmen's union who man the ferries have refused to cross the longshoremen's picket lines and the state has been docking all ferries at the state's Auke Bay terminal.

On July 1 the city requested the National Labor Relations Board to step into the case and on Aug. 14 a NLRB representative filed in the Anchorage court for an injunction against the Longshoremen. The case will be heard in Anchorage Sept. 23.

JUNEAU DOCK STRIKE

Longshoremen Agree To Tie Up

The Longshoremen have agreed to tie up the state ferries at City Dock until September 30, if city officials will meet with Union representatives under the auspices of the State Department of Labor.

According to local union president Joe Guy, the demand for another meeting grew out of the final sentence of the letter to Guy from City Manager Herb Lehfeldt. The closing sentence reads: "as in the past, the City remains willing to meet with representatives of Local 16 upon their request."

"They've never met with us at our request," Guy said, adding that the union has tried on several occasions to set up a conference. The president pointed out that all previous meetings have been at the insistence of a third party, such as the Chamber of Commerce.

If city officials agree to the

stipulations set out by the longshoremen, ferry service should resume September 1. The longshoremen would be employed under the terms of the old agreement with pay rates, fringe benefits and manning the same as those observed before January 1, 1968, except that the city would recognize that the tie up of the Wickersham will require two additional men.

"Lehfeldt hasn't changed his mind at all," Guy said this morning, "we've had to change a lot."

In his letter he asked that the city advise the union immediately whether or not they would meet with the Longshoremen. "We are eager to restore ferry service to the port of Juneau without any future labor dispute between the city and I.L.W.U. Local 16. Guy's letter concluded.



Don Page

Twice Weekly Alaska Ferry

Alaska State Ferries' Seattle business will keep warming up as winter draws nigh. By this time next month the ferries will be running two trips a week out of Seattle. Before the year ends, Alaska's ex-Swedish glamourship, the Wickersham, will be making weekly calls here.

That's the word from Capt. Herbert (Red) Lockert, director of Alaska's Division of Marine Transport.

Lockert told us of the ferry system plans as he paused here, on his way to look at a new ship Alaska is having built in Indiana. New plans, just approved by Alaska Gov. Walter Hickel, call for the Taku to join the Malaspina in Seattle service, with departures every Saturday and Wednesday beginning Sept. 21. The Malaspina and Taku are 353-foot sister ships.

THE WICKERSHAM WILL START her Seattle calls, hopefully, early in November. That date depends somewhat on the Port of Seattle's completion of the new Alaska Ferry Terminal at Pier 48. The Port had been pushing to have the terminal operating by October, but the metal trades strike here delayed work on the transfer bridge. As a foreign-built ship, of course, the Wickersham will have to deliver her passengers to Prince Rupert, B.C., for transfer to other boats for the rest of the trip north to Southeast Alaska ports.

ALASKA'S BIG PLANS for Seattle mirror Hickel's confidence—and hope—for the business we can generate here. Two ships a week should put it up to the Puget

Sound country to produce. Lockert tells us, "We think the potential's here. We're going to find out how good it is." Backing up Alaska's confidence, Lockert reminds us, is the fact that since they started regular Seattle service last Dec. 13, the ferries have been booked solid every voyage out of here.



MISSED BOAT—Stephen Schneider of Berkeley, Calif., and his wife, Jean, are shown in the Wrangell ferry terminal after being questioned by a customs man after staying behind when the state ferry Wickersham left. Federal law prohibits the Norwegian-built ferry from letting passengers off here unless they board in Canada. (Staff Photo)

WICKY LEAVES 2 BEHIND

MEBA Signs Alaska Ferry

An outstanding MEBA memorandum of understanding has been signed with the State of Alaska's Division of Marine Transportation (Dept. of Public Works), District No. 1-Pacific Coast District, MEBA Exec. Vice Pres. C. A. Black announced this month.

Among the provisions of the memorandum, which cover licensed engineers on Alaska's MV Wickersham, are:

"It is agreed there shall be two (2) complete crews and the manning scale for each crew shall be:

- 1—Chief Engineer (non-watchstander)
 - 1—1st Assistant Engineer (non-watchstander)
 - 2—2nd Assistant Engineers (watchstanders)
 - 1—3rd Assistant Engineer (non-watchstander)
- It is agreed the monthly wage scale shall be:

	Monthly Rate	Daily Rate 12 Hours	Hourly Rate	Overtime Rate
Chief Engineer	\$1,517.95	\$105.12	\$8.76	\$13.14
1st Assistant Engineer	\$1,213.19	\$ 84.00	\$7.00	\$10.50
2nd Assistant Engineer	\$1,143.47	\$ 79.20	\$6.60	\$ 9.90
3rd Assistant Engineer	\$ 980.00	\$ 67.92	\$5.66	\$ 8.49

"Effective June 12, 1968 through 1968 until July 1, 1969 at which time increases as contracted will apply.

"It is agreed Marine Engi-

neers Beneficial Association members shall not lose any rights and privileges they now have as United States seamen on United States vessels."

A Berkeley, Calif. realtor and his wife missed their boat here late Monday.

And since the ship was the Norwegian-built state Ferry Wickersham, they found themselves with a problem.

The federal Jones Act prohibits

the Wickersham from letting passengers off at American ports unless they got on at a Canadian port. It prohibits the use of foreign-built ships for carrying passengers or freight between American ports.

"We wrote the ferry system several months ago and were assured we could get off anywhere we wanted," Stephen E. Schneider said.

He and his wife, Jean, drove up the Alaska Highway to Haines where they boarded the Wickersham.

"One of the crewmen told us we couldn't get off except at Prince Rupert," Mrs. Schneider said. "But when we talked to the man in charge, he said we could get off anywhere we wanted."

The Schneiders got off the Wickersham when it arrived here Monday. They had hoped to use their transfer pass to go north to Petersburg and then continue their trip south.

But ferry officials explained the pass was only good for south-bound ships. They spent the night in Wrangell.

"We had no idea that we couldn't get off the ferry," Schneider said.

Sitka City Council Ferry Service Complaints

The city of Sitka voted last night (Tuesday) to send commissioner of public works Harold Stranberg a letter stating "complete dissatisfaction" with the Ferry service for Sitka for next summer.

The Councilmen said there were enough ships and more could be done for Sitka. One additional Ferry per week had been requested but it was denied by Stranberg's office.

Commissioner of Public Works.

Dear Mr. Stranberg:

Sitka's citizens are appalled over the apparent lack of concern your office has demonstrated toward providing our city with better ferry service for the summer season of 1969. (Please refer to our letter of September 7.)

Alaska's Marine Highway has been in operation some six years now and as equal stockholders with other southeast cities, Sitka has certainly not received its share of the dividends. Our best service was achieved during the 1966-67 summer season with two interport vessels (2 NB)2SB stops) a week) only to have one stop chooped from the schedule by your office for the 1968 summer season with the pleading promise of improved service for the coming year.

A deligation of seven men traveled to Juneau recently at your request to personally discuss Sitka's marine highway needs and ways of meeting them. On the basis of a meeting in our

office with your Mr. Urquhart and Mr. Dixon on August 30, it was suggested that an additional vessel (1 NB-1SB stop) for Sitka may necessarily be at the expense of a presently scheduled vessel (1NB-1SB stop) into Petersburg and Wrangell. Even with this adjustment effected, Petersburg and Wrangell will still enjoy twice the weekly service (4NB-4SB stops) we have here in Sitka, with half the population and only a fraction of the visitor attractions and economic needs.

stka depends more heavily on the marine highway than any other southeast city. Yet, we have conceded and compromised since 1962 to assure all other southeast communities maximum service. We think you'll agree it is "our turn".

w are well aware of the political implications involved and expect to see them seriously compounded if Sitka does not receive some consideration in the form of improved ferry service from the Marine Highway System for out 1969 summer season.

Ferry service for Sitka for summer.

The Councilmen said there are not enough ships and more should be done for Sitka. One additional Ferry per week had been requested but it was denied by Mr. Strandberg's office.

Dear Mr. Strandberg.
Sitka's citizens are appalled by the apparent lack of action from your office has demonstrated toward providing our community with a better ferry service during the summer season of 1966. (I refer to our letter of September 7.)

Alaska's Marine Highway has been in operation some time now and as equal status with other southeast cities has certainly not received its share of the dividends. The service was achieved during the 1966-67 summer season with two interport vessels (2 stops) a week)) only to be stopped by your office for the summer season with the promise of improved service the coming year.

A delegation of seven citizens traveled to Juneau re-

Egan Answers Henri

(ED. NOTE: The following letter is unusually long and would ordinarily not be published for that reason. Because of the prominence of the writer and the acute interest in the subject an extraordinary exception is being made.)

Dear Mr. Henri:

Your letter of last Thursday, which appeared in the Juneau Alaska Empire, has been read with interest.

The undersigned is the guy who, politically speaking, "stuck out his neck a country mile" in 1960 to push through the legislature his conviction that a regularly scheduled surface transportation system through Southeast Alaska connecting with the mainland highway network at Prince Rupert was a must if we were to have progressive, orderly development of our great state. He is also the guy who traveled from one end of Alaska to the other, doing his best to convince a majority of Alaska's voters that the bonding proposal to accomplish same should be approved. The people of Alaska, by a slim majority, approved. But the people of the present Governor's home town voted down the proposal by a majority of 4 or 5 to one. One of the chief reasons for this was a negative report by a local Chamber of Commerce Committee, of which the present Governor was one of the active members. The present Commissioner of Public Works, and the overseer of the State Division of Marine Transportation, also threw cold water on the project. His chief argument was that the proposal to create the Marine Transportation System hadn't been "studied" enough.

Also, in 1960 and again in 1962, the writer of this letter stood foursquare in his conviction and traveled from one end of Alaska to the other, speaking against proposals to move Alaska's Capital to a place north of the Gulf of Alaska. The reverberations of that crusade, or rather, those crusades on the part of this writer, still reverberate negatively against this writer, in these parts.

The writer of this letter agreed with a group of interested Juneau officials and residents that if they provided a new National Guard Armory at some suitable location, the state would turn over the existing Armory to the City of Juneau for whatever "ethic" uses the people of Juneau decided upon. There were no Federal or State funds available and no authority whatsoever for turning said Armory over to the City of Juneau without assurance that local funds would be provided to build the state a new armory. I seriously doubt that federal funds have been made available to build a new armory.

10% contingency fund was also added. As a result of these concerted analyses, a general obligation bond proposal calling for authorization of issuance of \$15,500,000 in such bonds, was placed on the 1966 general election ballot. The people approved that proposal. And it was sold to the people of Alaska on the basis that the state would call for construction of the two subject vessels.

Imagine the surprise then, when the new administration started talking about constructing "three or four" smaller vessels with the money that had been authorized by the people of Alaska to build two vessels. To make a long story short our "courageous and creative" governor dilly dallied for more than one year. More than one precious construction cost year slipped by—with no action whatsoever taken to remedy an already deteriorating situation. (The previous administration had planned to be to bid by February 1967.) Had the bids been called for in early 1967, the much needed ship we had planned for would have been well on the way to construction completion at this time, and on the run in early 1969. That is a far cry from the two extra years you referred to in your letter. And Alaska would have had a ship specifically constructed for the trade.

Along about March, 1968 our "Courageous" governor apparently panicked. An Alaska entourage began touring Europe. The Governor announced that a Finnish "Dream" ship had been found. Something apparently went wrong with that, though. Next on the program, the Governor was toying with rebuilding a couple of Liberty freighters. Next he had found a vessel of German vintage that was to be the answer of our Marine Highway systems prayers. Then, suddenly, a Swedish vessel, the Stenna Britannica, became the greatest thing afloat. Apparently, nothing but a cursory examination was made of this ship. It was, indeed, a beautiful ship. But no consideration was given to calling in U.S. Coast Guard personnel or others, for at least a general inspection of the ship and its construction plans. It was purchased, period. Even though our Chief Executive was well aware that a Federal Law, the Jones Act, stood squarely in the way of the announced schedule he had planned for the vessel.

The writer of this letter conferred with several public servants relative to authorization of funds to purchase a site for a new capital building. A resolution authorizing such a purchase was to have been presented to the 1967 session of the Alaska Legislature. (Representative Bill Ray, for one, participated in the discussions with me on the above subject.)

To go back to the armory question for a moment. Wasn't the question of providing funds for this project put to the voters of Juneau at a recent election? Didn't the voters turn the proposal down?

With respect to the vessel known as the "Wickersham" you state he (our present "courageous and creative Governor") 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."

Let us examine the factuality of your statement with respect to the foreign ship purchased by the Governor. First off, in 1965 my administration decided that other vessels would have to be added to Alaska's Marine Highway System. Staff conferences between the people of the Division of Marine Transportation, Department of Administration and myself, were held on the subject. Discussion were held with representatives of Naval architectural firms, shipbuilders, ship operators (including Canadians), etcetera. It was decided by all concerned that Alaska needed two additional vessels. It was further decided that one of these vessels would be a 750 passenger ship for the southeast run. The other would be a "Malaspina" class vessel for the southcentral coast service, and the M/V Tustemena would be used on an "at large" basis over Alaska's coastline. Bids received back in the early 1960's were closely re-examined. Using those bids as a guideline, escalated construction costs were added covering 1962, 1963, 1964, 1965, 1966 and 1967. A

Even though many of us have long advocated meaningful amendment or outright appeal of the Jones Act, nevertheless, we are a land of law, not men. When a Chief Executive believes a law is bad, he must not defy the law—he must go through the proper process for changing that law—even if that proper process involves more time than snapping indignant fingers at Congress and maligning Alaska's Senior Senator, Bob Bartlett.

With respect to this entire matter, I feel a considerable injustice has been done Chairman Edward Garmatz of the Congressional Committee on Merchant Marine and Fisheries. The story has been spread far and wide throughout Alaska that Chairman Garmatz opposes a waiver for the Swedish hull to operate on the Alaska Marine Highway System. The fact is that Mr. Garmatz many weeks ago clearly indicated that if the State of Alaska would agree to place the ship under American Registry and certify that she meets American safety regulations, there shouldn't be much of a problem in obtaining congressional approval of a waiver. And what, may I ask, is wrong with that?

How can we as a Sovereign State, require compliance with State of Alaska Safety requirements in industrial and other fields, and cry our eyes out because Uncle Sam expects us to live up to Federal safety regulations in the field of water commerce?

The Wickersham has already cost the taxpayer of Alaska a hefty penny. Original purchase price, extra parts, bringing the ship to the United States, salaries and other costs of traveling and living expenses for public employees who traveled to and from and through Europe—all these things undoubtedly add up to close to \$7,500,000. By the time all terminal modifications have been completed on a permanent basis, when all necessary modifications of the ship itself have been made on the vessel itself to make it fully efficient and fully functional and in compliance with U. S. safety requirements, Alaskans might well have at least \$10,500,000

invested as a result of the Stenna Britannica purchase.

Like so many things we meet along life's highway, the beauty of ships if oftentimes only skin deep.

I cannot help but join those who feel the Swedish vessel purchase reflects the height of mismanagement and fiscal irresponsibility. It is, however, ours. We must all do everything possible to see that a sufficient heavy allocation of funds are made available to bring the Swedish vessel up to specifications that will permit her to proudly fly the American and Alaska flags.

The sad thing, though is that the Stenna Britannica episode need never have become a part of Alaska's history. There were enough funds approved by the voters in 1966 to provide two great ships for Alaska's Marine Highway System. But because of bungling followed by panic, Alaskans will have only one highly questionable bottom to show for a great portion of the funds available.

As you can see, Joe, I did not agree with much of what you said in your letter. You can probably brush my views off as being "politically inspired." But to me, politics has always been good government combined with truth as against fiction.

Sincerely,
William A. Egan
(Former Governor
[D] of Alaska)

BUT WICKY'S SOME LADY

By HAROLD BERGMANN
Exodus: 9v14 "For I will at this time send all my plagues" After last week, the above words would seem to apply to the Wickersham. What else may go wrong will, undoubtedly, depend upon the Lord.

Maybe all the Wickersham's problems are due to her statelessness. Like a beautiful step-sister, she has created an aura of jealousy. She is prettier. She is faster (this may be creating some of the trouble). She doesn't call at the same ports. She flies more flags than any ship in the ferry fleet. She's been to Europe. She brought back a little of that continental air. She's a little bit frivolous. She's been registered and re-registered, and she absolutely refuses to stop trying to please.

Any talk of her being the first submarine in the Alaska Ferry Fleet is pure nonsense.

Coast Guard Takes Dim View of Wickersham Safety

WICKY DRAWS C.G. FIRE

WASHINGTON, D.C. (SPECIAL) — The commandant of the United States Coast Guard told Sen. E.L. Bartlett by letter this week that the new state ferry Wickersham, in his estimation, will have to be extensively rebuilt and that the Coast Guard opposes any legislation that would waive U.S. safety requirements for the vessel.

Admiral W.J. Smith had been invited by Senator Bartlett to comment on two legislative proposals before Congress. One bill would authorize documentation of the Wickersham as a U.S. vessel for three years; the other would permit operation of the Wickersham as a foreign-registered vessel between U.S. ports. The state is operating the Norwegian-built Wickersham between Prince Rupert, B.C., and Haines, Alaska.

Adm. Smith says neither bill purports to exempt the Wickersham from Coast Guard safety regulations but there are two things to consider. If the ship is documented as a U.S. vessel it must meet safety requirements. If it is allowed to operate as a foreign vessel it would not even have to comply with international safety requirements under its Panamanian registry so the Coast Guard would be opposed to that approach.

The Coast Guard, as of now, is opposed to operation of the foreign-built ferry Wickersham on the grounds of safety, among other things, according to the following letter received by Sen. E.L. Bartlett and made available to the Press:

This is in further response to your letter of May 9, 1968 requesting Coast Guard comments on two drafts of bills to amend the Jones Act to permit the State of Alaska to operate a foreign-built ferry between ports in Alaska and the State of Washington.

The first of these drafts would authorize and direct the Secretary of Transportation to document as a vessel of the United States, for three years, for operation between ports in Alaska and Washington, a foreign-built ferry owned and operated by the State of Alaska. The second draft would permit such operation of the ferry as a foreign-registered vessel. Either draft, if enacted, would in effect amend 46 U.S.C. # 289, which prohibits a foreign vessel from transporting passengers between ports or places in the United States.

Of primary concern to the Coast Guard is the basic question whether, notwithstanding the enactment of either draft, the ferry can comply with minimum safety requirements. Since neither proposed bill purports to exempt the vessel from the statutory requirements necessary to the issuance of a certificate of inspection, certain substantial practical problems, relative to Coast Guard safety inspections, should be considered.

For example, even granting the documentation proposed in the first draft, the construction, machinery, equipment and materials would have to be checked for compliance with current applicable United States laws and regulations. This would probably necessitate such measures as removal of structural paneling, ceilings and other construction components, in addition to the testing and certification of construction materials. Plans of the vessel, which we understand to be the Norwegian built M/V Britannica, are not presently available, but it is believed she is constructed substantially of wood; hence, United States requirements could be met only with extensive rebuilding.

The language of the second draft obviates many of the inspection problems of the first draft. If the vessel were registered in a country signatory to the International Convention for the Safety of Life at Sea, 1960 (SOLAS), she would be treated as any other foreign vessel and subjected only to the routine examination set forth in that convention. The Coast Guard, however, has been persisting in attempts to attain more stringent international safety requirements for vessels, in order to achieve maximum protection of life and property at sea. Hence, absent other very compelling considerations we are opposed to legislation, such as the second draft, which amounts to a waiver of the greater United States requirements. Forwarded herewith for your

information is a copy of comments furnished to the House Merchant Marine and Fisheries Committee in response to their request on several proposed bills which are closely similar to the draft you provided.

QUESTION OF SAFETY AT SEA

It has been a pleasure to be of service to you in this regard.

Sincerely yours,
W.J. SMITH, Admiral
U.S. Coast Guard
Commandant

240-HELP WANTED-MEN

PORT CAPTAIN
and
ASSISTANT
PORT ENGINEER
Openings at
Juneau, Alaska

Division of Marine Transportation, State of Alaska, is recruiting for an expanding Marine Highway (Ferry System).

Details on position duties, qualifications, salary, and method of application are available through

H. M. Griffiths
Marine Terminal Manager
Port of Seattle
Bell Street Terminal
Pier 56
Seattle, Washington 98111
Telephone: MU 2-6651

Wicky 'Wacky' Again

JUNEAU (AP) — The ferry Wickersham was anchored in Kenof Bay today after a leak developed in the steering room. Coast Guard cutter and a helicopter were enroute with pumps to the scene, below Graham Strait, 120 miles northwest of Ketchikan.

The Coast Guard and State Department of Public Works safety of the ship and the passengers was not threatened.

Public works commissioner Harold D. Strandberg said the leak had occurred around the rudder post. The rise of water in the compartment could be controlled, he said, as long as the ship was motionless, but the water rose when the ship attempted to make headway.

He said the ship could make port unaided, but was awaiting the arrival of pumps to prevent further damage to machinery in the steering room.

UNPREPARED OR UNFAIR?

Pollock Scores Coast Guard

Congressman Howard W. Pollock (R-Alaska) in a stinging letter to the Commandant of the Coast Guard today expressed his displeasure at the performance of a Coast Guard witness for his testimony before a House Committee on the Jones Act.

Pollock said a Coast Guard witness who testified before the sub-committee was "either unprepared to testify or for other reasons did so in a manner which I feel unfairly jeopardized badly needed legislation for the State of Alaska."

Pollock called the testimony of Rear Admiral Charles P. Murphy on his two bills to unhackle the M. V. Wickersham from the restrictive provision of the Jones Act "disturbing".

Admiral Murphy's testimony "by implication and qualified replies can be construed to mean that the M.V. Wickersham is an unsafe vessel," Pollock wrote the Commandant.

"The testimony of the Admiral was elusive and damaging by innuendo. The testimony is a disservice to the State of Alaska and the people who have ridden or will ride the M.V. Wickersham," he added.

Pollock pointed out that none of the reports filed with the committee by the Department of Commerce, Federal Maritime Commission and Bureau of the Budget opposed his bills. On the contrary, the reports were quite favorable.

Pollock called attention to the Department of Commerce report which said in part "... beneficial effects for the Alaskan economy ... Southeastern Alaska represents an unusual situation and our present restrictions appear to have effects upon that area detrimental to its economic development."

Coast Guard Joins Bartlett Flag Forces

By DIANA DUNCAN
Empire Staff Writer

The U.S. Coast Guard is opposed to any legislation which would permit the state of Alaska to operate the M.V. Wickersham without American Registry.

In a letter to Sen. E. L. (Bob) Bartlett-D. Alaska, W.J. Smith, Admiral, U.S. Coast Guard Commandant wrote, "we are opposed to legislation ... which amounts to a waiver of the greater (then SOLACE) United States requirements."

He was referring to the legislation sought by Gov. Walter J. Hickel, which would permit the state to operate the ferry as a foreign-registered vessel.

The Admiral cited concern over safety standards as the reason for the Coast Guard's stand. "Of primary concern to the Coast Guard is the basic question whether ... the ferry can comply with minimum safety requirements," Smith wrote.

If the ferry were registered in a country which has adopted the International Convention for the Safety of Life at Sea, 1960 (SOLACE) requirements she would be "treated as any other foreign vessel and subjected only to the routine examination set forth in that convention," Smith explained.

(The Wickersham is now registered as a Panamanian vessel and is under the SOLACE regulations).

"The Coast Guard, however, has been persisting in attempts to attain more stringent international safety requirements for vessels, in order to achieve maximum protection of life and property at sea," the admiral continued.

Smith said that compliance with Coast Guard requirements would "probably necessitate such measures as removal of structural paneling, ceilings and

other construction components, in addition to the testing and certification of construction materials."

"Plans of the vessel ... are not presently available," he continued, "but it is believed she is constructed substantially of wood; hence, the United States requirements could be met only with extensive rebuilding."

State officials have maintained throughout that the Wickersham is a safe ship, and that the SOLACE standards are virtually as stringent as the Coast Guard's, if not more so.

The Coast Guard statement came as a response to a request from Senator Bartlett who is "firmly on the record as favoring amendment of the Jones Act to permit the Wickersham to secure registry under the flag of the United States."

Wickersham Back on Job After Leak is Repaired

The problem-plagued M/V Wickersham is back on her schedule again today. But it wasn't easy.

Early Friday morning as the vessel plowed along through Chatham Strait she sprung a leak when a plate covering a rudder pin came loose. The pumps were unable to contain the water while the vessel was underway, so Capt. Ron Kutz called her into the placid waters of Tebenkof Bay, anchored and called for pumps.

A 900-pound pump owned by Stewart-Erickson Construction was flown out to Wickersham by Earl (Mile-High) Walker in his Temco helicopter. That saved the day because with it operating the ship was able to proceed to Prince Rupert without further delay, sailing with one rudder. Repairs were made in Prince Rupert.

Walker had some real problems. As the first aircraft to land and take off from the new airstrip it was seen that he earned the distinction. The pump was so heavy that he was unable to lift off. So the wheels and axles were removed and he finally got away.

Because of the tremendous weight, he was able to fly only 25 miles an hour to Wickersham's location off Chatham Strait. He had intended to drop the pump, its discharge and suction hoses on the after deck of the vessel. However, he decided otherwise when the hundreds of passengers insisted on crowding in to see the action, he said. So he called Kutz on the radio and asked that a lifeboat be lowered. As that was being done, he flew to the beach to lighten the load. This was done by taking off the hose and other gear, leaving only the pump slung to the aircraft.

This, carried on a "bellyhook" he lightly placed aboard the lifeboat. Then he returned to the beach for the remaining gear and as the passengers were lured away from the after deck to watch the lifeboat he "sneaked" in and dropped his final load.

But the tenseness wasn't over for Walker and his trusty whirlybird. Because of the heavy load he was running dangerously low on fuel. He had some some distance away, cached in a cove. He called on his radio, stating that if he wasn't back in contact within 30 minutes that someone should run some gas out.

However, he made it to the cache, took 15 gallons and whirled away to Totem Bay where he filled up.

State officials said the vessel at no time was in danger of sinking as had been reported earlier. Kutz had taken all precautions normal for such an

emergency. These included removal of all lifeboat covers and other precautions.

It has been said that the vessel is safe as can be because of the numerous compartments that can be sealed off in event of emergency. In this case the rudder room was sealed off to prevent water from entering the engine room.

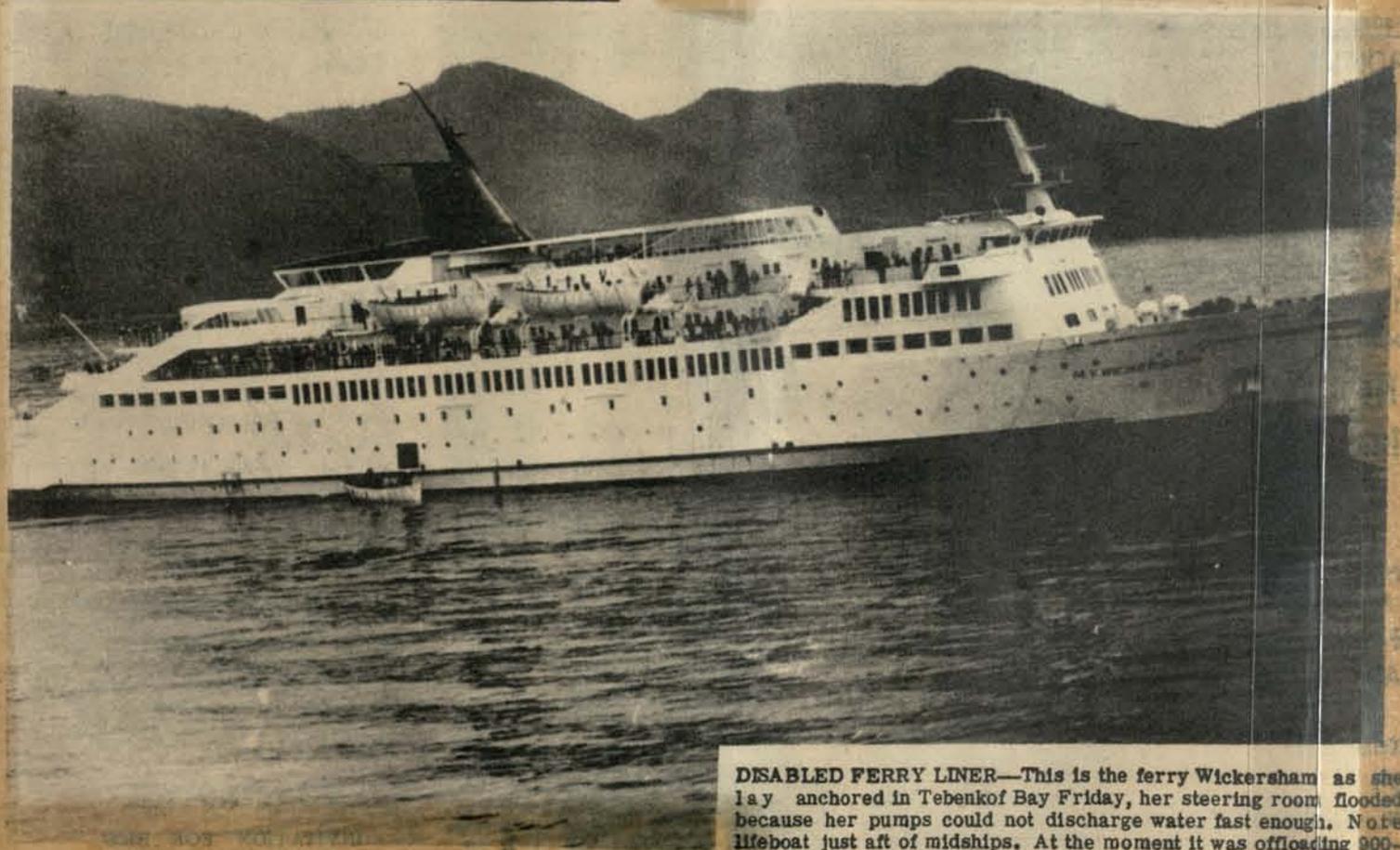
Because of the continuing difficulties of the luxury vessel, one wag here remarked Tuesday: "What they should name her is Quinine, for she is a bitter pill to swallow."

Meanwhile, Dick Kito concocted a special cocktail which he is now giving away at his establishment. It is called "Hickel on the Rocks." It consists of one very cold cube of glacial ice served in a tall glass. It has become a crowd-pleaser.



CRIPPLED WICKERSHAM—This is the Alaska State ferry M/V Wickersham as she appeared while waiting help to pump out her steering room last Friday. Here she is shown Anchored in Tebenkof Bay. Lifeboat seen just aft of midships is unloading 900-pound pump which was flown by helicopter from Petersburg. Plate over rudder pin was said to have slipped, causing the steering room to flood. Pump was flown in by Earl (Mile High) Walker in his Temco helicopter. —Petersburg Press Photo

PAGE 8A—PETERSBURG PRESS, Wednesday, Aug. 14, 1968



DISABLED FERRY LINER—This is the ferry Wickersham as she lay anchored in Tebenkof Bay Friday, her steering room flooded because her pumps could not discharge water fast enough. Note lifeboat just aft of midships. At the moment it was offloading 900-pound pump to help clear the steering room of water. The pump was landed in the lifeboat by Earl (Mile High) Walker, Petersburg helicopter operator. Later the vessel got under way and still later repairs were completed and she is now back calling at the various ports, sans Petersburg. Note uncovered lifeboats and passengers lining rails. —Petersburg Press Photo

Wickersham on Job After Repair of Leak



MASSIVE CROWDS greeted the inaugural voyage of the vessel at Ketchikan and Juneau.

ON INSPECTION TOUR of the Wickersham, legislators and members of the press look over the Wickersham's car deck and the ramps which can drop down to give the ship still another deck for parking vehicles.



KETCHIKAN'S CHUCK JENSEN watches as helmsman in the Pilot House steers the vessel with airplane-like "driving" wheel.

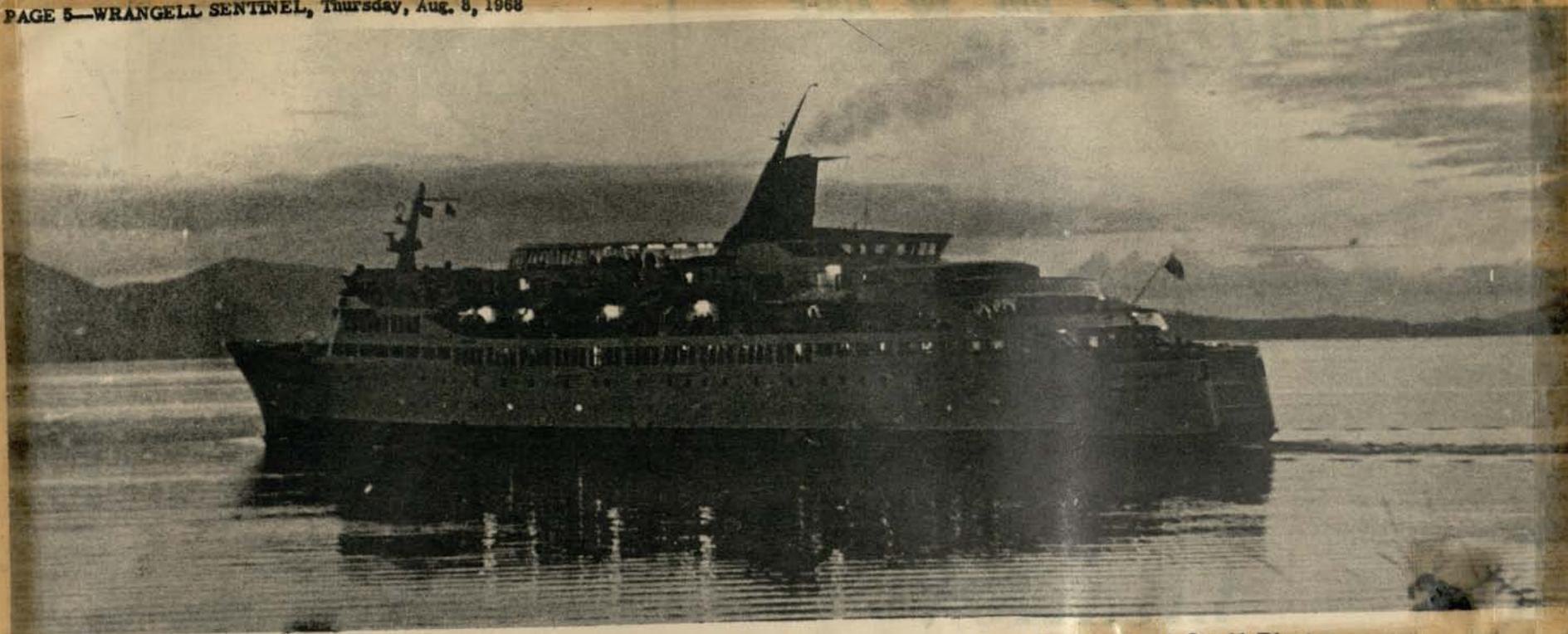
(Continued on next page)



AFT OF THE SHIP'S ROOMY cafeteria is this popular sun deck where passengers can eat, play cards, or just relax and enjoy Alaska's unrivaled scenery.



DELUXE STATEROOM ACCOMMODATIONS aboard the Alaska ferryliner M/V Wickersham include berths which convert to comfortable and spacious lounging seats in daytime. Rooms also include showers, toilet facilities, even telephone service.



Night scene from Wrangell seawall: MV Wickersham outbound—Sentinel Staff Photo

Wickersham To Serve Seattle-P.R. In Fall

JUNEAU — A question which many have been asking was answered in Alaska recently. What will the State of Alaska do with its new ferryliner Wickersham when the heavy summer traffic subsides in the fall?

"We plan to run her between Seattle and Prince Rupert — to feed the other vessels," said Commissioner of Public Works Harold Strandberg.

The present weekly run of one of the state's three U.S.-built ferries to Seattle would be

maintained to carry freight vans, which the Norwegian-built Wickersham is prohibited from handling by the Jones Act, Strandberg said.

"The Seattle run, inaugurated last December, has been highly successful with the vessels booked solid every trip," he said.

Passengers Limited

Coast Guard regulations limit the number of passengers the American-built ferries can carry on the run to 100, to the number of berths each has. The regulations do not apply to voyages of less than 24 hours.

The Wickersham, under Panamanian registry, is not bound by C.G. regulations and could carry a capacity load — 1,310 passengers between Seattle and Prince Rupert. But Capt. H. J. Lockert, director of the state division of marine transportation, an agency of Strandberg's department, said the Wickersham would voluntarily adhere to berth limitation policy "for the comfort of the passengers."

The foreign vessel is faster than the American built ferries and possibly could make the run to Seattle from Prince Rupert in less than 24 hours.

FERRY GRANT SEEN:

WASHINGTON, D.C. (SPECIAL) — U.S. Rep. Howard W. Pollock, R-Alaska, says Alaska may be eligible for a federal grant to finance part of the cost of constructing new ferries.

In a letter to Gov. Walter J. Hickel, Pollock said: "In my continuing search for means to alleviate these problems, I learned that although

Alaska is in a unique situation, we may very well qualify to receive a grant for ferries for the marine highway system from the Urban Mass Transit Administration."

Pollock said he was considerably encouraged as a result of his discussions with Robert McManus, director of project development, UMTA.

The state of Washington recently received a grant from UMTA in excess of \$15 million for assistance in constructing four new ferry vessels to modernize its fleet.

FERRY PASSENGERS EATING VEGETABLES GROWN IN ALASKA

JUNEAU—Alaskan agriculture took a giant step forward last month when trial offerings of Alaskan-grown vegetables won enthusiastic public acceptance on the ferryliners of the Alas-

ka marine highway system, Gov. Walter J. Hickel said.

The first shipments of lettuce, romaine, cabbage, radishes and green onions, grown by Matanuska Valley farmers, arrived in

Juneau for the ferries a few weeks ago. Within the next few weeks, celery, carrots and fresh frozen peas will be added to the list.

"Alaskan farmers produce the

highest quality product available anywhere in the world," Hickel said. "With plans for larger storage facilities and with the resulting favorable prices, production is going to be stimulated,

transportation problems will be licked and retail grocery stores in every part of the state are going to be stocking home-grown vegetables."

Hickel added that the ferries are serving Alaskan halibut, crab, salmon and for the first time the newly famous Alaska scallops.

To focus attention on the quality produce and seafood being served, a special card is placed at each table.





—ALASKA AIRLINES PHOTO BY BOB SPRING

ERMALEE HICKEL, Alaska's First Lady, delivers a mighty WHA-A-A-ACK, breaking the traditional magnum of champagne on the bow of the vessel and rechristening the ship the M/V WICKERSHAM.

the M/V Wickersham. Vessel includes open as well as protected observation areas for the convenience of passengers.



IN ENGINE CONTROL ROOM below decks, visitors look over maze of communications, safety and mechanical controls and gauges.



RUTH ALLMAN, a relative of the late Judge James Wickersham co-sponsored with Mrs. Hickel the rechristening of the vessel.

ATASKA AIRLINE PHOTO BY



APPROPRIATE COSTUME—Dressed in a life preserver and "shipwreck" pants and carrying a sign, "Sink The Jones Act" and "Cut the Red Tape", Walt Smith of Prince Rupert, B.C., was the winner of the costume party aboard the M/V Wickersham during the inaugural voyage. He is shown being congratulated by Gov. Walter J. Hickel and presented with his prize—a bottle of champagne.



WICKERSHAM CHRISTENING—Mrs. Walter J. Hickel smashed a bottle of champagne on the bow rail of the M/V Wickersham during re-christening ceremonies at Juneau. More than 2000 persons turned out to welcome the vessel and take part in the ceremonies following the inaugural voyage. Mrs. Ruth Allman, niece of Judge Wickersham, was co-christener.

Western Airlines Photos.

Dock Strike

The city of Juneau has asked the local branch of the Longshoreman's union to tie up ferries under the old arrangement, until a permanent settlement is reached, the Chamber of Commerce learned at its Thursday noon meeting.

Joe Guy, President of the local Longshoreman's union said that he could not comment on the request until he had met with union members.

"It's their decision, not mine," he said. City Manager Herb Lehfeldt also refused to comment until a decision had been reached. He said that the city and longshoremen have been discussing the matter "for some time."

Chamber of Commerce Manager Bob Wells said today that the Chamber has no official role in the discussions, but is "very interested" in a solution to the problem.

It's the newest, fastest most spacious ship in Alaska waters. Alaskans call it a ferry-liner — and of course it is — but travel agents, travel writers and steamship buffs who have seen the vessel ask how many other "ferries" there are which can boast a deluxe dining salon, spacious cafeteria, two posh cocktail lounges, dance floor, carpeted decks and doors, a tinted roof top-deck sun veranda, plus interior observation and sitting lounges done in the style of a European hotel.

It's the newest ferryliner in southeast Alaska — the Motor Vessel Wickersham. It can accommodate more than 1,000 passengers, has berths for 384, and can carry 140 vehicles.

Formal inaugural voyage of the Wickersham took place earlier this summer — and a happy, gala voyage it was, too. Members of the press, the legislature, and civic officials representing their respective communities from all over Alaska travelled to Prince Rupert to take part in the two-day sailing.

Climax of the trip was at Juneau where Ermalee Hickel, wife of Governor Walter J.

Hickel, officially re-christened the vessel the M/V Wickersham.

Consensus of everyone aboard the voyage: It's a magnificent vessel, a proud addition to the Alaska Marine Highway System.

NEW ALASKAN was aboard. Here are pictures — unless otherwise indicated, by Alaska Travel Division's Fred Belcher — of some of the ceremonies which took place. More important, here are pictures showing you "your" latest purchase — the accommodations, the facilities, the luxury and the "fun" of the M/V Wickersham.

(Continued on page 8)



ALASKA AIRLINE PHOTO BY BOB & IRA SPRING
GOVERNOR WALTER HICKEL cuts the ribbon at Prince Rupert, formerly inaugurating service aboard the M/V Wickersham.



HIGHWAY RIBBON CUTTING—Gov. Walter J. Hickel, following the Canadian custom, "purchased" the scissors used in this ribbon cutting "opening" from Prince Rupert Mayor Peter Lester for one penny. The Alaska super-highway runs from Prince Rupert, B.C., to Southeastern Alaska ports. Others of the official party are seen on the speaker's platform.



THOUSANDS GREET M/V WICKERSHAM—The largest crowd to greet the new Alaska State Ferry and the greatest number of Ketchikan residents ever to gather at one place at the same time welcomed the M/V Wickersham upon its arrival at Alaska's first city on its inaugural voyage.

Introducing...

STATE VIEWPOINTS

By MARTIN F. "Bill" SCHAFER
Director Alaska Travel Division

It's the newest, fastest, most spacious ship in Alaska waters. Alaskans call it a ferry-liner—and it is—but travel agents, travel writers, and steamship authorities who have seen the vessel ask how many other "ferries" in this world can boast a deluxe dining salon, two posh cocktail lounges, dance floor, carpets in all staterooms, a tinted-roof top-deck sun veranda (for enjoying the outdoors, in rain or shine), plus interior observation and sitting lounges done in the style of a European grand hotel.

It's Alaska's newest ferryliner, the M/V Wickersham.

The ship is now operating between the Canadian port of Prince Rupert, B.C., and the Alaskan ports of Haines and Skagway. (Prince Rupert is accessible from U. S. and Canadian points by highway, rail, air or Canadian ferry while Skagway and Haines, respectively, are accessible by rail and highway.)

Statistically, the seven-million dollar vessel was built in Norway, carries 1,300 passengers, has berths for 384, and can haul 140 vehicles. At 363 feet long, the vessel is 11 feet longer than the three other ferryliners—the Malaspina, the Taku, and the Matanuska—which it joins in the southeastern Alaska panhandle.

Because the Wickersham is now available to handle the excess traffic which has plagued the Alaska Marine Highway System in past years, one of the other ships—currently the Malaspina—is free to make a once-a-week sailing all the way to Seattle. The Seattle service, initiated last winter on an "off season" basis, is now assured year-round scheduling.

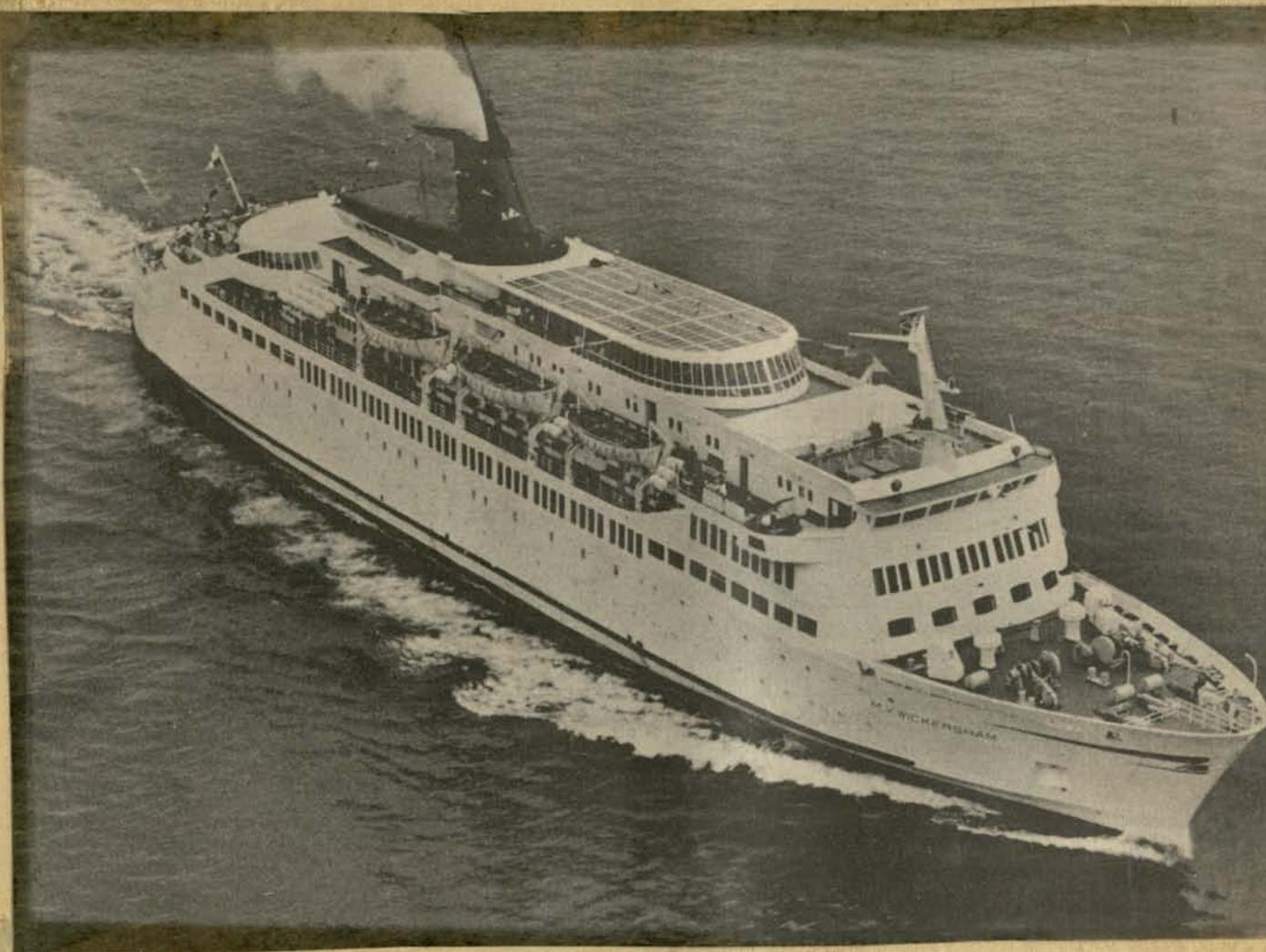
The Wickersham, being Norwegian built, is subject to the restrictions of the so-called Jones Act, actually a series of federal statutes which prohibit carrying traffic between two American ports in foreign-built ships. Because of the act, northbound passengers may board the vessel only at the foreign port of Prince Rupert but may depart at any of the ship's four American ports of call—Ketchikan, Juneau, Haines, or Skagway. Similarly, southbound passengers may board at any of the four American ports but may disembark only at Prince Rupert.

The other vessels, American-built, operate a near daily (five roundtrips per week) summer schedule between the ports of Prince Rupert, Ketchikan, Wrangell, Petersburg, Sitka (three calls a week), Juneau, Haines, and Skagway.

NEW FERRY DIRECTOR

Capt. Herbert J. Lockert has been named Director of the Division of Marine Transportation for the State of Alaska. Lockert has been acting director since the retirement of Capt. Gregory Mangan in February.

Lockert first joined the division in 1964 as marine superintendent and operating manager.



the "WICKERSHAM"

NEWEST, MOST

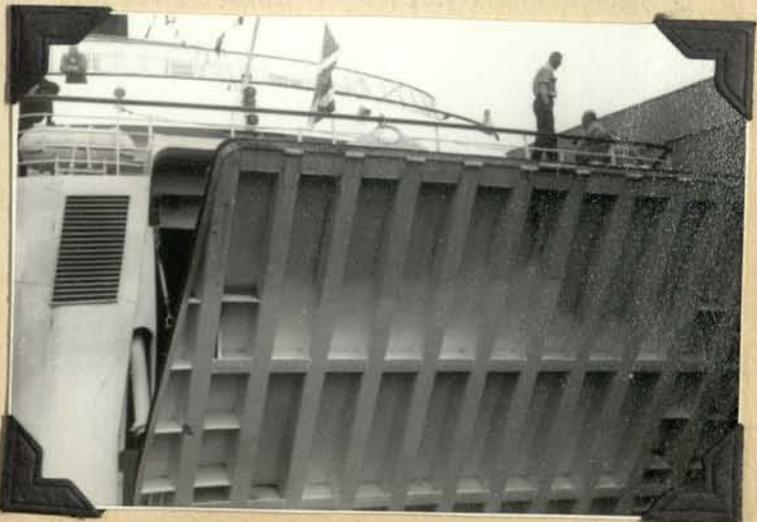
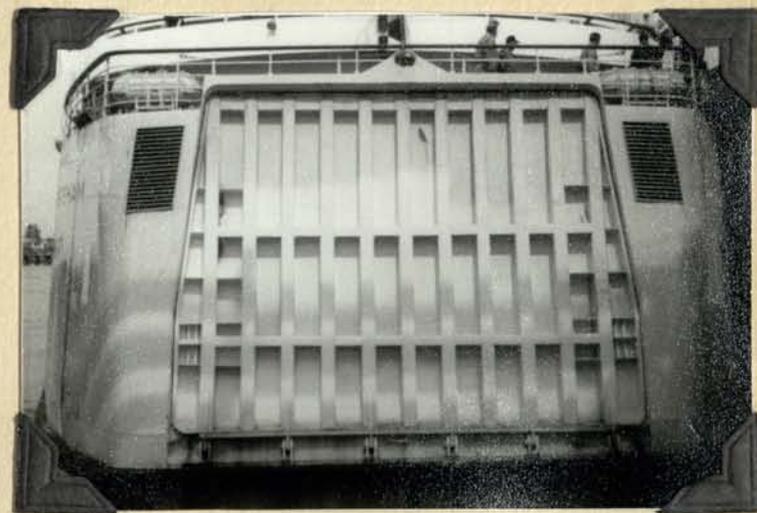
LUXURIOUS

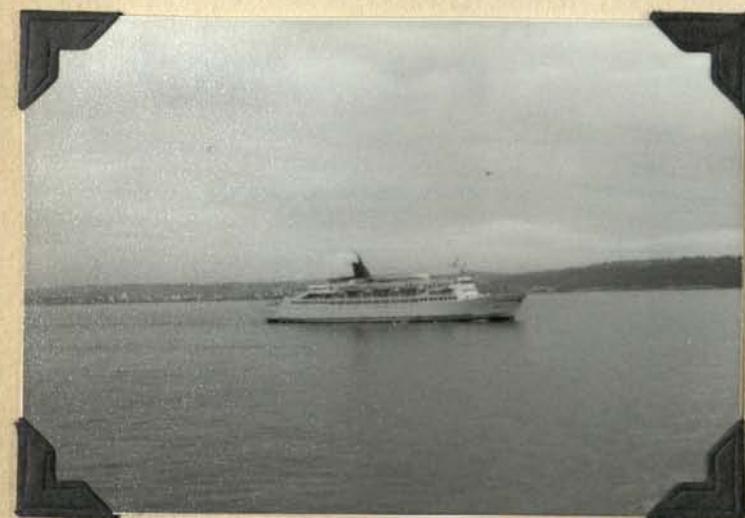
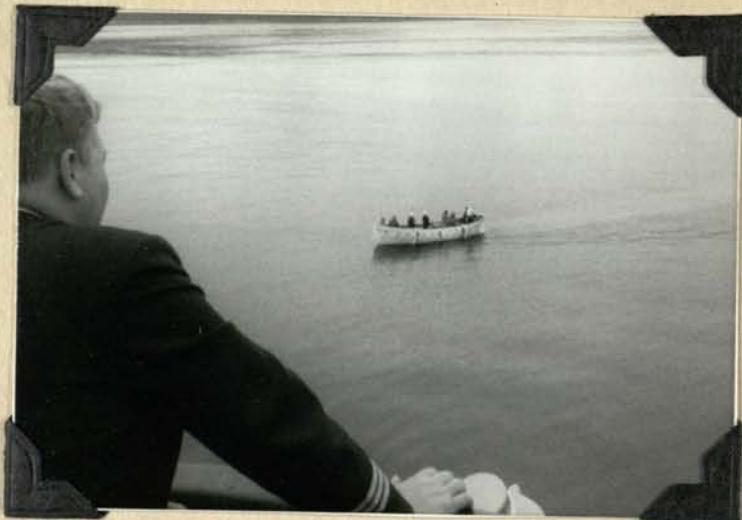
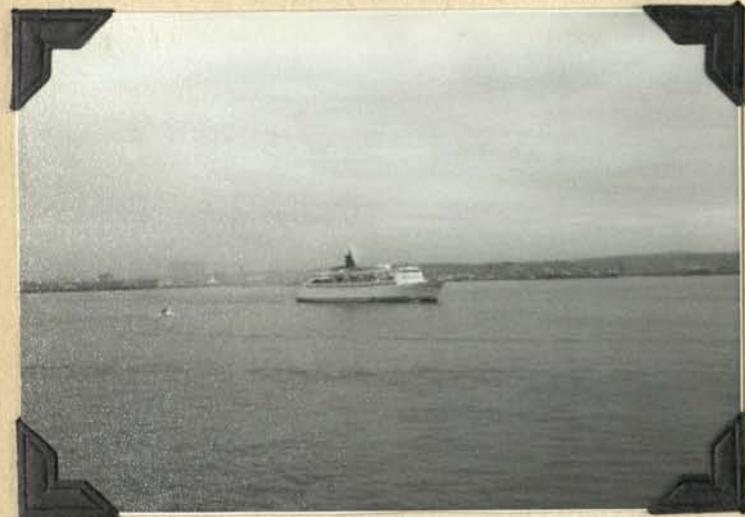
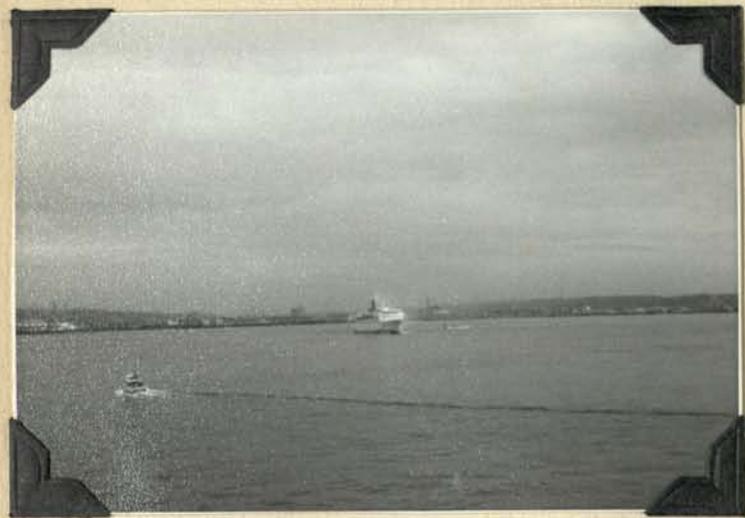
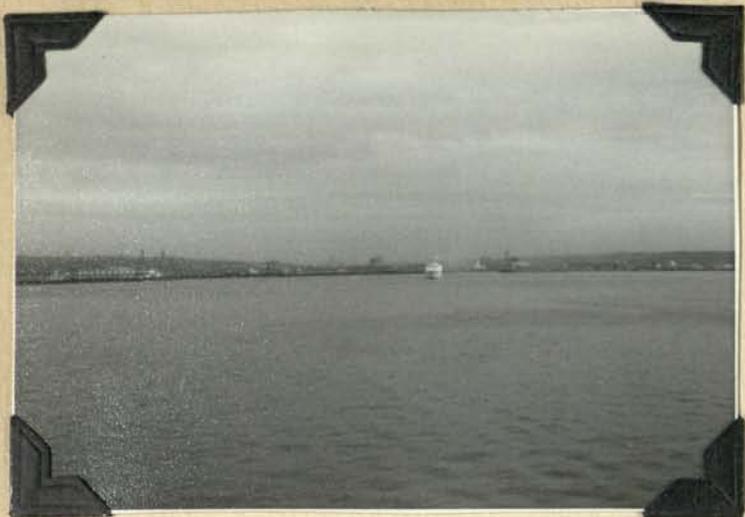
VESSEL

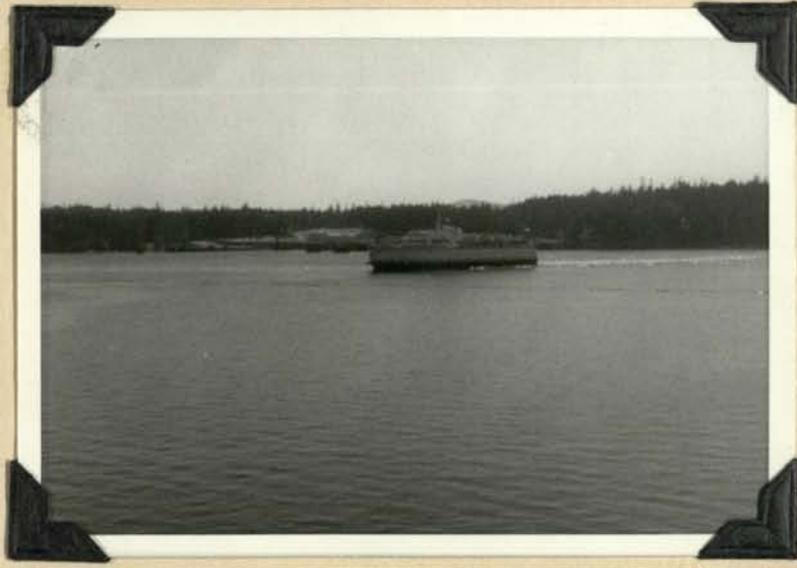
TO SAIL THE

NORTH PACIFIC









WELCOME WICKERSHAM!



The Kenai Peninsula

Cheechako News

Tenth Year — Number 507

FRIDAY, SEPTEMBER 20, 1968

PRICE—15¢

First Ferry Arrival For Kenai Area

The WICKERSHAM, Alaska's super-ferry, was delayed today in its arrival at Kenai Pipeline Co.'s dock, north of Kenai.

Scheduled to arrive at noon, the welcome to the first of the state's ferries to dock in a Kenai area harbor was delayed until 3 p.m. due to an unanticipated freight loading problem involving a tanker.

Frank Smith, Kenai Pipeline Co. superintendent, said the tanker, the OREGON STANDARD, ran into some bad weather on its trip from Hawaii and was delayed in its arrival at the dock until shortly before midnight Thursday.

The WICKERSHAM cruised back and forth in Cook Inlet until the OREGON STANDARD took on its load of 112,000 barrels of residuum from the Standard Oil Co. refinery. The tanker is bound for Richmond, Calif.

Another tanker, the ALASKA STANDARD, is due in tonight, Smith said. Coming from Anchorage, it will dock at 10:30 p.m. after the WICKERSHAM'S departure at 10 p.m. This tanker will proceed on to Southeastern Alaska after being loaded with products from the refinery for distribution within the state.

Local dignitaries, school children and other interested Kenai (Continued on Page 2)



AWAITING THE WICKERSHAM—Pupils from Ninilchik School pose on Arness Dock. Plans had called for the ferry to pass close by, but a delay

cancelled the plan. Sen. W. I. "Bob" Palmer accompanied the youths. The group visited Cook Inlet Pipeline pier and the greenhouse at Ridgeway.

Wickersham Arrives Here

(Continued from page 1)
Peninsula residents were on hand to greet the ferry-liner.

A bus load of pupils from Ninilchik Schools, accompanied by State Sen. W. I. "Bob" Palmer and chaperones, on arrival at Kenai Pipeline Co. dock, were informed of the delay. They then went to Arness Supply Co. dock, went through the first of the former Liberty ships, which are

used to form the breakwater, and on to the deck of the second Liberty ship for a better glimpse of the cruising ferry. They were among the scheduled to tour the ship during its visitation stop today.

The open house aboard the WICKERSHAM began at 3 p.m. and was to continue until dusk today.

The big vessel, which can speed along in excess of 20 knots, is designed to carry more than 1,000 passengers, with berths for 384 passengers, in addition to 140 vehicles.

The Southcentral visitation of the M/V WICKERSHAM, originated in Juneau at noon Wednesday, with the Kenai Pipeline Co. dock its first port of call.

From here it goes to Anchorage, Kodiak, Seward, Juneau, Ketchikan and Prince Rupert, B.C., before its scheduled arrival at Vancouver, B.C. at 2:30 p.m. Monday, Sept. 30.

The ferry is due to arrive in Seward next Thursday at 8 a.m. with an open house planned from 9 a.m. until noon. Departure time has been set for 1 p.m. the same day.

The 'Wickersham' Arrives Today

Alaska's newest ferry the M.V. Wickersham will sail into the Port of Anchorage at 6 a.m. today, opening a four-day visit here.

The vessel tied up at Kenai Friday night. There, an estimated 2,000 persons from Kenai and Soldotna came aboard.

WELCOMING THE WICKERSHAM at Kenai was a delegation including State Sen. W. I. Palmer of Ninilchik, State Rep. and Mrs. Clem Tillion of Halibut Cove, Kenai Mayor Eugene Morin and Kenai City Manager James Harrison.

Harold Strandberg, state commissioner of Public Works, flew from Juneau to join the vessel at Kenai for the final lap of its trip to Anchorage.

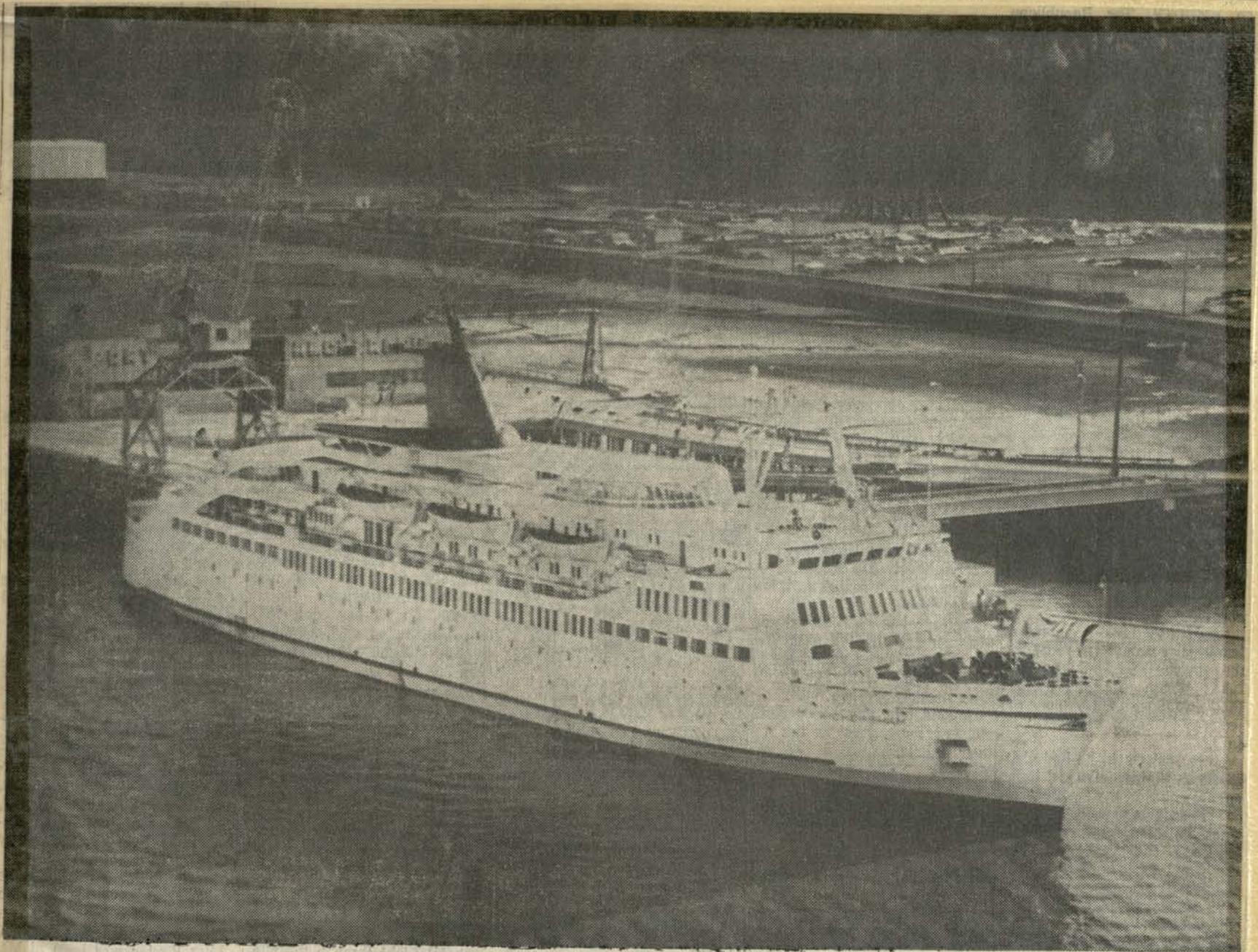
The trip to Anchorage from Kenai is expected to take 4 to 5 hours. A docking problem is anticipated here because of an overhanging bridge on the vessel.

The Wickersham's arrival here was moved up four hours because of an extremely low tide at its previously scheduled docking time — 10 a.m.

OPEN HOUSE IS SCHEDULED today, Sunday and Monday from 10 a.m. to 7 p.m. Tuesday — the day the vessel leaves — and visiting hours will be from 10 a.m. to 1 p.m.

The vessel will be open to southbound traffic on its return trip to Vancouver, B.C., ferry officials said. The six-day trip — with open houses scheduled at Kodiak and Seward — costs \$150. Stops also will be made at Juneau, Ketchikan and Prince Rupert.

Persons wishing to visit the ferry during the open house in Anchorage will not be able to drive down to the Port of Anchorage dock. Shuttle buses, costing 50 cents for a round trip, will carry the sightseers from the parking bowl at Third Avenue and C Street.



THE WICKERSHAM AT THE PORT OF ANCHORAGE

The state's newest — and most controversial — ferryliner lies berthed today at the city port after being docked at 4:45 a.m., some five hours ahead of schedule, to avert berthing problems that would have occurred later when the tide was lower. The vessel, which visited Kenai on the way here, will be in Anchor-

age four days. Open house is planned today until 7 p.m., then Sunday and Monday from 10 a.m. to 7 p.m., and Tuesday from 7 until 1 p.m. Visitors are asked to park downtown. Times Staff Photographer Don Cline took this aerial photo from aboard an Era Helicopters craft over the harbor.



THE WICKERSHAM'S sun deck offers visitors a chance to rest their feet and look around. The state's Norwegian-built ferry arrived early Saturday morning

for a four-day visit and received a warm welcome from local residents.

(Daily Newsphoto)

Our Wickersham— A Floating Palace

By TOM BROWN
Daily News Staff Writer

Alaska's controversial \$7 million vote of confidence in the future of tourism, the superferry Wickersham, is a floating palace compared with the sea-going motels that make up the rest of the Alaska ferry fleet.

Where the other ferries display drab, painted metal bulkheads, the Norwegian-built Wickersham sports the dark wood paneling that has played such a major part in modern Scandinavian design.

WHERE THE other ferries have a smallish restaurant, a snack bar and a bar of no particular distinction, the Wickersham has a large, pleasantly dec-

orated dining room, a full-fledged cafeteria and two bars, both of which afford a good view of the passing scenery.

While the other ferries' staterooms inspire little enthusiasm, the Wickersham's are tastefully designed and decorated and feature telephones, piped-in radio and individually adjustable air conditioning.

The chairs for persons without stateroom accommodations also seemed to me to be more comfortable.

IN FACT, if complaints are to be lodged against the ferry, which arrived Saturday for a four-day visit, it is in the area of maintenance, which apparently has been lax.

There were also some details betraying the ship's foreign ancestry that might prove irritating to travellers. For instance, the plugs in the staterooms have not been converted from the European to the American type, precluding the use of electric razors or toothbrushes.

And travelling gamblers will be discouraged to learn that what was once the ship's "casino" — a room full of slot machines — now stands empty.

SOME VISITORS expressed disappointment at the scuffed hall floors, the outside wood rails that appear dull and weathered instead of shining with varnish, and the blotches of rust that spot the white paint here and there — a general air of hard use they hadn't expected in a ship that has been in service only three months.

And while the Wickersham's current interior decoration is clearly far superior to that of the state's five American-built ferries, it may not always be.

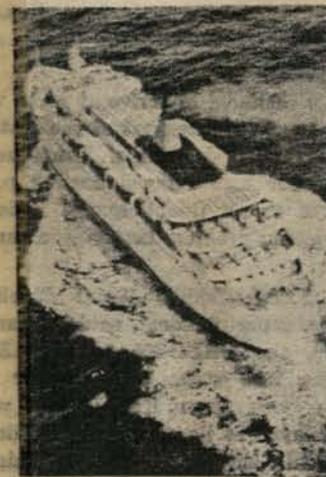
Eventually, the vessel will have to be made to conform to stringent U. S. Coast Guard standards. These standards, among other things, forbid the use of almost anything that burns. That means that sooner or later all that paneling, which now distinguishes the Wickersham from the other, more austere vessels of the state fleet, is going to have to go.

MOST VISITORS to the ship Saturday seemed content just to tour it rather than worry about it.

The vessel arrived at 4:45 a.m. and was opened to the public late in the morning. By noon there were a couple of hundred persons on board the vessel at all times, with visitors coming and going in steady streams. Several thousand persons are expected to visit the vessel during its stay.

The shuttle bus system from the parking bowl at Third and C St. appeared to be working efficiently and policemen were on hand at the port to keep private cars from congesting the area.

Wickersham Cruise



Anchorage -
Vancouver, B.C.

Sailing
from Anchorage,
calling at Kodiak,
Seward.

Departs Sept. 24,
Arrives Vancouver
Sept. 30

ALL EXPENSE CRUISE \$150.00

Call

RED GRANGE or BILL BURNETT

At 262-4537 or 283-4537

Kenai
Peninsula Travel

The 'Wickersham': Popular Attraction

Alaska's newest ferry, the M.V. Wickersham, has proved to be a popular attraction in Anchorage. Since it floated into the port early Saturday morning some 17,000 Anchorage residents have visited the mammoth vessel, including 12,322 on Sunday.

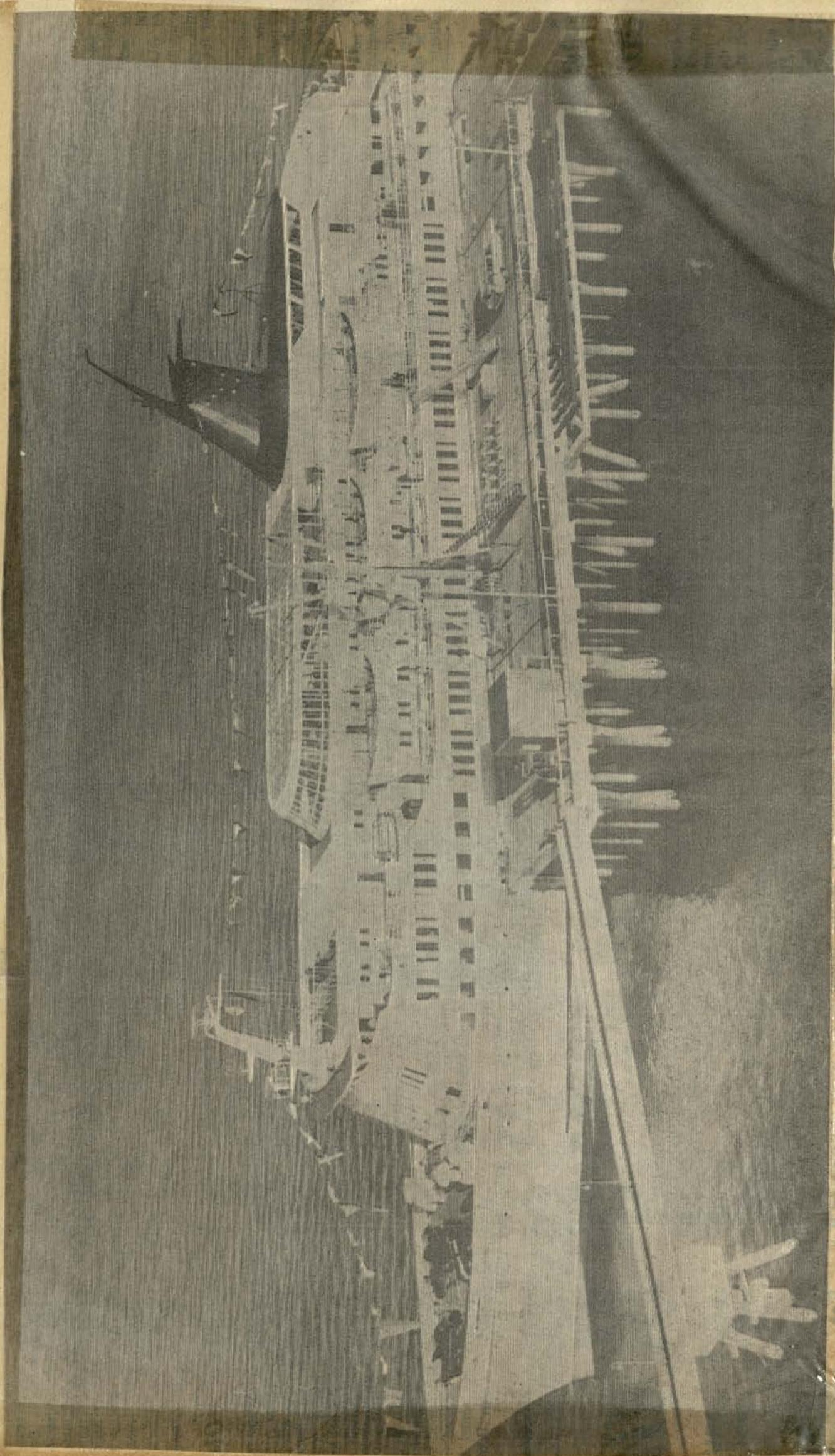
The luxury vessel will remain in Anchorage until Tuesday night when it will push off for Vancouver, B.C. The trip to Vancouver from Anchorage is available for \$150. For those who want to take their cars with them, the price is an extra \$150.

See Page 3 for a picture of the Wickersham docked in Anchorage Sunday.

Age Daily Times Tuesday, Sept. 24, 1968

It Isn't Every Day

A Ferry Comes To Our Town



The Wickersham shows her fine lines alongside the pier in Anchorage. Thousands have toured the ferryliner during her four-day stay here. Photo



Sightseers test comfortable chairs in topside solarium and enjoy wide view through tinted windows.



A passenger gets cruise information from Purser Howard Sarber.



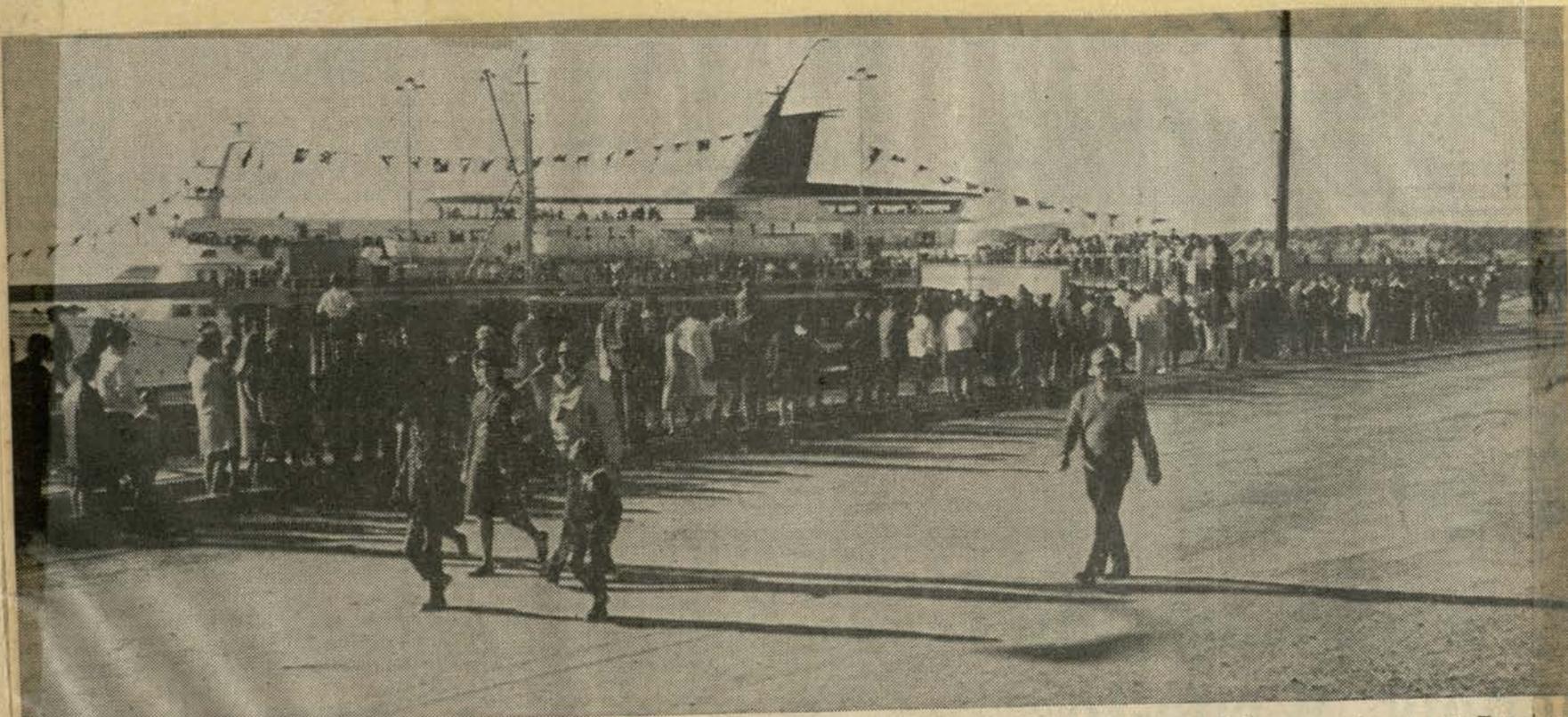
Baker Joe Patterson with rolls



Best command,' says Capt. Cecil



Wiper Barnes and First Engineer Sullivan show controls in modern engine room.



THOUSANDS OF ANCHORAGE residents flocked to the port of Anchorage again Sunday to get a look at the state's new ferry—the M.V. Wickersham—while it is visiting Anchorage. The vessel will remain here until Tuesday when it will head for Vancouver, B.C. The ferry will be open

to the public today from 10 a.m. until 7 p.m. and again on Tuesday morning. The vessel will also go on a "mini-cruise" in upper Cook Inlet Tuesday afternoon.

(Daily Newsphoto)

Welcome, Wickersham

THREE MONTHS after it began its controversial cruising of Alaska waters, the super ferry Wickersham pulled into the Port of Anchorage today to let us see what all the fuss was about.

It may have been built in Norway, purchased from Sweden and flying the Panamanian flag, but we must admit it looks Alaskan.

For the next three days, we're all asked down to go aboard and see what Gov. Walter J. Hickel bought for \$7 million. No doubt, thousands will respond to the invitation.

Even in advance of going aboard, it is clear that the Wickersham is the pride of the Alaska fleet — for good reason.

BUT AMID ALL the excitement and noise of flags whipping in the breeze, whistles blowing and the oom-pah-pah of the band, there very likely will be only silence about the critical question of how we're faring these days on the battle of the Jones Act.

It is this old law which keeps the sleek new Wickersham plying a limited course pretty much within the coastal waters of Alaska.

Its only connection with the Outside world is its scheduled stop at Prince Rupert, B.C., at the moment the southern terminus of its normal sailing schedule.

Because of the Jones Act, the Wickersham can't put into Seattle

—because if it did, it wouldn't be able to discharge passengers in Alaska. The law prohibits foreign-built vessels from serving ports in two different states.

AT THE TIME the Wickersham was purchased, and for weeks thereafter, there was much tub-thumping and breast-beating about moves to get the Jones Act waived or amended.

But the efforts ran aground on the rocky shoals of the House subcommittee on merchant marine and maritime affairs in Washington, presided over by a Democratic congressman from Maryland, who has more than a little interest in seeing that the Baltimore ship-building industry has to put up with as little foreign competition as possible.

And then in this election year the moves to amend the Jones Act apparently floundered.

Maybe next year the pieces will be scraped up from the beach, and another try will be made.

Meanwhile, the Wickersham sails on its restricted schedule—doing part of a job, but far from what it was intended to do. Maybe because of that, however, it was able to put the Port of Anchorage on this special run.

Whatever the reason, it's good to see the Wickersham — even if only for a long weekend.

A Proud Ship

AS GOV. WALTER J. Hickel views it, plans by major ship tour operators to bring two of the world's biggest ocean liners into Alaska next season on regular cruise operations only points up the obvious attractions of Alaska.

And the big foreign vessels, the governor says, offer no direct competition to the state's Norwegian-built prize of the sea, the super ferry Wickersham.

In fact, according to Mr. Hickel, the addition of the new cruise ships to Alaska should only help generate interest in voyages to the 49th State — thus benefiting the Wickersham and the rest of the Alaska ferry fleet.

CERTAINLY there was interest aplenty in the Wickersham in Anchorage during its long weekend open house here.

More than 12,000 Anchorage residents toured the big white vessel on Sunday, and thousands more went aboard Saturday, Monday and earlier today.

It probably is fair to say all were impressed. And it was easy to see why Gov. Hickel, who made the decision to spend nearly \$7 million to buy the Wickersham from Swedish interests, is proud of the acquisition.

Indeed, it is a beautiful ship — including the wood paneling which

some critics find so offensive and potentially dangerous.

The safety factor, about which questions have been raised, seems well in favor of the Wickersham — if all those gadgets, warning lights, sprinkling systems and fire checks work, as we have every reason to believe they do.

THE PITY OF it all is that the Wickersham is not working the Seattle-to-Alaska run, something it is prevented from doing by restrictions imposed by the Jones Act.

This law bars the use of foreign-built vessels from interstate trade, meaning — in the case of the Wickersham — that Alaska can use its new ferry only between a Canadian port and our Southeastern cities.

The alternatives would be to run the Wickersham from Seattle to British Columbia, and leave it out of Alaska waters entirely, or to register it under the Canadian flag.

For some reason, Canadian vessels have been exempted from the Jones Act provisions. But what is good enough for the Canadians is not good enough for Alaska, it seems.

The governor suggests that perhaps a change in administrations in Washington might rectify that deficiency. And well it might.

Canadian Registry For The Ferry?

Special to The Daily News

WASHINGTON — Rumors here indicate that Gov. Walter J. Hickel is now trying to get a Canadian flag for the M.V. Wickersham.

Staff aides for Congressman Howard Pollock and Sen. E. L. (Bob) Bartlett said they were aware of the state's contact with the Canadians, but did not know details.

THE WICKERSHAM is currently flying the Panamanian flag, which makes it subject to the Jones Act, forbidding foreign flagships from transporting passengers and goods between U.S. ports.

If the state can get a Canadian registration, it may be exempt from the act. An amendment which passed Congress in the early 1960s authorizes exemptions for Canadian ships only, in the Southeast Alaska trade.

The exemption was to be revoked by the secretary of Commerce at such time as American flag ship service became available. The Department of Commerce never revoked the amendment, apparently through oversight.

TO QUALIFY for Canadian registry, the M.V. Wickersham would have to meet standards of the Canadian Shipping Act. These include ownership by a British subject, using only Canadian crew members, and meeting certain construction standards.

The state could conceivably look into setting up a Canadian corporation to own the ship. Waiving the requirement for a Canadian crew — similar to a Panamanian regulation which was waived — would require some cooperation from powerful West Coast Canadian seamen's groups. Use of a Canadian crew would meet with objection by American seamen.

A ship newly registered as Canadian must comply with what is termed "Method I" construction requirements. These are also in force for U.S. flag ships, and have been a significant barrier to getting American registry for the former Swedish vessel.

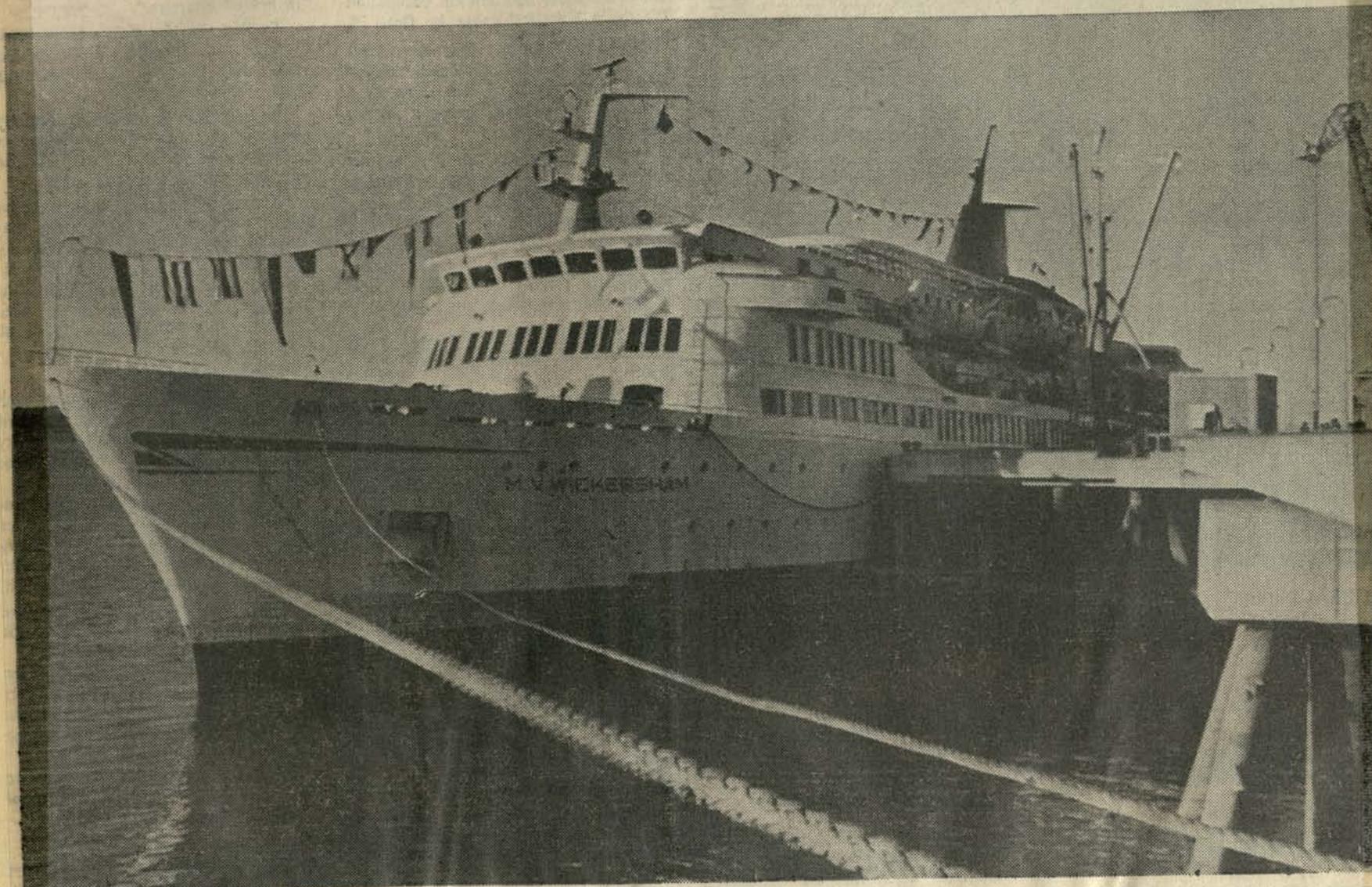
IN A RELATED development, Al Dennis, a staff member of the House Merchant Marine and Fisheries Committee, told The Daily News that the vessel still has not been inspected by

the Coast Guard. The committee requested inspection at a public hearing in July. This was agreed to by Governor Hickel and Public Works Commissioner Harold Strandberg.

The two men said they would acquire the vessel's plans from the original builder, and then invite the Coast Guard to inspect the Wickersham.

The Coast Guard is still waiting to hear from the state. It cannot initiate the inspection of a foreign-flag ship. In the meantime, the state has contracted with a New York marine architectural firm, Gibb and Cox, to inspect the ship and recommend changes for fire safety standards.

She's Leaving Us Today



THE M.V. WICKERSHAM — the state's so-called superferry — ends a four-day visit to Anchorage today. The last chance for visitors to climb aboard and inspect the newest Alaska ferry will be from 10 a.m. to 1 p.m. In the afternoon, there will be an inlet cruise for travel agents and local of-

ficials. Then, the Wickersham leaves Anchorage this evening for Southeast Alaska and Vancouver, B.C. Monday, local residents continued to flock aboard the vessel. Many of the visitors were children on school field trips. Additional photographs are on Page 8. (Daily Newsphoto)



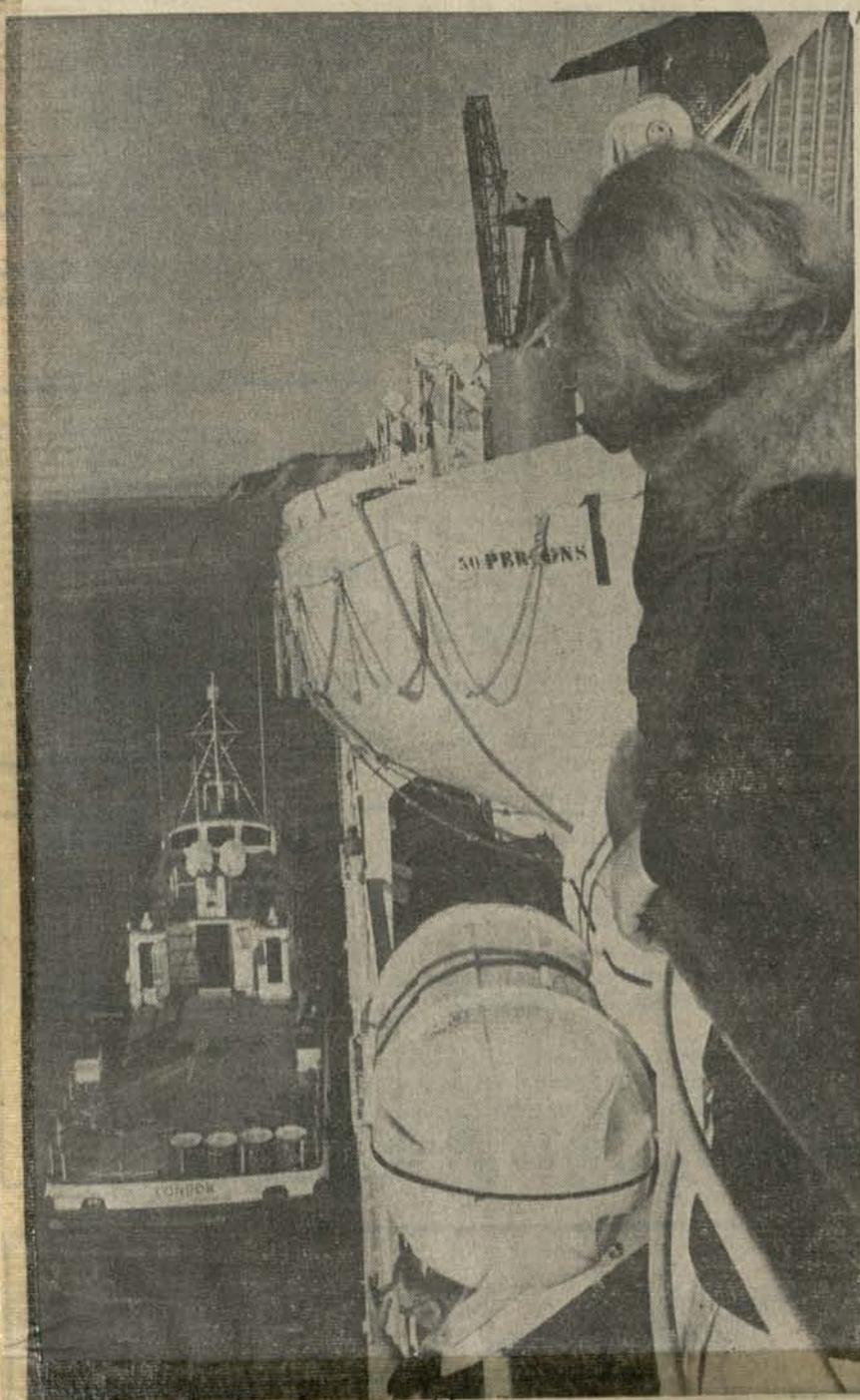
ON A CLEAR DAY THEY CAN SEE MT. MCKINLEY

Visitors to the Wickersham seem to be enthralled with the view from an observation deck at the stern. Thousands in the area have toured the ferry, equipped with the latest in marine technology, since it arrived early Saturday. It sails for Vancouver Tuesday afternoon, and maybe some of these visitors will be passengers.

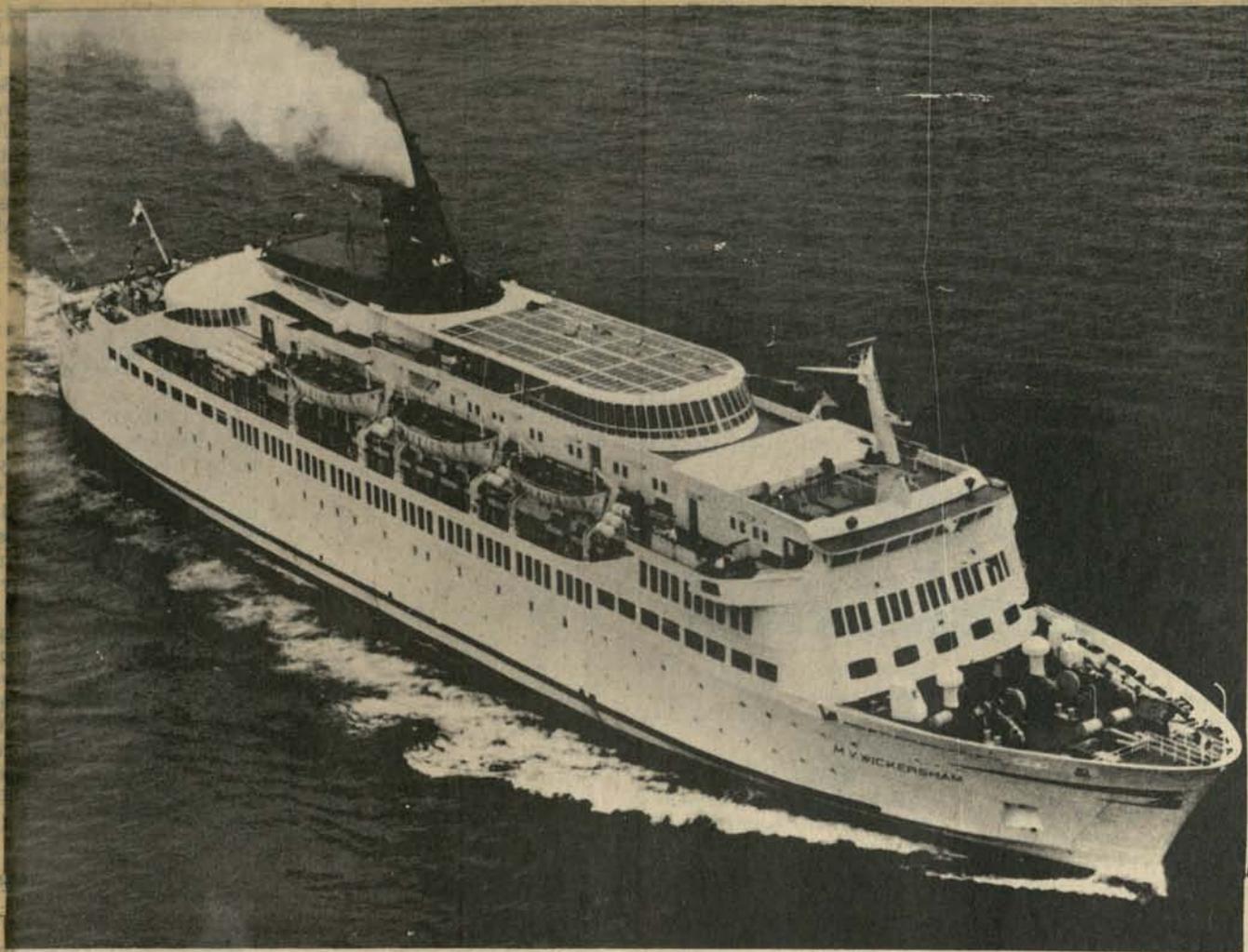
MARINE HIGHWAY

JUNEAU (AP) — An 11 per cent drop in the number of passengers carried on the southeastern Alaska ferry system during the peak travel months this summer has been recorded by the State Division of Marine Transportation.

—Anchorage Daily News, Tuesday, September 24, 1968



GOV. WALTER J. HICKEL (above) took time out from his visit to the M.V. Wickersham to purchase the first sweepstakes ticket for the 1969 Fur Rendezvous. Selling the No. 1 parchment certificate is Jim Hendershot, a member of the Greater Anchorage Inc., board of directors and chairman of sweepstakes ticket sales. All proceeds go to make up the mushers' purse. Tickets go on sale today in the GAI office in the Anchorage Westward Hotel. (At Left) A tug pulls alongside the vessel as visitors watch from the deck. (Daily Newsphotos)



M/V WICKERSHAM

GOING SOUTH ?

RIDE THE PRIDE OF THE ALASKA MARINE HIGHWAY FLEET .
 M/V WICKERSHAM SAILS FROM JUNEAU FOR VANCOUVER FRI-
 DAY, SEPTEMBER 27, AT MIDNIGHT. PASSENGER FARE \$50.75.
 TAKE YOUR CAR, OR PLANE, BUS OR TRAIN FROM VANCOUV-
 ER TO POINTS IN THE LOWER '48.

	ARRIVE		DEPART
SEPT. 28		JUNEAU	12:01 a. m.
SEPT. 28	3:00 p. m.	KETCHIKAN	4:00 p. m.
SEPT. 28	9:30 p. m.	PRINCE RUPERT	10:30 p. m.
SEPT. 30	2:30 a. m.	VANCOUVER	

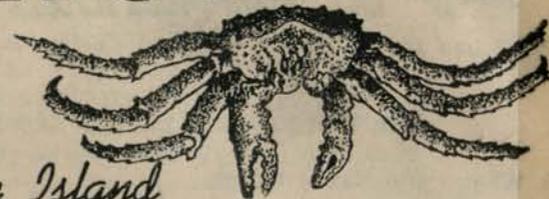
FOR RESERVATIONS CALL:

DIVISION OF MARINE TRANSPORTATION

586-5385

Eric, Martin
Box 2307, Kodiak

KODIAK MIRROR



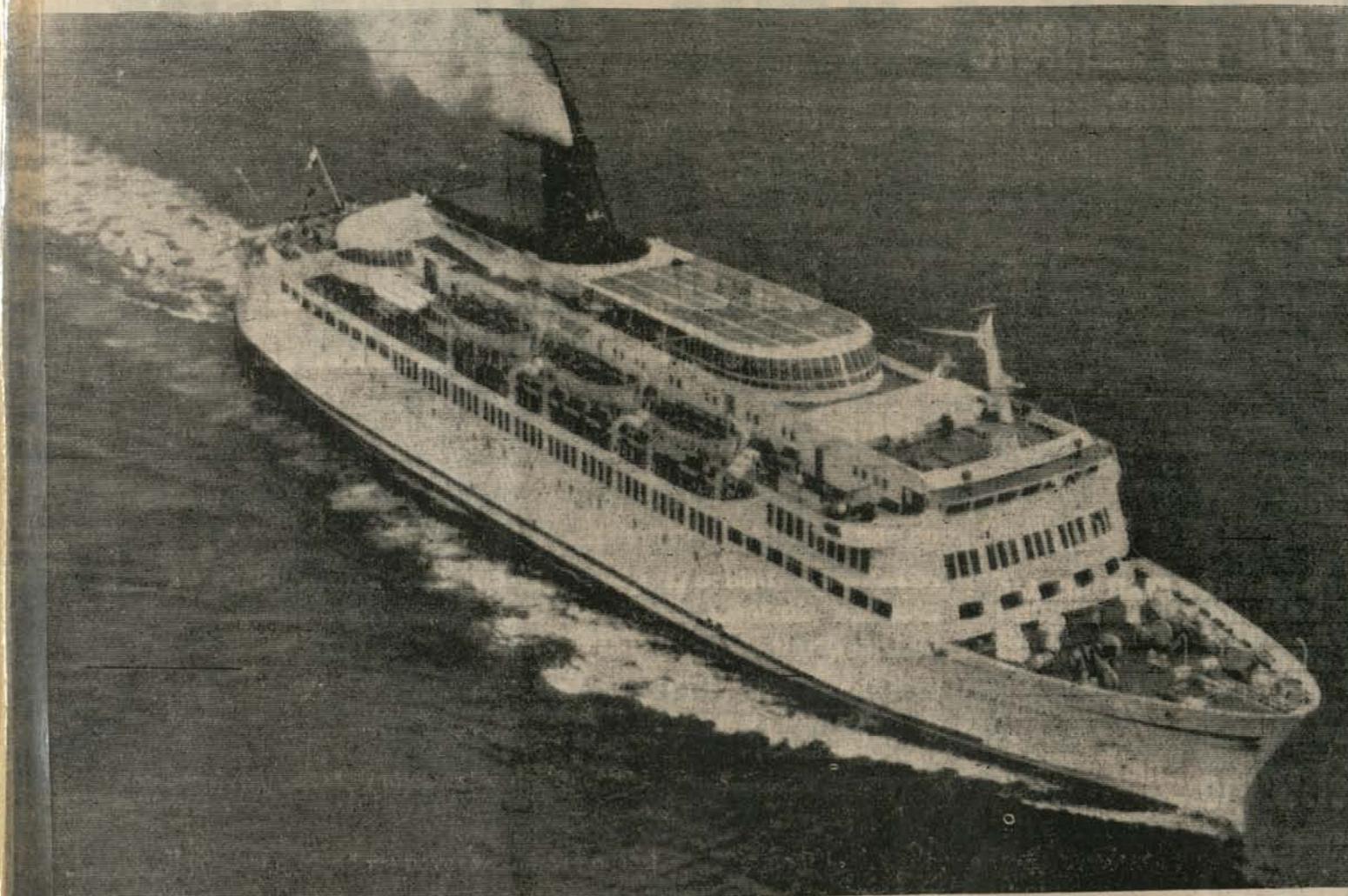
Reflecting the News of Alaska's Most Historic Island

Vol. 29 — No. 81

Tuesday, September 24, 1968 — Kodiak, Alaska

Price Fifteen Cents

Wicky Due At Noon Tomorrow



Mayor Proclaims Tomorrow As 'Wickersham Day'

Mayor Pete Deveau has declared Wednesday "Wickersham Day" in honor of the visit to Kodiak of the super ferryliner flagship of the Alaska ferry fleet.

Area school children will be released from classes at 1 p.m. to enable them to take part in the welcome being arranged to greet the arrival of the huge ship at the ferry dock.

Mayor Deveau said he "is especially pleased that the vessel is to visit Kodiak to let the people of the community see the kind of ships that soon will be coming into Kodiak."

"As author and sponsor of the original legislation creating the Alaska Marine Highway system, I am particularly proud that we will be able to inspect this fine new vessel," said Mayor Deveau, who several months ago invited the governor to include Kodiak on the ship's itinerary for its visit to western Alaska.

FLAGSHIP — Scheduled to arrive in port here tomorrow about 12 noon is Alaska's huge new deluxe ferryliner M/V WICKERSHAM. Recently purchased by the State of Alaska for approximately \$7 million, "Wicky" — as she has affectionately become known to southeast-

ern Alaska ports—can accommodate more than 1,000 passengers, has berths for 384, and can carry 140 vehicles. In addition to being the biggest ship in the Alaska ferryliner fleet, she is also the fastest. Built in Norway in 1967 she is 363 feet long, has a 59 foot beam

and her engines provide 17,000 H. P. She will be berthed at the city ferry dock where she will be open for public inspection from 1 p.m. to 6 p.m. A gala welcome is being planned to greet the vessel as she comes into port. She is scheduled

to depart Kodiak at 8 p.m. The cruise from Kodiak to Vancouver, BC., which can be arranged for \$150, will include port calls to Seward, Juneau, Ketchikan and Prince Rupert with arrival in Vancouver at 2:30 a.m. Monday.

KODIAK MIRROR



Reflecting the News of Alaska's Most Historic Island

Vol. 29 — No. 82

Wednesday, September 25, 1968 — Kodiak, Alaska

Price Fifteen Cents

WICKERSHAM IS HERE!!

Despite a bit of dampness in the air, a large turnout is expected to give the state's huge ferryliner—M/V WICKERSHAM—a warm and enthusiastic welcome to the port of Kodiak.

Arrangements have been made for the high school band to be on hand for the occasion and if all goes as planned, the fire boat—with all hoses spraying—will be among the vessels which will go out to escort the huge new ship into port. She will be docked at the city ferry dock, according to City Manager Roy Goodman.

School students have been given the afternoon off to participate in the reception.

Dick Shepherd, deputy director of the state division of travel, arrived in Kodiak last night and has been meeting with Goodman to complete arrangements for the vessels arrival into port here.

Shepherd pointed out that persons wishing to take the cruise from Kodiak to Vancouver, B. C., should contact the purser aboard the ship. Cost of the cruise, including meals and sleeping accommodations, is \$150.00. No plans have been included for receiving vehicles aboard the ship on this cruise.

Mayor Pete Deveau and State Representative Chuck Powell will head the delegation of official dignitaries designated to make the official greeting and welcome of the committee.

The welcoming group includes Admiral Donald White and Captain James Spargo of the Kodiak Naval Station.

Open house for public inspection will be held from 1 p.m. to 6 p.m. and plans call for the ship to depart Kodiak at 8 p.m. Her next port of call is Seward.

WELCOME ABOARD THE WICKERSHAM

She's your ship



'Wickersham' To Stop at Seattle This Winter

From Our Juneau Bureau
JUNEAU — The new state ferry Wickersham will stop at Vancouver, B.C., on its Seattle-Alaska run this winter, Commissioner of Public Works Harold Strandberg says.

The Wickersham and one of the Malaspina-class ferries will each make a round-trip a week on this run but only the Wickersham will stop at Vancouver, he said.

TRAVELERS WISHING to disembark at an Alaska port would go aboard the Wickersham at Vancouver; those whose destination is Prince Rupert, B.C., or Vancouver would board at Seattle, he said.

A round-trip from Seattle or any Alaskan port can be made on the Wickersham without violating the Jones Act, Strandberg added.

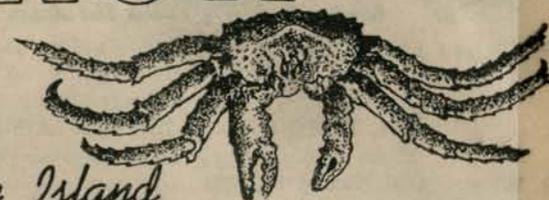
The Jones Act prohibits use of foreign-built vessels — the Wickersham was built in Norway — in American interport trade. The Malaspina-class American-built ferries are used to transport freight vans as well as passengers from Seattle to Alaska.

THE WICKERSHAM could carry vans from Seattle to Prince Rupert and Vancouver or from Vancouver and Prince Rupert to Alaska points. It can take autos aboard only at Seattle, Vancouver, Prince Rupert, Juneau and Haines, where there are docks to permit such loading. The Malaspina-class ferries can handle all types of traffic at all ports.

The new ferry is to visit westward Alaska points starting Saturday to Sept. 25 before heading for Seattle for dry-docking and to begin its winter run. It arrives in Anchorage on Saturday.

Urie, Martin
Box 2307, Kodiak

KODIAK MIRROR



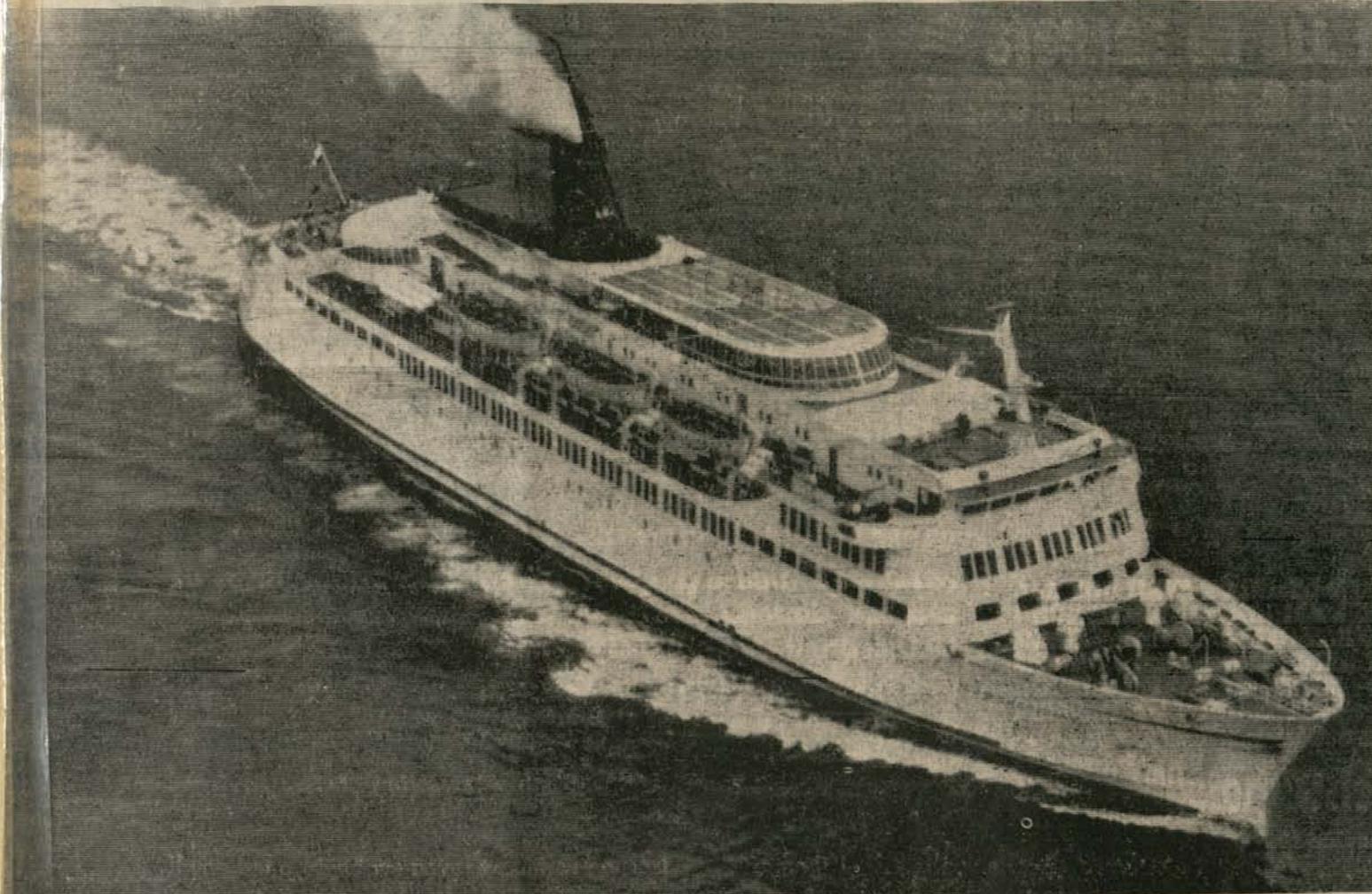
Reflecting the News of Alaska's Most Historic Island

Vol. 29 — No. 81

Tuesday, September 24, 1968 — Kodiak, Alaska

Price Fifteen Cents

Wicky Due At Noon Tomorrow



Mayor Proclaims Tomorrow As 'Wickersham Day'

Mayor Pete Deveau has declared Wednesday "Wickersham Day" in honor of the visit to Kodiak of the super ferryliner flagship of the Alaska ferry fleet.

Area school children will be released from classes at 1 p.m. to enable them to take part in the welcome being arranged to greet the arrival of the huge ship at the ferry dock.

Mayor Deveau said he "is especially pleased that the vessel is to visit Kodiak to let the people of the community see the kind of ships that soon will be coming into Kodiak."

"As author and sponsor of the original legislation creating the Alaska Marine Highway system, I am particularly proud that we will be able to inspect this fine new vessel," said Mayor Deveau, who several months ago invited the governor to include Kodiak on the ship's itinerary for its visit to western Alaska.

FLAGSHIP — Scheduled to arrive in port here tomorrow about 12 noon is Alaska's huge new deluxe ferryliner M/V WICKERSHAM. Recently purchased by the State of Alaska for approximately \$7 million, "Wicky" — as she has affectionately become known to southeast-

ern Alaska ports—can accommodate more than 1,000 passengers, has berths for 384, and can carry 140 vehicles. In addition to being the biggest ship in the Alaska ferryliner fleet, she is also the fastest. Built in Norway in 1967 she is 363 feet long, has a 59 foot beam

and her engines provide 17,000 H. P. She will be berthed at the city ferry dock where she will be open for public inspection from 1 p.m. to 6 p.m. A gala welcome is being planned to greet the vessel as she comes into port. She is scheduled

to depart Kodiak at 8 p.m. The cruise from Kodiak to Vancouver, BC., which can be arranged for \$150, will include port calls to Seward, Juneau, Ketchikan and Prince Rupert with arrival in Vancouver at 2:30 a.m. Monday.

KODIAK MIRROR



Reflecting the News of Alaska's Most Historic Island

Vol. 29 — No. 82

Wednesday, September 25, 1968 — Kodiak, Alaska

Price Fifteen Cents

WICKERSHAM IS HERE!!!

Despite a bit of dampness

The Pride of the Fleet

The M/V Wickersham belongs to you the people of the state of Alaska. She is the latest addition to the state's Marine Highway System, which includes five other vessels, large and small. The Wickersham is the largest, fastest and newest year-round vessel in the North Pacific, capable of carrying more than 1,000 passengers. She was named after a famous Alaska jurist, Judge James Wickersham.

Ferryliner

The Wickersham is called a "Ferryliner". In addition to providing space for vehicles, she can accommodate more than 384 passengers in staterooms that compare favorably to even the most modern ocean-going liners. Many rooms include showers, toilet facilities and even telephone service. In a number of rooms, sleeping berths convert in the daytime to comfortable lounging seats.

Restaurants and Lounges

Here again the Wickersham boasts accommodations comparable to ocean cruise ships, including a dining salon with seating capacity for 240 persons. Whenever possible, the restaurant features such Alaskan products as King Crab, Alaskan Salmon, and fresh Matanuska Valley vegetables. Observation areas, of which there are several, provide the ultimate in comfort with deep reclining chairs. Your favorite beverage is available in either of two posh cocktail lounges.



'Wickersham' To Stop at Seattle This Winter

From Our Juneau Bureau
JUNEAU — The new state ferry Wickersham will stop at Vancouver, B.C., on its Seattle-Alaska run this winter, Commissioner of Public Works Harold Strandberg says.

The Wickersham and one of the Malaspina-class ferries will each make a round-trip a week on this run but only the Wickersham will stop at Vancouver, he said.

TRAVELERS WISHING to disembark at an Alaska port would go aboard the Wickersham at Vancouver; those whose destination is Prince Rupert, B.C., or Vancouver would board at Seattle, he said.

A round-trip from Seattle or any Alaskan port can be made on the Wickersham without violating the Jones Act, Strandberg added.

The Jones Act prohibits use of foreign-built vessels — the Wickersham was built in Norway — in American interport trade. The Malaspina-class American-built ferries are used to transport freight vans as well as passengers from Seattle to Alaska.

THE WICKERSHAM could carry vans from Seattle to Prince Rupert and Vancouver or from Vancouver and Prince Rupert to Alaska points. It can take autos aboard only at Seattle, Vancouver, Prince Rupert, Juneau and Haines, where there are docks to permit such loading. The Malaspina-class ferries can handle all types of traffic at all ports.

The new ferry is to visit westward Alaska points starting Saturday to Sept. 25 before heading for Seattle for dry-docking and to begin its winter run. It arrives in Anchorage on Saturday.



port of call is Seward.

Visit the M/V WICKERSHAM in Anchorage

*The Biggest, Fastest, Most Comfortable
Vessel in the North Pacific*

The State Division of Marine Transportation proudly invites you to see your ship, the M/V Wickersham.

The Wickersham will arrive at the Port of Anchorage on Saturday, September 21, at 10 am. She will be open to the public through Monday, September 23 from 10 am to 7 pm. daily, and on Tuesday, September 24 from 10 am. to 1 pm.

Due to lack of parking, the dock area will be closed to private vehicles. However, shuttle-bus service will be available from the parking bowl, 3rd and C Streets. Bus fare will be 50 cents per person round trip.

SAIL ABOARD THE WICKERSHAM TO SOUTHEAST ALASKA AND VANCOUVER, B.C.

On Tuesday evening at 9 pm. the Wickersham will leave Anchorage for Kodiak, Seward, Juneau, Ketchikan, Prince Rupert and Vancouver, B.C. One-way passage for this 6-day cruise is being offered for \$150, standard accommodations, which includes all meals. Reservations may be made through any travel agent, or by calling the Division of Marine Transportation, 272-7116.

SAFETY INFORMATION

The Wickersham is registered in Panama, and meets International Safety Standards for New Ships Developed in 1960. This notice to passengers is required by Public Law 88-77.

Wickersham Schedule Set

Top city officials and members of the Port Commission will be on hand Saturday morning to greet the captain and crew of Alaska's new super-ferry, the Wickersham, when it pulls into the Port of Anchorage for the first time.

Its arrival here is slated for 10 a.m. Mayor George Sullivan and members of the City Council will welcome the vessel.

The Wickersham will be here until Wednesday noon. It will be open to the public from 10 a.m. to 4 p.m. Saturday through Monday.

Tuesday morning a VIP cruise will leave the port at 8 a.m. returning at 1 p.m. City officials and various civic leaders will be invited to be on board, according to the city manager's office.

Our Ferry Service

SEATTLE (AP) — Ferry service between Alaska and Seattle will be doubled when the Taku joins the Malaspina on the run today in Seattle.

Two sailings a week will be made once schedules are co-ordinated. The Taku will sail Sunday for Alaska and return again Sept. 29.

The Malaspina, which will arrive Sunday, will remain in Seattle until Saturday, Sept. 28. After that, there will be a sailing each Saturday and Wednesday.

New Alaska Ferry Waits

The queen of the Alaska ferry fleet became a show-piece Monday of the Seattle waterfront.

The 363-foot former Swedish motor vessel Wickersham arrived late Monday afternoon for annual inspection and overhaul. She will lie at Pier 37 through most of October. Alaska officials hope to stage an open house aboard her sometime during that stay.

In November the Wickersham is scheduled to begin passenger service between Seattle and Prince Rupert, B.C.

Two smaller Alaska ferries now provide two sailings a week from here, on Wednesdays and Saturdays from Black Ball Pier 30.

Red Carpet For Wickersham

Anchorage is going all-out to welcome the Wickersham.

The Wickersham will dock at 10 a.m. Saturday and will remain in port until Tuesday night at 9 p.m. when it sails for Vancouver, B.C. It will be open to the public from 10 a.m. till 7 p.m. Saturday, Sunday and Monday and until 1 p.m. on Tuesday.

The VIP tour for city officials and civic leaders will leave Tuesday at 2 p.m. and return at 5 p.m.

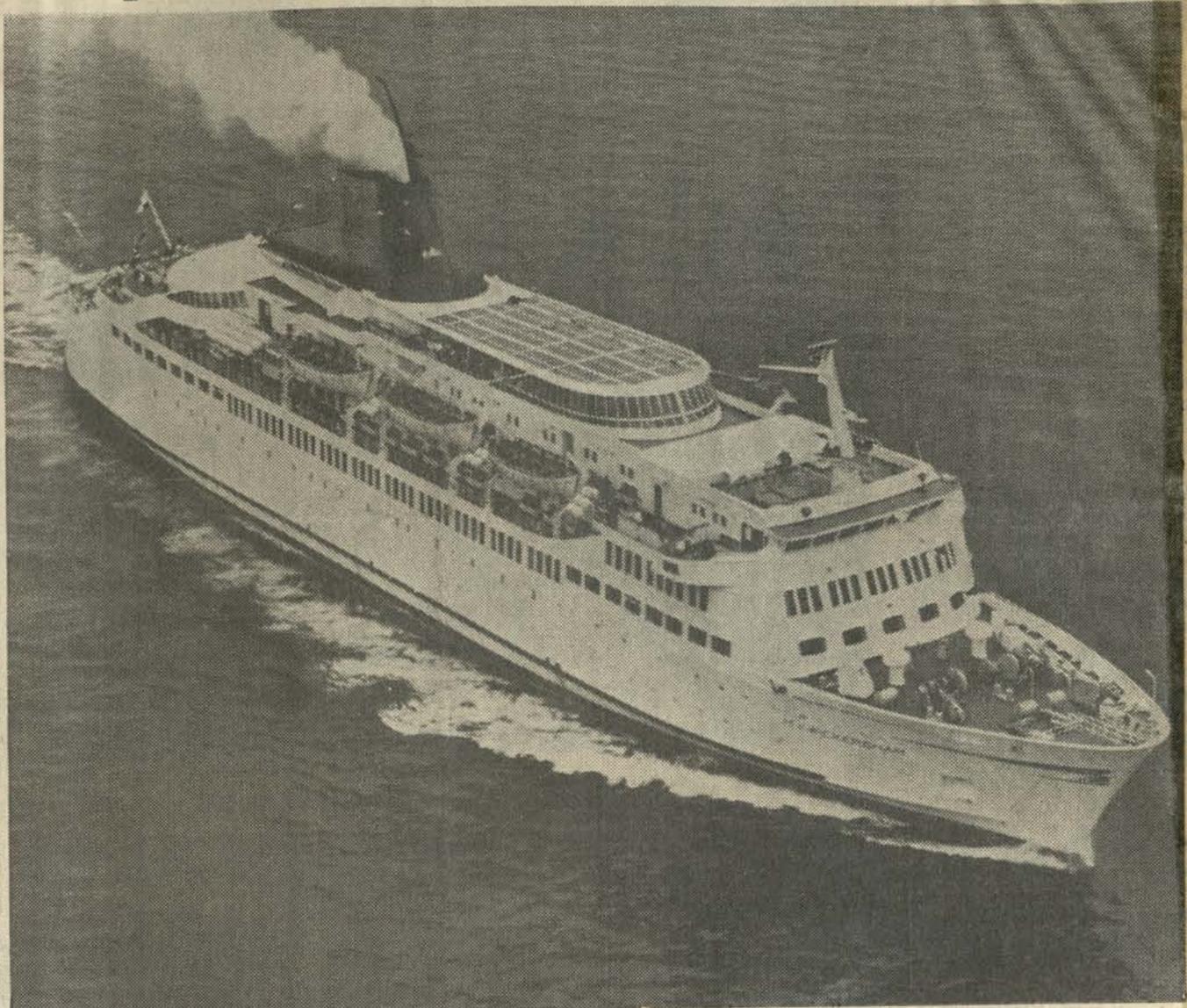
Whistles throughout the dock area will be sounded to announce the arrival of the ferryliner. Local and state officials will be on hand and the U.S. Army band will salute the Wickersham's arrival.

Harold Strandberg, commissioner of public works, said he had designated Saturday as Anchorage City and Borough Day. Mayor George Sullivan responded with a proclamation pledging the city's co-operation in allowing Anchorage area residents and military personnel and dependents from Ft. Richardson and Elmendorf to get their first introduction to the Wickersham.

"The Wickersham belongs to the people of the State of Alaska and we urge as many of its owners as possible to take this opportunity to inspect her," he said. The Wickersham's arrival marks the first time in two years that a major vessel of the Marine Highway system has visited Anchorage. The last such visit took place Sept. 9, 1966,

George Easley, assistant city manager, and A. M. "Bud" Saylor, administrative assistant of the Anchorage Borough are working jointly to co-ordinate the ship's visit.

Easley said today the city is assigning off-duty policemen to handle traffic control and dock security. He said that limited parking in the immediate port area would require closing of



ALASKA'S SUPER-FERRY DUE SATURDAY

The big vessel can carry more than 1,000 passengers, with berths for 384 passengers and 140 vehicles. It

can speed along in excess of 20 knots. A royal welcome is planned for her arrival.

the port to private vehicle traffic. He said however, that shuttle bus transportation would be provided from the parking bowl at Third Avenue and C Street to the dock and return by An-

chorage City Transit. Fare will be 50 cents round trip. Taxis also will be permitted access to the dock.

Strandberg said that the Marine Transportation Division

would make every effort to station trained crew members about the ship to answer questions from visitors.

He also said special consideration would be given to groups

wishing to tour the vessel on Monday. Arrangements for tour group scheduling can be made by calling the local office of the Department of Marine Transportation at 272-7116.

OSCAR LEE

JUNEAU (AP) — Capt. Oscar A. Lee, a former Puget Sound ferry service operator, took over his duties Tuesday as port captain in the State Division of Marine Transportation.

Lee, who was part owner and manager of Olympic Ferries, Inc., takes the post which was left vacant when Capt. William Bendixen moved up to marine superintendent.

Lee and his wife Rose have moved to Juneau, where he will be stationed, said division director H. L. Lockert.

New Port Captain

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Press Club To Meet On Ship

The Anchorage Press Club will hold a special meeting Monday aboard the ferryliner M-V Wickersham, according to Alaska State Press Club president William Tobin. Special guest at the luncheon meeting will be Gov. Walter J. Hickel.

The meeting will start at 11 a.m. and will include a tour of the vessel. The Wickersham is the newest addition to the Marine Highway Fleet.

Tobin urged all members of the Press Club—as well as any other interested newsmen to attend the meeting. He warned, however, that cars must bear official stickers in order to be allowed into the dock area. Otherwise, only special shuttle-buses — running from the Anchorage Westward starting at 10 a.m. or taxis, would be permitted access.



WICKERSHAM IS COMING TO ANCHORAGE

Alaska's new superferry, the Wickersham, will be here Saturday through Wednesday so local residents will have a chance to see the \$7 million vessel. In

this photo, the ferry is shown near Juneau. City officials have indicated the vessel will be opened to the public Sunday at the Port of Anchorage.



A TIGHT SQUEEZE TO GET ABOARD

Alaska's superferry, the Wickersham, carried a near-capacity load of Anchorage area business and civic leaders on a brief Cook Inlet cruise

before departing for more southern waters Tuesday evening. Shown here are some of the "VIPs" getting aboard using stairs to a lower deck.

Wicky Overhaul

SEATTLE (AP) — The Wickersham, newest and largest ship in Alaska's ferry fleet, will arrive here Monday for her annual inspection and overhaul.

The 363-foot vessel, which has been running between Prince Rupert, B.C., and southeastern Alaska ports, will spend most of October here.

Alaska is expected to put the Wickersham into service between Seattle and Prince Rupert in November. Definite plans have not been announced.

Since the vessel was built in Norway she is not allowed, under the Jones Act, to operate between United States ports. She can run between Seattle and Prince Rupert or between Alaska and Prince Rupert, but she cannot run between Seattle and Alaska.

Two other Alaska ferries, the Malaspina and the Taku, now carry passengers and vehicles between Seattle and Alaska.

THE NEW YORK TIMES.

TO THE EDITOR:

SHADES of Philip Nolan, the man without a country. There we were on the dock in Skagway, Alaska, begging the purser of a practically empty Alaskan ferry, the Wickersham, to carry us 10 miles across the Lynn Canal to Haines, Alaska. He would not do it because of the Jones Act.

The Wickersham, it seems, was built in Sweden, and, because of this, she cannot be registered in the United States and cannot carry passengers or cargo between any two American ports. The state of Alaska paid \$72-million for the vessel. 7.2 MAR 61

Our rental car was waiting in Haines, and so we had no choice but to spend \$15 apiece for a charter plane for a five-minute flight. No one, from the captain on down to the ticket agent, ever thought to tell us that we would be violating a Federal law if we tried to reboard the vessel after disembarking in Skagway. We had originally boarded in Prince Rupert, British Columbia.

Other travelers, be prepared!

LINCOLN DIAMANT.
Tarrytown, N. Y.



ANYONE FOR SNACKS?

In the ship's lounges cocktails were available to the guests. Here waiter Gary Peters brings a load of snacks. The inlet cruise was the final feature of the Wickersham's long-weekend visit to the Port of Anchorage before sailing south on a trip to Vancouver and Seattle, where it will be docked for minor repairs.



A VIEW OF INLET'S FIRE ISLAND

Calm seas and sunny skies combined to make the rail-watching a favorite activity for passengers aboard the cruise, sponsored by the state's Division of Marine Transportation and the Alaska Business Council. Here a passenger watches as the Wickersham passes a tug with Fire Island off in the distance.

The Gangplank Went In, Then Out For Partygoers

Stragglers who lost track of the time after a VIP cruise on the Wickersham posed a bit of a problem for the plush super-ferry as it tried to pull out of the Port of Anchorage Tuesday night.

The partying stragglers were noticed for the first time after crewmen had pulled in the gangplank preparing to take off. Naturally, the VIPs wanted off so the gangplank had to go out again.

All told, the gangplank was pulled in and put out several times before all the stragglers left the ship to return home.

The party cruise ended at 5 p.m. but the last partygoers left the ship just before 9 p.m., when the Wickersham pulled out on the first leg of a trip to Southeastern Alaska and Vancouver, B.C., after four days here.



ALASKA'S SUPER-FERRY, the M.V. Wickersham, floated out of Anchorage Tuesday evening after spending four days in town. Thousands of Anchorage residents visited the newest addition to Alaska's ferry fleet while she was docked at the port. Tuesday the Wick-

ersham took a mini-cruise in Cook Inlet and the vessel is shown above as it set out from the port of Anchorage. Daily News chief photographer Robin Smith was aboard the ferry and took this shot of the back deck. (Daily Newsphoto)

'Wickersham' Is Coming to Town On Saturday

The Wickersham, the state's Norwegian-built superferry, will arrive Saturday for a four-day visit to a rousing welcome by scores of state and local officials, the U.S. Army band from Ft. Richardson and, presumably, thousands of Anchorage residents.

The sleek vessel is scheduled to arrive at the Port of Anchorage at 10 a.m. on the first visit to the city by one of the state's ferries in two years.

The public will be able to visit the vessel from 10 a.m.-7 p.m. Saturday through Monday.

WHAT VISITORS will find is a sleek, 363-foot vessel capable of carrying more than 300 cars and 1,200 passengers, though it has been limited to 500 passengers on most runs.

The Wickersham is being used on runs from Prince Rupert, B.C., to Haines because the Jones Act prohibits its full use in American coastal trade.

Mayor George Sullivan has officially proclaimed Saturday as "Wickersham Day" as a salute to the vessel and has urged residents to turn out to greet the ship when it arrives.

PARKING IN THE cramped dock area will not be allowed. But shuttle bus transportation — at 50 cents round trip — will be provided from the parking bowl at Third Avenue and C Street.

Wickersham To Carry Passengers From Here

The Wickersham will be open to southbound passenger travel to Vancouver, B.C., when it leaves Anchorage Tuesday night, M. F. Schafer, state travel director, said today.

Stops along the way are scheduled for Seward, Kodiak, Juneau, Ketchikan and Prince Rupert.

"This is a tremendous opportunity for Southcentral Alaska residents who are interested in a fall vacation cruise," Schafer said. "This is a week-long cruise through some of the most beautiful parts of Alaska at the most beautiful time of the year."

He said the bargain rate of \$150, which includes all meals for the entire trip, is available because the ship is headed for Seattle to undergo modifications of the air ducting system.

The new superferry will be back on regular winter runs by Nov. 1, he said. Reservations may be booked

Public Works Commissioner Harold Strandberg, whose department operates the Wickersham, said every effort would be made to station trained crew members around the ship to answer questions from visitors.

He also said that special consideration would be given Monday to groups which want to tour the ship. On Tuesday the vessel will make an 8 a.m.-1 p.m. VIP cruise in Cook Inlet.

SHE COMES!

Alaska's new super-ferry, the M.V. Wickersham is coming to Anchorage this Saturday, Sept. 21. The big, sleek Swedish-built vessel is scheduled to arrive here sometime late Saturday morning and will remain docked until Wednesday, Sept. 25.

Plans are being made to give everyone in Anchorage a chance to board the ferry, according to City Manager Bob Sharp. "It's been a long time since we've had a visit from one of the Marine Highway ships," said Sharp, "and we want to make sure everyone who is interested has the chance to go aboard."

continued from page 23

The deluxe Alaska Ferryliner M/V Wickersham -- recently purchased by the State of Alaska for approximately \$ 7 million -- can accommodate more

The Wickersham, newest and fastest of all Alaskan ferry boats, will be welcomed by the U.S. Army band when it pulls into dock. On Sunday the U.S. Air Force band will provide the music.

Certain days will be designated as "Special Days;" for clubs and organizations, military personnel, schools, and other groups in order to prevent "traffic jams" aboard the boat. However, the general public will be welcomed aboard the vessel during most of her visit.

continued on page 24

than 1,000 passengers, has berths for 384, and can carry 140 vehicles. In addition to being the biggest ship in the Alaska ferryliner fleet, the Wickersham is also the fastest.



Where to Park To See the Wickersham

Public Works Commissioner Harold Strandberg said Thursday it is unfortunate that Anchorage residents visiting the superferry Wickersham this weekend will have to park downtown and take shuttle buses.

"We'd like to have parking facilities so that everyone who wanted to see the ship could drive right up," he said. "But Anchorage city officials have advised me that such facilities aren't available."

STRANDBERG SAID his department has no budget to provide public transportation from the parking bowl at 3rd Avenue and C Street. So people wishing to visit the ship will have to pay 50 cents for a round-trip on a shuttle bus. Alternatively, they can walk to the dock area or take a taxi.

After its four-day visit here, the Wickersham will leave for Seattle to have its air ducting system modified. On the southbound trip, the vessel will carry passengers to Vancouver, B.C., at what the state called a bargain rate of \$150, including meals.

"This is a tremendous opportunity for Southcentral Alaska residents who

are interested in a fall vacation cruise," M. F. Schafer, state travel director, said. "This is a week-long cruise through some of the most beautiful parts of Alaska at the most beautiful time of the year."

THE WICKERSHAM is scheduled to be back on its regular Prince Rupert, B.C., to Haines run by Nov. 1.

by all travel agents in Anchorage, or by calling the Alaska Division of Marine Transportation.

The Wickersham, purchased for \$7 million early this year, will pull into the Port of Anchorage for the first time Saturday about 10 a.m. It will be here until Tuesday night.

The ship will be open to the public from 10 a.m. till 7 p.m. Saturday, Sunday and Monday and until 1 p.m. on Tuesday. It will leave at 9 p.m. Tuesday.

Because of construction and a lack of parking space in the port area, visitors will have to park downtown.

People wishing to see the new vessel have three choices: They may walk down the hill to the port area; take a shuttle bus from the parking bowl at Third and C for 50 cents round-trip; or take a taxi. The shuttle buses will operate continually between the hours of 10:30 a.m. and 6:30

p.m. Saturday, Sunday and Monday.

Whistles throughout the dock area will be sounded to announce the arrival of the ferryliner. Local and state officials will be on hand and the U.S. Army band will salute the Wickersham's arrival.

Mayor George Sullivan has proclaimed Saturday as Wickersham Day in Anchorage. State officials have proclaimed it City and Borough of Anchorage Day aboard the vessel.

Sunday is to be Armed Forces and Children's Day, according to Harold Strandberg, commissioner of public works.

TUSTUMENA TO BE LONGER



Rear Admiral and Mrs. Robert E. Hammond

request the pleasure of the company of

Captain Guy Mrs Herbert J. Lockert

at cocktails

on Friday, the twentieth of September

Six to Eight o'clock

R.S.V.P.

Fewer Ferry

Passengers in 1968

By GERALD E. BOWKETT

Our Juneau Bureau Chief

JUNEAU — For the first time since state ferry service was inaugurated in Southeast Alaska in 1963, passenger traffic has shown a substantial decline over previous years.

A record tourist year had been predicted by state and tourist industry officials and a new vessel, the 363-foot M.V. Wickersham, was added to the fleet to allow continued once-a-week sailings from Seattle.

But in the last fiscal year, which ended June 30, the three-vessel southeastern fleet carried 8 per cent fewer passengers — 128,953 compared to

140,812 — than in the prior year. But it carried 7 per cent more vehicles — 34,978 compared to 32,325 — which indicates the system is transporting more freight than ever before.

Passenger traffic during the May through August period this year, the peak summer months, was not only down 11 per cent from the same period of a year ago but also down 9 per cent from 1966. The three ferries carried 83,706 passengers and 20,065 vehicles during the summer months of 1968; 94,572 passengers and 21,272 vehicles in the four months of 1967; and 91,983 passengers and 19,815 vehicles in 1966.

Commissioner of Public Works

Harold Strandberg attributed the decline in passenger traffic in part to the greater number of camper vehicles now using the ferries which he said substantially reduce the number of vehicles that can be carried on the car decks.

British Columbia charges 25 per cent more for camper vehicles and the state is now considering raising the fares for them, he said.

The "half decks" recently installed in the three American-built ferries, similar to special decks on the newest state ferry, the Norwegian-built M.V. Wickersham, are designed to fold down above vehicles on the main car deck to

permit the loading of additional vehicles. But the height of campers prevents the use of these decks.

Strandberg said that with the extension of the ferry system to Seattle last December there is now more through traffic and less interport traffic, and this would also account for the overall decline in the number of passengers traveling on the ferries — and for the increase in revenue in the last fiscal year over the prior year.

The southeastern system took in \$5 million in fiscal 1968 compared to \$4.1 million in fiscal 1967, and there were no fare increases in 1968, he said.

To extend the system to Seattle, the state had to reduce the number of weekly trips between ports in Southeast Alaska, and this would account for the reduction in interport traffic mentioned by Strandberg. The run to Seattle was generating more revenue but there was less ferry service in Southeast Alaska.

The southeastern system came close to breaking even in fiscal 1967, with \$4.1 million in revenue and \$4.5 million in operating costs.

Strandberg said he has not yet determined 1968 operating costs but said, "We'll be a little closer this time" to breaking even.

Governor Hickel announced in Kodiak Monday that the ferry vessel TUSTUMENA is to be lengthened by 55 feet this winter.

In addition to lengthening the sleek but stubby-looking TUSTUMENA, the state will add stabilizers to make her a more comfortable riding ship, Governor Hickel announced.

The governor, in his speech, noted that the vessel was originally designed to be at least 40 feet longer than she is and that she was shortened when it was found the state didn't have the funds to build her as she was supposed to be constructed.

"It will cost over a million dollars to make this conversion—but this is considerably less than the estimated \$7.5 million it would cost to build an entirely new ship that length to replace her," Hickel noted.

The vessel will be withdrawn from service within a few weeks and is expected to be out of the water about 80 days for the conversion.

He said he would soon know these costs and also have complete figures on the operation of the Wickersham, number of passengers carried and revenue and operating costs. The operating costs for the Wickersham will be higher than those for the other vessels since it requires a larger crew and more stewards department personnel.

The Wickersham went into service last June, near the end of the fiscal year, and thus had little effect on traffic and revenue figures for the year. Since it is foreign-built, it cannot operate between Alaska ports, only between foreign and Alaska ports, under provision of the Jones Act.

Egan Hits GOP On Wickersham

ANCHORAGE—Former Governor William A. Egan in a recent speech has taken strong exception to statements made by Congressman Howard Pollock regarding the Jones Act and the M.V. Wickersham.

Egan said, "Compliance with safety standards of the United States of America and not the Jones Act constitutes the primary obstacle standing in the way of the sensible operation of the foreign flag vessel, Wickersham."

Saying that Congressman Howard Pollock has been "hoodwinking" the people, Egan said that reluctance to support a waiver on the part of the congressional committee stems from "a vessel that in many important respects does not meet basic American safety laws and regulations."

Egan charged that the State of Alaska had bought "a beautiful white elephant." "Some of the chief causes for alarm regarding passenger safety aboard the Wickersham," Egan said are the substantial number of passenger accommodations below the water line, excessive use of styrofoam materials, heavy carpeting and thick wood paneling."

Egan concluded by saying, "Congressman Pollock and members of Alaska's present state administration should forthwith admit that the purchase of the Wickersham was a financially irresponsible bungle, and quit trying to place the blame on the Jones Act." He added, however, "I have long thought the Jones Act has outlived its usefulness to the American Maritime system's cause."

Egan Is Wrong

Former Governor Egan's recent statement which the Empire published regarding the Jones Act and the Wickersham is patently incorrect, aside from being difficult to understand.

The thrust of the former Governor's statement was that the big problem with the Wickersham is not the Jones Act but the failure to comply with Coast Guard regulations. In regard to the latter, Egan used a lot of emotional "gush" to make the regulations appear to be the heralding tablets of the millenium.

As a prominent and leading campaign worker for Nick Begich, we can understand how the former governor may be motivated to discredit wherever possible not only Representative Pollock but the Republican administration of Governor Hickel. We presume that there is sufficient connection between Pollock, who has attempted to support the Jones Act waiver and modifications, and Governor Hickel to make criticism of one criticism of the other. And one might quarrel with the addition of the Wickersham to the Alaska Marine Highway System, the foreign purchase, or even perhaps the viability of the marine system itself.

But one can certainly not, with any accuracy, say the Wicky's problem is Coast Guard regulations.

But for the Jones Act, which Egan himself admitted has "lost its usefulness," the Wickersham would be able to sail between American ports most freely, and it is the restriction on this freedom which has artificially served to adversely affect the ship's usefulness.

If the Alaskan ship could travel freely, and remain registered under the foreign flag, there would yet be no problem with the Coast Guard regulations. Such freedom has been allowed to the Canadians for years under an exemption supported by the Democratic leaders (and we don't quarrel with that—Canadian ships have been of great benefit to Alaska through the years).

As for the Coast Guard regulations, if we address ourselves to that subject, they, too, may be in need of some modifications. While safety is touted so vociferously as the reason for their existence, they do not require many of the significant and substantial safety devices which the Wickersham has—automatic gas leak detection, for example. Furthermore, the Wickersham fully and completely complies with international safety regulations under which ships serving many nations—including major maritime powers—sail.

If there is a spurious issue regarding the Wicky it is the Coast Guard regulations—they simply need to be revamped and up-dated. The Taku—and other "glacier" ships—fully complying with the CG regulations, have stateroom ventilation holes the size of a 50 cent piece with no "kick-out" panels in the doors while foreign bottomed vessels have adequate ventilation and kick-out panels which are truly functional.

We have difficulty in believing regulations must be such that they make a "troop ship" decor out of beauty now complimenting the Wicky. We have more difficulty yet in believing the Canadians and others are that un-safe with the beauty of their ships under other regulations.

If given a chance, the Wicky over the long haul will do much to make Alaska an even more attractive maritime state better competing with our maritime neighbor to the south.

And lest someone think we are "downing" the Coast Guard, let us correct that right now. We quarrel only with regulations that are implemented in such a way as to transform beauty into ugliness under the banner of "safety."

The Coast Guard, in our opinion, is one of the most excellent service arms ever instituted and has done, and is now doing, an unparalleled job for not only Alaska but the entire country. Their ability and readiness to serve at all times, above and beyond the call of duty, is beyond question. The Coast Guard is great—it's the Canadian ship regulations we're talking about.

Wickersham Overhaul

SEATTLE — The 363-foot Alaska state ferry Wickersham was back in Seattle this week for inspection and overhaul. She has been running between Prince Rupert, B.C. and S.E. Alaska ports. She docked at Pier 64 to discharge passengers and vehicles and then shifted to Terminal 37 where she will be for several days before going to drydock.

The state of Alaska is expected to place the handsome foreign built ferry into service between Seattle and Prince Rupert in November.

She is the largest of the fleet.

Sail to Southeastern ALASKA

Ketchikan • Wrangell • Petersburg • Sitka
Juneau • Haines • Skagway

On Alaska State Ferryliners
TWO SAILINGS WEEKLY

Wednesdays, 7:00 P.M., Pier 64
Saturdays, 3:30 P.M., Pier 30

For tickets and reservations
call MU 2-6651

Wickersham Coming Nov. 1

The Wickersham is coming! Finally the beautiful new-to-Alaska vessel is going to make regular stops in Petersburg—north and southbound from Seattle and Vancouver.

The ferry system made the announcement Monday.

She will arrive in Petersburg northbound on Nov. 1.

The controversial vessel will then sail north from Seattle each Saturday and south from Skagway each Wednesday, officials said.

Persons desiring to make the

trip to Seattle, sans vehicles, may do so because of the stop in Vancouver to keep the ship in conformance with Jones Act requirements. However, all passengers will be required to disembark on the British Columbia City, then reboard.

Stops will be made in each direction at Prince Rupert.

There will be no traffic between two Alaska ports, however. This again to conform with the Jones Act.

WICKERSHAM SET FOR ITS OVERHAUL

SEATTLE (AP) — The Wickersham, newest and largest ship in Alaska's ferry fleet, will arrive here Monday for her annual inspection and overhaul.

The 363-foot vessel, which has been running between Prince Rupert, B.C., and southeastern Alaska ports, will spend most of October here.

Alaska is expected to put the Wickersham into service between Seattle and Prince Rupert in November. Definite plans have not been announced.

Since the vessel was built in Norway she is not allowed, under the Jones Act, to operate between United States ports. She can run between Seattle and Prince Rupert or between Alaska and Prince Rupert, but she cannot run between Seattle and Alaska.

Two other Alaska ferries, the Malaspina and the Taku, now carry passengers and vehicles between Seattle and Alaska.

NLRB HEARINGS CONCLUDED

City And Union Extend Agreement

By ELAINE MITCHELL
Empire Staff Writer

Hearings by the National Labor Relations Board of the dispute between Juneau and the International Longshoremen and Warehousemen's Union, Local No. 16, were concluded at noon on Tuesday. A decision from NLRB is not expected until sometime in November or December.

George O'Brien, trial examiner for NLRB, heard arguments from Gil Johnson, attorney for the ILWU; and from Eugene Nielson, general counsel for NLRB, representing the city of Juneau in the case.

The dispute arose from a directive by city manager Herb Lehfeltdt in April stating that future tie-ups at city dock of Alaska State Ferries would be handled by city personnel.

At the time of the directive, ferries had been docking at Auke Bay terminal during a period of reconstruction of the city dock. Prior to that time, the ships had been tied up by members of ILWU under terms of a "memorandum of agreement" with the city dated March, 1963.

General questioning and cross-examination at the hearing dwelt upon the question of an unfair labor practice, specifically the picketing of the city dock.

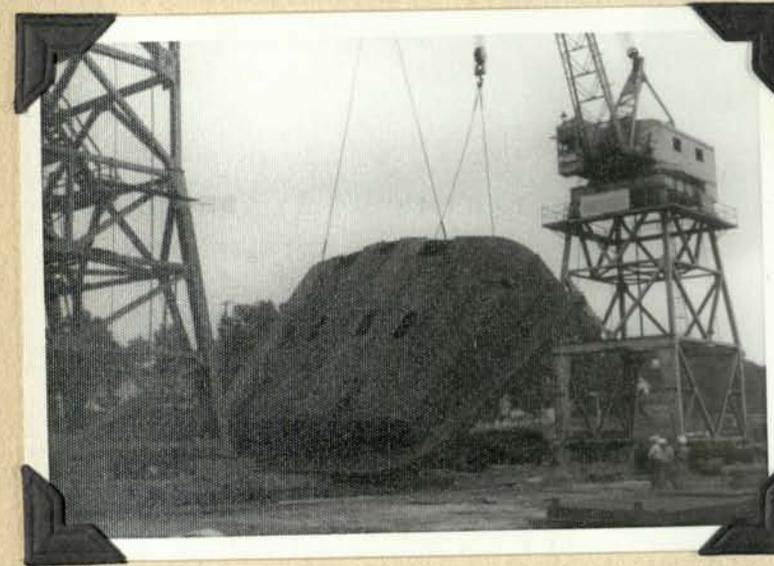
The jurisdiction of the case was turned over to the NLRB by Federal District Judge James A. Von der Heydt.

Appearing for ILWU were: Bill Ray, state legislator; A. W. Boddy, Timothy O'Day and Wayne Johnson, former city councilmen; Greg O'Clary, Alaska representative of the Inlandboatmen's Union; Ferrell Campbell, Alaska representative of the Operating Engineers Union; and Joe Guy, president of ILWU, local No. 16.

Witnesses called by the NLRB counsel were: Joe Henri, city attorney; Herb Lehfeltdt; Harold Strandberg, Alaska Commissioner of Public Works; H. J. Lockert, director of the division of Marine Highways for Alaska.

At the present time a temporary agreement is in effect between the city and the ILWU to tie up the state ferries at city dock under the original agreement terms. This arrangement was scheduled to end at midnight October 11, but has been extended to Nov. 1 by mutual agreement.

An injunction filed by the city with Judge Von der Heydt to prevent ILWU picketing at city dock is awaiting his signature.



Boardman Reminds Shippers Of Ferry Meeting

House Speaker Wm. Boardman today reminded shippers and others interested in the scheduling of the state ferry system that a public hearing will be held in the city council chambers at 4 p.m. Monday.

Public Works Commissioner Harold Strandberg and traffic manager Herb (Red) Lockhart will be in Ketchikan and conduct the hearing.

They are interested in suggestions and comment on the ferry scheduling. They will answer questions regarding the state's ferry schedule plans.



THE ALASKA SUPERFERRY WICKERSHAM won't sail this Saturday after all, on her first regular voyage out of Seattle. She won't make it out of the shipyard on time. So her inaugural Seattle departure is set back to Nov. 9 — 2:30 p.m. The Matanuska will fill in on the Wickersham's scheduled sailing this Saturday.

The week's delay could give the ferry folk a chance to invite Seattleite's aboard for a look at the handsome \$7 million ex-Norwegian ship. Not sure yet. They're thinking about it.

MOST WICKERSHAM PASSENGERS are likely to load in Vancouver, B.C., instead of Seattle. Thanks to federal regulations about foreign-built ships, anybody who boards here will have to get off at Prince Rupert, B.C., and change to another ferry for Alaska ports. The passenger who boards at Vancouver can get off any place he wants to.

Alaska Ferries' Seattle terminal manager, Milton Griffiths, tells us there's one exception. That, he says, is the roundtrip passenger who boards the Wickersham here and makes the seven-day voyage without a break. Such a cruise would take the passenger north to Vancouver, Prince Rupert, Ketchikan, Wrangell, Petersburg, Juneau, Haines and Skagway, then back home reversing the route. It would cost \$111 for fare, \$31 for stateroom bunk plus meals and incidentals.

Not much time on such a cruise to sightsee ports of call. About an hour per port usually, depending on the amount of loading and unloading there. As a Seattle boarding passenger, you couldn't debark at any Alaska port. But Uncle Sam, in the strange wisdom of his massed regulations, could issue you "immigration passes" to give the towns a quick once-over.

ON THE WICKERSHAM

FROM CHITCHANAKO NEWS

KENAI, ALASKA

16 OCT. 1968

Sea Was Rough, But Trip Good

(Editor's Note: The following is an abstract of a letter we received from our News Editor, Mable Smith. Knowing she has many friends on the Kenai Peninsula, we thought it would be of interest.)

By MABLE SMITH
News Editor

Had a most interesting trip on the Wickersham in spite of a storm and rough seas. The Inside Passage was, of course, the high point of the trip.

We had a long stop in Kodiak, but I didn't get off the boat be-

cause I was feeling rucky — on the verge of being seasick. I intended to go to the Kodiak Mirror to see Wayne Katula and John Salmine, but didn't make it. Got some Dramamine tablets and was in fair shape the rest of the trip.

Almost all others on board were very ill — even part of the crew. The captain warned us we were running into strong winds, rain, etc., and that going would be rough. And it was.

On the third day, we ran into a storm while nearing Seward. Winds blew at 80 knots about midnight and waves were 40-feet high. Had to turn around and back track about 12 miles to go through another strait to hide back of an island at Cape Hichenbrook until about 5:30 a.m. near Montague Island.

The ship lost about 12 hours time in the storm and went on at low speed until after we went through Wrangell Narrows and entered Inside Passage. Water was smooth sailing from then on.

Talk about being seasick, nearly all passengers and part of the crew were quite ill for a couple of days — some even longer. Purser said about 20 per cent showed up for breakfast and only 50 per cent at dinner.

Harold Jackson, Bud and Bert Bennington and her mother were all very sick. As I said, I jumped the gun and had my unpleasant time early on the trip before reaching Kodiak.

At Kodiak and Seward, school was dismissed and high school

bands greeted the arrival of the ferry.

Took on 119 passengers at Anchorage, one at Kodiak, 10 at Juneau and none at Seward, Ketchikan or Prince Rupert, making a total of 130 passengers.

The food was good — service good — and I was well pleased with the trip even if I was too late at Vancouver, B. C., to catch the plane for which I had reservations. Was late getting into Seattle, so missed that plane and had to call Denver Airport to page my daughter to warn her I'd been delayed.

Had 3,478 visitors on board at Kodiak, 1,361 at Seward. None at other ports.

The Wickersham will go into dock at Seattle for remodeling including installation of a new galley.

Tustamena ferry will go into dock to be cut in two and a 55-foot midsection added. Also, for addition of stabilizers to keep it from rolling.

Luckily the Wickersham had good stabilizers or our ride would have been a lot worse.

The crew was well pleased with the way the ship handled. It was their first experience on the boat in that much wind and rough seas.

* * *

Had snow here yesterday (Oct. 5), but it melted soon. Today is sunny and with 80-degree temperature.

Tell everyone "hello" and I'll be back soon.





Year-Around Ferry Service to Alaska

IT'S THE NEWEST, fastest, most spacious ship in Alaska waters. Alaskans call it a ferryliner — and it is — but travel agents, travel writers, and steamship authorities who have seen the vessel ask how many other "ferries" in this world can boast a deluxe dining salon, two posh cocktail lounges, dance floor, carpets in all staterooms, a tinted roof topdeck sun veranda (for enjoying the outdoors, in rain or shine), plus interior observation and sitting lounges done in the style of a European grand hotel.

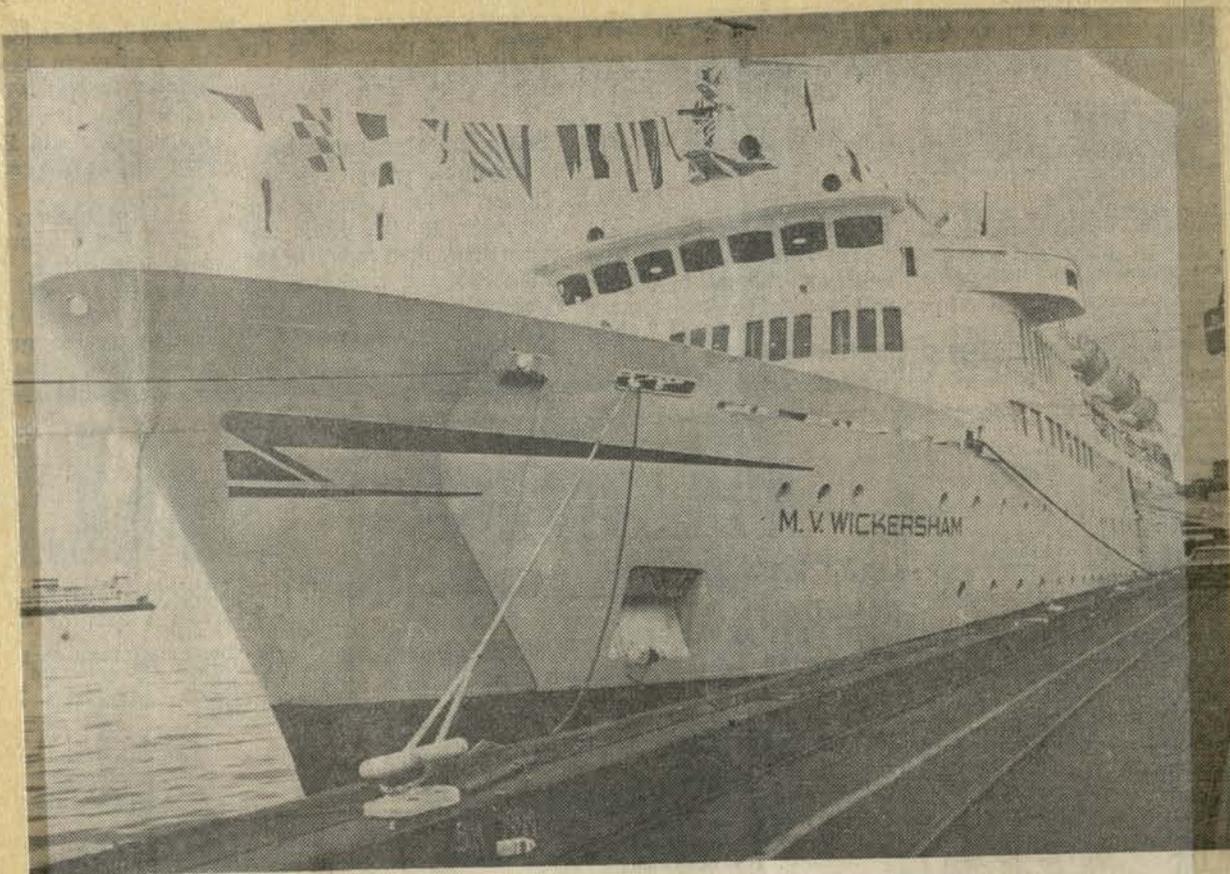
It's Alaska's newest ferryliner, the M-V Wickersham.

The ship is now operating between the Canadian port of Prince Rupert, B.C. and the Alaskan ports of Haines and Skagway. (Prince Rupert is accessible from U.S. and Canadian points by highway, rail, air, or Canadian ferry while Skagway and Haines, respectively are accessible by rail and highway.)

Statistically, the \$7 million vessel was built in Sweden, carries 1,300 passengers, has berths for 384, and can haul 140 vehicles. At 363-feet long, the vessel is 11 feet longer than the three other ferryliners — the Malaspina, the Taku and the Matanuska — which it joins in the southeastern Alaska panhandle.

Because the Wickersham is now available to handle the excess traffic which has plagued the Alaska Marine Highway System in past years, one of the other ships — currently the Malaspina — is free to make a once-a-week sailing as far south as Seattle. The Seattle service, initiated last winter on an "off season" basis, is now assured year-round scheduling.

The Wickersham, being Swedish-built, is subject to the restrictions of the so-called Jones Act, actually a series of federal statutes which prohibit carrying traffic between two American ports in foreign-built ships. Because of the act, northbound passengers may board the vessel only at the foreign port of Prince Rupert but may depart at any of the ship's four American ports of call — Ketchikan, Juneau, Haines, or Skagway. Similarly, south-bound passengers may board at any of the four American ports but may disembark only at Prince Rupert.



New Alaska Ferry

The new \$6.9 million Alaska ferry, the Wickersham, with its flags flying, held an open house here yesterday. Sailing into port in the background was one of Seattle's superferries.—A. P. wirephoto.

Wicky

SEATTLE (AP) — A dockside open house was planned today and Saturday marked the start Saturday of weekly trips between Seattle and Southeast Alaska with stops along the British Columbia coast.

Federal law prevents use of the former Swedish liner to carry passengers between U. S. ports, but Alaska officials hope to develop round-trip trade to points in British Columbia.

Alaska-bound passengers who board the Wickersham in Seattle will have to transfer at Prince Rupert, B. C., to another Alaska ferry. Persons who go to Vancouver, B.C., to board the north-bound ferry, however, may ride all the way on her to disembark at Alaska points.

Passengers who want to make a round-trip cruise can do so, to Skagway and return, if they don't leave the ship in Alaska.

It's a confusing situation, but it's all because of federal law, the Jones Act, and there's nothing Alaska or the Lower 48 can do about it without congressional action.

Twice Weekly Run Seattle To Alaska

SEATTLE — Two State of Alaska ferryliner sailings each week have begun from this port city to southeast Alaska.

The twice-weekly departures are planned to continue throughout the fall and winter months, with the new MV Wickersham replacing one of the two Malaspina-class ships early next month.

Initial schedules call for the Malaspina-class ships to depart Seattle at 6 PM, Wednesdays, and 2 PM, Saturdays, with northbound stops at Ketchikan, Wrangell, Petersburg, Sitka, Juneau, Haines and Skagway, arriving at the latter port at 8:15 PM, Sundays and 9:30 PM Tuesdays, respectively.

Southbound return trips call at all ports except Sitka and leave Skagway at 6:30 AM, Wednesdays, and 8:45 AM, Sundays.

Capacity on each voyage is 100 passengers and 128 vehicles.

Information, reservations, and tickets can be obtained in the continental United States by contacting the Alaska Marine Highway System, c/o Port of Seattle, PO Box 1209, Seattle, Wash. 98111, and in Alaska by contacting reservations, Division of Marine Transportation, Pouch R, Juneau, Alaska 99801. The Seattle telephone is MU 2-6651 (area code 206).

Sleek ferryliners of the Alaska Marine Highway System cast off from Seattle Wednesdays and Saturdays for a relaxing and spectacular cruise to Alaska.

And one of those ferryliners is the beautiful new M.V. Wickersham. She's the pride of our fleet with nearly 400 berths, comfortable lounges and excellent restaurant facilities. There's even room for 140 vehicles. The Wickersham departs on her round-trip voyage every Saturday afternoon at 2:30 p.m.

And on Wednesdays at 5:00 p.m., the M.V. Malaspina, Matanuska or Taku will take you on this magnificent journey up the breathtaking Inside Passage.

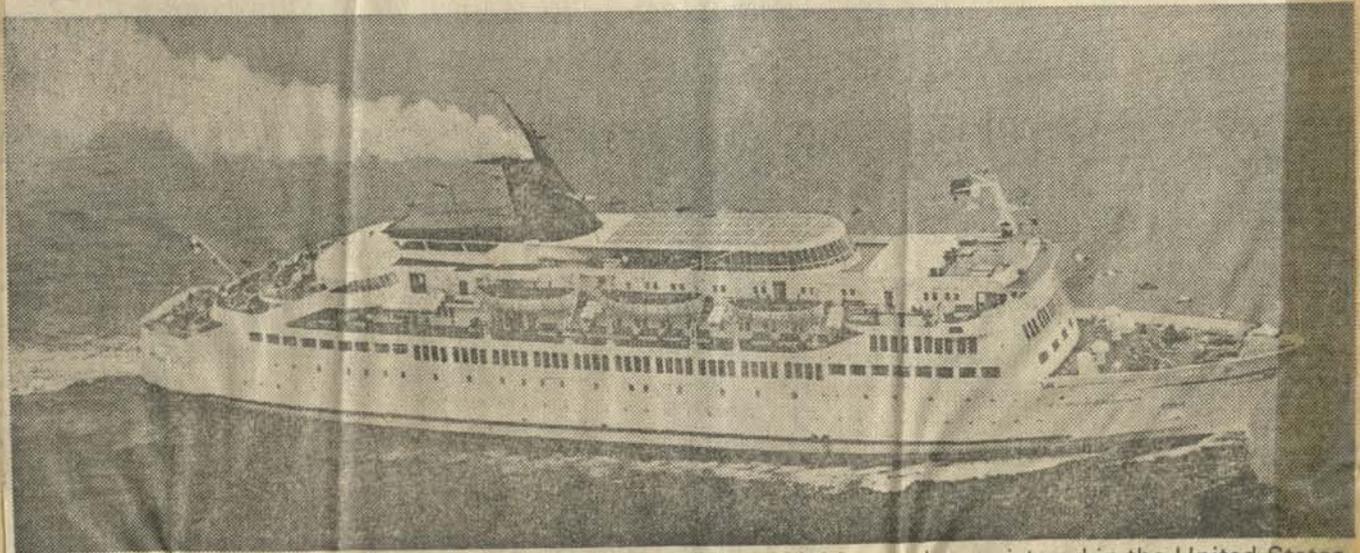
Ferryliners stop in Vancouver and Prince Rupert, B.C., Ketchikan, Wrangell, Petersburg, Sitka, Juneau, Haines and Skagway.

**Now
two sailings
a week
to Alaska.**

Full round-trip fares including accommodations on this

seven-day excursion start as low as \$144. For more information call your travel agent or the Alaska

Marine Highway System at MU 2-6651 in Seattle.



SAFETY INFORMATION: The M.V. Malaspina, M.V. Taku, M.V. Matanuska, registered in the United States, and the M.V. Wickersham, registered in Panama, meet international safety standards for new ships developed in 1960, and meet the 1966 fire safety requirements.

A Seattle-Alaska Luxury Liner

BY DON PAGE

P-I Marine Writer

Seattleites are getting the goods on the State of Alaska this weekend.

The 49th State has been feeding us a ferry story. The MV Wickersham is no ferryboat. She's an ocean-going luxury liner.

That was the verdict anyhow, of Puget Sounders who boarded the 363-foot pride of the Alaska Ferries fleet at Pier 46 yesterday on the first day of her two-day open house here.

From the dock the top level of the Wickersham looks like a jetliner fuselage, with the ship's canted stack as the tail. Actually, this is the ship's solarium, where passengers may sit topside and ogle Puget Sound or Inside Passage scenery in infra-red heated comfort.

There's been some Alaska-type exaggeration about the number of bars aboard this ex-Scandinavian beauty.

Actually, the Wickersham has only two public bars — one up forward with a cabaret atmosphere and a copper plated dance floor, one aft, the Skybar," for quieter sightseeing and contemplation.

We didn't count the public rooms aboard — assorted lounges with warm red carpeting and yellow and blue easy chairs.

There's a cafeteria aboard, naturally. (Alaska doesn't throw in the meals with the passage). Also a plush restaurant worthy of a luxury liner. The gift shop wasn't open for yesterday's open house, but we could peer through the windows at the sourdough-type souvenirs.

The bridge was open, and visitors thronged it to inspect the parlor-neat automated gear that gives the duty officer pushbutton control over his ship.

Other sightseers bounced on the bunks in staterooms or, on the sly, twisted the knobs that pipe music to ship cabins and other compartments. Or tried to figure out the multi-lingual signs of this international ship.



—P-I Photos by Tom Bar

FIRST-DAY WICKERSHAM VISITORS CHECKED OUT THE INFRA-RED HEATING OF THE SHIP'S TOPSIDE SOLARIUM VIEWPOINT

"Passengers" were Westour sales girls looking over the luxury of the Alaska cruise service they'll help merchandise.



LIQUID SUNSHINE WELCOMED VISITORS TO THE MV WICKERSHAM

The thoughtful fella brought his umbrella to tour ferryliner

The Wickersham wouldn't be Alaskan without a game of chance, and visitors filled out blanks for a free round trip. The drawing is set for the close of today's open house, from 10 a.m. to 2 p.m.

Alaska has an underground motive in this show-off. She wants to lure paying passengers for the Wickersham's weekly cruises north out of Seattle.

Off the way the crowd talked yesterday, Alaska will find some eager patsies here.

Seattle Post-Intelligencer Fri., Nov. 1, 1968 S* 35



Don Page

Wickersham Open House

Alaska's come through! State Ferries announced plans last night to give Seattleites their first public inside look at the glamorship Wickersham.

The Wickersham is the 363-foot, \$7 million beauty that Alaska bought from a Norwegian line as the Stena Britannica. The Wickersham has been too busy, since she arrived, for a proper showboat presentation here. But she'll hold open house at Pier 46 Friday, November 8, from 3 to 7 p.m. and again Saturday, November 9, from 10 a.m. to 2. Half an hour later she'll sail north on her first weekly voyage out of here — if crewmen can shoo all us Seattle sightseers off in time.

Wickersham Joins The Fleet

Alaska expanded its marine highway June 26 when the luxury ferry *MV Wickersham* sailed on her inaugural cruise from Prince Rupert, B.C., to the ports of Southeastern Alaska. Governor and Mrs. Walter J. Hickel headed the list of 200 guests aboard ship.

The *Wickersham* joins the *Matanuska*, *Malaspina* and *Taku* in the Alaska Marine Highway fleet serving northern British Columbia and Southeastern Alaska. Spacious and powerful, the former *Stena Britannica* can accommodate 1,200 passengers, has berths for 400 and a capacity of 140 automobiles. The 363-foot, 5,300-ton ferry was purchased for \$6,960,000 from Sten Olson Shipping Lines through Fearnies and Egers, a Norwegian ship brokerage.

The nine-deck vessel includes a grand dining room that can accommodate 100 persons, is equipped for dinner-dancing and has a decor that rivals the finest hotels in the "South 48."

Officials expect the ship to substantially ease the summer tourist lineups at Haines and Prince Rupert, where waiting for five days for transportation had not been uncommon in the past. More than 2,000 persons turned out to welcome the vessel and take part in inaugural ceremonies following her maiden voyage.



ALASKA STATE FERRIES are going to stretch out their port calls, at least for the glamorship *Wickersham*, to encourage traffic on the one-week round trip cruise from Seattle to Skagway and back. The Alaskans tell us they're planning to hold the *Wickersham* for two to four hours on calls at ports like Prince Rupert, Ketchikan and Juneau, to give tourists a chance to really tour.

The Seattle Times Maritime NEWS

Monday, November 11, 1968

13

Ashore and Afloat

Big Alaska Ferry Has 9,600 Visitors

By JAY WELLS
Maritime Editor, The Times

More than 9,600 visitors looked over Alaska's big ferry, the *Wickersham*, during her three days of open house in Tacoma and Seattle, figures showed today.

The ship went to Tacoma Thursday and was visited by more than 1,500.

On Friday she held open house at Pier 46 and, in spite of the rain, had 1,885 visitors.

On Saturday, when the weather was good, she had 6,633.

The ship sailed Saturday afternoon for Vancouver, B. C., Prince Rupert, B. C., and Southeastern Alaska ports.

She will remain on that run throughout the winter, arriving in Seattle each Saturday morning and sailing in the afternoon.

Another Alaska State ferry, a ship of the *Malaspina* class, sails each Wednesday from Seattle for Southeastern Alaska.

THE WICKERSHAM, Alaska's \$6.9 million ferry, went to Tacoma today to hold an open house.

Before her departure, she spent several hours maneuvering on Elliott Bay and attracting considerable attention.

She will return tonight to Seattle, where she will be open to visitors at Pier 46 from 3 to 7 p. m. tomorrow and from 10 a. m. to 2 p. m. Saturday.

Pier 46 is at the foot of Jackson Street.

Tomorrow's open house will be preceded by a short ceremony at the foot of the gangplank.

Participating will be Mayor Braman; Capt. Merle Adlum, Port of Seattle Commissioner; Capt. H. J. Lockert, director of the Division of Marine Transportation of Alaska's Department of Public Works; M. F. Schafer, director of the travel division of Alaska's Department of Economic Development, and the *Wickersham*'s two masters, Capt. Ronald Kutz and Capt. Cecil Rice.

Following the open house Saturday the *Wickersham* will move to Pier 30, where she will take on passengers

and vehicles before departing later in the day for Vancouver, B. C., Prince Rupert, B. C., Ketchikan, Wrangell, Petersburg, Juneau, Haines and Skagway.

Because the ship was built in Norway, the State of Alaska is not permitted by United States law to put her under the American flag. Therefore she flies the flag of Panama, although she is operated by an American crew.

Since she is under a foreign flag, the Jones Law prohibits her from carrying passengers or freight between American ports. So Alaska-bound passengers who board the *Wickersham* in Seattle will have to get off at Prince Rupert and transfer to another Alaska ferry. Passengers who go to Vancouver to board her, however, may ride clear through to an Alaska destination.

And passengers who just want to make a round-trip cruise aboard the *Wickersham*, without leaving the ship in Alaska, can ride her clear to Skagway and back.

It's a confusing situation, but it's federal law and there's nothing the State of Alaska can do about it.

Hickel

He said the failure of the \$18 million ferry bond issue was a setback, but disavowed the proposal as an administration measure.

"We lost the ferry bond issue, which I am sorry for," but it was Democratic sponsored legislation, namely by Chuck Sassara (Rep. Charles J. Sassara, D-Anchorage) and which I supported."

The governor said he believed the issue was "talked to death," and that south central residents had not realized that \$7 million was for a south central ferry.

FERRY

For the first time since state ferry service was inaugurated in Southeast Alaska in 1963, passenger traffic has shown a substantial decline over previous years.

A record tourist year had been predicted by state and tourist industry officials and a new vessel, the 363-foot M.V. *Wickersham*, was added to the fleet to allow continued once-a-week sailings from Seattle.

But in the last fiscal year, which ended June 30, the three-vessel southeastern fleet carried 8 per cent fewer passengers—128,953 compared

to 140,812—than in the prior year.

Passenger traffic during the May through August period this year was not only down 11 per cent from the same period of a year ago but also down 9 per cent from 1966.

Commissioner of Public Works Harold Strandberg attributed the decline in passenger traffic in part to the greater number of camper vehicles now using the ferries which he said substantially reduces the number of vehicles that can be carried on the car decks.

He also said that with the extension of the ferry system to Seattle last December there is now more through traffic and less interport traffic, and this would also account for the overall decline in the number of passengers traveling on the ferries.

EGAN TEES OFF ON POLLOCK OVER WICKERSHAM DEAL

SAFETY STANDARDS

ANCHORAGE—Former Gov. William A. Egan this week took exception to statements made by Rep. Howard Pollock regarding the Jones Act and the M/V Wickersham.

safety standards of the United States of America and not the Jones Act constitutes the primary obstacle standing in the way of the sensible operation of the foreign flag vessel, Wickersham.

“Congressman Howard Pollock hoodwinks the people in repeatedly failing to tell them that the basic expressed concern of Congressman Garmatz, chairman of the House Merchant Marine and Fisheries Committee, of which Pollock is a member, hinges on reluctance to support a waiver for a sovereign state of our American Union to engage in all-out American trade with a vessel that in many important respects does not meet basic American safety laws and regulations.”

State of Alaska having bought a beautiful White Elephant with many million dollars of the taxpayers' money, crying its eyes out because Uncle Sam wants Alaska ocean passenger maritime operation to meet American safety requirements. The United States acknowledges that it is impossible to make any vessel totally foolproof or totally fireproof. But some of the chief causes for alarm regarding passenger safety aboard the Wickersham are the substantial number of passenger accommodations below the water line, excessive use of styrofoam materials, heavy carpeting and thick wood paneling.”

make a mockery of sensible standards of our U.S. Coast Guard? “State officials know of the safety inadequacies of the Wickersham, otherwise they would have asked representatives of the U.S. Coast Guard to inspect the foreign flag vessel in September, as they promised chairman Garmatz they would do.”

Egan also stated, “Pollock and others attempt to confuse the issue through reference to courtesy waiver consideration for specific purposes granted to a friendly foreign nation whose marine safety standards are lower than those of the United States.”

“The State of Alaska,” Egan continued, “rigidly enforces upon its citizens the state's industrial and fire safety laws and regulations. Should our great state be permitted to

The former governor further stated, “Congressman Pollock and members of Alaska's present state administration should forthwith admit that the purchase of the Wickersham was a financially irresponsible bungle, and quit trying to place the blame on the Jones Act. If enough money is appropriated by the state legislature to bring the Wickersham up to American safety standards, the Congress of the United States will then, undoubtedly, grant a waiver that will allow the Wickersham to proudly fly our American flag.”

“The root problem evolves around the spectacle of the

“I have long thought the Jones Act has outlived its usefulness to the American maritime system's cause. However, in the case of the Wickersham, passenger safety considerations, rather than the Jones Act, as such, are the main stumbling block,” Egan concluded.



Don Page Alaska Steam's Out of Red

THE ALASKA SUPERFERRY WICKERSHAM won't sail this Saturday after all, on her first regular voyage out of Seattle. She won't make it out of the shipyard on time. So her inaugural Seattle departure is set back to Nov. 9 — 2:30 p.m. The Matanuska will fill in on the Wickersham's scheduled sailing this Saturday.

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By JAY WELLS
Maritime Editor, The Times



THE WICKERSHAM, Alaska's biggest ferry, will hold open house before she leaves Seattle for Alaska a week from tomorrow.

She will be open to the public from 3 to 7 p.m. next Friday and from 10 a.m. to 2 p.m. the following day. She will be at Pier 46.

The ship, which has been at the Lockheed Shipbuilding & Construction Co. for her annual dry-docking and overhaul, was to leave the yard this afternoon and go to Pier 37, where she will spend the next few days.

The Wickersham had been scheduled to leave for Alaska tomorrow but it was decided to hold her here another week. The shipyard work was completed in plenty of time for a sailing tomorrow but the delay was made for operational reasons, William Bendixen, Alaska's marine superintendent, said today.

The Matanuska will take the Wickersham's place tomorrow. She is scheduled to arrive at Pier 30 tomorrow morning and sail in the afternoon.

Another Alaska ferry, the Taku, also sails from here each Wednesday.

THE WICKERSHAM, Alaska's \$6.9 million ferry, went to Tacoma today to hold an open house.

Before her departure, she spent several hours manuevering on Elliott Bay and attracting considerable attention.

She will return tonight to Seattle, where she will be open to visitors at Pier 46 from 3 to 7 p.m. tomorrow and from 10 a.m. to 2 p.m. Saturday.

Pier 46 is at the foot of Jackson Street. Tomorrow's open house will be preceded by a short ceremony at the foot of the gangplank.

Participating will be Mayor Braman; Capt. Merle Aljum, Port of Seattle commissioner; Capt. H. J. Locker, director of the Division of Marine Transportation of Alaska's Department of Public Works; M. F. Schafer, director of the Travel Division of Alaska's Department of Economic Development, and the Wickersham's two masters, Capt. Ronald Kutz and Capt. Cecil Rice.

Following the open house Saturday the Wickersham will move to Pier 30, where she will take on passengers and vehicles before departing later in the day for Vancouver, B. C., Prince Rupert, B. C., Ketchikan, Wrangell, Petersburg, Juneau, Haines and Skagway.

Because the ship was built in Norway, the State of Alaska is not permitted by United States law to put her under the American flag. Therefore she flies the flag of Panama, although she is operated by an American crew.

Since she is under a foreign flag, the Jones Law prohibits her from carrying passengers or freight between American ports. So Alaska-bound passengers who board the Wickersham in Seattle will have to get off at Prince Rupert and transfer to another Alaska ferry. Passengers who go to Vancouver to board her, however, may ride clear through to an Alaska destination.

And passengers who just want to make a round-trip cruise aboard the Wickersham, without leaving the ship in Alaska, can ride her clear to Skagway and back.

It's a confusing situation, but it's federal law and there's nothing the State of Alaska can do about it.

ALASKAN FERRY MAKES FIRST VANCOUVER CALL

The sixth ship in the State of Alaska's ferry fleet is scheduled to pay her first call to Vancouver tonight.

The 363-foot M/V Wickersham will dock at Canadian Pacific Railway Co. pier at about 10 p.m. on the first leg of regular fall and winter service between Seattle and Alaska. She will call at Vancouver and Prince Rupert on her regular trips.

Port of Vancouver officials will present a plaque to Alaskan representatives aboard the ship.

TUSTAMENA

The state ferry “Tustumena,” will go into the shipyard after the first of the year to be lengthened from 240 to 296 feet and to undergo other modifications.

Eight staterooms, each with two berths, will be added to give the Tustumena a total of 29 staterooms and 58 berths. The vessel will be cut in two and a 56-foot section added to give it greater oceangoing stability and increase its car deck capacity from 40 to 59 vehicle units.

The modifications will cost approximately \$1.7 million. Funds for the work will come from the 1966 ferry bond fund.

BUFFET DINNER — Catholic Alumni Club buffet dinner Nov. 10, social hour, 5 p.m.; dinner, 6 p.m., followed by showing of slides taken at national convention in Honolulu; The Golden Door Restaurant, 3301-4th Ave. S. Guests welcome. Dinner cost: \$3.50.

CASINO ROYALE — A Las Vegas type fund-raising entertainment scheduled by Seattle University Alumni Association, 8 p.m. Nov. 9, at The Chieftain, 11th Avenue and E. Madison Street. On agenda: Cocktails, dancing, entertainment by The Chuck Bennett Quartet. Tickets at the door.

OPEN HOUSE — Aboard The Wickersham, 363-foot, \$6.9 million steamship, 3-7 p.m. today, Nov. 8, and 10 a.m.-2 p.m. tomorrow at Pier 46.

Dom Page

Alaska Ferry Open House



This is showboat week on the waterfront. The spotlight is on the \$7 million Alaska ferry Wickersham and her first invitation for us Seattleites to come aboard today and tomorrow. But she's just one of several flashy ships at the docks today.

Alaska's lining the Wickersham's gangplank with a red carpet for open houses today from 3 to 7 and tomorrow from 10 to 2. Place — Pier 46, at the foot of King and Jackson streets. Room for your car on the dock, they tell us, while you visit aboard the 363-foot beauty and inspect her public rooms and staterooms for 382 passengers.

Seattle's look-see follows an open house yesterday for Tacomans.

TODAY'S WICKERSHAM OPEN HOUSE will start with a civic show at the gangplank. Tomorrow's open house will close with her shifting to Pier 30 to load passengers and cars for her first weekly sailing from Seattle for ports in B.C. and Southeast Alaska. She won't load many passengers here, unfortunately. As a foreign-built ship, the Wickersham can't carry passengers between two U.S. ports. So anybody who wants to ride the ex-Swedish liner to Alaska ports is going to have to drive north to Vancouver and board her there.

Actually, it wouldn't be worth Alaska's while to bring the Wickersham in here, but the 49th State hopes to build up a one-week trade of round-trip passengers who board her here and ride her north to Skagway and back.

NO STRINGS LIKE THAT on midweek Alaska sailings. Seattle-built ferries of the Malaspina class are scheduled out of Pier 64 every Wednesday at 5 p.m., and you can ride those boats to any port they serve.

FLOATING LUXURY

Tacoma News-Tribune
Nov. 8, 1968

Alaska Ferryliner Viewed by Tacomans

By ROLAND LUND

The motorvessel Wickersham, \$6.9 million worth of floating luxury, rolled out its red carpets to Tacomans Wednesday at Pier 7.

The 363-foot, deluxe ferryliner is owned by the State of Alaska and travels year-round between Seattle and cities in British Columbia and Alaska.

But Wednesday was Tacoma Day, and visitors spent the late afternoon and evening hours peering into carpeted and paneled lounges, and compact, modern staterooms.

Members of the City Council and Port of Tacoma officials were guests at a ship-board social hour.

The gleaming white Wickersham, built in Norway, was

completed in 1967. It can accommodate 382 passengers, and its auto deck has space for 140 vehicles.

The ship has just undergone overhaul at Lockheed Shipbuilding in Seattle and is ready to begin winter service to Vancouver and Prince Rupert, B.C., and Ketchikan, Wrangell, Petersburg, Juneau, Haines, Skagway and Sitka, Alaska.

The vessel has a dining room, snack bar and cocktail lounge. Its menu features Alaska seafood.

The Wickersham and a sister ship, the Malaspina provide weekly service from Seattle.

The vessels operate under the Travel Division of the Alaska Department of Economic Development.

By JAY WELLS

Maritime Editor, The Times

ALASKA'S BIGGEST FERRY, the Wickersham, will visit Tacoma this week. She will hold open house at Pier 7 from 3 to 7 p. m. Thursday.

The ship then will return to Seattle and hold open house at Pier 46 from 3 to 7 p. m. Friday and from 10 a. m. to 2 p. m. Saturday. She will sail later Saturday on the first of her winter round trips between Seattle and Skagway, with stops at Vancouver, B. C., Prince Rupert, B. C., Ketchikan, Wrangell, Petersburg, Juneau and Haines.

The Wickersham, which came to Seattle about a month ago for her annual dry-docking, painting and overhaul, is now at Pier 37.

Seattle Daily Journal
Companion, Nov. 8, 1968

WICKERSHAM ON DISPLAY HERE TODAY

The M/V Wickersham, Alaska's latest and largest ferry acquisition, will be on public display for the first time in Seattle today and tomorrow at Pier 46.

Open house has been scheduled for 3 to 7 p. m. today and 10 a. m. to 2 p. m. tomorrow. A ceremony will precede today's open house. Mayor J. D. Braman, Port of Seattle Commissioner Capt. Merle Adlum and the ship's two masters, Capt. Ronald Kutz and Capt. Cecil Rice will be among the participants.

Following the open house, the ship will be moved to Pier 30 for passenger and vehicle loading prior to mid-afternoon departure for British Columbia and southeastern Alaskan ports.

Passengers boarding the \$6,900,000 ship in Seattle will be able to take cruises to Vancouver or Prince Rupert, B. C., or a weeklong round-trip to all of the ship's Canadian and Alaskan ports-of-call.

Because the Wickersham is a foreign-built ship (Norway), federal Jones Act regulations require that all passengers except round-trip customers and those going to Canadian ports board the ship in Vancouver, B. C.

The Wickersham will be able to accommodate up to 382 passengers in staterooms and up to 140 vehicles on its regular weekly voyages. It is capable of carrying more than 1000 passengers. A second weekly run from Seattle to Alaska also will be continued through the fall and winter by the Alaska Marine Highway System. Ships of the M/V Wickersham depart from Seattle at 5 p. m. each Wednesday, bound for southeastern Alaska ports.

Auto-Liners Begin New Service

Two State of Alaska auto-liner sailings each week have begun from Seattle to Southeast Alaska.

The twice-weekly departures are planned to continue throughout the fall and winter months, with the new M/V "Wickersham" replacing one of the two Malaspina-class ships in early November.

Initial schedules call for Malaspina-class ships to depart Seattle at 5 p.m. Wednesdays, with northbound stops at Ketchikan, Wrangell, Petersburg, Sitka, Juneau, Haines and Skagway, arriving at the last port at 5:45 a.m. Sundays. Southbound return trips call at all ports except Sitka and leave Skagway at 8:15 a.m. Sundays.

The "Wickersham" departs Seattle at 2:30 p.m. Saturdays, with northbound stops at Vancouver, Prince Rupert, Ketchikan, Wrangell, Petersburg, Juneau, Haines and Skagway, arriving at the last port at 9:30 p.m. Tuesdays. It returns at 6:30 a.m. Wednesdays, stopping at all ports, and arrives in Seattle at 7 a.m. Saturdays.

Capacity on each voyage is 100 passengers and 128 vehicles.

Part of Seattle Reporter - Nov. 11, 1968

Wicky In New Paint



WICKERSHAM HOLDS OPEN HOUSE—The new Alaska \$6.9 million ferry, The Wickersham, with its flags flying held a recent open house to visitors in Seattle. Sailing into port in the background is one of Seattle's super-ferries. (AP Wirephoto)



MV Wickersham Visited By 10,000 Persons

SEATTLE - The Alaska State ferry MV Wickersham is pictured here on her recent visit to Seattle, departing Pier 46 for Vancouver, B.C., Prince Rupert and S.E. Alaska. The sleek Norwegian-built ferryliner was visited by nearly 10,000 persons in an open house at Seattle and Tacoma. Washington State superferry Hyak is seen in the background. The 18-knot vessel will be a frequent caller to Seattle. The Alaska State ferries are now offering two trips weekly from Seattle to S.E. Alaska. Port of Seattle photo.

Wickersham Call

TACOMA — Several hundred persons took advantage of an open house to tour the Alaska ferry system's new vessel Wickersham at the Port of Tacoma's Pier 7 last week.

Invited guests also participated in a brief reception aboard the big Norwegian-built ship during her stay here.

DON'T PUT OFF A TRIP out of Seattle on Alaska's glamor ferry Wickersham if you're thinking about one. The Wickersham's Saturday run out of Seattle isn't drawing. Alaska's midweek ferry run is doing reasonably well on passengers and cargo. But the Big W sailed from Seattle Saturday with just six passengers. Picked up another 18 passengers and six cars in Vancouver. Alaska probably will keep the glamorship on this run until spring, mostly because it doesn't want to fire her crews and then try to round up new ones in a few months. But as of now a Wickersham cruise north is practically a private yacht trip.

