

1969



SCRAP
BOOK

DEPARTMENT OF ECONOMIC DEVELOPMENT
alaskanews



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Commissioner

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Director

ALASKA TRAVEL DIVISION / POUCH E / JUNEAU, ALASKA 99801 • 586-3460

CONTACT:

12-18-68
HJL

Alaskans looking for a swinging way to celebrate New Year's Eve can book space aboard the M/V Wickersham, December 31. A gala shipboard dinner and dance -- complete with champagne, hats, balloons, and live band music -- has been planned for the sailing which departs Juneau at 2 p.m. the last day of 1968, returning to the capital city at 2 p.m. January 1.

Alaska Marine Highway System officials expect a large turnout for the seaborne party which promises:

- ...Dancing to live music in the ship's main ballroom;
- ...Eating roast turkey dinner with all the trimmings in the dining salon
New Year's Eve;
- ...Joining Skagway residents ashore and aboard ship when 1968 turns to '69;
- ...Enjoying a "Chuck Wagon Champagne Brunch" on New Year's Day.

Fares for the "Party Special" will be at regular tariff rates, from Juneau to Skagway and return \$14. Meals will total \$8.50. Berths, if desired, may also be rented at regular rates.

A special feature of the evening, says the Division of Marine Transportation, will be a separate party for teen-agers and sub-teeners in the ship's cafeteria. Matrons will be on duty to chaperone the youngsters.

Tickets and reservations may be obtained from the Division of Marine Transportation, from local ferry agents, or from travel agencies.

###

ENJOY NEW YEARS EVE ...

... ABOARD THE

WICKERSHAM



GALA PARTY - LIVE MUSIC - PARTY HATS/HORNS/BALLOONS

| | | | | | |
|------------|---------|---------|-----------|-----------|----------|
| ITINERARY: | DEPART: | JUNEAU | 2:00 P.M. | TUESDAY | 12/31/68 |
| | ARRIVE: | SKAGWAY | 9:30 P.M. | TUESDAY | 12/31/68 |
| | DEPART: | SKAGWAY | 6:30 A.M. | WEDNESDAY | 1/1/69 |
| | ARRIVE: | JUNEAU | 2:00 P.M. | WEDNESDAY | 1/1/69 |

◊ ON BOARD ◊

TUESDAY EVENING

Roast Turkey Dinner with all the Trimmings

NEW YEARS DAY

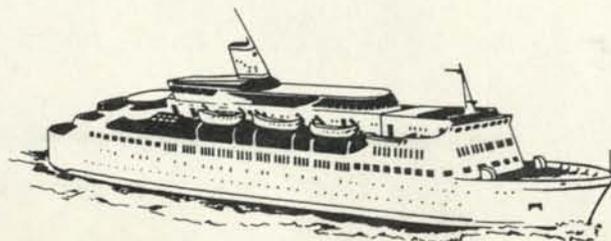
Chuck Wagon Champagne Brunch

COST -- \$8.50

Round Trip Transportation - Per Person

\$14.00 plus Berth

CONTACT YOUR TRAVEL AGENT OR THE DIVISION OF MARINE TRANSPORTATION
586-5385 FOR RESERVATIONS.



Reserve Now

FOR A NEW YEAR'S EVE
YOU'LL NEVER
FORGET

ABOARD THE M/V Wickersham



"Party Special" to Skagway
departs Tuesday, Dec. 31 at 2
p.m. — returns Wednesday, Jan. 1 at
2 p.m.

Regular tariff rates, Juneau to
Skagway \$14. Meals total \$8.50
(Berths, if desired at Reg. rates)

Celebrate at Skagway
ashore & aboard ship

Champagne Brunch
New Year's Day

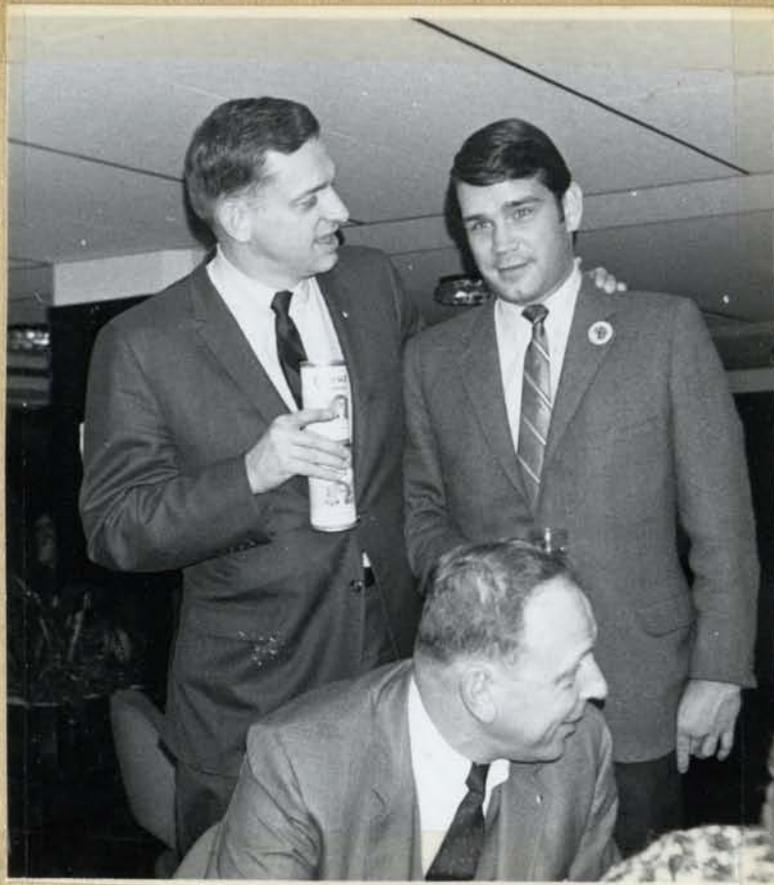
Dancing to live
Music in main
Ballroom

Hats, Balloons,
Champagne

Roast turkey
dinner in
Dining Salon

*The M/V Wickersham registered in Panama meets
International Safety Standards for new ships developed in
1960 and meets the 1966 Fire Safety Requirements.

Tickets & Reservations Div. of Marine Transportation,
local Ferry agents & Travel Agencies.



MS
4-

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[M.V.
Shafer -
Director of
Travel Division] →





"Wickersham" Begins Service

The pride of the Alaska Marine Highway System, the MV "Wickersham," inaugurated her weekly run from Seattle to Alaska on November 9. At open houses held in Tacoma and Seattle several days before she sailed, more than 9,000 visitors inspected the \$7-million luxury liner.



Capt. Merle D. Adlum, Seattle Port Commissioner, presented a framed photograph of Seattle harbor to Capt. Ron Kutz of the "Wickersham" at open-house ceremonies on November 9. Others in the photo are M. F. Shafer, director of Travel Division, Alaska Department of Economic Development (left); Mayor J. Dorm Braman of Seattle (second from right), and Capt. H. J. Lockert, director, Division of Marine Transportation, Alaska.



The "Wickersham" heading from Pier 46 to Pier 30, where she loaded passengers and cargo for the trip north. (Photo, Fred Short)

FROM ALASKA



Richard A. Berg: "Alaskans went to the polls in record numbers in November to decide on a number of local, state and federal issues which will do much to maintain Alaska's growing position. Many seats in the state legislature were at stake, as well as one Senate and one House of Representative spot in the national scene. Republican Howard Pollock was returned to his seat in the U. S. House for a second term. Mike Gravel was elected to the U. S. Senate, maintaining the democratic majority in the U. S. Congress from the 49th state. Elections for state house and senate positions will reveal a number of new faces when the Alaska Legislature convenes in Juneau late in January . . . The U. S. Bureau of Census has estimated that Alaska's population as of July 1, 1968 is 304,000. This is a spectacular rise of nearly 15% from the 265,000 recorded during the 1960 census . . . Seattle was host to a number of Alaska officials during the open houses and inaugural run of the M/V 'Wickersham' from Seattle to Southeast Alaska via British Columbia ports of Vancouver and Prince Rupert. Open houses aboard the beautiful vessel were held at both Tacoma and Seattle prior to the departure of the vessel on her regular weekly run out of Seattle. Mayors J. D. Braman of Seattle and A. L. Rasmussen of Tacoma presented medallions of their respective cities to Marine Transportation Director Capt. H. J. Lockert and the vessel's master, Capt. R. Kutz at the open houses. The vessel had been in Seattle since late September undergoing annual overhaul."



Dan Coughlin

Handcuffs On Alaska

Now that Walter J. Hickel has moved out of the statehouse in Juneau into the somewhat warmer climate along the Potomac, he may or may not continue an interest in an exemption from the Jones Act of the State of Alaska.

Nobody's asked recently. If past efforts count for much, though, you can bet that ex-Governor Hickel will be right in there pushing for relief from the old protectionist law that probably has done as much harm as anything else.

That's a trouble with such regulations — they're often couched in such God and Motherhood terms they're hard to debate. That they usually have unhappy side-effects, though, can be proved all too often.

In his new role as Secretary of the Interior, Hickel may have new and powerful friends working on his behalf to ease the Jones Act's effects on Alaska, however.

Back on December 5, before he was named to the Nixon cabinet post, Hickel asked Alaska's congressional delegation to attempt to change the law that prohibits foreign shipping from carrying merchandise between two U.S. ports. In his telegram, he said:

"The need to alter Federal Maritime regulations — particularly the Jones Act — has become even more urgent as a result of a new attempt by some oil companies and refineries to increase imports of foreign oil into the U.S.

"We know that foreign oil can be landed in the contiguous U.S. at a lower cost per barrel than oil from Alaska because foreign freighters can be used to transport it.

"But oil from Alaska must be transported in American freighters because of the Jones Act, even though to do so generally is more costly than using foreign freighters."

At the time, Hickel was unhappy that the foreign oil would come here to a Foreign Trade subzone before being ultimately processed into products for the U.S. market.

The fact that the product wouldn't leave the zone without paying all necessary taxes and complying with all the other regulations was minimized, of course, in the heat of the immediate battle. Hickel, a realist, pointed out that the oil companies might just slow their exploration spending in Alaska if they could bring foreign oil here outside the quota. That such a thing might conserve U.S. oil reserves over the long haul or possibly bring lower prices to U.S. consumers wasn't brought up.

The soon-to-be Interior Secretary Hickel hit on a point that ought to be considered at length, though. If Alaska doesn't get an exemption, Alaska's booming oil and gas industry will take it on the chin.

Alaskans see Hawaii as a natural market for liquefied natural gas from the Keni Peninsula. The stuff just can't be shipped in U.S. vessels, though, he pointed out, because the only vessels in the world capable of hauling the material are being built in Sweden.

For years the citizens of the Far North have been trying in vain to get out of the restrictive features of the old act. Now, though, with a man in Washington, D.C., and the possibility of getting the oil industry to see the same point the effort looks just a bit brighter.

Don Page

Alaska Ferry Pier Opens



Seattle's \$400,000 Alaska Ferry Terminal went into operation yesterday. The blue-and-gold ferry Taku discharged her southbound passengers and vehicles there yesterday morning and sailed about 5 with a near-capacity load.

Alaska will celebrate the "grand opening" a week from Saturday, with the glamor-ferry Wickersham's call. But workaday business has begun, even though workmen still were hand-cranking the transfer bridge and finishing up the waiting room when we dropped by Pier 48 yesterday. State Ferries will move into the offices Friday, after the phones are in.

Marine

IT LOOKS LIKE A FINE TERMINAL. About 4,000 square feet of waiting room, offices and ticket counters, plus 10,000 feet of yard area for cars and the cargo vans the ferry system is picking up here in booming numbers. The waiting room is light and bright — a miniature of the Washington State Ferry Terminal to the north. It should look even better when Alaska puts in the murals and trimmings it has on tap.

The transfer bridge is one of the finest anywhere, according to justified bragging by Hal Rucker, the Port of Seattle's assistant chief engineer. It's partly a lift, partly a float span, designed to adjust to Elliott Bay's maximum 18-foot tidal range, plus assorted designs of the Alaska State ferries and some barges that may handle cargo there between ferryboat calls.

ALASKA FERRY BUSINESS has come out of the December doldrums, incidentally. The Taku is sailing about full on her Wednesday runs from Seattle. Thanks a good deal to restrictions on where she can pick up passengers and let them off. The ferry-liner, Wickersham, still has some big empty spaces, but she's doing better.

UP NORTH, Alaska Ferries are figuring tentatively on a better terminal at Ketchikan, too. They've engaged Kelly Pittelko Fritz & Forssen to study a \$300,000 modification of the Ketchikan terminal. Hordes of cargo vans are moving through Ketchikan now. They'd move easier across stern and bow than via the present side-port arrangement.

Ferries To Be Studied

JUNEAU (AP) — The House speaker, at the urging of Rep. Tom Fink, R-Anchorage, said Monday he would name a special committee to study transportation—two aspects of it in particular.

The ferry system and the ice road to the North Slope oil field will be studied.

Speaker Jalmar M. Kerttula, D-Palmer, said he planned to announce the committee's membership Tuesday. He said a "first stage report" would be due on March 1.

Fink said the legislature has "never been given the full story" of the ferry system, and "exactly what it costs."

Fink said he wanted to know if "we're competing with private enterprise improperly. We need the big picture on the ferries."

As to the winter road north from Fairbanks, Fink said "we have a NORTH Commission . . . we ought to know what they're doing."

"What are the prospects on a railroad? Are we going to spend \$30,000 every year (for an ice road)?"

Fink said a special committee should "thoroughly analyze transportation" in the state.

"We're going to try to get some answers this year," he said.

That 'No' Vote On The Ferries

COMPLETE TABULATION of the election returns from last Tuesday's election provide proof for what had been suspected earlier — the ferry bond proposal on the Alaska ballot drew passing support from only one section of the state.

Southeastern Alaska, where the state's ferry system has made an enormous impact on living, went big for the idea of spending another \$18 million for more vessels.

The rest of the state, however, said no — not at this time.

This result, no doubt, will not sit well with our friends in the Panhandle. But we hope they will take an understanding view toward the outcome.

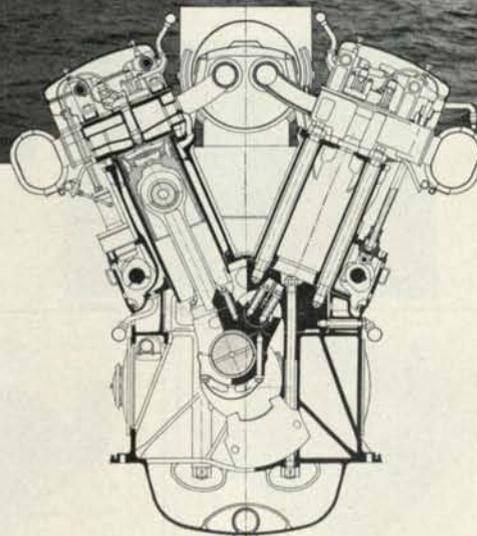
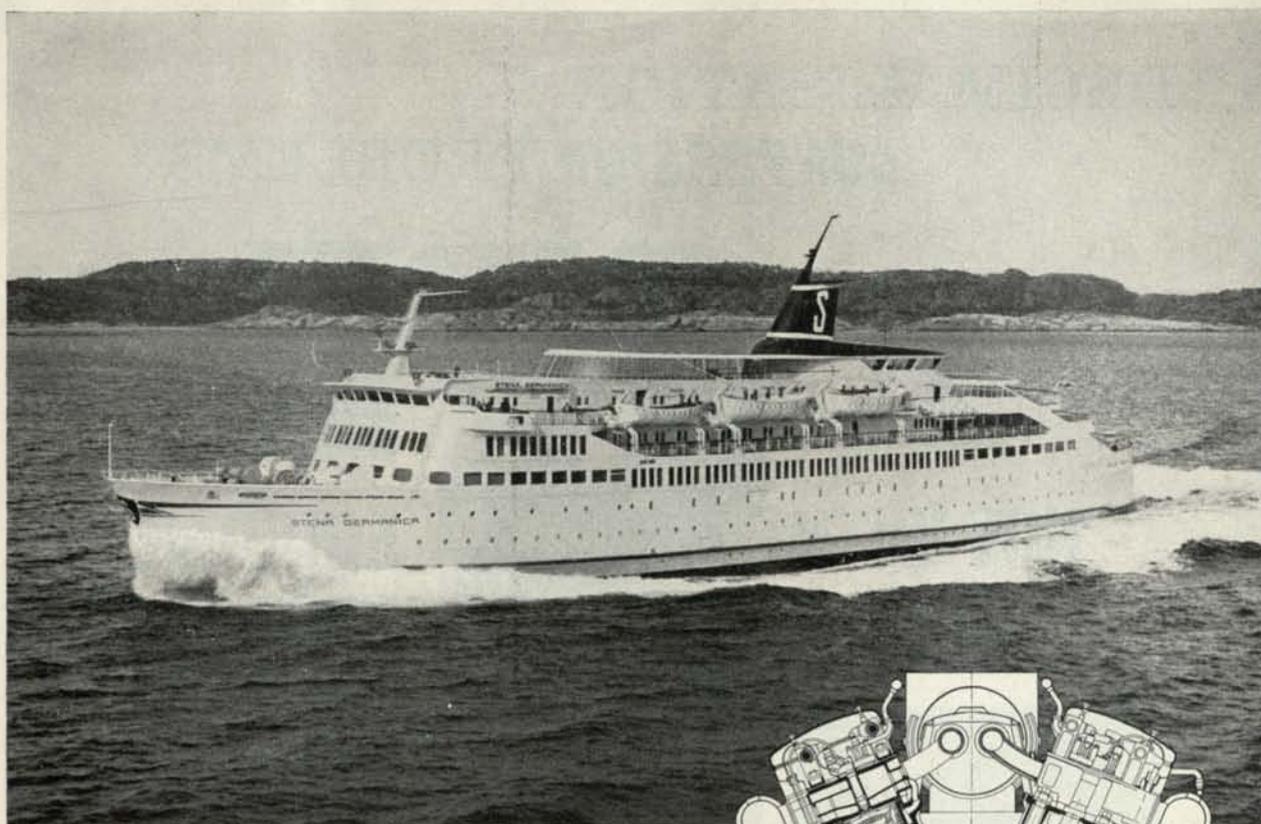
FOR A LONG time now the rest of the state has gone along with the ferry system and all the

costs involved in getting it operating.

And naturally, some of the benefits of the marine highway have spread over the rest of the state — or at least into the Anchorage and Fairbanks areas, where a number of tourists have strayed after sailing the scenic coastal country in the Southeast.

But realistically, the greatest benefits have flowed to the Panhandle — and there is nothing wrong with that. Even so, the rest of the state obviously felt it was time to concentrate on improving the ferry system as it now stands.

This is not a rejection of the marine highway, or an indication that future financial requests will not be met. The vote said only that this was not the year for additional expenditures — Jones Act, Wickersham or whatever.



VV 40/54 FOR THE FASTEST BALTIC FERRY

M. S. „Stena Germanica” of Stena A. B., Goeteborg, is the fastest Baltic ferry to date. Two M.A.N. V8V 40/54 16-cylinder-engines, each with an output of 8640 BHP at 400 rpm, give the ship a speed of 23.5 knots. The ferry sails between Goeteborg and Kiel with a capacity of 1400 passengers and 200 vehicles. This

is a further new vessel to be equipped with M.A.N. medium-speed heavy fuel engines.

We would be pleased to let you have further information. The "in-line" and "Vee-type" versions of the RV-VV 40/54 engines are available with outputs ranging from 2440 BHP to 10,000 BHP.

M·A·N

MASCHINENFABRIK AUGSBURG-NÜRNBERG AKTIENGESELLSCHAFT AUGSBURG WORKS

M.A.N. (Great Britain) Ltd., SILVER CITY HOUSE, 5th FLOOR, 62 BROMPTON ROAD, LONDON S.W.3
M.A.N. Licensee in Great Britain: Vickers Ltd., Vickers House, Millbank Tower, Millbank, London S.W.1

● Quote GV.022 on Enquiry Service Card

How to camp Alaska.

Camping's a big deal for us Alaskans. We've been at it since gold rush days. Here are a few pointers we'd like to pass along.



A good way to start is to drive aboard one of our Alaska Marine Highway ferryliners in Seattle, Washington or Prince Rupert, B.C. You cruise amidst the spectacular scenery of the Inside Passage. Arrive relaxed and ready.



Or you can drive up through Canada, via the Alaska Highway. And when you get here you'll find excellent highways throughout our state. Driving is easy and it's a great way to see Alaska close-up.



Ever heard of railferries? There are special railroad flatcars for campers, cars and trailers between Whitehorse-Skagway, Whittier-Valdez and on the Anchorage-Mt. McKinley Park-Fairbanks route.



Alaska is a sportsmen's paradise. There are 18 species of big game to stalk, including caribou, moose, deer, bear, mountain goat and sheep. And fabulous fishing—salmon, steelhead, grayling, shee-fish. You name it, you clean it.



There are more places to camp in Alaska than any state in the U.S.A. Uncrowded campgrounds, many right by lakes and streams, are maintained by state and federal agencies. The season runs June through September.

alaska!

Alaska Travel Div., Pouch E-69, Juneau, 99801

I'd like to learn more about camping Alaska. Send me complete camping, fishing and hunting information. (Don't forget to tell me how to become a walrus.)

Name _____
 Address _____
 City _____
 State _____ Zip _____



ROTARY windjammer



DECEMBER 31, 1968

H. E. Beyer, Editor

JUNEAU, ALASKA

We welcome Rotary Anns today. Rotarians and wives with anniversaries in December are: Mark and Mildred Boesser, 12/22; Cec and Wilhilamien Casler, 12/28; Red and Bette Lockert, 12/30; Scott and Molly McDonald, 12/19; Mike and Irene McDonough, 12/27; Keith and Diana Miller, 12/26; George and Joyce Morrison, 12/16; Ed and Marjorie Sands, 12/20; Bob and Peggie Ward, 12/31. Congratulations and Happy New Year to all!



Alaska's Amazing Marine Highway

1850 miles of magnificent waterways where luxury ferryliners transport cars and passengers through the world's most spectacular scenery.

There are two ways to drive to Alaska — up the Alaska Highway or up the Inside Passage aboard one of the sleek ferryliners of the Alaska Marine Highway System.

Driving the Inside Passage is as easy as parking your car or camper. All you do is drive aboard in Seattle or Prince Rupert, B.C., and sit back and relax as your ocean-going motorships quickly and quietly ply their way along an avenue of incomparable scenery.

It's a journey that features ice-blue bays, sounds and channels, snow-capped mountains that send cascading waterfalls to the water's edge, timeless glaciers, thousands of gem-like islands and the excitement of seeing porpoise and killer whales.

You'll see it all from broad, open-air decks or spacious, glassed-in observation lounges and handsome dining rooms where there's great

food, beverages and scenery du jour. And, then, when day is done, passengers can repair to comfortable staterooms that are priced to fit everyone's travel budget.

Going one-way on the Inside Passage also gives you the chance to stop over at any of the many Alaskan ports-of-call. Ketchikan. Wrangell. Petersburg. Sitka. Juneau. Haines. Or Skagway. There's no extra charge, either.

Besides serving the fabulous Inside Passage, the Alaska Marine Highway also plies the breathtaking water of Prince William Sound and links the Kenai Peninsula with Kodiak.

So if you're driving to Alaska this year, be sure to include the Alaska Marine Highway on one leg of your Alaska travel adventure. For more information, see your travel agent or write: Alaska Travel Division, Pouch E-83, Juneau, 99801.

alaska!

State of Alaska -- Adv. No. 10365
Full-page, Guide Books, 1969
Prepared by Kraft, Smith & Lowe

FROM ALASKA



Richard A. Berg: "The recent announcement by Alaska Governor Walter J. Hickel revealing the purchase of the beautiful Swedish passenger-auto liner, STENA BRITANNICA, assures continuation of a marine highway link between Seattle and Southeast Alaska. In the same announcement, Governor Hickel selected the Port of Seattle as the southern terminus of the Alaska Marine Highway operations. The Port of Seattle Commission immediately countered with the news that a third-of-a-million-dollar new facility would be developed at Terminal 48 in support of the expanded operation. Since the commencement of service from Seattle last mid-December, the vessels have been operating at full authorized capacity on a weekly service to Southeast Alaska ports. Governor Hickel has pointed out that a vast tourist market in the Lower 48 is yet to be tapped for the 'Great Land.' The continuation of the marine highway concept, as announced by the Governor, will assure maximum utilization of the facilities and vessels by the growing tourist market. Needless to say, the Port of Seattle Commission and staff are pleased with this additional exciting opportunity to continue its relationship of cooperation and assistance with the dynamic 49th State."

Will the real Alaska please stand up?

Alaska is a great land that covers 586,000 square miles, spans four time zones and has four distinct climates.

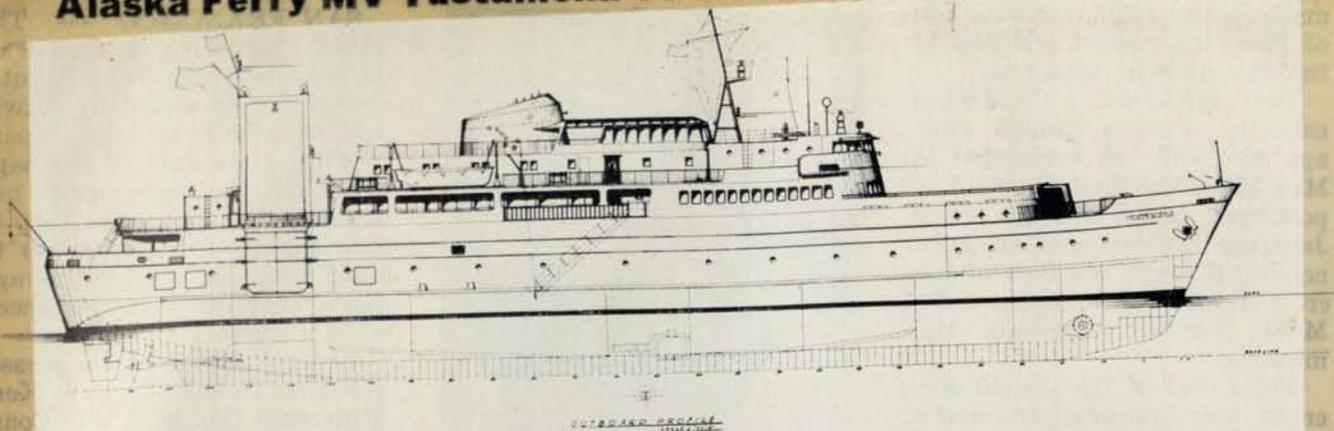
Take a good look, it's all the real Alaska.



The state's Marine Highway System opens up the fabulous maritime scenery of the Southeastern and Southcentral regions. The sleek ferryliners offer economical accommodations and incomparable sightseeing.



Alaska Ferry MV Tustumena To Be Altered By Bethlehem Yard



Phil Spaulding architect's drawing of the Tustumena as she will appear after her lengthening.

JUNEAU — Capt. H. J. Lockert, director, division of marine transportation for the State of Alaska revealed recently that Commissioner Harold D. Strandberg of the department of public works has announced the award of a \$1.9 million contract to Bethlehem Steel Co., San Francisco. The contract is for the lengthening of the Alaska ferry MV Tustumena, which currently serves the south central Alas-

ka ports of Seward, Cordova, Homer, Valdez, Seldovia and Kodiak Island areas.

Philip F. Spaulding, Seattle naval architect, whose firm designed the original vessel and prepared this modification, states a 56-foot midsection is to be added to the vessel which will increase the overall length to 296 feet. This increased length will provide 14 additional spaces for passenger cars, or

space for nine more truck trailers. Staterooms for 16 passengers and four crew have also been added.

Stabilizer System

This modification also provides for the installation of a Pacific Sea Leveler Mark X Retractable fin stabilizer system which will give comfortable travel in some of the world's most active seas. A 400 hp Kawewa bow thruster is being installed to assist in docking. Two new 450 kw Waukesha ship service generators are being installed to handle the increased electrical demand created by the jumboizing. Additional ship stores, reefer spaces, and crew's laundry facilities have also been added.

The vessel modifications are scheduled for completion before next summer's season begins.

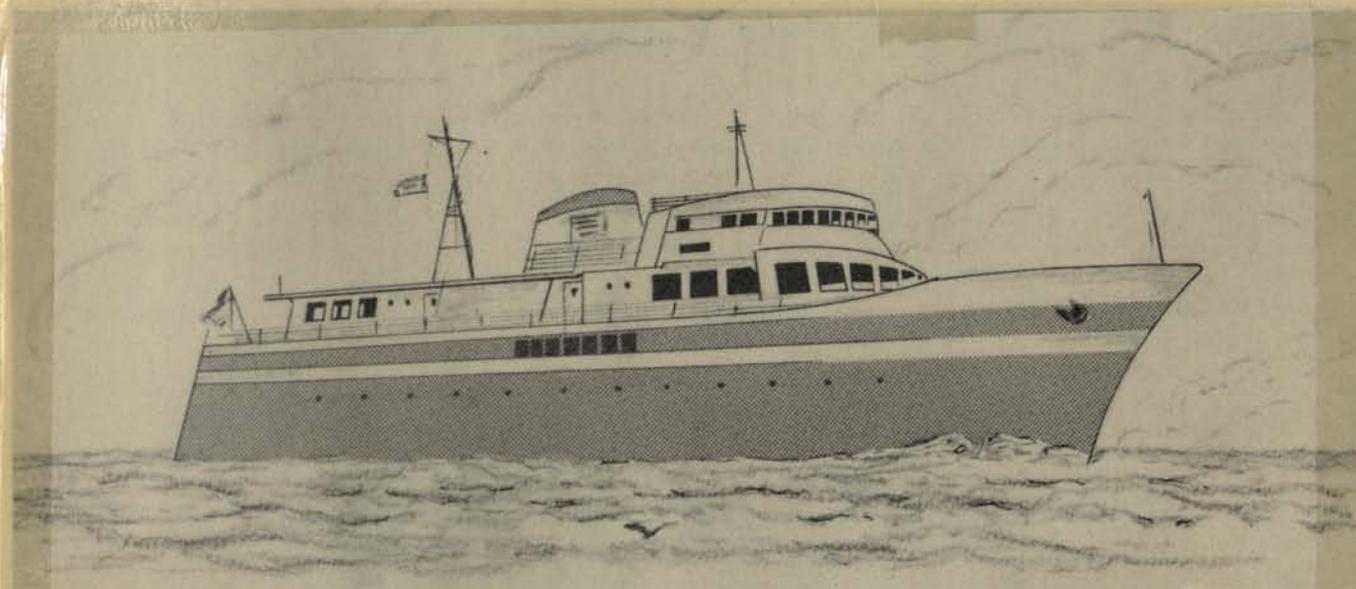
Sassara Assails 'Wicky'

JUNEAU (AP)—Rep. Charles J. Sassara, D-Anchorage, said Friday the state ferry Wickersham was a "bum deal to start with," and Alaska should seal it as soon as possible.

Sassara was the principal sponsor of a resolution requesting the governor to try to sell the vessel, which cost the state over \$7 million. A legislative report shows the vessel operated at a deficit of \$492,000 during the first 5½ months it was on the Southeast Alaska run.

Sassara said the Wickersham can't physically meet the needs of Alaska. It has a very small capacity for cars because of its design. And it has very few good staterooms.

He said there had been occasions when the ferry had "loads as small as one car and 15 persons."



Alaskan Ferry

Wonder what she'll look like next March when she hits the water? This is an artist's conception of the Alaskan Ferry now being built in the yard.

After launching, she'll head down river and across the Gulf to the Panama Canal, then up the West Coast to her home port in the Prince William Sound area.

Ferry 'Bartlett'

JUNEAU (AP) — A new state ferry will be named for the late Sen. E.L. "Bob" Bartlett, D-Alaska, it was announced Thursday by acting Gov. Keith H. Miller.

Mrs. Vide Bartlett, widow of the senator who died last month, will attend the christening ceremonies tentatively scheduled for late May.

Miller said the vessel "will remind Alaskans for years to come of the tremendous contributions made to the 49th state by the late senator and will familiarize thousands of visitors each year with the story of a singular man and a great American...Bob Bartlett's life story is an intricate part of the story of Alaska."

Alaskan Ferry Taking Shape

MARINE HIGHWAY

For the past month the Division of Marine Transportation has been attempting to revise the schedules of the Southeastern ferries to accommodate the Sitka Basketball Tournament. Changes have been made in the schedules without causing undue hardships on our regular traffic which will result in tournament participants being able to return to their homes from Sitka by ferry.

Marine Transportation also investigated the possibility of revising sailings so as to accommodate the tournament members for passage to Sitka. This was found to be impossible, however, without cancelling a Seattle sailing of the TAKU. Many reservations were already on hand for both commercial traffic and individual passenger traffic. The resulting disruption in service would have created a great hardship on our many regular customers and, therefore, we regret that such a diversion of the TAKU will be impossible.

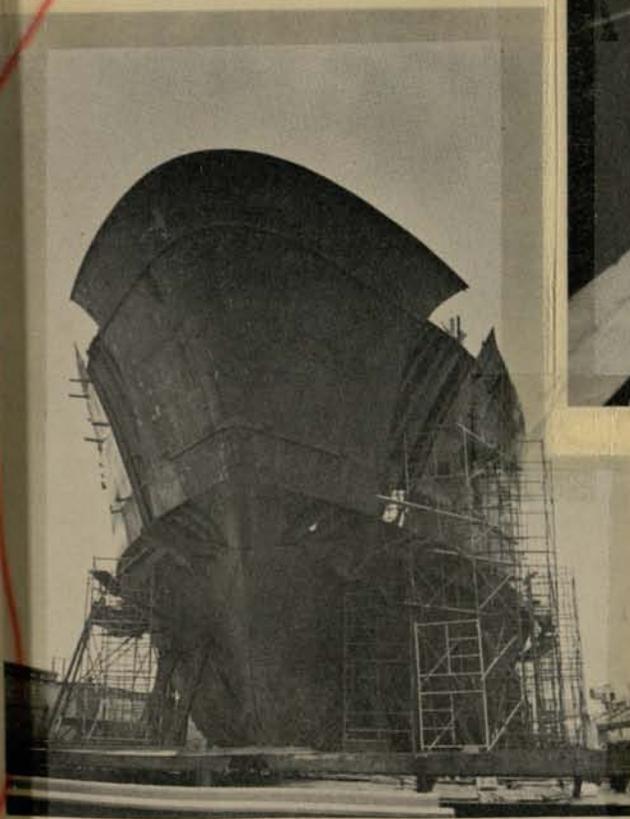
Knighthood Bow?

Although still lagging behind schedule, the Alaskan ferry is beginning to take shape and resemble her picture. She was turned and welded back together in early August. The vehicle deck and forward framing are in place, and the knighthood bow added. What's a knighthood bow? The whole bow section of the ship is hinged and flips open to let cars in. The process looks like one of the knights of old opening the visor on his armored helmet. That's why it's called

a knighthood bow.

Gears and engines for the ferry have arrived in the yard. By mid-October, she ought to be completely buttoned up with most of the work left for the winter inside. The mold loft is still working on the ferry and will be for another two or three months.

NOTE for the curious and skeptical: The little house on the deck of the ferry is neither a pilot house nor any other kind of house you might think. It's the foreman's office. No, he does not get in every morning and have a crane lift him to the deck.



The Alaskan ferry looms higher and higher over the yard as work progresses.



Alaska's Popularity Is Growing

By STANTON H. PATTY

Spectacular oil strikes, the Alaska governor becomes secretary of the interior-designate, a new winter supply road to the Arctic, proud natives take on leadership roles . . .

This is "what's happening" in Alaska these days.

An outsider puts it this way:

"People are going to be paying a lot more attention to Alaska from now on."

That includes tourists.

ALASKA, which has become an increasingly popular destination for visitors, expects its best tourist season yet this year.

Something else is happening, too:

Alaska's visitor industry is beginning to realize its goal of a year-around travel season. Wintertime flying tours into the colorful Eskimoland villages beyond the Arctic Circle, are proving a strong attraction.

The tours can originate in Seattle, Anchorage or Fairbanks.

Newcomers (Alaskans call them "cheechakos") can visit Eskimo families, ride a dog sled, try fishing through the ice of the Bering Sea or shop for delicate ivory carvings and other souvenirs.

Alaska is a land on wings.

BUT THE sea route is a favorite way of getting to Alaska, too. Travelers this season will have a choice of Alaska's ocean-liner-like state ferries and an assortment of cruise ships.

They all take the scenic route, through the glacier and fjord-laced wonderland of Southeastern Alaska.

There has been direct ferry service from Seattle since the end of 1967, Alaska's centennial year.

The ferries cruise all the way to Haines, where those with automobiles, camper trucks and trailers can debark and link up with the Alaska Highway just 150 miles or so away.



FERRY TAKU CRUISED SOUTHEASTERN ALASKA WATERS

TRAFFIC MANAGER

Harold D. Strandberg, Commissioner of Public Works for the State of Alaska and Captain H. J. Lockett jointly announce the appointment of David M. Kellogg as Marine Traffic Manager for the Division of Marine Transportation effective February 1, 1969.

Mr. Kellogg has spent the past 21 years in various executive positions for the United States Lines, Inc. in Seattle, Los Angeles, and San Francisco.

HEARING ON WICKY

JUNEAU (AP) — A special Legislative Transportation Committee will hold a hearing next Tuesday night on one of the vessels it's asking questions about, the state ferry Wickersham.

Rep. Richard McVeigh, D-Anchorage, chairman of the special group named Thursday, said two state officials would be invited to appear. They are Harold Strandberg, commissioner of public works, and Martin F. Schafer, director of the State Travel Division.

By VERN METCALFE

Special Empire Correspondent

The Sixth State legislature concluded its 16th day on Tuesday and adjourned until Thursday as members went to various places around the state, although the bulk of them were enroute to Haines and Skagway by Tuesday night onboard the M.V. Wickersham. The trip had a two-pronged target, one of which was the effort on the part of the administration to acquaint the legislators with the wonders of the Swedish-built ferry.

The House had other ideas in mind and a special 11 man committee headed by Rep. Richard McVeigh, D-Anchorage,

decided to hold hearings on the Alaska transportation problems. This is, of course, a job that could take up several sessions of the legislature but the Speaker, Jalmar Kertulla, told the committee when he appointed them that their area of view would be that of the Marine Transportation Division and the needs for roads or other surface transportation on the North Slope.

WICKERSHAM INQUIRY

JUNEAU (AP) — A special Legislative Transportation Committee will hold a hearing next Tuesday night on one of the vessels it's asking questions about, the state ferry Wickersham.

Rep. Richard McVeigh, D-Anchorage, chairman of the special group named Thursday, said two state officials would be invited to appear. They are Harold Strandberg, commissioner of public works, and Martin F. Schafer, director of the State Travel Division.

Many legislators had planned to be on the Wickersham that night anyway. The solons don't have to work the next day—it's Abraham Lincoln's birthday, a legislative holiday—so they are going to make the round trip cruise from Juneau to Skagway and back.

McVeigh said the southeast Alaska marine highway system—in other words, the ferries—would be discussed Tuesday night.

Hearing for Ferries on Wicky

NEW ALASKA TERMINAL OFFICIALLY OPENED

SEATTLE — It was Alaska day in Seattle last week when Harold Strandberg, Alaska public works commissioner and Capt. H. J. Lockert, director of Alaska's division of marine transportation, used a pair of shears to cut a banner, officially opening the new \$400,000 Alaska Ferry Terminal at Port of Seattle's Pier 48.

In the slip was the ferryliner Wickersham, one of the outstanding vessels of the Alaska fleet.

Actually, the facility opened a week earlier when the Taku berthed, but the ceremony and official opening was not held till the later date.

The Alaska ferry system is offering twice weekly sailings to Alaska from Seattle.

ALASKA FERRYLINER TO BE NAMED FOR BARTLETT

JUNEAU — Plans to christen the state's newest ferryliner the E. L. Bartlett were revealed Jan. 9 by acting Gov. Keith H. Miller.

Miller said Mrs. Vide Bartlett, widow of the late senator, will officiate at the formal christening ceremonies tentatively scheduled for late May 1969.

"Governor Hickel and I have discussed the christening plans by phone," Miller said, "and agree wholeheartedly that naming the ship the Bartlett will prove a fitting and lasting tribute to a great Alaskan, and I am extremely pleased that Mrs. Bartlett has agreed to officiate at the christening ceremonies."

Miller said naming the ship the Bartlett would continue the tradition of naming marine highway ferryliners after men whose life work has significantly contributed to the advancement of Alaska.

The new vessel, under construction at the Jeffboat Inc. shipyard of Jeffersonville, Ind., is to begin service July 1, 1969.

LONG BEFORE THAT—March 22 or 29, depending on Alaska Ferries' decision—the glamor ship Wickersham will sail on her last roundtrip of the season, seven days Seattle to Haines and return. Unlike the one-way run, roundtrip cruisers may board the Wickersham in Seattle. The tab for passage and berth, minus meals, runs \$136 to \$242. Port of Seattle executive Dick Mohn liked the ship so much that he's sending his mother and mother-in-law on the final cruise of the season. Which speaks well for attractions of the Wickersham and family relations among the Mohns.

More Evidence Of Alaska Progress



Using a pair of giant, "Alaska-size" shears, State of Alaska Commissioner of Public Works Harold Strandberg (right) cut the ribbon at Seattle's Pier 48 last Saturday to inaugurate service from the new facility by the Alaska Marine Highway System. He was assisted by Capt. H. J. Lockert, director of the Division of Marine Transportation, State of Alaska, and (far left, foreground) J. Eldon Opheim, general manager of the Port of Seattle. Interested

onlookers were some of the more than 5,700 Seattleites who toured the new \$400,000 offices, waiting rooms and automated loading ramp, built by the Port of Seattle for its booming Alaskan business. A prime attraction was the M.V. Wickersham which was opened to the public for three hours prior to sailing. (Photo by Seattle PI)

Matanuska Late

JUNEAU AP—Harold D. Strandberg, commissioner of public works, said Monday the Matanuska is running behind schedule on the Southeast Alaska ferry run due to mechanical troubles.

The vessel is operating on one engine because of a malfunction in the starboard engine's

reduction gear.

Strandberg also announced the Malaspina will be brought from her Seattle drydock ahead of schedule and sail from Prince Rupert, B.C., on Saturday to relieve the Matanuska.

The Matanuska will proceed to Seattle next week for repair or replacement of the faulty gear. Strandberg said it is anticipated that the Matanuska will be ready to come back into the ferry system on March 12—the date the Malaspina was slated to resume service.

The Taku is scheduled to go to Seattle March 12 for her annual Coast Guard inspection and drydocking.

Strandberg said the Matanuska will continue her normal route this week, but will be "running progressively later" at scheduled stops.

WHAT'S AHEAD

Alaska's ferry to get midbody, stabilizer and bow thruster

Bethlehem Steel Company's San Francisco yard will install a 56-ft midbody in the State of Alaska's ferry, the TUSTUMENA. The \$1.9 million improvement will increase her OA length to 296 ft. This will add staterooms for 16 passengers and four crew and space for 14 additional cars or nine more truck trailers.

A more comfortable ride also is anticipated for the ferry that crosses some of the world's most active seas. A Pacific Sea Leveler Mark X retractable fin stabilizer system will be installed, along with a 400-hp KaMeWa bow thruster to aid in docking. Two 450 kw Waukesha ship service generators will be installed to handle the extra electrical load created by the jumboizing. The modifications are scheduled for completion before the summer season begins.

Our Super Ferry Lost \$500,000 in 1968

By GERALD E. BOWKETT
Our Juneau Bureau Chief

JUNEAU — The foreign-built state ferry "MV Wickersham" operated at a loss of nearly half a million dollars during its first 5½ months in service, a report prepared by the Division of Legislative Audit revealed Monday.

The report was requested by the Legislative Audit Committee, watchdog committee of the Legislature.

(And last year, Governor Hickel spent too much to refurbish the Executive Mansion and the Governor's Office, according to the audit report. That story is on Page 3.)

THE REPORT COVERS Wickersham operations from its maiden voyage in Alaska waters on June 16, through Nov. 30 of last year.

Total revenue in this period, which covered most of the heavy summer travel season was \$646,623.97 and total operating cost \$1,171,012.50, for a loss of \$524,388.53.

With an upward adjustment for personal services not included elsewhere and subtraction of prepaid insurance coverage, the final loss figure was put at \$492,067.28.

THE ORIGINAL COST of the vessel was put at \$6.9 million by the state administration, and the Legislative Audit Committee report found this to be about right. But this price did not include the spare parts and bar, office, kitchen, snackbar, deck and other miscellaneous equipment. For all of this, the state paid a total of \$7,257,617.55. The spare parts alone cost \$158,990.50.

The report shows that the Wickersham, Alaska's so-called super ferry because of its luxurious accommodations, carried 10,261 passengers and

1,942 vehicles during the 5½ month period. The vessel is able to accommodate 1,400 passengers.

The biggest increase in the new budget presented to the Legislature last week by Gov. Keith H. Miller was primarily to cover the greater cost of the ferry system, resulting from the Wickersham purchase. And the Legislature is being asked to provide a supplemental appropriation of more than \$2 million to cover Wickersham operations and the current fiscal year which ends June 30.

FORMER GOV. Walter J. Hickel completed the purchase of the vessel in the closing days of the last legislative session and the lawmakers did not appropriate funds for the vessel's operations.

The Wickersham is only able to operate between Canadian and Alaska ports because of the federal Jones Act prohibition against using foreign-built ships in American inter-port trade. It has been sailing from Seattle to Alaska via Vancouver and Prince Rupert,

B.C. Persons wishing to travel to Alaska on the controversial ship would have to board at one of the Canadian ports or get on at Seattle and transfer to one of the state's American-built ferries at Prince Rupert.

There was an effort in the last session of Congress to amend the Jones Act to permit unlimited use of the Wickersham but it failed. Another attempt to revise the shipping law is expected in the present congressional session.

Audit Discloses Expenses Of Remodeling And Wicky

By TOM BRILEY
Associated Press Writer

JUNEAU (AP) — A special audit report shows that then-Gov. Walter J. Hickel spent \$109,227 more for renovating the gubernatorial mansion and remodeling the governor's office than the legislature appropriated for those purposes.

The special report was contained in the six volumes of reports submitted to the Sixth Legislature Monday by the Legislative Audit Committee.

The report shows a total of \$193,376 was spent on remodeling the governor's office as of June 30 last year. The legislature appropriated a total of \$112,500 for that specific purpose.

The report also says that \$137,851 had been spent on remodeling of the executive mansion in Juneau as of last June 30. The legislature earmarked \$110,000 for this purpose.

The remainder of the money came from the governor's contingency fund or was charged to other appropriations.

In the case of the latter, Jack D. Baker of the Division of Legislative Audit said "it is our opinion that these expenditures are part of the cost of the remodeling of the governor's office and should be charged to

that project."

But he said no recommendation was made because in both cases the money came from general fund appropriations, and "no useful purpose would be served by making the transfer at such a late date."

Baker had the same comments about the work on the governor's mansion.

In the case of the mansion, \$17,149 was charged to the maintenance and general administration sections of the Division of Buildings. Another \$10,701 was charged to the appropriation for the operation and maintenance of the mansion, and was earmarked for "miscellaneous repairs."

The extra cost of work on the plush governor's office on the third floor of the capitol was charged to a variety of accounts.

In one case, \$22,000 slated for other work in the capitol was not used and was transferred to the governor's office project.

About \$40,000 was used from the governor's contingency fund, while \$15,878 was charged to the division of buildings.

WICKERSHAM DEFICIT

JUNEAU (AP) — The Wickersham, showpiece of the State Marine Highway System, operated at a deficit of \$492,067 during the first 5½ months it was on its run.

A special report submitted by the Legislative Audit Committee showed the vessel carried 10,261 passengers and 1,942 vehicles from June 15 to Nov. 30 of last

year.

The report said the "total acquisition cost" of the ferryliner was \$7.2 million.

The audit showed it cost \$1.1 million to operate the Wickersham during its first five and a half months. Revenue taken in during that time amounted to \$646,623. There was an "adjustment" because of prepaid insurance, and the "adjusted excess" or deficit, was \$492,067.

Of the deficit, \$175,812 was attributed to the "stewards function," or operations of the staterooms, dining room, bar, gift shop, vending machines and snack bar.

TARDY EMPLOYEES HIT

JUNEAU (AP) — An auditor has recommended Alaska State employes be penalized when they are late to work or leave work early.

The recommendation was included in the Legislative Audit Committee's report to the legislature.

J. D. Schroedel of the Division of Legislative Audit said the recommendation was "that the state personnel rules be amended to provide for penalizing employes that are habitually late by charging the amount of time tardy to the employes annual leave. The same treatment should apply to employes leaving work early."

The report said state employes in the Juneau area were observed coming to work at the main state buildings on three days last August. On the three days from 22 to 30 per cent of the employes were late.



—P-I Photo by Tom Barlet.

ALASKAN OFFICIALS DEDICATED NORTHLAND'S NEW SEATTLE FERRY TERMINAL

Capt. H. J. (Red) Lockert (left) and Harold Strandberg did the honors

Alaska Ferry Terminal Dedicated

A transportation link between Seattle and Alaska was strengthened yesterday with dedication of the new \$400,000 Alaska Ferry Terminal at Pier 48.

Harold Standberg, commissioner of Alaska's Department of Public Works, spoke at the brief ceremony and termed the dedication "an historic occasion."

Strandberg and Capt. H. J. (Red) Lockert, director of Alaska's marine transportation, used a giant pair of scissors to snip a ribbon stretched across the vehicle ramp leading to the Alaska ferryliner Wickersham.

Hundreds of persons toured the Wickersham before it sailed for Alaska at 2:30 p.m.

Service between Seattle and the land of the midnight sun by Alaskan ferry was started about a year ago.

The sparkling new terminal was built by the Port of Seattle and has additional berths for Alaska ferryliners for winter servicing.

J. Eldon Opheim, general manager of the Port of Se-

attle, and Capt. C. A. Richmond, chief of staff of the 13th Coast Guard District, also were at the dedication ceremony.

The new facility has a 44,000 square foot area for cars and vans; ticket counters, a waiting room and Alaska Marine Highway System offices.



Terminal Dedicated

Harold Standberg, right, Alaska public works commissioner, and Capt. H. J. Lockert, director of Alaska's Division of Marine Transportation, used a pair of oversized shears yesterday to snip a banner to dedicate the new \$400,000 Alaska Ferry Terminal at Pier 48. The ferryliner Wickersham, in the background, was open to the public before her departure for Vancouver, B. C., and Southeastern Alaska.

Beautiful Alaska Trip

Editor, The Times:

I protest the suggestion made in Alaska that that state sell its recently acquired ferry ship, the Wickersham.

My husband recently had business in Alaska and I was fortunate enough to be able to accompany him . . . We boarded the Wickersham at Vancouver for Prince Rupert, Ketchikan, Petersburg and Juneau. The voyage took us through some of the most beautiful scenery in the world . . .

The ship herself is luxurious . . . Food is good and reasonably priced . . . Service is prompt and gracious.

In my opinion Alaska will find her investment in the Wickersham well rewarded over the years . . .

—JESSIE MOHN,
Bellevue.

SPRING CRUISES are on tap out of Seattle aboard the Alaska glamorship, Wickersham, after all. Alaska Ferries' marine traffic manager Dave Kellogg writes us:

"The MV Wickersham is to sail from Seattle and Vancouver on March 29 (incidentally, she will have the Bellevue High School Band on board). On her return from that voyage, she is scheduled to go into the yard for overhaul. After she comes out of the yard, we expect that she will make two or three, possibly four, trips to Alaska from Seattle and Vancouver, with the last cruise before she starts her summer schedule, May 10."

KELLOGG, INCIDENTALLY, must be the only Alaska Ferries man who can wear Soviet Russia's Order of the People's War. He's a former UW crew coxswain. Used to run the U.S. Lines office in Seattle. He won the Russian medal as a World War II U.S. Navy officer, for sinking a Nazi U-boat that was harassing Russia's wartime ocean supply lines. Anybody who holds the medal is entitled to an annual grant of rubles. We wonder if Dave is still drawing them.

NEW FERRY

JEFFERSONVILLE, Ind. (AP)—Sometime in May, a luxurious new ferry boat will slide into the waters of the Ohio River and begin a 28-30 day trip that will land her in Alaska.

The 193-foot vessel, estimated to cost approximately \$2.5 million, is the largest ferry built by Jeffboat Inc. shipyards.

After it leaves here, the ferry will be towed down the Ohio and Mississippi rivers to New Orleans, where it will proceed under its own power across the Gulf of Mexico, through the



Emmett Watson

This, Our City

Hospitality Ketchikan-Style

AS SOMEBODY once said, it's a great life if you don't weekend. Ignoring this maxim, I traveled 592 miles to keep a dinner date with Mr. Reuben E. Crossett, host to several continents, islands, protectorates and the sovereign state of Alaska. One of the invited guests was a Mr. Don Pegues, who flew all the way from Pago Pago, Samoa, to dip his bill into the largest punch bowl north of the Seattle Center fountain. This is hospitality, Ketchikan-style.

By way of a synopsis, this banquet was conceived by Mr. Crossett several years ago. It now rivals the breakup of the ice as a significant Alaska event. About the only Alaska celebrity who didn't make it this year was Walter Hickel, former governor and now U.S. Sec. of Interior; the last heard from Mr. Hickel, he had been treed by conservationists and was awaiting help from the White House.

FOR MANY OF the guests, preparation for Reub's dinner begins some days in advance. I mean, you don't make it to Ketchikan from Samoa, La Crosse, Wis., San Francisco, or even Seattle, in half an hour. My own try at getting there began early Sat. morning, and a half hour out of Ketchikan the pilot announced: "Sorry, folks, but we're going on to Juneau. Slush on the runway and a 40-mile-an-hour crosswind makes it inadvisable to land here."

"This is my second try at getting there," announced Ray Moyer, a fellow passenger from Seattle. "Bill Williams, of the Teamsters, and I tried it yesterday. Bill had to give up and fly down to San Francisco. I went home Friday and now I'm making another run at it. I been in the air 5½ hours and I'm still not there, but I wouldn't miss this thing for the world."

AS IT HAPPENED, we flew on to Juneau, where it was a brisk six-above. Another traveler to the banquet, Mr. Robert Hirstel, and I spent the layover time inspecting Juneau's historical sites and curio shops, notably the famed Red Dog Saloon. (The Baranof Hotel, by the way, has a smashing collection of Eustace Ziegler paintings.) Back on the plane, we finally landed at Arnette Island, where we were ferried by Grumman Goose over to Ketchikan.

By this time, Bill Moran's Mary Francis Hotel, a veritable Hilton among Alaska hotels, was filled with fellow pilgrims to Reub's dinner. A few of the guests couldn't make it, of course. Notable absentees included Victor Rosellini, Arnie Weinmeister, Les Larson and such top Seattle attorneys as Al Schweppe, Wally Aiken and Ramon Brown. Speculating on the absence of Mr. Schweppe, somebody said: "I think he stayed up in Juneau to file suit against the Mendenhall glacier breaking up."

ANYWAY, HERE we were at the banquet. The master of ceremonies, Mr. J. P. Valentine, among others, was clearing his throat at the famous "Alaska Martini Bowl." Large enough to take a bath in, the bowl contained half a case of gin, maybe a little Vermouth, and a 50-pound block of ice. It was the kind of monument to Reub's hospitality that required a reverent homage.

As menus go, this one went quite a way. The fodder, as announced by Waldemar W. Eckardt, head chef, could keep a man up half the night just reading it. But we didn't come to read. Reub's dinner is all Alaska — everything native that can be caught, trapped, shot, netted or dug with a shovel. What appeared on that table could have fed a small elementary school for a week.

FOR HORS D'OEUVRES there was Alaska Red Caviar ("from virgin humpback salmon"), Thlinget Indian smoked salmon, special hand-packed pickled herring ("by Tessie, the All-American fisheries girl"), plus shrimp and crab till it ran out our ears.

Nobody took the vegetable courses very seriously — Indian cured seaweed and kelp, goose grass and Alaska mushrooms, Matanuska Turnips, hearts of skunk cabbage and dandelion weeds. What they did take seriously were heaping piles of Elk, Moose, Caribou, "Brooks Range" sheep and "High Peak" goat. There was also fresh Pt. Baker King salmon, although one doubter suggested that the town's leading attorney, Bill Stump, had been sent to Seattle's Pike Place Market for the salmon, "since they had a bum season up here." He escaped with his life for that crack, but it was a near thing.

ALL IN ALL, a fine show. The resident bartender, Connie Borreson, kept the folks properly aglow. Mayor Oral Freeman earned part of his \$100 per month salary by greeting everyone on behalf of Ketchikan. Several other mayors and a few leftover legislators gave long talks and the sergeant at arms, Charley "The Horse" Stene, who hand sorts gorillas, didn't have to throw anybody out. As we filed out, I asked the physician in attendance, Dr. Louis Salazar: "Did you have any casualties?" "Didn't lose a single guest," he replied. "But of course, I'm not responsible for the bar downstairs."



Reuben E. Crossett

requests the pleasure of your attendance

at

"Reub's Annual Alaska Game Dinner"

at

SIX P. M. SATURDAY, FEBRUARY 8, 1969

at the

ELKS BALL ROOM

Ketchikan, Alaska

WALDEMAR W. ECKARDT, CHEF

(European Trained - Member Culinary Guild)

R. S. V. P.
Box 2693
Ketchikan, Alaska 99901

DRESS
"Alaska Tuxedo"

* Benefits, proceeds and donations from this dinner will be given to the Ketchikan Childrens' Home, a local, charitable institution.

KELLOGG JOINS ALASKA MARINE TRANSPORTATION

JUNEAU — David M. Kellogg has been appointed marine traffic manager for the Division of Marine Transportation effective Feb. 1.

The announcement was made recently by Harold D. Strandberg, commissioner of Public Works for the State of Alaska and Capt. H. J. Lockert.

Kellogg has spent the past 21 years in various executive positions for the United States Lines Co. in the Seattle, Los Angeles and San Francisco areas.

HELLO
MY NAME IS

CAPT. H. J. LOCKERT
JUNEAU, ALASKA

BLODGETT 'JUMPS SHIP'

SKAGWAY (AP)—Sen. R. H. Blodgett, D-Teller, said Wednesday he "jumped ship" here in protest of the controversial Wickersham, one of the state ferries.

Blodgett called the vessel the "wicket Wicky" and said he got off and didn't get back on "with malice aforethought."

The Wickersham is foreign-built, and so under federal law is not allowed to carry passengers between U.S. ports.

Blodgett was a member of a group of legislators who were taking advantage of a holiday—Lincoln's Birthday—to take a round trip from Juneau to Skagway. Such round trips are permissible.

Gene Lowrance, Juneau port director for the U.S. Customs Service, declined to comment on Blodgett's statements, saying any action by his agency would have to be taken by the agent in Skagway.

He said the Custom Service would "take action against the vessel" in such a case.

Lowrance said "the premise is that a passenger cannot land himself. The responsibility is the vessel."

Blodgett told a reporter for KFAR in Fairbanks the Wickersham was "a foreign registry vessel built abroad with foreign resources, foreign labor and foreign financing. This didn't enhance our positions in the balance of payments and the vessel does not meet international maritime safety requirements."

Blodgett said the ferry "does not meet Coast Guard inspection" and said he would "regard the state liable" in the case of death or injury to crew or passengers.

The special House Transportation Committee used the occasion of the cruise to hold a hearing on the State Ferry System, with most of the attention directed at the Wickersham. The group held hearings Tuesday night and again Wednesday aboard the boat.

The other legislators on the trip, which started late Tuesday, returned to Juneau Wednesday afternoon.

Blodgett said he intended to fly back to Juneau Wednesday, but weather did not permit.

Many of the legislators on board the ship left when Blodgett left around midnight. They toured the town, but got back on board in time to make the return ride.



SWUNG UPWARD like a knight's helmet, the bow opening of the nation's newest steel ferryboat receives its final fittings at Jeffboat, Inc., Jeffersonville, Ind.

The 1,500-ton vessel will go in service for the State of Alaska later this year.



M/V E.L. BARTLETT

Alaska's Newest Ferry Receiving Final Fittings

PITTSBURGH, Pa.—The nation's newest steel ferryboat—a \$2.5 million auto and passenger transport vessel for the State of Alaska—is receiving the final fittings at Jeffboat, Inc., Jeffersonville, Ind. The new ferry will be named the E.L. Bartlett, after the late Senior Senator from Alaska.

Later this year, the 1,500-ton vessel will begin her 6,000 mile maiden voyage down the Ohio and Mississippi, through the Panama Canal and up the West Coast toward Alaska.

The new seagoing craft, ABS and Coast Guard approved, will go into service on the Prince William Sound in southwestern Alaska between the cities of Cordova, Valdez and Whittier.

Her helmet-like bow opening, better known as a knighthead bow, plus her stern ramp, will allow loading and unloading at either end. Her 165 passengers will enjoy a comfortable dining room, two observation decks,

and a possible addition of a passenger solarium. The 193-foot-long vessel will also carry 38 autos, or 12 autos plus eight 35-foot trailers, or a combination of 12 autos and twelve 24-foot trailers.

Philip F. Spalding and Associates, naval architects of Seattle, Wash., took two years to design the craft. Jeffboat took a year to fabricate it from a variety of structural and plate steels produced by United States Steel Corporation's Homestead and Clairton (Pa.) Works.

At first glance it would be difficult to recognize the new ship as a ferryboat, for it is enclosed with 5/16-inch plate steel like an oceanliner. Under the hull is a maze of structural steel ribbing which makes her strong enough to withstand the rigors of ocean travel.

The hull structure of the craft was fabricated upside down, then sheathed with 7/16-inch plates. It was then cut in various sections, turned over, reassembled and welded together for deck installations. This method of construction is a common fabricating practice for Jeffboat in producing river barges, but has rarely been used for such a large vessel.

The ship's breadth is 53 feet and her draft is 12 feet 9 inches. Her twin 1,700 hp, direct-

reversing diesel engines, will carry her along at a service speed of 15 knots. Fuel is supplied by tanks with a combined capacity of almost 30,000 gallons. The craft is also equipped with a bow thruster, a reversing propeller system in the front hull of the vessel, which will aid in docking.

A gallery deck will provide sleeping quarters and mess on the promenade for the crew of fifteen. The captain's bridge will be on the front of the top deck.

The ship was financed through a bond issue of \$15.5 million which was used for vessel design and construction to improve service in the southeast and southwest Alaska area.

"Since terrain between the cities of Alaska is so mountainous and there are few highways, ferryboats are a common means of transportation. People and goods are moved through the inland waterways by ferryboat much like big city dwellers use freeways to commute from one city to another," according to Earl Bright, resident inspector for the State of Alaska.

Jeffboat, the nation's largest inland shipbuilder, also fabricates barges at a production rate of up to one a day, river towboats, deep-sea research vessels and a new line of powered houseboats

Wickersham O.K. 'Not Beyond Reason'

By TOM BRILEY
Associated Press Writer
JUNEAU (AP) — Sen. Ted Stevens, R-Alaska, said today it

FERRY SYSTEM SUBSIDIES

'How Much, Not Whether'

By TOM BRILEY
Associated Press Writer
JUNEAU (AP) — Alaska's commissioner of public works says the state must decide how much of a subsidy it is going to provide for the ferry system, and not whether to provide one. Harold Strandberg said the administration was suggesting "about \$1.8 to \$2 million" in subsidies, with \$600,000 earmarked for the Southeast Alaska system for fiscal 1970.

But he said he was "confident we'll be able to pull that subsidy down" in following years. Strandberg also told a special House Transportation Committee that "somewhere we are going to have to add another vessel."

The commissioner, members of his staff and representatives of the travel division appeared before the committee at hearings Tuesday night and again Wednesday aboard the Wickersham, the showpiece and most controversial part of the ferry system.

The legislature was out of session Wednesday to celebrate Lincoln's birthday, and many of the lawmakers took advantage of the break to make a round-trip cruise to Skagway.

Much criticism was voiced about the Jones Act, the federal law that limits the use of the foreign-built Wickersham. The act stipulates that foreign-bottom boats cannot carry passengers or cargo between U.S. ports.

Rep. William Boardman, R-R-Ketchikan, said "it becomes a little exasperating to have an obsolete law rammed down our throats."

But Strandberg said "I do think Congress will waive the Jones Act as we're requesting."

He said "all we're asking is a waiver on passengers and their luggage and one tour bus" so that they may be transported between U.S. ports.

Strandberg again defended the purchase of the Wickersham by the administration of former Gov. Walter Hickel. Strandberg said "the pressure was great to get something done."

"We had two choices—buy a foreign vessel or do nothing... We had to buy something to take the heat off the southeast system."

He said the backlog at Haines during a period of the summer was so great that it was mandatory that some action be taken.

The commissioner also said "advance planning has just not been far enough ahead. We should be planning four or five years ahead."

He said this was now being done, and "we hope in the not too distant future to come up with definite proposals."

is "not beyond reason" to expect Congress to approve Alaska's requested waiver to the Jones Act within the next six months."

Such a waiver would allow the state ferry Wickersham, a foreign-built vessel, to carry passengers and cargo between U.S. ports.

Stevens told a joint session of the legislature that members of the Alaska congressional delegation are "not in 100 per cent agreement" on how the matter should be handled. He said his proposal is broader than others being offered.

"If I were in the shipbuilding industry," Stevens said, "I would exempt the Wickerham, and hope to close the gates" on further waivers.

He predicted that "eventually" the Jones Act will be re-

pealed.

The Republican senator, appointed in December following the death of Democratic Sen. E. L. "Bob" Bartlett, also said a settlement of native land claims will be approved by Congress "at least by the next session, hopefully."

Stevens said another meeting of native leaders is needed to eliminate differences of opinion among them on the issue.

On another matter, Stevens said he understands a reallocation of more than \$9 million originally earmarked for the Mt. Edgecumbe High School in Yitka has been approved. Under an arrangement worked out at a meeting in December, \$2.8 million will go for Edgecumbe and the remainder to start development of regional high schools.

Stevens, majority leader in the Alaska House last year, praised former Sen. Ernest Gruening for his work during the battle over confirmation of former Gov. Walter J. Hickel as U. S. secretary of the interior.

Stevens also had warm words for Mrs. Bartlett, who permitted him to hire six of the late senator's staff members before their service to Bartlett's office expired.

And Stevens said "from the allowance she received for the closing of his office, she has paid this staff until yesterday."

"All in all," he said, "I am convinced more than ever that these actions demonstrate the true Alaskan philosophy—we must each do what we are able to do to assist Alaska and our fellow Alaskans—without partisan discord or an attempt to gain personal credit."



PARTICIPATING HOSTS

GOVERNOR MILLER AND LEGISLATIVE RECEPTION

Juneau, February 5, 1969

Also attending:

Capt. Red Lockert, Alaska Marine Highway
George Benisch, Asst. Attorney General-Juneau
Chuck Conway, Conway Corp., Sitka
Bert Proctor and son, Rod Proctor
M/M Robert S. O'Brien, Washington State Treasurer
(Kathryn)
Ted Peterson, State Senator with Washington Legislative Fisheries
Interim Committee:

| | |
|--|---------------------------------------|
| Thor Tollefson | Director of Fisheries |
| Dwight Hawley, Rep. | Chairman, Fisheries Interim Committee |
| Lowell Peterson, Sen. | Vice Chairman of Committee |
| Fred Veroske, Rep. | Secretary of Committee |
| Pat Wanamaker, Rep. | Member of Committee |
| Don Talley, Sen. | " " " |
| Elmer Jastad, Rep. | " " " |
| Dick Kink, Representative of Purse Seine Vessel Owners Assn. | |

Port of Seattle Participants:

| | |
|------------------------------|-------------------------------------|
| Capt. Merle Adlum | Commissioner |
| John M. Haydon | President of Commission |
| Robert Norquist | Commissioner |
| J. Eldon Opheim | General Manager |
| M/M Richard Mohn ("Jeff") | Assistant General Manager |
| Taul Watanabe | Director, Far East Trade |
| Richard Ford | Legal Officer |
| Richard Berg | Alaska Representative and Personnel |
| Robert Fletcher | Public Relations Director |



February/1969

\$1

ALASKA

OIL & GAS TRANSPORTATION CONSTRUCTION MINING TIMBER FISHERIES GENERAL BUSINESS

INDUSTRY



page 14

State sailing toward 'big-time' tourism

Remember those stickers: "Buy American, Sink the Wickersham" and the more constructive "Build Alaska, Sink the Jones Act."

We'd like to design a third: "See Alaska, Courtesy Coast Guard."

We're extremely pleased with the Coast Guard's "new interpretation" that will allow ferries to operate between Ketchikan with passenger loads of up to 500 persons.

In the past, the Coast Guard has restricted the passenger loads to 100 on the 36-hour runs.

Capt. Robert Bloxson said that the premise used previously was that on such a lengthy run, a ferry should carry only as many passengers as could be accommodated in berths.

We feel the Coast Guard's new interpretation is merely an acceptance of the role of the ferry system: A combination water bus and floating highway.

Now we'd like to see them take another look at the Norwegian-built blue canoe.

Summer ferry capacity expands

The motor vessel MV Taku departed Seattle on her regular Wednesday sailing March 5th with a fully loaded vehicle deck, and a back log of six vehicles left behind to await the March 12th departure.

Captain Cecil Rice reported a manifest of 76 passengers and 52 vehicles as his ship headed north for Southeast Alaska Way Ports.

Captain H.J. Lockhart, director of the division of Marine Transportation, states that full car decks and reserved sleeping accommodations up to the former

limit of 100 passengers has been the order of the day for much of the past winter. Occasionally large trailer units have been wait listed for a week or two, but no passengers have as yet been turned back, with or without their personal vehicle.

Commenting on the recently Coast Guard ruling that 494 passengers are now allowed on the Seattle run, Captain Lockhart expressed the hope that this would encourage the public to travel as foot passengers. Many people traveling to and from

southeast Alaska do not need to transport their automobile and can now save that expense. Formerly the car deck capacity controlled the number of passengers. The large percentage of van traffic has had the effect of curtaining the volume of passengers produced from the vehicle space. The Marine Highway System will shortly be forced to allocate this space on all voyages and will institute a full reservation system on April 1, covering vehicle space as well as cabin accommodations.



flight deck

Can you imagine this ship as the destination of your next airline flight? It can be, on your next trip outside, if you ask your airline ticket agent—or travel agent—to route you to Vancouver or Seattle “Via Ferryliner”. You’ll fly directly to Juneau, Alaska’s Capitol City, just in time to board the big, fast, luxurious M/V Wickersham* or one of the other fine vessels of the Marine Highway fleet. On your way down the Inside Passage you’ll sail in supreme comfort through spectacular Southeast Alaska, with leisurely stops at such colorful cities as Petersburg, Wrangell, Ketchikan and Prince Rupert, B.C. On your return you may fly directly home, or take the air-sea cruise northbound, too. The transportation cost is only \$5.11 more than direct air fare.

alaska marine highway



SAFETY INFORMATION:

The M/V Taku, registered in the U.S. and the M/V Wickersham registered in Panama, meet international safety standards for new ships developed in 1960, and the 1966 fire safety requirements.

February, 1969

PORT OF SEATTLE REPORTER

Page 11

Alaska Autoliners Move to Pier 48

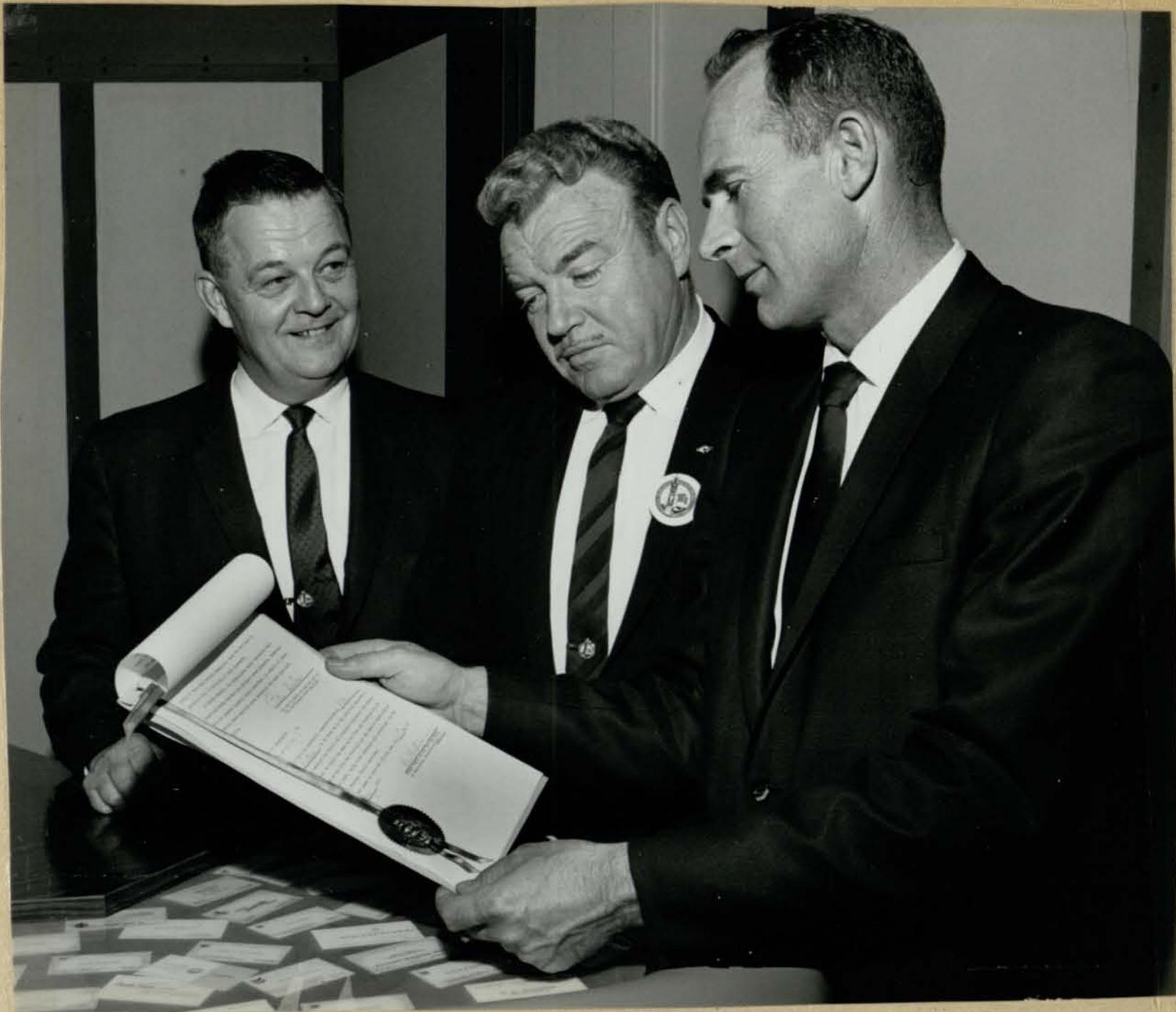
The Alaska Marine Highway System started off the new year by moving into its new home on the Seattle waterfront. The “Taku” became the first autoliner to use the specially-built berth and transfer bridge at Port Pier 48. The “Taku” pulled in early on the morning of January 8 and departed northward about five o’clock the same day.

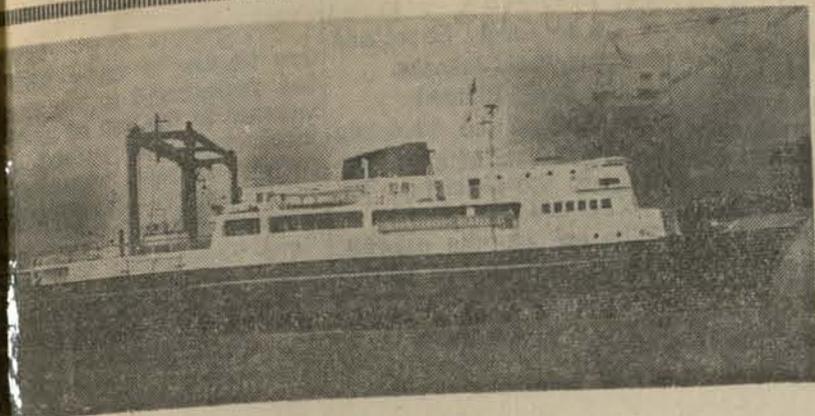
Newly designed offices, waiting room and ticket counters cover a 4,000-square-foot area in the transit building. A spacious yard permits parking and storage for a large number of cars and cargo vans.





26
5
428





Dotted line indicates where ship cut in half



Tustumena, before, upper left, and after the big split, above

Alaska Ferry Boat's S-t-rr-etch Job

The ultimate in splits has been achieved in a drydock at Bethlehem Steel Company's San Francisco shipyard.

The cut was performed on the 240-foot

Alaska Ferry Tustumena. It's the beginning of a \$1.9 million stretching contract that will turn the Tustumena into a 296-foot long vessel.

The added length will

come from a 56-foot midsection the yard is fabricating.

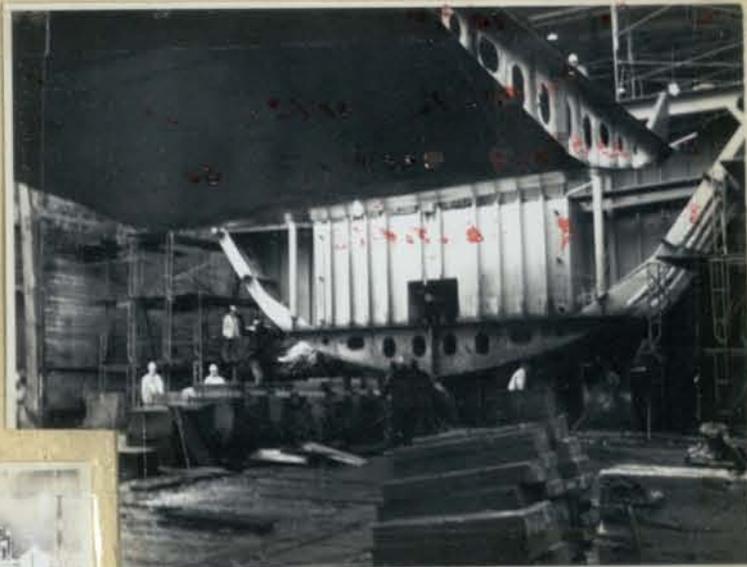
It will give the sleek motorship space for 14 more passenger cars or nine more truck trailers

and accommodations for 16 additional passengers and four crew members.

The Bethlehem contract also calls for installation of a Pacific Sea Level Mark X retractable fin stabilizer

system to reduce roll in heavy seas and a Kameha bow thruster to assist in docking.

The Tustumena will return to Seattle to resume service late in April.



4-26
4-28



WICKERSHAM CRITICISED

Ferries get \$2.2 million

JUNEAU (AP) —The Senate Wednesday approved a \$2.2 million supplemental appropriation to the Southeastern Alaska ferry system despite opponents' arguments that it was only a subsidy for operating the controversial Swedish-built Wickersham.

"This is a result of the acquisition of the motor vessel Wickersham," said Sen. Bob Blodgett, D-Teller.

"We should give very real and serious consideration to phasing out the Wickersham," he said.

The foreign built ship cannot load and unload passengers or freight between two American ports because of provisions of the Jones Act—which means that use of the boat is limited.

The appropriation measure, backed by Gov. Keith Miller, stipulated the money was for additional expenses in the entire

ferry system for the current fiscal year.

But Blodgett said funds were taken from the operating budgets of other ferries in order to operate the Wickersham. He estimated the vessel would cost another \$2.4 million to operate next year.

Sen. Vance Phillips, R-Anchorage, argued that only \$500,000 was "actually lost on the Wickersham, and cited figures listing the expenses throughout the system.

"The main thing is to get rid of the Jones Act," Phillips said.

"The Wickersham is a wonderful boat."

Sen. John Rader, D-Anchorage, suggested an amendment to the bill pointing out that the appropriation is needed "due to" the operation of the boat.

Senate President Brad Phillips, R-Anchorage, ruled the amendment out of order.

Rader also suggested the Wickersham question be reviewed and a future policy determined.

The bill passed by a 15-3 vote with Rader voting with the majority so the measure could be brought up again Thursday.

Rodman Bay road noted for Sitka ferry point

JUNEAU (AP)—A delegation from Sitka told the Special House Committee on Transportation Thursday night that improved ferry service must be provided if the community is to realize its full tourism potential. "Sitka is perhaps the largest tourist attraction in Southeast Alaska," said Mayor Les Shepherd. "Yet the state has not provided the means by which tourists can get there."

Shepherd said his group did "have an alternative," under which Sitka "would have a small vessel connecting with the main line" of the Southeast Marine Highway system.

But he said "we must take action to get more vessels so we don't have to accept a shuttle service."

Sen. Howard Bradshaw, D-Sitka, said his town was "getting

less service because they added the run to Seattle . . . which is first? Should the ferry system serve the people of the state or tourists? I vote for the people of the state."

Rep. Ernest Haugen, R-Petersburg, said "the main problem is that Sitka lies off the main route . . . I still think the solution is a road to Rodman Bay."

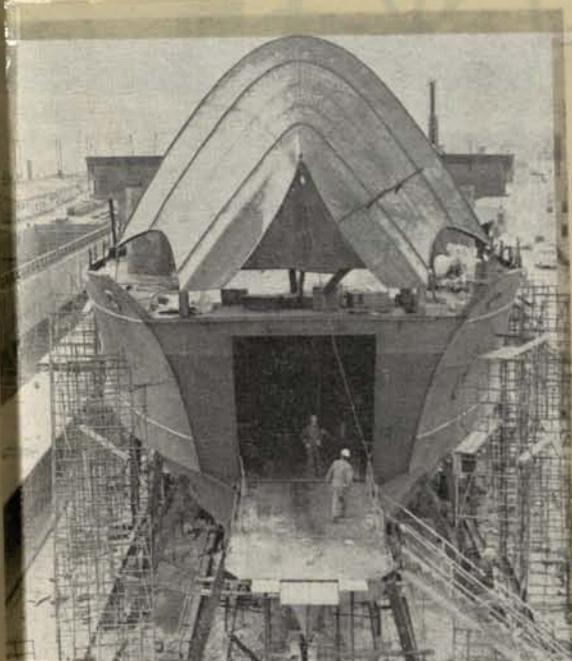
Sitka's location on the west side of Baranof Island means ferries add 18 hours to their run when they call at the town. Under Haugen's proposal, the ferry terminal would be at Rodman Bay, with the road connecting to Sitka.

However, Haugen said that it always has been "pretty difficult to get road funds in Southeast."





Season's Greetings from Stena ab. *Stena*



KNIGHTHEAD BOW, opened to allow workmen easy access for construction, of the new 1,500-ton ferryboat being built by Jeffboat, Inc., Jeffersonville, Ind. Designed by Philip F. Spaulding and Associates for the State of Alaska, the 193-foot ferry will accommodate 165 passengers and 38 autos, or trucks and trailers with fewer autos on board. Propulsion is provided by twin 1,700-hp direct-reversing diesel engines, giving a speed of 15 knots. Later this year, upon completion, the ferry will make the run from Indiana to Alaska by way of the Panama Canal. Steel for the vessel's construction was produced by United States Steel Corporation. The vessel will be classed by the American Bureau of Shipping.

James Nivin, general manager of Jeffboat, says the ferry will in effect, be an extension of Alaska's highway system, serving as a means of transporting both vehicles and people. The deck will accommodate 38 passenger cars, or 12 cars and eight to twelve trailer trucks, depending on size. There also will be room for 165 passengers.

The pilot house is flanked by two bridge wings from which the captain will be able to see the entire side of the ship during docking maneuvers. He will be able to operate the ship from either bridge wing.

The ferry also is equipped with a stern ramp so that it can be loaded and unloaded at either end. Another feature is a bow thruster—a propeller in an opening under the bow. When used in conjunction with the main engines, the bow thruster will enable the ship to maneuver sideways up to a dock.

The twin-screw vessel will have a service speed of 15 knots.

The ship will be named after the late Alaskan senator, E.L. Bartlett.

Alaska Reception

"Alaska Transportation Night," an annual event sponsored by the Port of Seattle, was held February 5 in Juneau.

Over 200 Alaska officials attended the reception. They included Gov. Keith Miller, his cabinet, and other top departmental officials of the State of Alaska in addition to members of both houses of the first session of the sixth Alaska Legislature.

Also attending were Port of Seattle representatives and Washington State legislators of the Interim Fisheries Committee. Co-hosting the event were representatives of numerous Seattle and Alaska transportation firms engaged in trade with the 49th State.

Before returning to Seattle, members of the Port group met with Commissioner Harold Strandberg of the Department of Public Works and members of his staff to discuss Alaska-Seattle transportation matters. Others on the trip met with a special committee of the Greater Juneau



Chamber of Commerce to consider matters related to Port operations.

One group of travelers, who took the auto-liner "Wickersham" to Alaska, also hosted a reception for 50 Ketchikan businessmen enroute to Juneau.

They were Richard D. Mohn, Port assistant general manager; Capt. Merle D. Adlum, Port of Seattle commissioner; Mike Duppenhaler, assistant to the president of Foss Launch & Tug Co., Seattle; Pete De Boer of Standard Oil Co., and Robert H. Fletcher, Port public relations director.

Co-hosts of "Transportation Night" are as follows:

Alaska Airlines
Alaska Hydro-Train

ALASKA STATE FERRIES still are rolling their emergency lifeline to Southeast Alaska. The Taku is scheduled to make another special trip north on Sunday.

The glamor ferry Wickersham is coming off her run, incidentally, for annual overhaul at the Lake Union Dry Dock Co. The 363-foot beauty's scheduled for the run up the canal some time after 9 this morning.

'Wicky' sours Sassara; new concepts proposed

A Washington-Alaska highway system was explained to the Democratic Club meeting Tuesday by Rep. Charles Sassara, D-Anchorage.

He was co-sponsor, he said, of

the \$18 million ferry bill that failed passage in 1968. This was due, he felt, to the controversy over the Wickersham. "Alaska should not enter into a tilting

contest with the federal government," he said. The Wickersham, Sassara stated, was not a practical vessel, had not enough room for cars, and had staterooms too small.

His second thought on the bill, he said, was that he would not have sponsored it nor favored its passage. The state must develop a "master plan" to include its needs from here to Bristol Bay, with experts to help develop a ferry-road linkage. The second phase, he said, would be to get the federal government to re-evaluate its thinking on our ferry system. "It is the obligation of the federal government to pick up part of the cost involving the contiguous states. Washington should participate in this," he explained. He called for cooperation on both operation and construction, with a look at new water craft including hydroplanes and hovercraft.

He wants to see federal legislation, he said, to exempt the Wickersham from the Jones Act for four years, but does not feel that a ferry bond issue would pass until the people know exactly what will be done with the Swedish vessel. When the four years were up, the exemption could be re-examined. Steps to be taken are, he said, first the exemption from the federal government, and secondly, the setting up of a transportation authority with the State of Washington.

The old plan for the ferry system, he said was based on an intra-Alaska concept. When the Wickersham was put on the Seattle run, he said, it destroyed the effectiveness of the Southeast Alaska transportation system. He is in the process of preparing a resolution to get federal funds for interstate highways to include Alaska's Marine Highway system.



A historic name is added to a colorful roster of ships that opened the sea lanes to Alaska: M/V WICKERSHAM

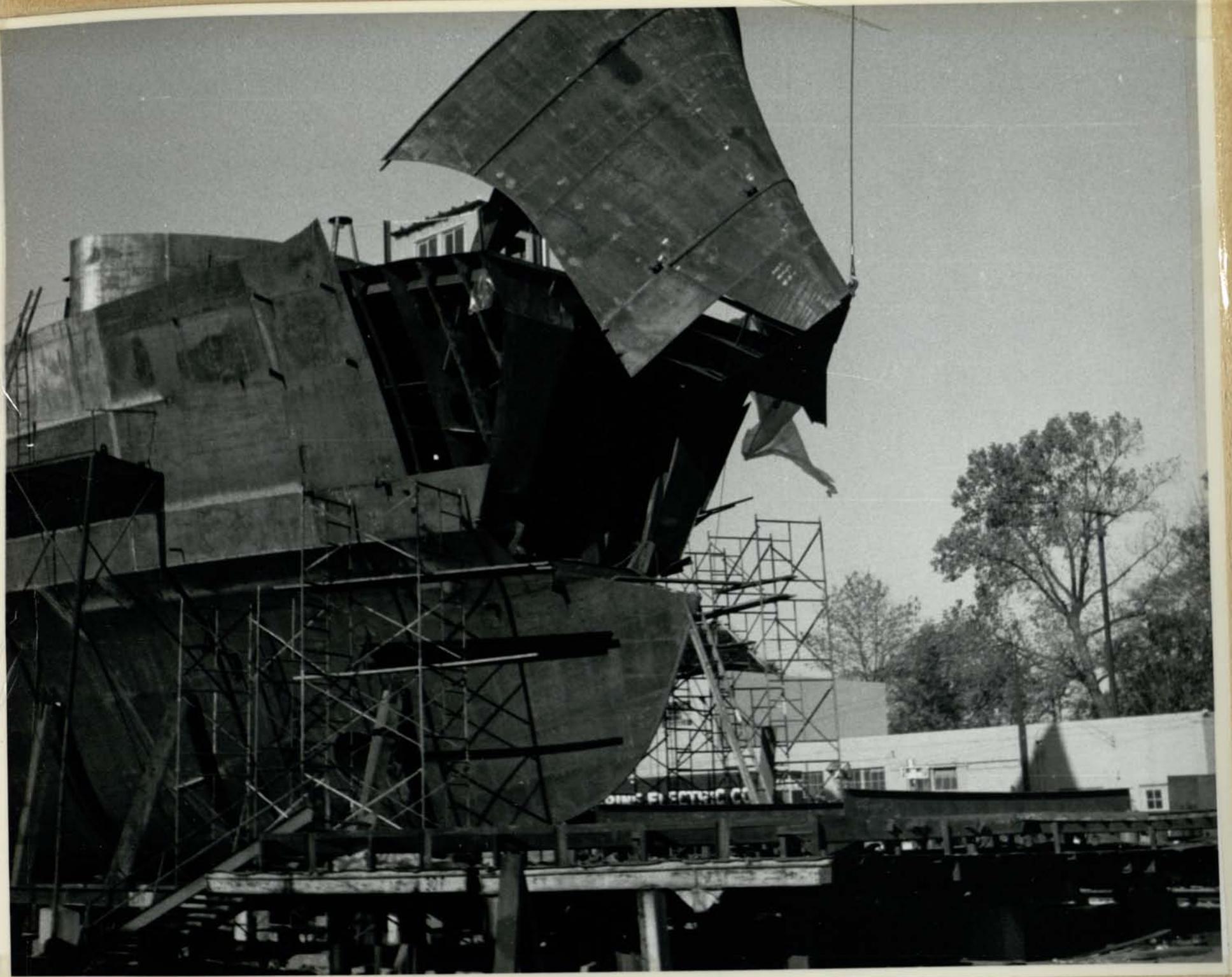
The names of passenger ships that linked Alaska to Seattle and the Outside have created a colorful tapestry; strong threads that were woven into a bright new state. Sidewheelers like the *George E. Starr* and *Eliza Anderson*. Tiny steam schooners carrying more horses than passengers. Ships with shady pasts—the ex-gun runner *Portland*, that turned on a stampede with a single headline: "A Ton of Gold!" Sweaty ships with dainty names: *Rosalie* and *Daisy*. Hopeful names: *Utopia* and *Excelsior*. Star-spangled names of Admirals—*Evans*, *Sampson* and *Watson*, and those evoking far-off places; *Valencia*, *Pak Shan*, and *Athenian*. Ships like the *President*, *Senator* and *Governor*, politely whistling at passing Princes and Princesses

out of Vancouver. And in the prejet-yesterdays, the docking whistles of the *Northland*, *North Sea* and *North Coast* echoing down Tongass Narrows, Gastineau Channel and Taiya Inlet, sometimes mingling with the sawing strings of the all-girl orchestras aboard the *Yukon*, *Aleutian*, *Alaska*, *Baranof* and other ships bringing tourists by the boatload. Today, State of Alaska service between Seattle and Alaska ports has added proud new names to the roster. So here's a salute to the *Taku*, *Malaspina* and *Matanuska*, and the newest of the fleet, the *Wickersham*. Once again, they are making the Seattle-Southeastern Alaska run into America's most popular sea lane.

The Port of Seattle

Southern terminus of the Alaska Marine Highway.

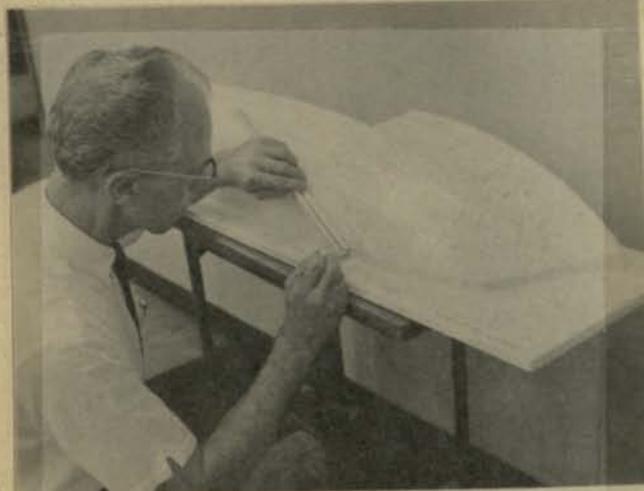
For your 15" x 22" copy of the above original drawing of the M/V Wickersham, by James Jerome Hays, just write Port of Seattle Trade Development Office/Richard Berg/P. O. Box 2356/Anchorage.



FERRY FINISHING UP

The Alaskan ferry, E. L. Bartlett, is going down the ways on Saturday, March 29, marking the end of an eight-month stay at Jeffboat; the keel was laid in August last year. You are all invited to see it go down. It ought to make quite a splash.

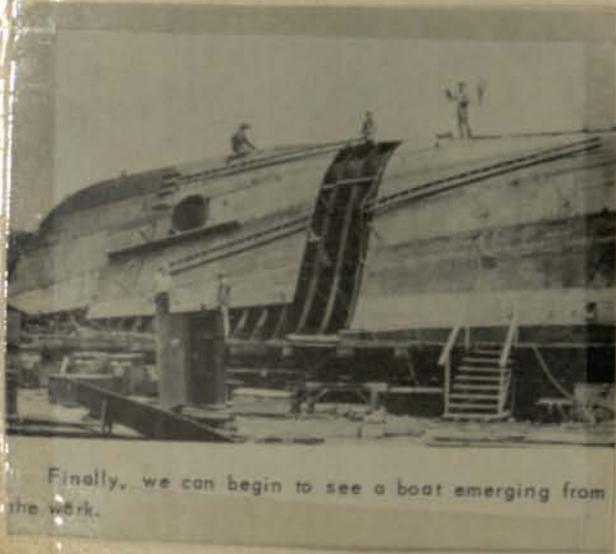
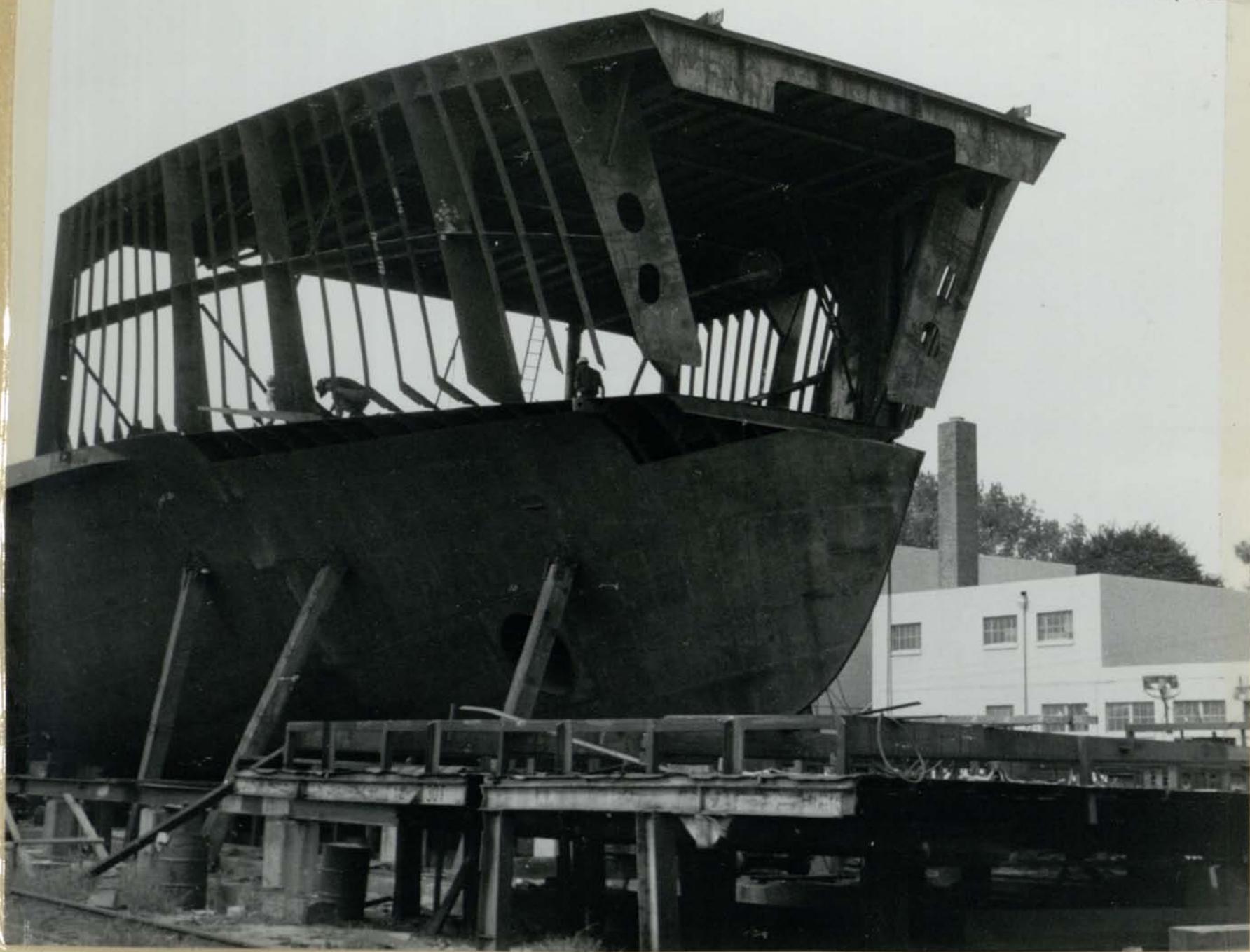
In honor of its launching and since this is the last issue of *FLAGSHIP* for which the ferry will be in the yard, we have compiled a small pictorial history of the ferry's progress.



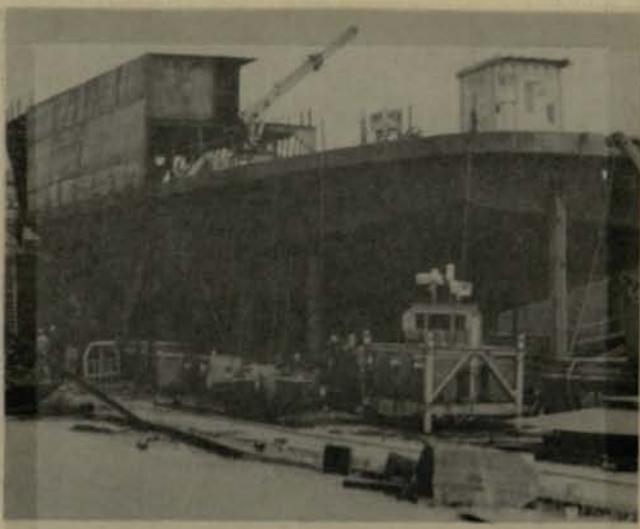
It all started in the engineering building with plans and models.



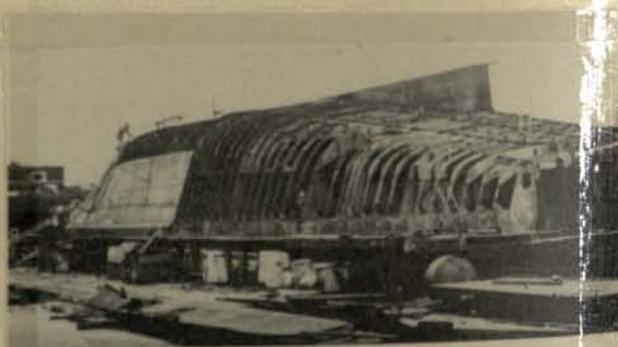
From there to mold loft, plate and structural shops and into the yard where something slightly recognizable began to take shape.



Finally, we can begin to see a boat emerging from the work.



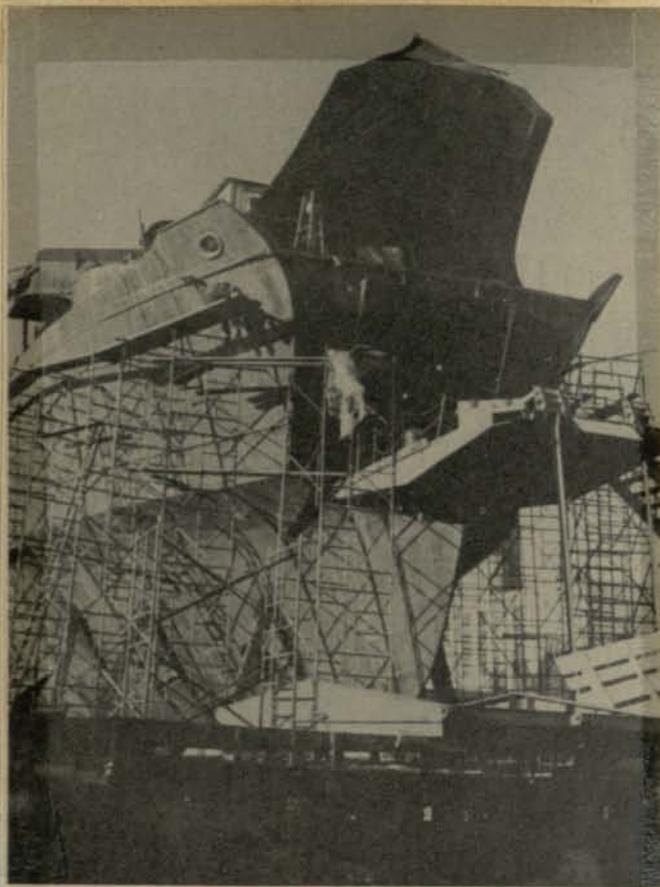
Then, the big moment; it was cut apart and turned. The keel now was officially laid and the ferry starts attaining more identity.



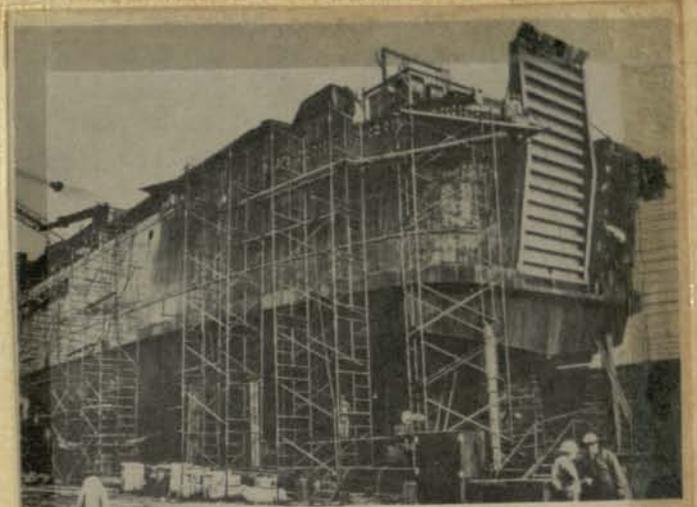
As the plate started on, it looked like Jonah's old friend.



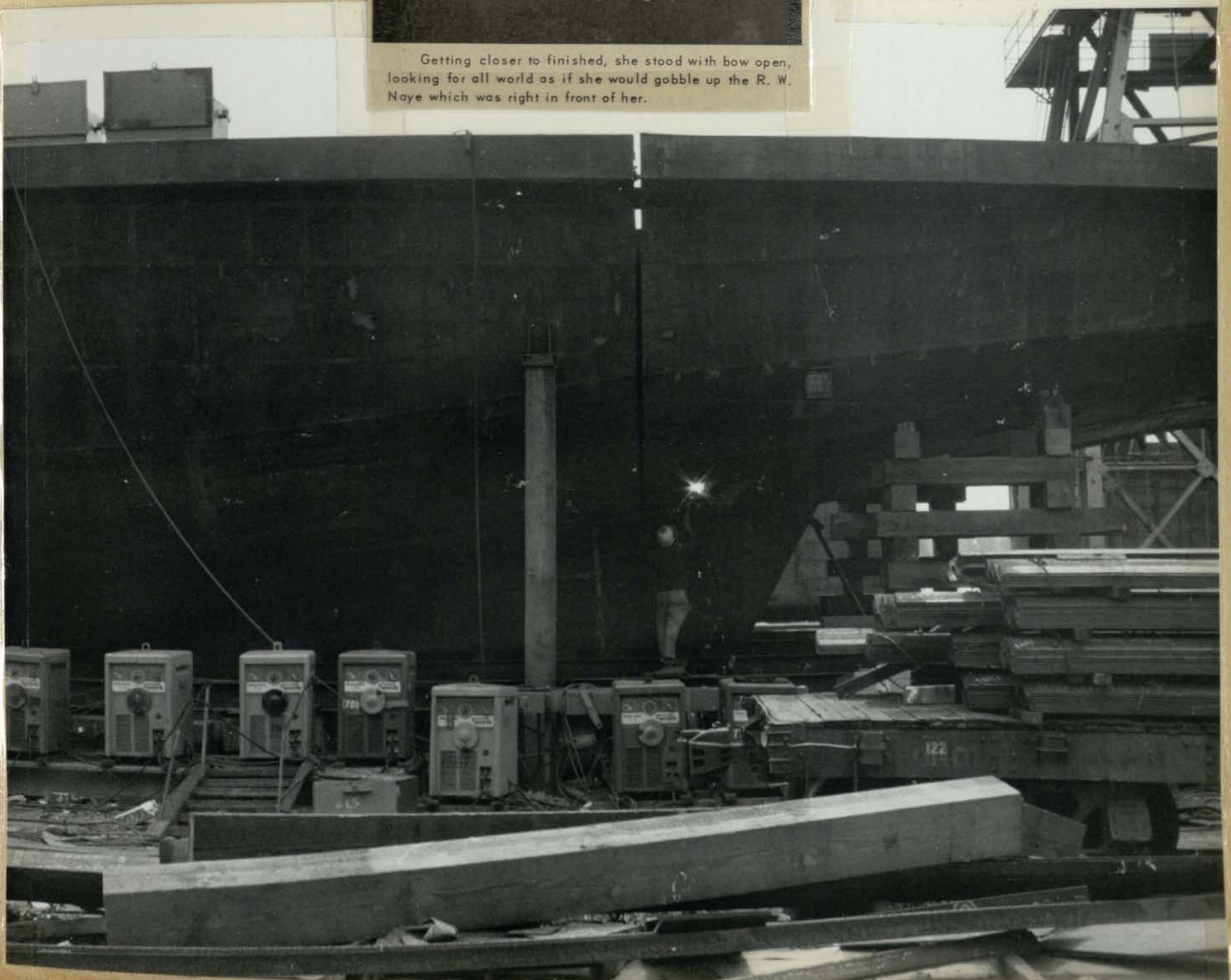
Mark Twain, that venerable old man of the rivers, lent a helping hand to Mr. and Mrs. Naye and their son Mike.



Getting closer to finished, she stood with bow open, looking for all world as if she would gobble up the R. W. Naye which was right in front of her.



Here she stands waiting for the paint and finishing touches which she will sport as she goes down the ways Saturday.



Jeff-Built Ferry Bound for Alaska

By WARREN BUCKLER
Courier-Journal & Times Staff-Writer

Sometime in May, a luxurious new ferry boat will begin the long voyage from the Indiana shore of the Ohio River to the chilly waters of Prince William Sound on the southern coast of Alaska.

The ship is now under construction in the Jeffboat Inc. shipyards in Jeffersonville. It will be launched in March, according to James E. Nivin, the company's vice-president and general manager, and will be ready for delivery two months later.

From Jeffersonville, the ferry will be towed down the Ohio and Mississippi rivers to New Orleans. It will then

A page of pictures is on Page C1.

proceed under its own power south across the Gulf of Mexico, through the Panama Canal, and then north to its final destination on Alaska's southern coastline. The trip is expected to take 18 to 30 days.

The partially completed, 193-foot vessel is now on dry land in the Jeffboat shipyard while an army of welders, electricians and mechanics work on its four decks and engine room.

Its top deck is considerably higher than the company's two-story administration building nearby. The Belle of Louisville, which recently came to Jeffboat for repairs, looks like a toy by comparison.

Largest Ever Built by Jeffboat

Nivin says the ship is the largest ferry ever built by Jeffboat.

How did it happen that a ferry destined for saltwater service in Alaska is being built on an inland waterway in the Midwest?

The story, in brief, is this:

Some two years ago, Alaska's voters approved a \$15.5 million bond issue for construction of ships to improve public transportation in southeastern and southwestern Alaska.

The state sought construction bids, first for two ferries. Jeffboat was the best of three bidders. The project was abandoned, however, and Alaska decided to order just one boat instead. Jeffboat outbid shipbuilders on the Gulf Coast and in Washington state to get the job.

Jeffboat's successful bid was just under \$25 million.

The ferry will in effect be an extension of Alaska's highway system, Nivin said. Many of the towns along the state's mountainous coastline are "pretty in-

accessible" except by sea, he said, so the ferry will serve as a primary means of transportation for both vehicles and people.

Its ports of call will be the towns of Cordova, Valdez and Whittier on the jagged coast of Prince William Sound, southeast of Anchorage. A formidable barrier of mountains and glaciers just inland from these towns severely limits overland travel.

Room for 165 Passengers

The ferry's vehicle deck will accommodate 38 passenger cars or 12 cars and eight to twelve trailer trucks, depending on their size. There will also be room for 165 passengers. Bus-type seats will be available for passengers on a "gallery deck," which juts out like a gallery over the vehicle deck.

The passengers will travel in comfort. While the ferry is plowing through the waters of Prince William Sound, passengers will be able to relax or eat in a spacious lounge or dining room on the promenade deck. Both areas will have large windows for viewing the sea and the coast. Or they will be able to sun themselves in a glassed-in solarium behind the stack on the top, or navigation, deck.

The pilot house on the forward part of the navigation deck is flanked by two bridge wings from which the captain will be able to see the entire side of the ship during docking maneuvers. He will also be able to operate the ship from either bridge wing.

The most eye-catching mechanical feature is a hydraulically controlled "knight-head" bow. When the ferry pulls up to a dock, the upper part of the bow will swing upward, like the visor on a knight's helmet. A vehicle ramp will then be lowered to dock level.

The ferry also has a stern ramp, so that it can be loaded and unloaded at either end.

It will also be equipped with a "bow thruster"—a propeller in an opening under the bow. When used in conjunction with the main engines, the bow thruster will enable the ship to maneuver sideways up to a dock.

The hull is of a sophisticated "shaped," or "molded" design, to ease water flow and increase speed, Nivin said. It has stabilizing fins on the bottom and a fender, for docking, around the side.

The twin-screw vessel will be driven by two 1,600-horsepower engines and will have a service speed of 15 knots.

Its name? That, according to Nivin, is still a matter of speculation. Rumor has it, however, that it may be named after the late Alaskan senator, E. L. Bartlett.

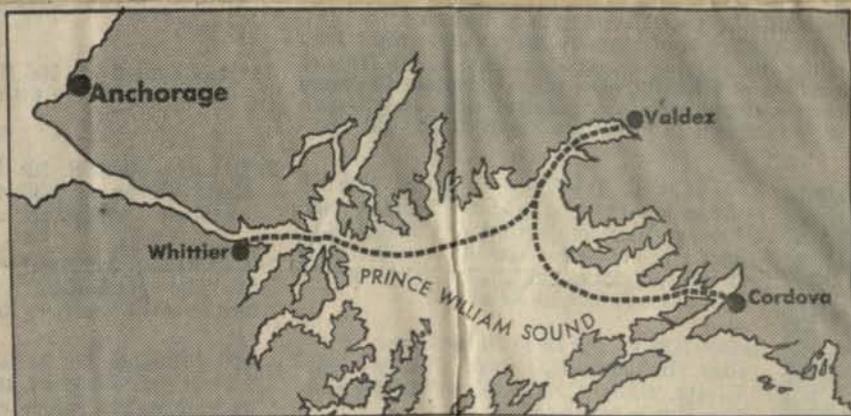


Staff Photo by Warren Klosterman

The bow of the ferry swings up as workmen at Jeffboat prepare the boat for delivery to Alaska later this year.



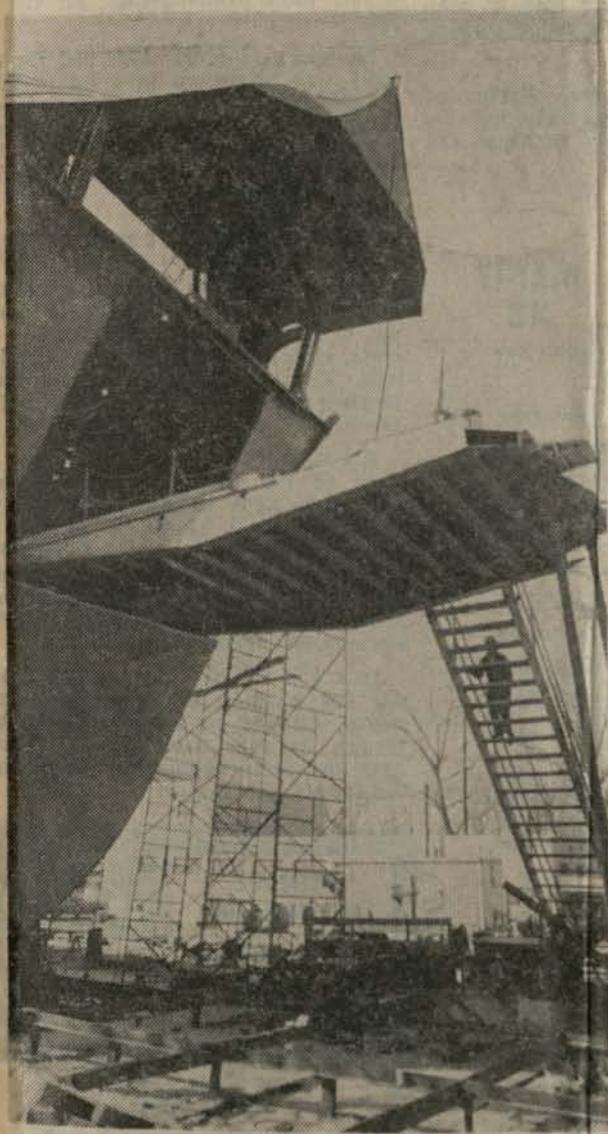
A Hoosier Touch For Alaskan Waters



The ferry route will follow the broken line.

A 193-foot, \$2.5 million ferry being built at Jeffboat in Jeffersonville, Ind., will cruise the Prince William Sound area. The vessel will carry 38 autos. Story: A28.

STAFF PHOTOS BY WARREN KLOSTERMAN

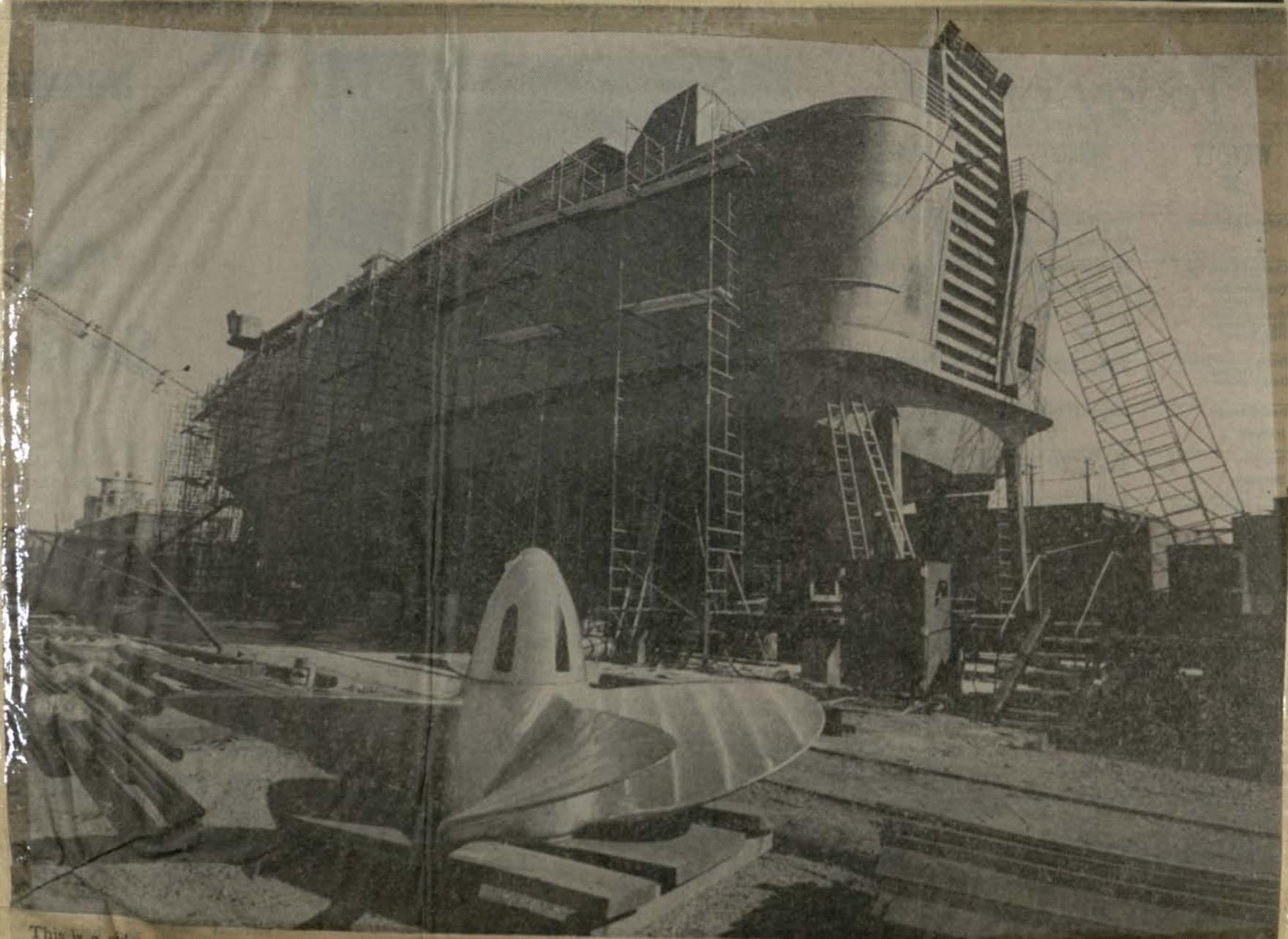
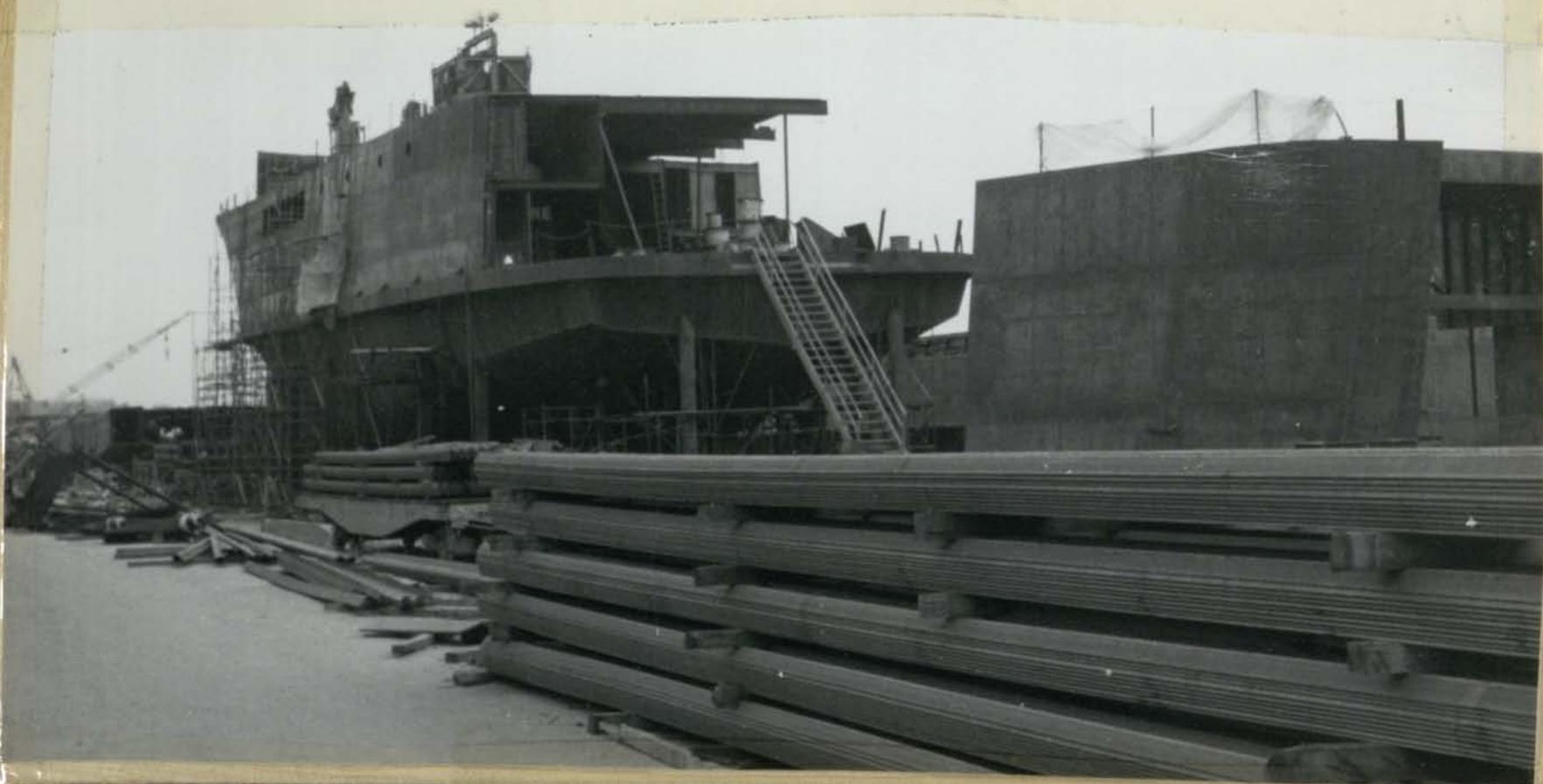


A workman is dwarfed as he climbs to bow ramp, which also opens for cars, after the bow swings up. The craft will have a speed of 15 knots.

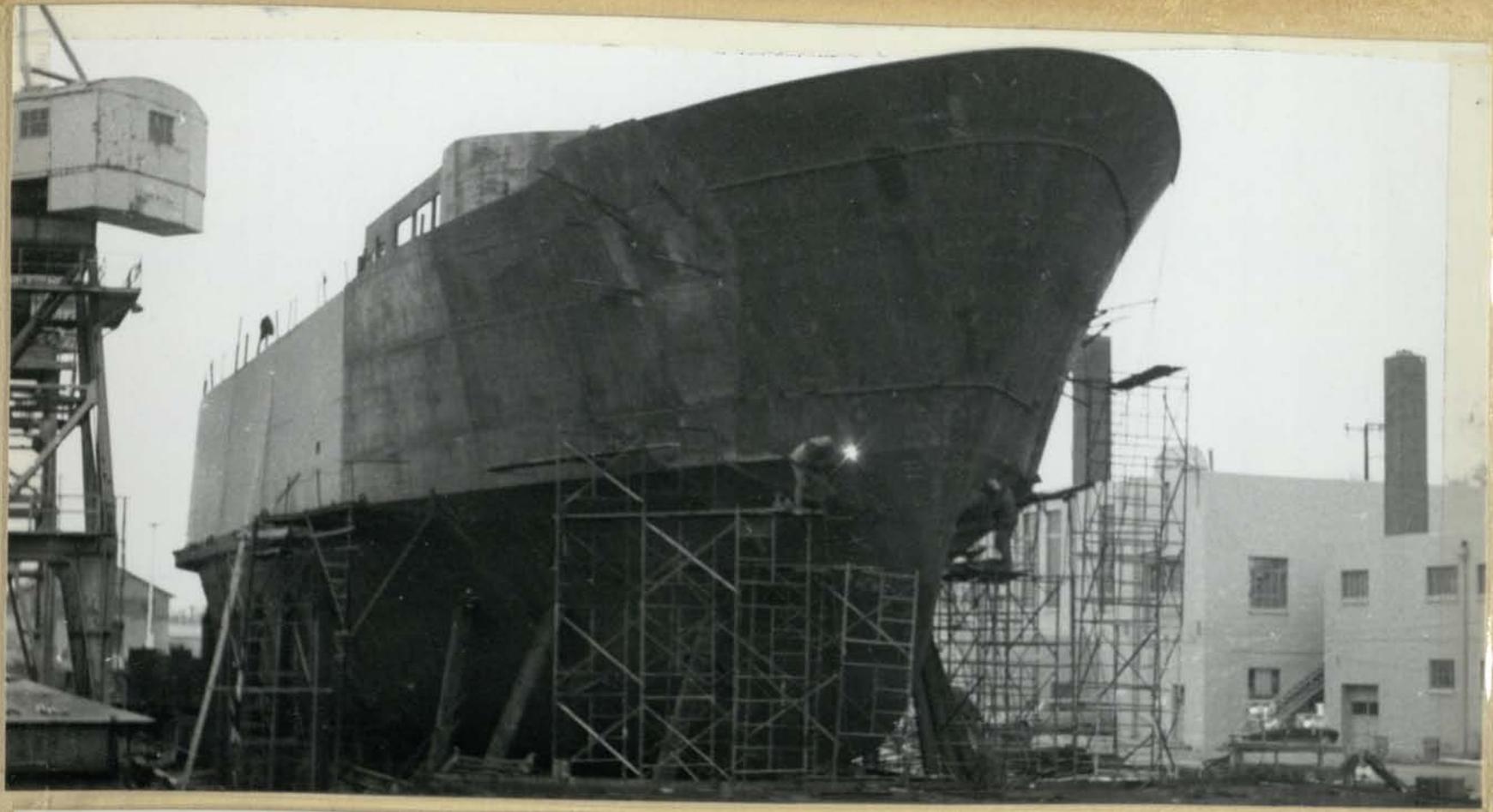


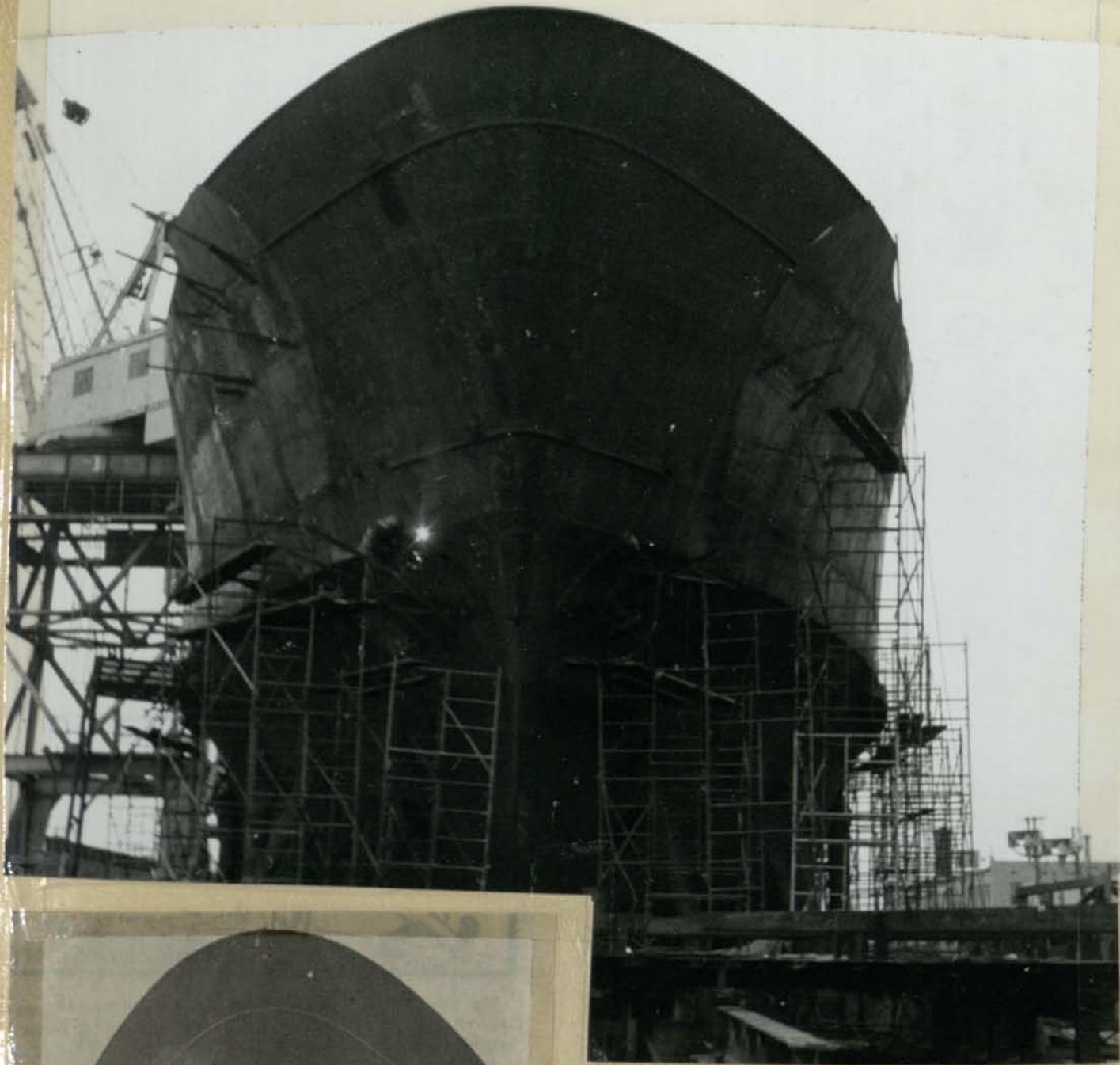
R. W. Naye, president of Jeffboat, watches construction from the ferry bridge. The boat is 53 feet wide and her draft is 12 feet, 9

inches. Alaskan voters approved a \$155 million bond issue to pay for improved ferry service. She'll ply the south Alaska route.



This is a side and stern view of the diesel-powered craft. The stern ramp drops, allows cars to exit. The propeller is ready to be installed.





...A ship

(Continued from page 1)

In November, 1966, Alaskan voters approved a bond issue of \$15.5 million to be used for vessel design and construction to improve service in the southeast and southwest Alaska area.

Last November JEFFBOAT was awarded the contract to construct a 193-ft. feeder ferry to service the Prince William Sound area. Ports of call will be Cordova, Valdez and Whittier. Jeffboat's bid was just under \$2.5 million. Delivery date in the builder's yard was March 15.

A Philip F. Spaulding & Assoc. design, the ferry's breadth is 53 feet and her draft is 12 feet, 9 inches. She'll also have a service speed of 15 knots and will carry 165 passengers.

She'll also accommodate 36 autos or 12 autos plus eight 35-ft. trailers or the combination of 12 autos plus 12 24-ft. trailers. She'll have both a bow ramp and stern ramp.

She'll be powered by two Fairbanks-Morse 38D80P diesels with 1600 hp on a side for a 3200 total. A bow thruster is planned.

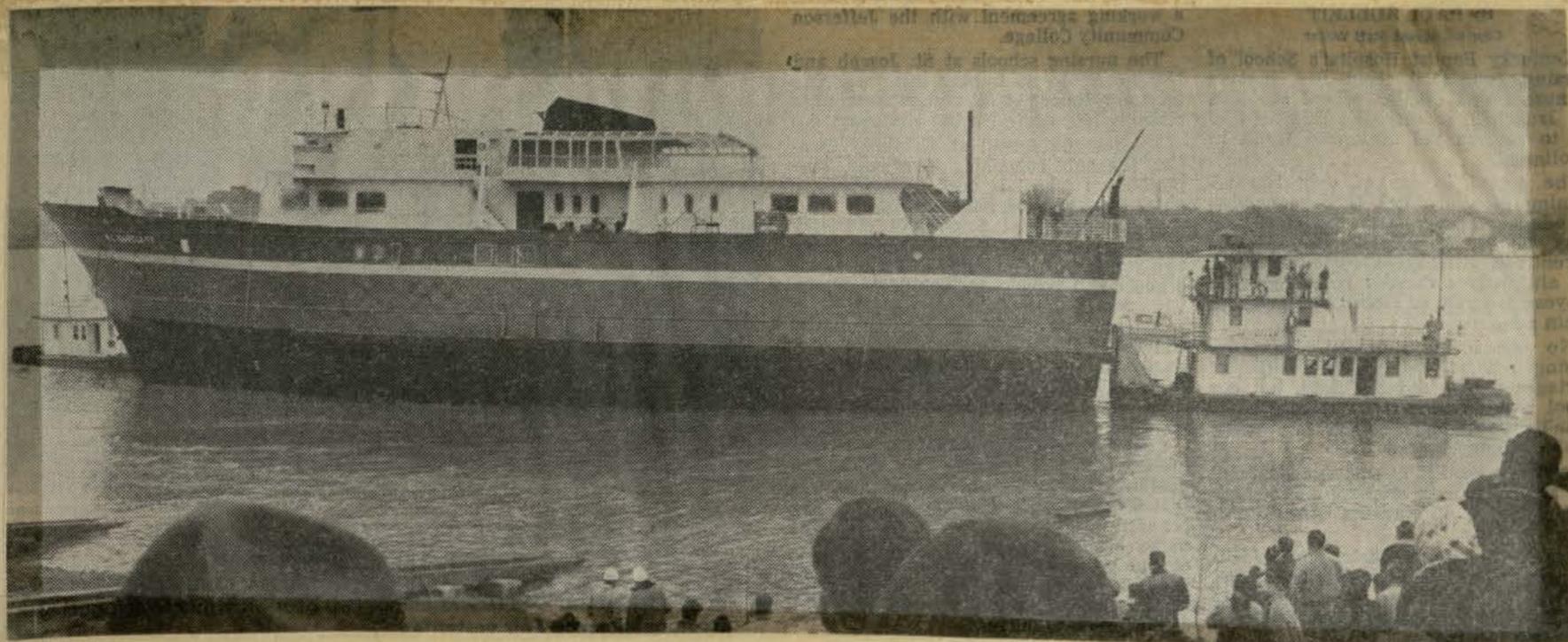
Built in Jeffersonville, Ind., the E.L. Bartlett is the largest ferry ever built by Jeffboat, Inc. Weighing in at 1100 tons, the vessel will be christened in May. After towing to New Orleans, the Bartlett will sail through the Panama Canal, and on to Alaska.



The bow of the E. L. Bartlett as it sits on the ways prior to launching at Jeffersonville, Indiana, 193 feet long and has a breadth of 53 feet. Bow thruster propellers are just aft of the depth markings. They are designed to move the ferry laterally.

A ship is launched.





It's a Long, Long Way to Alaska

THE E. L. BARTLETT, largest ferry ever built by Jeffboat, Inc., at its Ohio River shipyard at Jeffersonville, was launched yesterday. The 193-foot vessel, named for the late Alaska senator who died in December, weighs about 1,100 tons and will be propelled by two

1,600-horsepower diesel engines. It can accommodate 38 autos and 165 passengers. After its christening in May, the ferry is to be towed to New Orleans, then sail on to Alaska. It will serve three ports along the coast of Alaska's Prince William Sound.

--Alaska's new 'E. L. Bartlett'



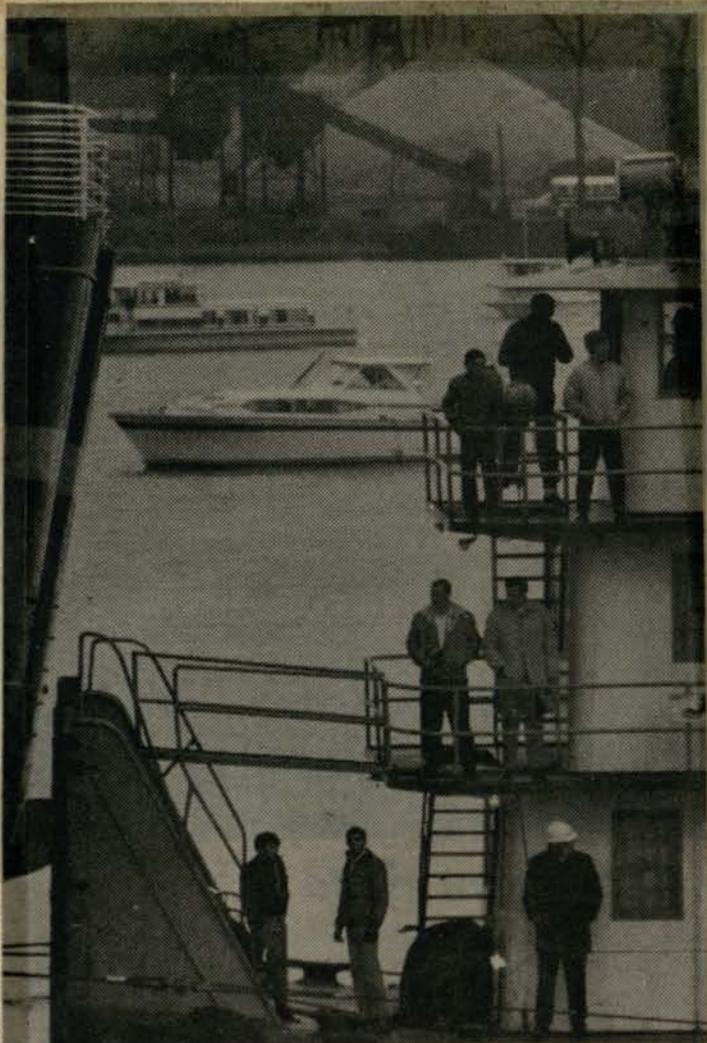
The E. L. Bartlett slides down the ways at Jeffboat, Jeffersonville, Indiana. The \$2.5 million ferry was launched without other ceremonies. As the boat slid into the Ohio River, waves caused by the launch reached as high as the ferry's superstructure.



The tow boat 'Ricky' takes a strain on a line around the Bartlett's bow to try to pull her off the bottom.



The new ferry is hung up on the bottom of the Ohio River as the bow boats 'Ricky', left and 'Joe Taylor' move in to try to push her free. The draft of the boat was too much for the shallow water at the launching site. Note the launching timbers floating away from beneath the Bartlett. See page 3 to find out how the ferry was freed. All Bartlett photos by Pat Hall of The Louisville Times

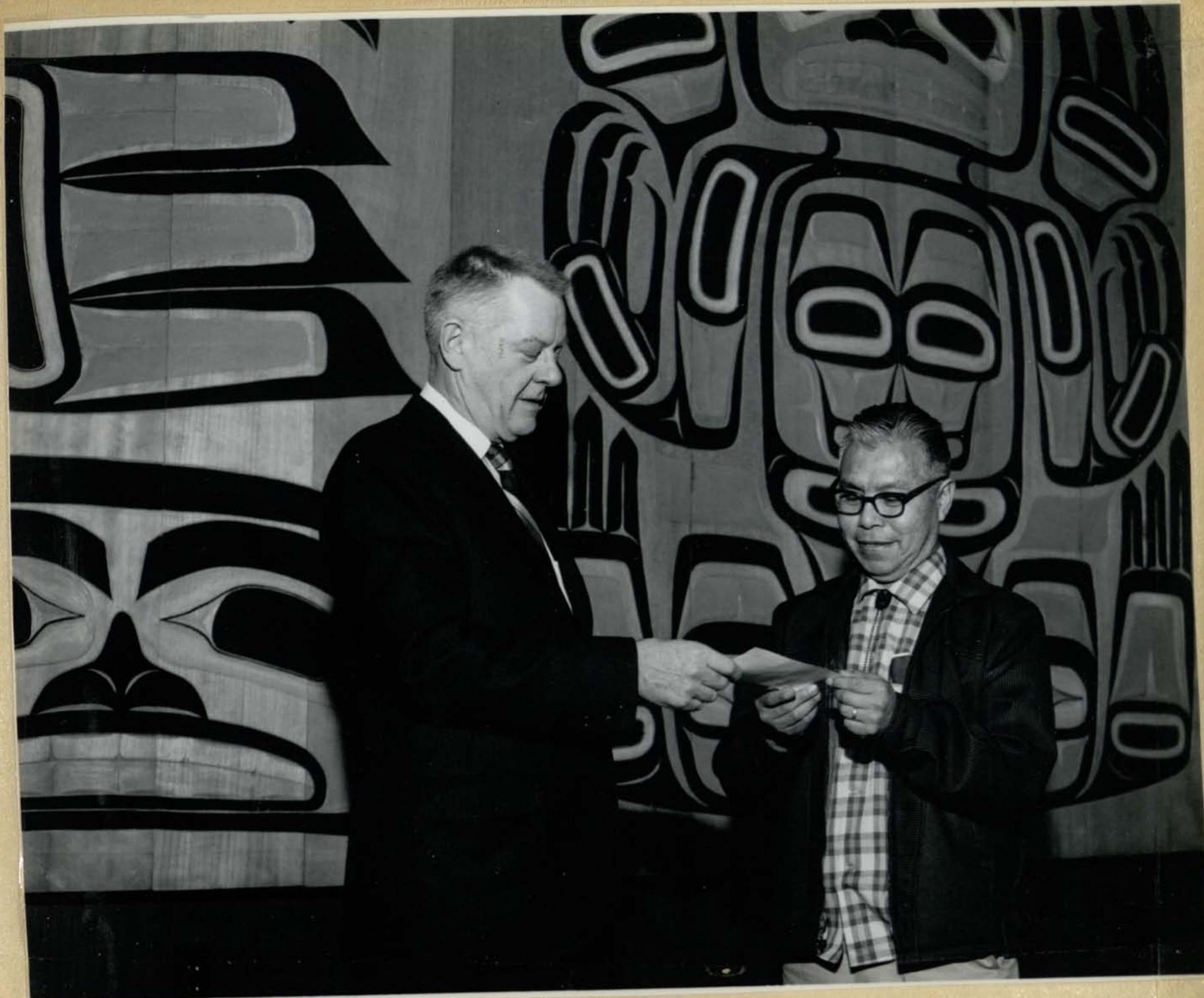


Pleasure craft that came out to watch the launch can be seen in the background as the 'Joe Taylor' pushes against the stern of the Bartlett in an attempt to get her free.



Finally the Bartlett comes off the bottom. One of the launching cradles can be seen popping back to the surface in this picture. The Bartlett was then moved to dry-dock nearby for final fitting out. It is expected that the ferry will be finished in about two months.





Pier 48 Autoliner Terminal Dedicated

The new \$400,000 Alaska Autoliner Terminal at the Port's Pier 48 was dedicated recently.

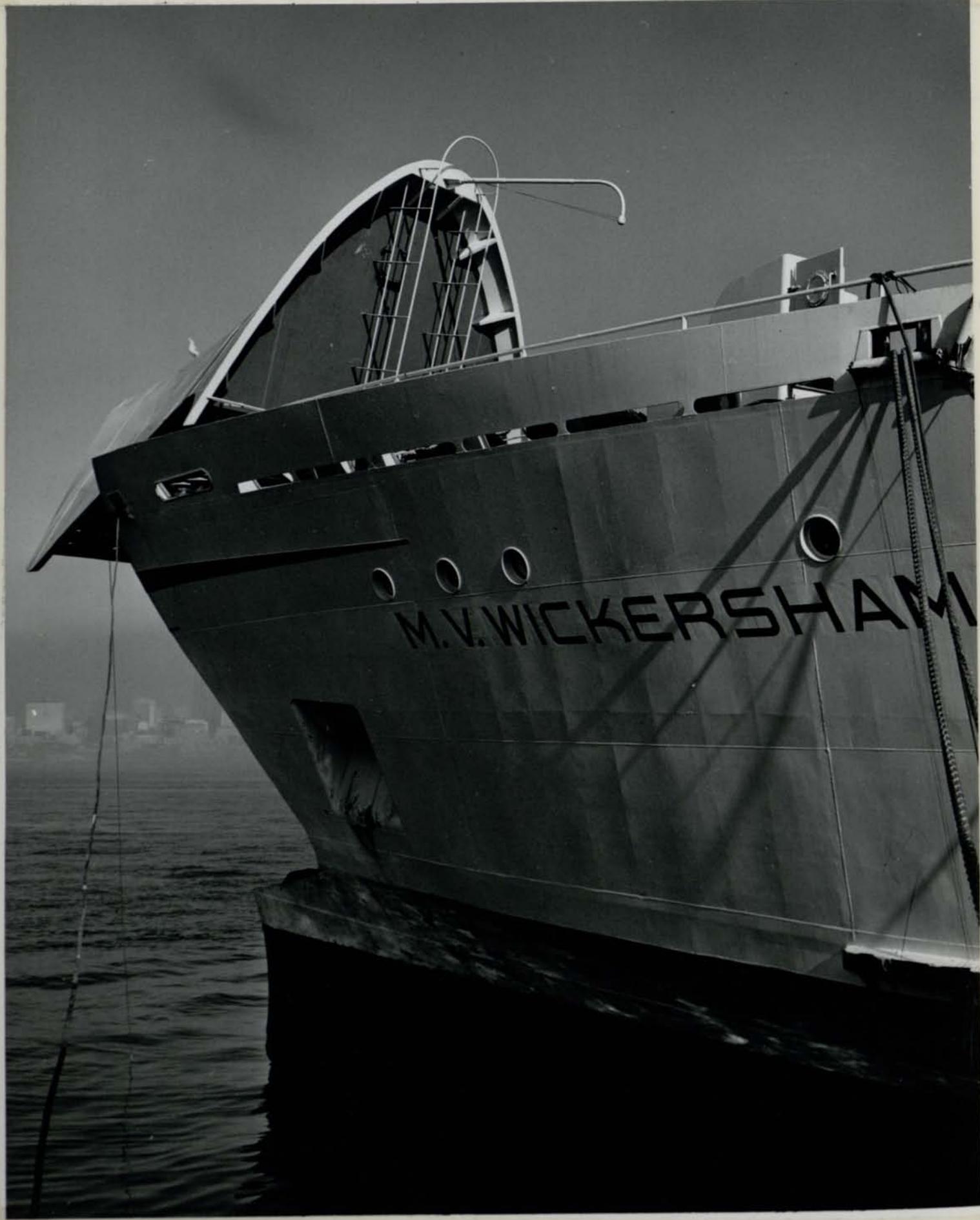
The occasion was declared "historic" by Harold Strandberg, commissioner of Alaska's Department of Public Works, who spoke at a brief ceremony.

A giant pair of scissors was used to cut the ribbon which was stretched across the vehicle ramp leading to the Alaska autoliner "Wickersham," which was open for tours. The ribbon was cut by Strandberg and Capt. H.

J. (Red) Lockert, director of Alaska's Marine Transportation Division.

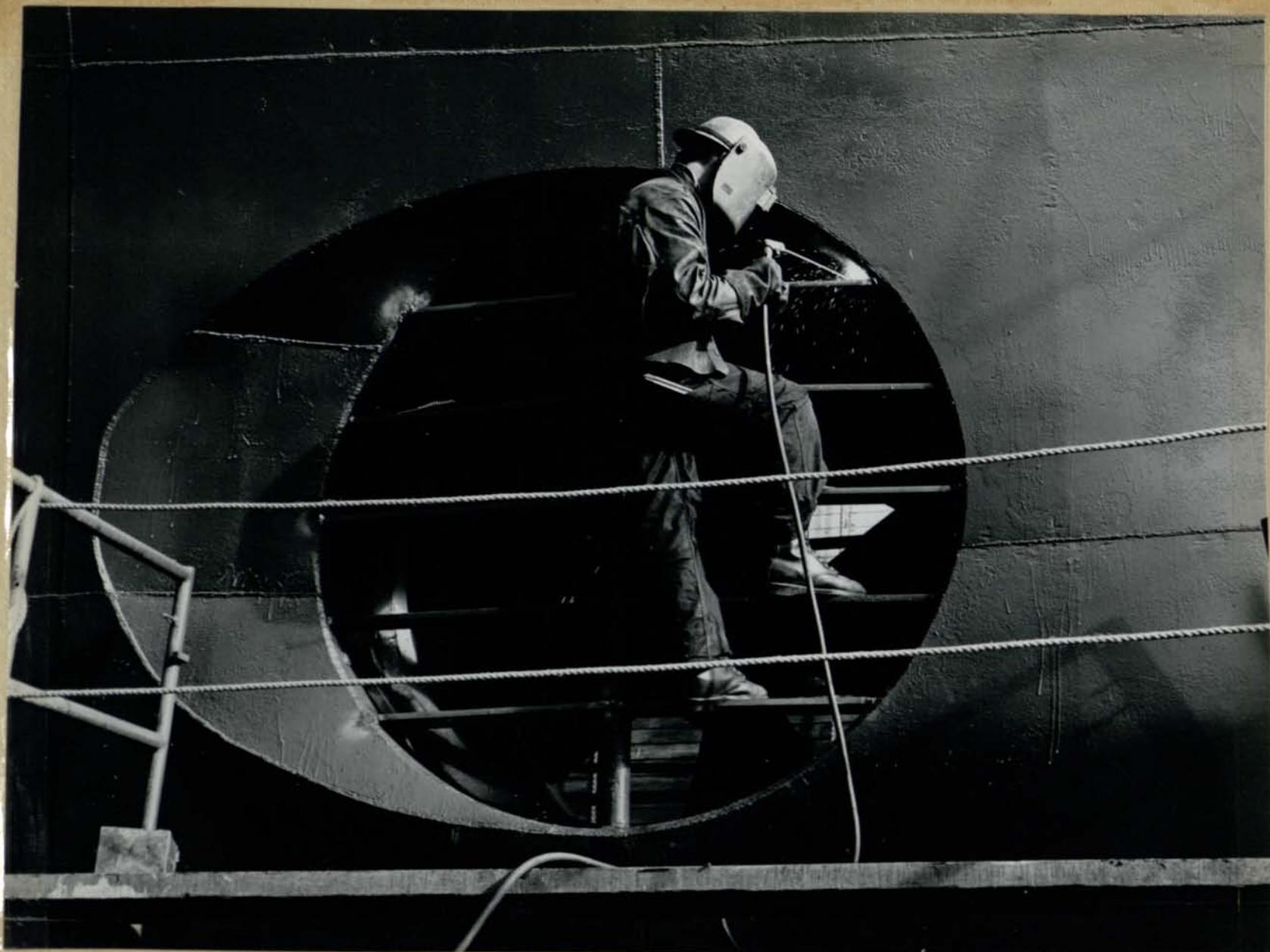
The Alaska Marine Highway System started service between the 49th state and Seattle about one year ago. The new terminal was built by the Port of Seattle, which provided additional berths for winter servicing of the autoliners.

J. Eldon Opheim, general manager of the Port, and Capt. C. A. Richmond, chief of staff of the 13th Coast Guard District, also participated in the ceremony.



4-43





New circle trip offered for Alaskan tourists



The Division of Marine Transportation predicts that a new and different Alaska "circle trip"—a ferry cruise aboard the newly lengthened Tustumena from Anchorage down the coast of the Kenai Peninsula one way, a return via the highways of the peninsula—will induce greater numbers of motoring tourists than ever before to visit the cities of Kenai, Soldotna, Homer, Kodiak, Seward, and other points in the area.

The trip is scheduled to begin the first of July. From May 15 to July 1, the Tustumena is scheduled to sail, as it has in the past, Seward-Kodiak-Seldovia-Homer and return to Seward, plus Seward-Valdez-Cordova and return. After the Bartlett goes on schedule July 1, the Tustumena will operate Anchorage-Homer-Seldovia-Homer-Kodiak-Seward and return plus, on weekends, Anchorage-Homer-Seldovia-Kodiak and return to Anchorage.

"We have great hopes for the circle trips out of Anchorage," said Capt. H.J. Lockert, director, Alaska Division of Marine Transportation. "We know from experience that visitors do not like to back-track when they're touring Alaska. By offering a "mini-cruise" out of Anchorage one direction, they won't have to retrace their same steps the other way."

Among itineraries available for Alaskans and Alaska visitors under the new routing will be the following:

Anchorage-Homer via ferry (which includes the unique experience of seeing, close-up, oil drilling platforms in Cook

Inlet) then return by highway to Soldotna, Kenai, possibly a side trip to Seward, then Girdwood and Anchorage.

Anchorage-Homer-Kodiak-Seward via ferry, then return to Anchorage via peninsula highways.

Another possibility would allow travelers to sail Anchorage-Kodiak-Seward via the Tustumena, then drive via highway and "rail-ferry" to Whittier to board the Bartlett for a trip to Valdez and Cordova. Return could be via the Richardson Highway out of Valdez. For non-motorists,

there's the opportunity to sail Anchorage-Homer or Anchorage-Kodiak by sea, return by air.

The Tustumena, presently being lengthened by 56 feet and reconditioned in shipyards at San Francisco, will offer 16 more berths in eight more staterooms and 45 per cent more vehicle space than previously. New length will be 296 feet with a capacity of 58 berths and 60 autos. In addition, the vessel is being equipped with stabilizers to ensure smoother sailings than has been possible before.



Seward Phoenix
Log
Seward, Alaska

CAPT. OLDOW REPORTS
ON PROGRESS ON
TUSTUMENA

The LOG has another exclusive this week from the San Francisco branch of the Seward Chamber of Commerce: Capt. Donald Oldow, skipper of the TUSTUMENA. He writes of the continued progress in the lengthening and getting ready for the summer season.

"Everything is going great and at a very rapid pace—right on schedule or slightly ahead at this date and the shipyard is shooting for the May 1st completion date and think they will make it.

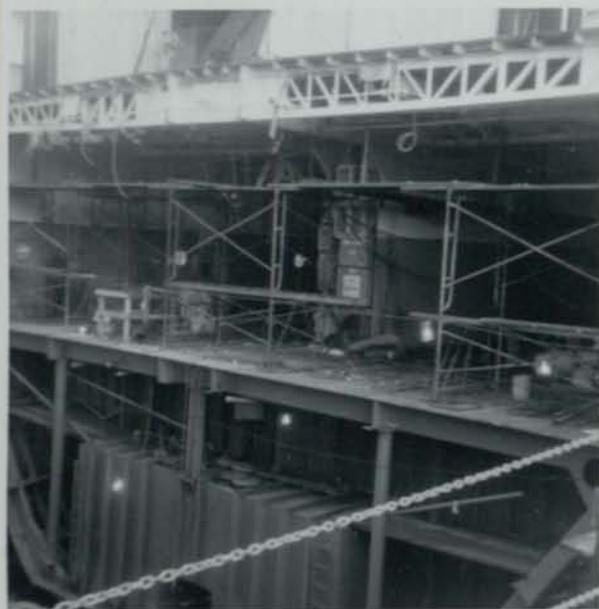
"The big cutting-in-two project worked beautifully on February 27th. The ship looked like it was sliced with a large band-saw and the sections were separated 62 feet within a period of two hours. By the same afternoon bottom sections for the new mid-body were being placed in position and now, nearly two weeks later, section after section has been put in place and welded so that the ship is whole again up to the promenade deck level. The forward section was moved back 6 feet to meet the new 56 foot section and is being welded together.

"This afternoon the new passenger staterooms on the promenade deck were lifted into place. Within a day or two the new officer's staterooms will be placed on top of that and by next Monday the forward lounge and bridge deck will be rolled back 34 feet to match the new additions. Our TUSTUMENA will then have the NEW LOOK.

"The outfitting will take considerable time but like I said, things are progressing rapidly.

"The solarium will then go in. After everything is closed to the weather, it will be complete with infra-red heating units and ozone tinted safety glass in the overhead—clear glass on the sides. Sounds pretty classy.

"The fin stabilizers are coming along on schedule and should be installed by the end of this month.



"The weather has been quite nice the past two weeks but a bit cool out in the wind that blows most always—just like Seward.

"A good portion of the crew, including myself, have been sick with high fevers and colds but I suspect we are just not used to all these strange San Francisco germs.

"I think I can speak for most all the gang and say we are ready to come home—this so called civilization is getting to be a little much.

"Incidentally, we have had enough inquiries locally to fill the passenger berths from San Francisco to Seward. Mostly peo-

ple right here in the shipyard.

"Hello to all our friends at home."

These reports on the progress on the TUSTUMENA are deeply appreciated here at the LOG—and the pictures that were given for use last week. Homeport is really looking forward to seeing OUR ferry come steaming in the bay!





Taku Takes On Vans for Alaska

The Alaska ferry Taku took on 34 vans loaded with food and mail yesterday and sailed for Alaska. The special trip was designed as an emergency measure because of the waterfront dispute involving handling of vans. The ferry sailed for Ketchikan, Wrangell, Petersburg and Juneau and will return Saturday. It was to have gone in dry dock here but that work was postponed until after this, or possibly a second, voyage.

Taku Sailing

Commissioner of Public Works Harold D. Strandberg announced today that the M/V TAKU will be temporarily withdrawn from her overhaul in Seattle and will sail from Seattle on Monday, March 31, for Ketchikan, Wrangell, Petersburg and Juneau.

This decision by Governor Miller was necessitated to alleviate the food shortage danger in Southeastern Alaska resulting from the longshore difficulties in Seattle.

The M/V TAKU will arrive in Ketchikan, Wrangell and Petersburg on Wednesday, April 2, and in Juneau on Thursday, April 3. The vessel will turn around in Juneau and return to Seattle, arriving Saturday, April 5. If conditions warrant it, she will make another trip to Southeastern Alaska on Sunday, April 6.

First priority in loading the car deck will be given to food vans; however, any space not used for this purpose will be available for tourist traffic.

Taku arrives

The M/V Taku arrived in Juneau at 7:00 a.m. this morning on a non-scheduled trip. She departed Seattle Monday afternoon with a full deck load of 35 vans of foodstuffs destined for the various Southeast Alaska communities. The Taku hurriedly discharged and reloaded all available empty vans to return to Seattle immediately. The entire Alaska Marine Highway System is operating on an emergency basis to combat the threat of a food shortage.

A second such voyage will depart Seattle on Sunday, April 6, arriving in Juneau on Wednesday the 9th for another fast turnaround. The U.S.C.G. has permitted additional tonnage to be carried on these particular trips.

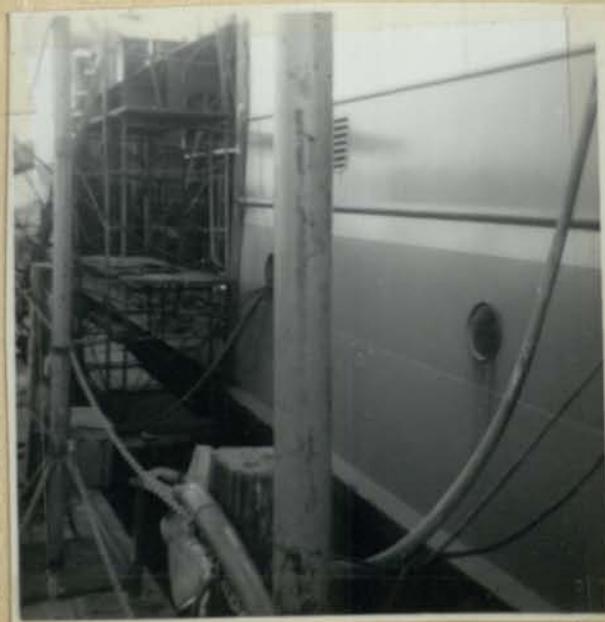
The regular scheduled Wednesday sailings of the Matanuska also continues to operate at full capacity and has been able to accommodate all prospective passengers without delay.

Drydocking and other work will be accomplished on a crash basis if necessary to allow the Taku to depart Seattle on May 13 to resume the regular summer schedule in Southeast Alaska waters between Prince Rupert and Skagway.

Meanwhile the Malaspina continues twice weekly service from Prince Rupert north. Space is still available on this run for those travelers and truckers using the Highway 16 connection at that port.

TAKU WITHDRAWN

Captain H. J. Lockert, Director of the Division of Marine Transportation today announced that due to the resumption of service to Southeast Alaska by regular commercial carriers, the M/V Taku will be withdrawn from the Seattle emergency run on completion of her present voyage and will reenter the shipyard to complete her annual overhaul.





TUSTUMENA

The Tustumena, which is owned by the State of Alaska, serves the south central Alaska ports of Seward, Cordova, Homer, Valdez, Seldovia and Kodiak Island. The \$1.9 million contract has been awarded to Bethlehem Steel Corp., San Francisco. She is scheduled for completion before next summer.

A new series of workboats

NEW FERRY

A \$2.5 million ferry for the State of Alaska is being completed at Jeffboat, Inc., Jeffersonville, Ind.

The ferry is 1,500-tons with a length of 193-ft. long with a 53-ft. breadth and a 12-ft., 9-in. draft. She has a knighthead bow and a stern ramp, which will allow for loading and unloading at either end.

Designed by Philip Spaulding & Associates of Seattle, the vessel will accommodate 38 cars or 12 cars and eight 35-ft. trailers or a combination of 12 cars and twelve 24-ft. trailers. There is space for 165 passengers.

The ferry's twin 1700-hp, direct-reversing diesel engines, will carry her along at a service speed of 15 knots. She is equipped with a bow thruster and fuel tanks with a combined capacity of 30,000 gallons.

The new vessel will serve Prince Edward Sound in southwestern Alaska between the cities of Cordova, Valdez and Whittier.

JUMBOIZED FERRY

An Alaska ferry, the M.V. Tustumena, is undergoing a 56-ft. lengthening, which will increase her overall length to 296-ft.

Philip F. Spaulding, Seattle naval architect, whose firm designed the original vessel, has prepared the modification plans. The jumboizing will provide for 14 additional passenger cars, or nine more truck trailers, and 16 additional passengers.

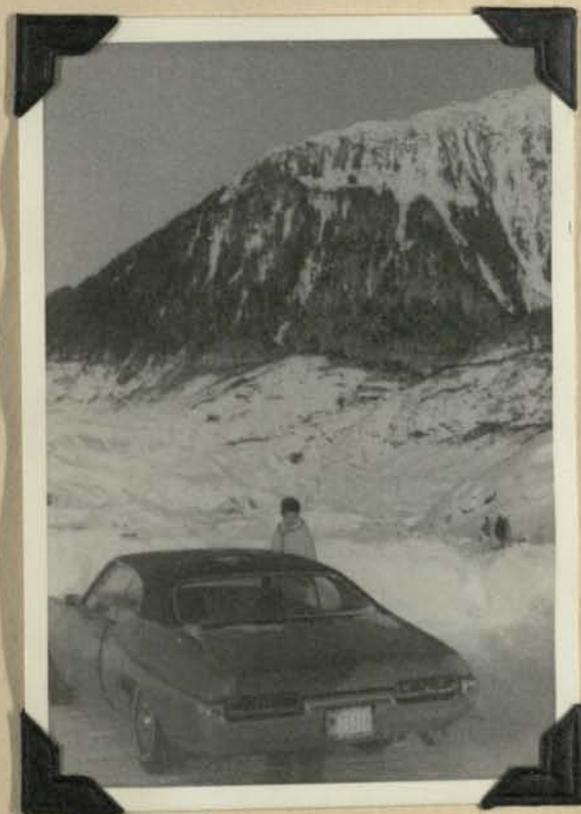
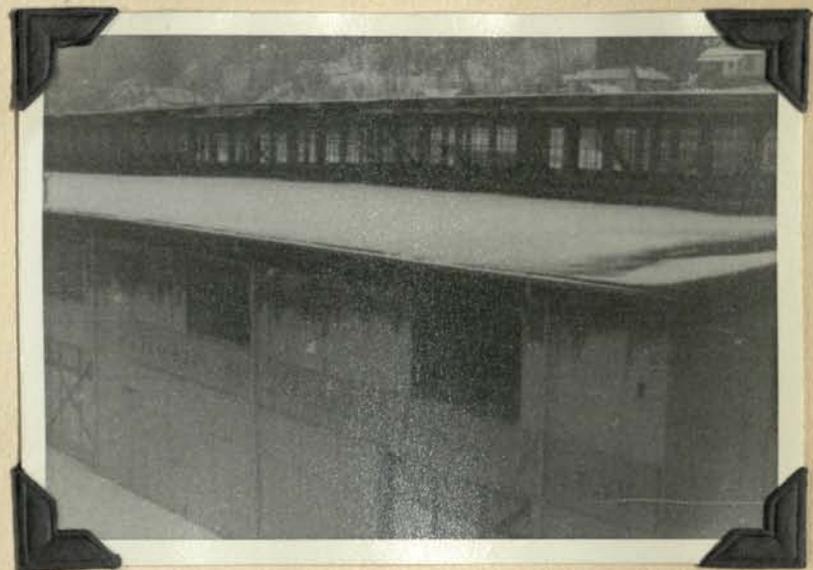
During the jumboizing, a Pacific Sea level mark X retractable fin stabilizer system will be installed as well as a 400-hp KaMe-Wa bow thruster and new 450-kw Waukesha generators.

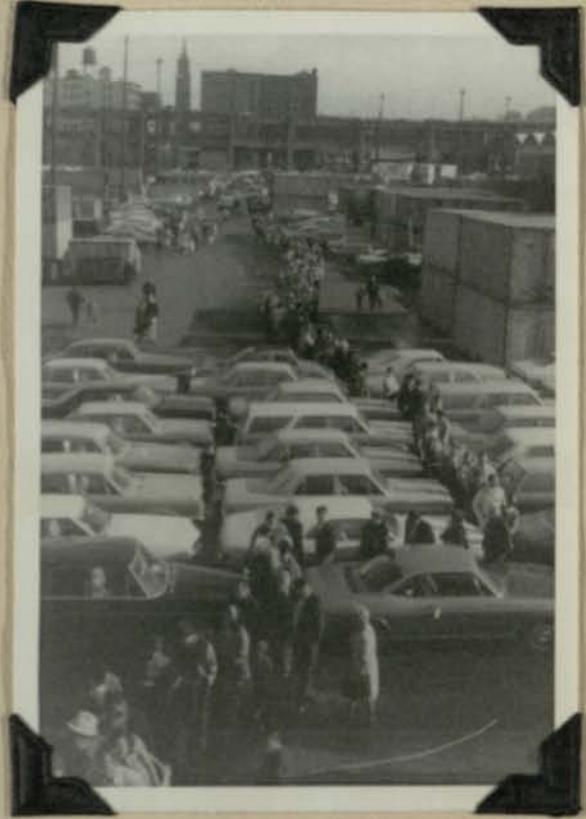
Also being constructed are additional ship stores, reefer spaces and crew's laundry.





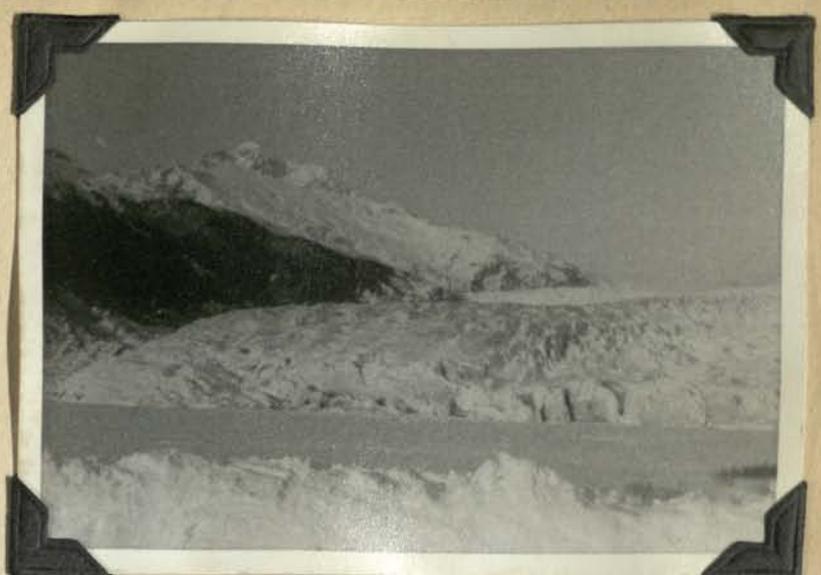


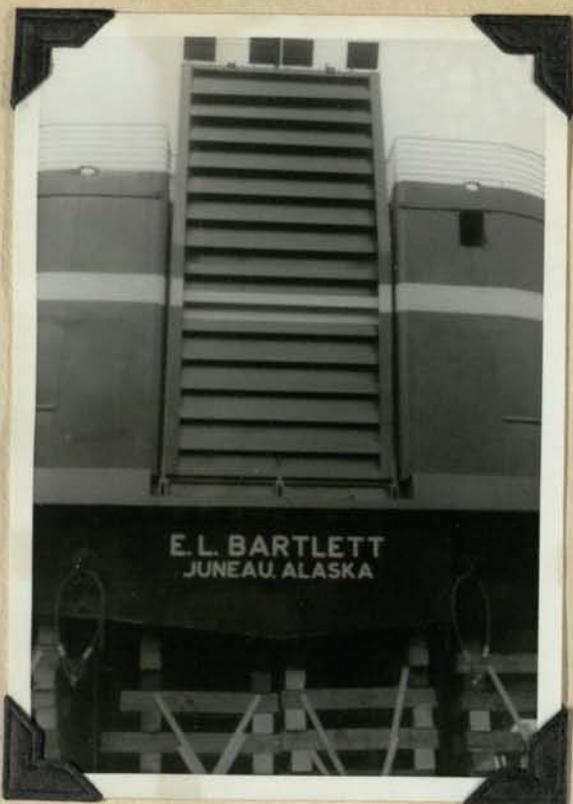














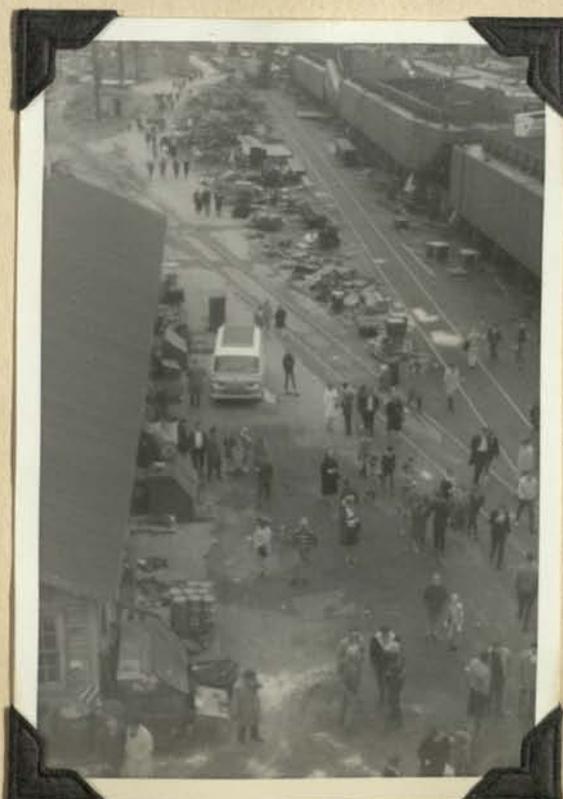
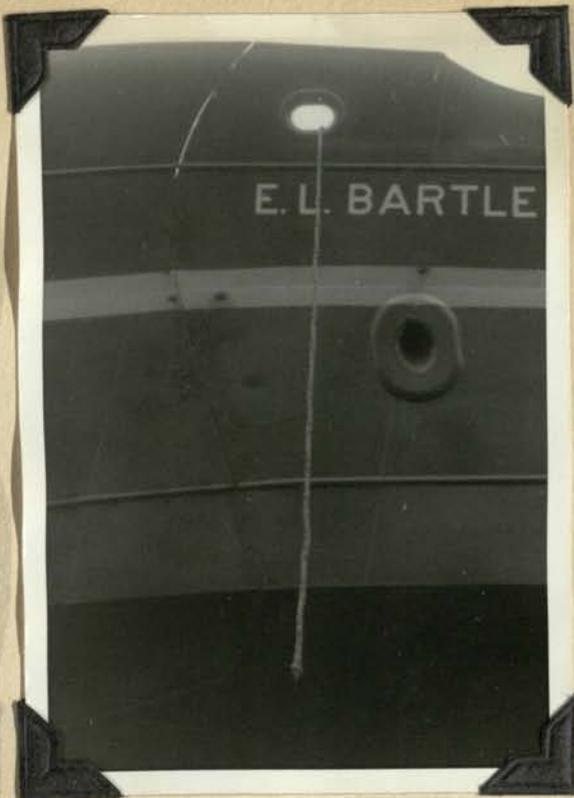












The Truck Route

The shipping tie-up in Seattle is causing a crowding of vans on the Alaska ferry sailing from Seattle each Wednesday — not that space for vans had not already been in short supply.

This points to something the state administration should consider in its future ferry plans — building a ferry to handle only vans and heavy road loads.

Such a ferry would not be any more immune to labor tie-ups than anything else. However, the shortage of ferry van space has been growing and the present tie-up of van barges emphasizes that lack of van space on ferries. Whenever there is adequate van space it is usually at the expense of private vehicles.

A ferry designed and built only for hauling trucks, vans and heavy road loads would be a cheaper vessel to construct — there would be no passenger accommodations. For the same reason it would be cheaper to operate.

This would not put the state in the freight hauling business any more than it is with the existing ferries. The state would not operate the vans and trucks. It would provide only a floating highway for exclusive use of truckers such as Alaska Steam, Lynden and Moore, on the same theory most states maintain truck routes in their highway systems.

Diverting vans from the regular ferries, too, would make more room for the passengers with cars and campers. The Malaspina class ferries seldom have had capacity loads of passengers but they do have to leave campers and cars behind during several summer months. The passengers in those bumped vehicles stay behind, too. With vans out of the way, more would make the ferry and the ships would be running more economically with the higher ratio of passengers to vehicles.

The idea of a van and truck hauling ferry may not be economically feasible but it is worth study as a solution to one of Alaska's transportation problems. It could be such a fine idea that more than one vanliner would be built.

LMW, Jr.

WICKY READY

SEATTLE (AP)—The Alaska ferry Wickersham will leave here Saturday for the first of three trips to Alaska before commencing her summer schedule.

Capt. H. J. Lockhart, director of the Alaska Marine Highway System, said the vessel will depart Seattle and Vancouver, B.C., Saturday, May 3 and May 10. The ferry presently is undergoing maintenance at a shipyard here.

After the first three trips, the Wickersham will begin a summer schedule of Friday and Tuesday departures from Prince Rupert, B.C., through the Alaska panhandle, Lockhart said.

HOPPING BACK TO THE NORTH AGAIN, Alaska State Ferries will shift from Wednesdays to Fridays for their Seattle sailings next month. Last Wednesday sailing is May 7. First Friday sailing is May 16. But the Taku will help bridge the gap with a special May 13 sailing en route back to shuttle duty in Southeast Alaska. And dates are firm now for the glamor ferry Wickersham's last three Seattle departures of the season, after her cleanup at Lake Union Dry Dock. Three Saturdays in a row—April 26, May 3 and May 10.

Ferry Value Emphasized

The Taku and Matanuska will have car decks filled with food vans when they leave Seattle next week for Southeastern Alaska, unless the labor tie-up on the Seattle waterfront is settled shortly — something that appears unlikely.

When the Seattle run was inaugurated, there was some complaint because it reduced the number of trips between ports in Southeastern Alaska. The gap caused by that extended run was filled partially by the foreign-built Wickersham. But the Wicky has a problem of being able to operate only between a foreign port and a U. S. port — it cannot haul passengers or vehicles between two U. S. ports because of the restrictions of the Jones Act. In addition, some of the Alaska terminals cannot handle vehicles with the Wickersham because of the position of the ferry's hatches. Therefore, the Wickersham only partially filled the bill. But partial is better than nothing — which the state had before.

By April 15, the Ketchikan terminal will have been modified so that vans and vehicles can be loaded and unloaded from the Wicky. Juneau, Haines, Prince Rupert, Seattle and Vancouver already can handle vehicles for the Wickersham. So the Wicky becomes even more valuable to Southeastern Alaska with the potential of being able to handle vans piggy-backed by rail to Vancouver or Prince Rupert.

In the last year there has been criticism over extending the run to Seattle, even though it is the only portion of the run that pays its own way year around. There has been criticism over the purchase of the Wickersham, although no one has been able to offer a better immediate solution to the ferry shortage.

The value of the entire ferry system to Alaska has been emphasized in the last week. We do not expect to hear criticism again over the Seattle run. We would like to see more support for a waiver of the Jones Act for the Wickersham so it can be fully used. And we would like to see some immediate planning for more ferries for Alaska.

We bet the westward area of the state and its politicians who beat the last ferry bond issue to death with the Wickersham controversy would like to be on the Seattle ferry run about now.

LMW, Jr.

ADD MILT GRIFFITHS to your list of men who follow the sea but never quite manage to sail it. Griffiths is Seattle terminal manager for Alaska State Ferries. Before this job he worked 18 years for Alaska Steam. But hasn't sailed Alaska waters since Army Transport days of World War II. Sometime this fall he wants to ride a ferry boat north for his first Alaska trip in 26 years.

CHRISTENING

JEFFERSONVILLE, Ind. (AP) — A \$2.5 million ferry boat built to supplement Alaska's highway system will be christened Sunday by the widow of the late Sen. E. L. Bartlett of Alaska for whom the boat is named. Alaska Gov. Keith Miller and Indiana Gov. Edgar D. Whitcomb are scheduled to attend the ceremonies.

Wicky sails

The M/V Wickersham, currently in Seattle shipyards for maintenance, left the Seattle ferry terminal, Pier 48, April 26 for the first of three Puget Sound-Alaska trips before going on her summer schedule.

Captain Lockert announced, too, that the M/V Taku, also presently in Seattle for maintenance, will depart that city May 13 and will carry freight vehicles and passengers.

Passengers desiring reservations northbound should contact Seattle office of the Marine Transportation System, Port of Seattle, Pier 48, Seattle 98111. (Tel: MU 2-6651.) Alaskans who desire to travel south on the Wickersham sailings may contact their local ferry agent, or Reservations, Alaska Marine Highway System, Pouch R, Juneau 99801.



Don Page

New Alaska Ferry Runs

Cushy ocean passenger ship service between Seattle and Southeast Alaska could get underway within the next few months — if Congress is willing. And it looks more and more as if Congress may grant the waiver that will permit Alaska Ferries' glamorship, Wickersham, to pick up passengers here and deliver them anywhere it touches in Alaska.

Seattle Port Commissioner and labor leader Merle Adlum returned from Washington last week with a promise from Paul Hall that he'd support Alaska's plea for the waiver. Hall's no congressman. He is president of the Seafarers International Union and the Maritime Trades Department of the AFL-CIO. Hall's support can swing some votes Alaska's way, and Adlum thinks chances are good now for the waiver.

"It's the same sort of right that Congress has granted Canadian ships in Southeast Alaska since 1952," Adlum comments.

THE WAIVER Alaska wants, of course, is exemption from the Jones Act regulation that keeps foreign-built ships from serving between U.S. ports. It's the regulation that led the 1,300-passenger Wickersham to sail from Seattle the past winter with only perhaps a dozen passengers per cruise and forced Alaska cruise passengers to board her in Vancouver or Prince Rupert, B.C.

THE BEST ALASKA PASSENGER SEASON in at least 15 years is on the docket for Seattle this summer, no matter what Congress does about the Wickersham. Malaspina class ships of the Alaska Ferries fleet will sail once a week out of Pier 48. They're U.S.-built — Seattle-built, in fact, and there's no restriction on where they deliver passengers. Not quite so swank as the Scandinavian-built Wickersham, but the Malaspina class boats are comfortable and modern. That picturesque Inside Passage run is the same, no matter what deck you watch it from.

And supplementing the weekly Alaska Ferries run will be occasional cruises by Matson and American President liners. These liners will load most of their passengers in California. Hard to say how much space they'll have available for Seattle boarding. But they'll add to the bustle.

ANOTHER PASSENGER SHIP will be lying at Pier 48, the Alaska Ferry Terminal, nearby. The 193-foot ferry E. L. Bartlett arrived yesterday, showing the effects of a 6,600-mile run from her builder's yard in Indiana. Give her a little paint, though, and a few shakedown repairs and she'll be ready for service on Prince William Sound. The Bartlett probably will be here several days.

Tustumena Is Shipshape

JUNEAU (AP) — Commissioner of Public Works Harold D. Strandberg announced Tuesday the M.V. Tustumena has undergone extensive sea trials and passed all requirements.

New bow thrusters, fin stabilizers and other mechanical modifications performed under maximum load conditions, he said.

Captain H.J. Lockert, director of the Division of Marine Transportation of the Department of Public Works, reported from San Francisco that the enlarged ship suffered no loss in cruising speed as a result of its lengthening.

Trials in the Bay Area indicated that an actual gain was obtained of .3 knots, establishing a new cruising speed of 14.6 knots.

After loading passengers and vehicles in San Francisco today, the Tustumena will call in Seattle May 31.

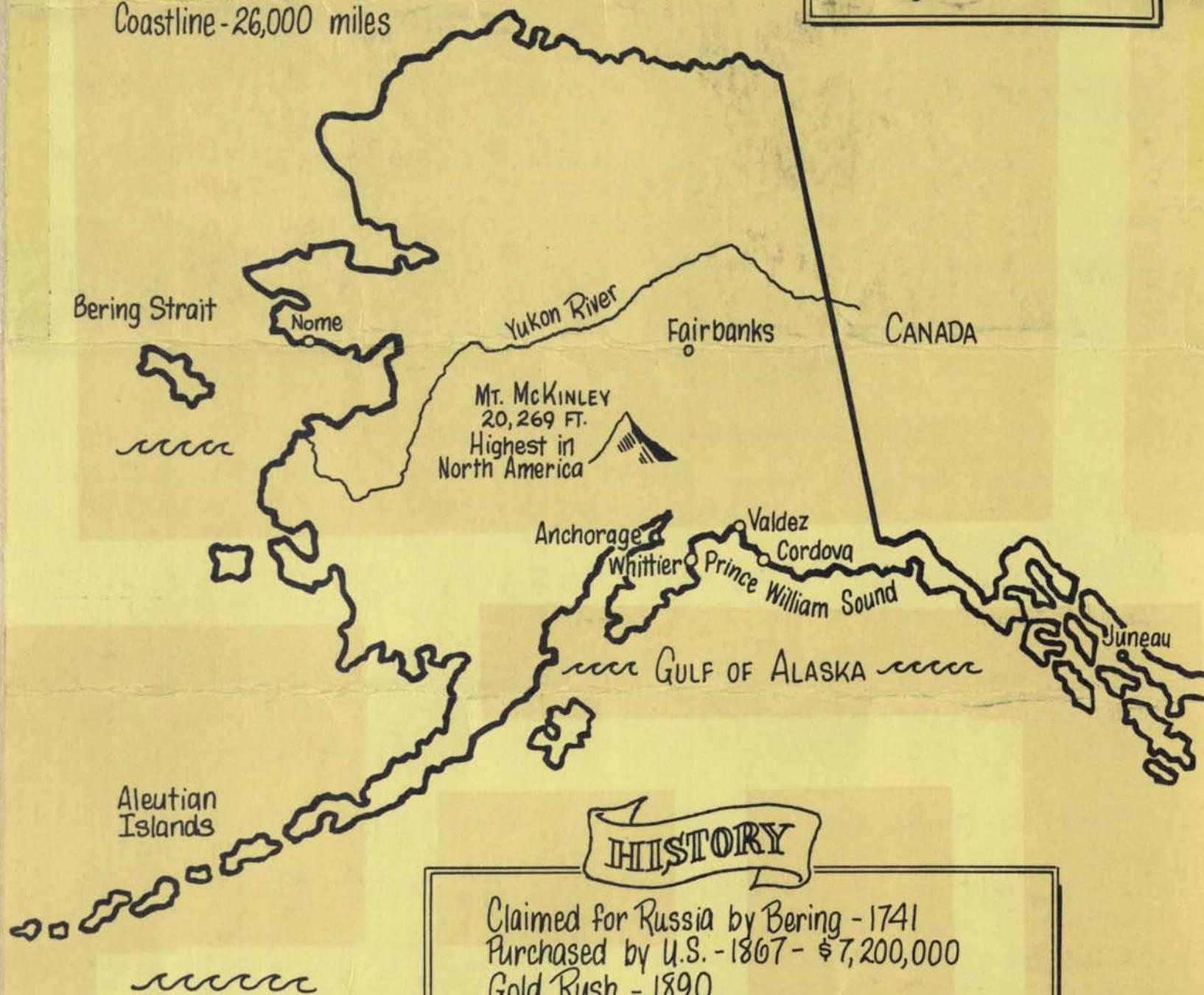
The ship is expected to arrive in Seward June 5.

ALASKA

Governor - Keith Miller

Capital - Juneau
Population - 247,000 (1965)
Area - 586,400 sq. mi. Largest state in
the union.
Coastline - 26,000 miles

Name "ALASKA" derived
from Aleut word meaning
"great land"



HISTORY

Claimed for Russia by Bering - 1741
Purchased by U.S. - 1867 - \$7,200,000
Gold Rush - 1890
Became Territory - 1912
University of Alaska founded - 1922
Admitted to Union - January 3, 1959, as
the **49th** STATE!



Here's Alaska's Newest

FOLLOWING CHRISTENING CEREMONY, Alaska's newest ferry, named for Sen. E. L. (Bob) Bartlett, was opened for inspection by the estimated 6,000 persons who turned out for the occasion, at the Jeffboat, Inc. shipyard at Jeffersonville, Ind. The 193-foot inland waters vessel has a knighthead bow, similar to the

MV Wickersham's. Mrs. Vide Bartlett, widow of the late great Alaskan, christened the new ferry. Gov. and Mrs. Keith H. Miller also took part in the ceremony. The vessel was to start down the Mississippi River this week on its long voyage to Alaska.

Governor 'Optimistic' Over Jones Act Waiver

Governor Keith H. Miller said today he is "very optimistic" about Alaska getting a specific waiver of the so-called Jones Act to cover the state ferry Wickersham.

"Within the next month and a half," Miller said, "we're expecting good news in this area. We do expect a waiver this year."

The Wickersham was bought during the administration of former Gov. Walter J. Hickel to fill a need in the ferry system. However, it's foreign built, and federal regulations prohibit such a vessel from carrying passengers and freight between United States ports.

Miller, at a morning news conference, also said that if he does decide to call a special legislative session this fall it will be only for the purpose of formulating state oil policy, and not for appropriating any money.

The governor has said that if the September oil lease sale brings in more than \$100 million in bonuses he will consider calling a special session.

Vessels Must Hire Pilots

JUNEAU (AP)—Vessels operating in Alaskan inland waters will have to hire pilots licensed by the state commissioner of commerce under a bill signed Thursday by Gov. Keith Miller.

"The rapid increases in foreign shipping and oil exports have multiplied the possibilities of a major shipping disaster in Alaskan waters," Miller said. "We must prevent those possibilities by every reasonable means."

Exempted from the bill's provisions would be ships enrolled in domestic service and those engaged exclusively in West-Coast-Alaska service, pleasure craft and fishing vessels registered in the United States of British Columbia.

New Ferry To Leave Shipyard Next Week

Alaska's newest ferry will be on her way to Alaska early next week, the Governor's Office announced today.

The M/V E.L. Bartlett, christened on May 4 by Mrs. Bartlett, widow of the late senator from Alaska, will go into service in Prince William Sound shortly after July 1.

The \$2.5 million inland waters vessel was built by Jeffboat, Inc., of Jeffersonville, Ind., where the christening

ceremony took place.

In naming the vessel the E.L. Bartlett, Gov. Keith H. Miller said, "The name lends to this ship the distinction which we hope she will merit in service, for that is the legacy we have from her namesake, a lifetime of service."

Measuring 193 feet in length, the ferry has a 53-foot beam and a draft of 12 $\frac{3}{4}$ feet.

The ship will leave the boat works next week under tow down the Ohio and Mississippi rivers to New Orleans. From that point she will travel under her own power, two 1,600-horsepower diesel engines, through the Panama Canal and up the West Coast to Seattle. At Seattle, following a final inspection, the State of Alaska will take delivery of the ship, and she will proceed to Prince William Sound and her ports of call: Cordova, Valdez and Whittier. Cordova has been designated her home port.

The Bartlett was designed for a normal payload of 38 automobiles and 165 passengers to travel at a service speed of 15 knots. She will employ a crew of

A NEW TUSTUMENA is due here Saturday—bigger, faster and more expensive than the Alaska State ferry that called here last Valentine's Day, on her way south. Since then a San Francisco yard has completed the \$2 million job of jumboizing the ferry, cutting her in half and inserting a 56-foot midsection. The Tustumena's now 296 feet long, with a bigger car deck and 58 berths instead of 43. Somehow the job built an extra 0.3 knots into the Tus, and she'll now cruise at 14.6 on her Seward-Kodiak-Anchorage run.

The Tustumena sailed from San Francisco with a dozen passengers. She's due here at 8 a.m. Saturday to

THE MATANUSKA, meanwhile, will call the Alaska pick up another 12 passengers and some ferry supplies. Ferry Dock tomorrow, as usual. She'll sail loaded to the gunnels with passengers and freight. Staterooms on the Seattle voyage are booked solid through early September.

Reservations should be made soon for auto space on Alaska Ferries

The Division of Marine Transportation reminded Alaskans planning motor trips this summer that reserved auto space is still available on most sailings of the southeastern

Alaska ferries.

Said Capt. H.A. "Red" Lockert, division director, "If you know when you're going to need vehicle space this summer, either north or south, either within the panhandle or on the Alaska Seattle leg, make your reservations early."

A great number of ferry users have still not realized that the system is now on a reservation basis, said Lockert. He explained the system this way: "Previously a motorist could only drive a ferry terminal and hope and pray that he would be able to get aboard. Sometimes he could. Often in the summer he couldn't. Now we have a reservations

setup. If you have a confirmed reservation for car space, you know absolutely you can get aboard. So we repeat: If you know when you're going to travel this summer, make your reservations now."

Reservations may be obtained, Lockert said, by writing to Reservations, Alaska Marine Highway System, Pouch R, Juneau 99801. Too, ferry agents in southeast Alaska cities and in Prince Rupert can request reservations for auto space. Northbound reservations from Seattle to Alaska should be made by writing Alaska Marine Highway System, Pier 48, Seattle 98104.

Tustumena, Alaska Ferry, To Stop Here

The Tustumena, an Alaska ferry not normally seen in Seattle, will dock at Pier 48 at 8 a. m. Saturday for a brief stay.

The ship, which is assigned to run between Kodiak, Seward and Anchorage, has been in San Francisco for a \$2 million jumboizing.

A 56-foot midsection was inserted in the vessel, giving her an over-all length of 296 feet and increasing her stateroom capacity from 43 berths to 58.

The Tustumena will be at Pier 48 only long enough to load passengers and cargo and then will depart for Alaska.

Tustumena To Leave Drydock

SAN FRANCISCO (AP)—The ferry Tustumena will leave drydock in San Francisco June 1 and be homeported in Seward.

She will ply the waters between San Francisco, Seattle and southeastern Alaska or Seward. She will make two round trips to Valdez and one each to Kodiak and Homer each week through June before picking up a new schedule which will include Anchorage as a stop on a round trip from Seward.

While in drydock, the Tustumena's length was increased to 296 feet from 240 feet.

North Slope Hotel

ANOTHER NEW tourist season is about to blossom over Alaska, and down in the Southeastern Panhandle the luxury boats bringing visitors north have set their sailing dates.

And while plans move ahead for such vessels as the luxury liner Italia to make as many as eight trips to Alaska ports, the state ferry Wickersham still limps along under restrictions imposed by the Jones Act.

The Italia, a 12,400-ton motor ship launched in Italy in 1967 and sailing with an Italian crew of 237, will operate from West Coast ports into Alaska.

Sponsored as an Alaskan vacation adventure by Princess Cruises, the Italia is booked solid for all its sailings to the 49th State.

IT'S HARD TO say, however, whether the Wickersham will operate at capacity—but the outlook is doubtful.

Purchased and put into service a year ago to run between Seattle and Southeastern Alaska cities, the foreign built Wicky just hasn't cut the Jones Act red tape.

Because of its foreign heritage, it can't under that old law pick up passengers in Seattle and deposit them in Alaska—or vice versa. The

best it can do is pick up tourists in British Columbia and make the Alaska runs north. But the big potential for customers is in Seattle, not Prince Rupert.

In Seattle, word on the waterfront is that Congress looks more and more willing to grant a waiver to permit the state to operate the Wickersham in interstate trade.

UNFORTUNATELY, the feeling is based at the moment only on speculation.

Rep. Howard W. Pollock, R-Alaska, has introduced legislation to permit the Wickersham to be exempted from the Jones Act—just as the Canadian-operated cruise vessels are.

But so far, there has been no word from Washington of any hot urgency on the part of Congress to do much about the bill.

And time is running out. The heavy tour traffic begins the first of June, and unless something is done quickly another season will be lost.

Maybe the best thing to do would be to outfit the ferry with ice breaking gear, and lease it to one of the oil companies doing business on the North Slope. It would make a whale of a floating hotel off Prudhoe Bay.

2—Southeast Alaska Empire, Juneau, Alaska, Tues., July 8, 1969

Additional Ferries Needed

Governor Miller is to be commended for his effort to acquire two additional ferries for Southeast Alaska. He announced last month that the state had filed application for \$8 million in federal funds under the Urban Mass Transportation Act of 1964 to purchase the two ferries. One of the vessels, Mr. Miller said, would connect Sitka, Juneau, Hoonah, Prince of Wales Island and Haines and the other would run from Ketchikan to Annette Island and Prince Rupert. Other ports such as Wrangell and Petersburg were under consideration for service by the two additional ferries, the governor said. He commented at the time: "The addition of two vessels to the Marine Highway System will help make it possible for these six Alaskan communities to catch up with the rest of the state in their economic development. It is wrong, in this day and time, that such communities should be forced to lag behind the rest of the state and the nation because of inadequate transportation."

We certainly approve of the proposal and are pleased the state at last has filed an application for funds under the Urban Mass Transportation Act. This may not be the

route to go to obtain the necessary funds but we won't know if we don't explore it.

The late Sen. Bob Bartlett and Congressman Pollock urged former Governor Hickel to apply for ferry funds under the act but he did not do so, apparently anticipating the voters would approve an \$18 million general obligation bond issue for ferries last fall. This they did not do, and the state was left without means of acquiring additional vessels.

Senator Bartlett told Mr. Hickel the terms of the act appeared to exclude Alaska's ferry system, since it applies to urban rather than inter-city transportation operations, but urged him to file an application nevertheless. "I have asked the Department of Transportation to prepare the necessary legislation to bring the Alaska ferry system under the act," the senator explained.

As far as we know, the act has not been amended to accomplish this. Hopefully, Mr. Miller's application will be given careful consideration by the new Nixon administration—and if congressional action is necessary, our delegation will pursue this matter vigorously.

—G.E.B.



Briefing on Sea-Tac

Part of Seattle Commissioner Merle D. Adlum (right) discussed the expansion program at Seattle-Tacoma International Airport recently with two Sea-Tac visitors, Capt. Harold Lockert,

director, Alaska Marine Division of Transportation (left), and Harold Strandberg, commissioner of Public Works in Alaska. (Photo, Ed Simonds)

JEFFBOAT, INC.

CORDIALLY INVITES YOU TO

ALASKA DAY

AND THE CHRISTENING OF THE

MOTOR VESSEL E.L. BARTLETT

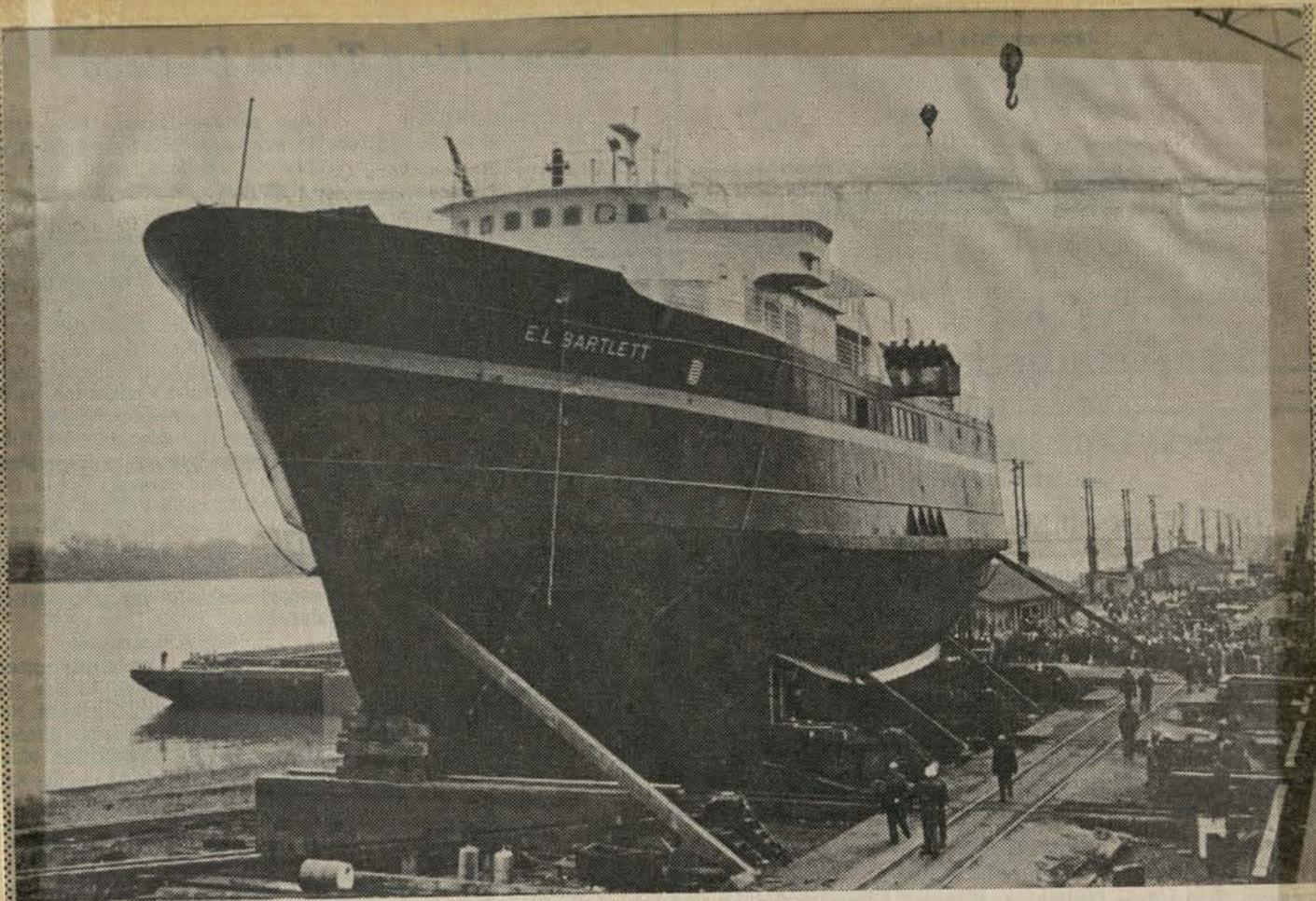
SUNDAY - MAY 4 - 1969

2:30 P.M.

ON THE OHIO RIVER AT SPRING STREET

- JEFFERSONVILLE





M/V E.L. BARTLETT
193' X 53'

**Immediately After The Christening, The Public Is
Invited On An Inspection Tour Of The Vessel.**

A Commemorative Scroll Will Be Given To All Visitors.

GUESTS OF HONOR

Mrs. E.L. Bartlett, Vessel Sponsor

Governor And Mrs. Keith Miller, State Of Alaska

Governor And Mrs. Edgar D. Whitcomb, State Of Indiana

Mayor And Mrs. Richard Vissing, Jeffersonville

Mr. Owen Voigt



Bon Voyage

Some 2,500 persons gathered at the foot of Spring Street in Jeffersonville for the christening of the E. L. Bartlett, a \$2.5 million ferry which will ply the waters of Alaska. Among the dignitaries on hand yesterday were Mrs. Bartlett, wife of the late Alaska senator for whom the ferry was named; Alaska Gov. Keith Miller; Indiana Gov. Edgar Whitcomb, and another familiar boat, the Belle of Louisville.

STAFF PHOTOS
BY JOHNNY MAUPIN





"SMASH!" goes the traditional bottle of champagne against the starboard side of the giant new ferry as the

craft is christened by Mrs. E. L. Bartlett in ceremonies at Jeffersonville yesterday before a crowd of 2,500.



Champagne For a Lady

Staff Photos by Thomas Mitchell

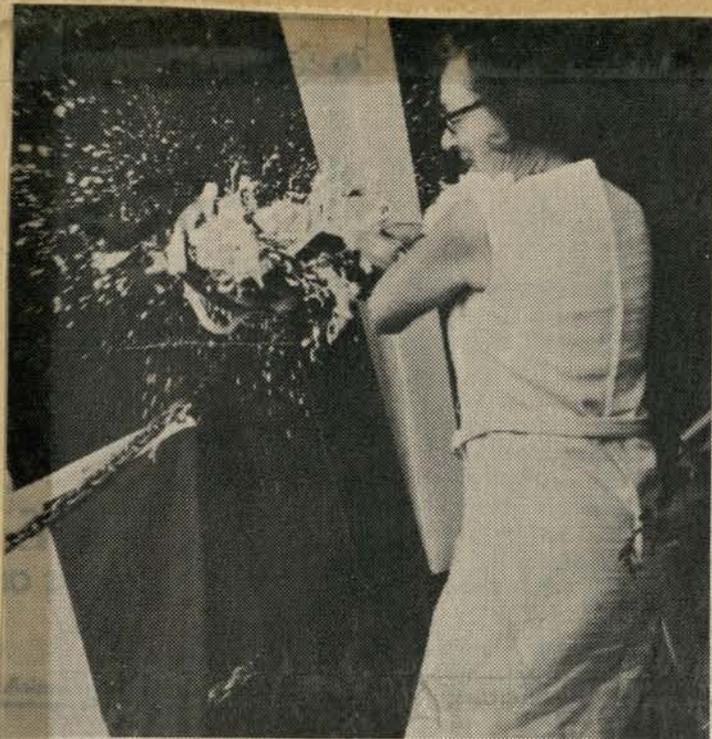
A shirt-sleeved crowd estimated at 2,500 turned out yesterday for the christening of the giant ferry, E. L. Bartlett, at Jeffersonville. The christener was Mrs. E. L. Bartlett, wife of the late Alaska senator for whom the vessel was named. The ship will go into service as a marine extension of the state highway system of Alaska. (Story, Page A 1.)



ENGINE CONTROLS aboard the giant ferry are given a "test" by a grinning boy while a girl stands by.



WATCHING christening, from left, are Gov. Edgar D. Miller of Alaska and Mrs. Miller. It was the first trip to Indiana for Governor Miller and his wife. Whitcomb of Indiana, Mrs. Whitcomb, Gov. Keith



WITH A MIGHTY SMASH of the champagne bottle, Mrs. E. L. Bartlett christened the vessel named for her late husband, Senator "Bob" Bartlett.



MRS. BARTLETT accepts a red rose, something of a trademark of her late husband, from Jeffboat president R. Wesley Naye. Senator Bartlett always wore a small rose in his lapel.



ALASKAN GOVERNOR Keith Miller and his wife tour the Bartlett Sunday afternoon.



PART OF THE HUGE CROWD which witnessed the christening of the giant \$2.5 million Alaskan ferry E. L. Bartlett here Sunday afternoon. Addressing the throng is Jeffboat president R. Wesley Naye.

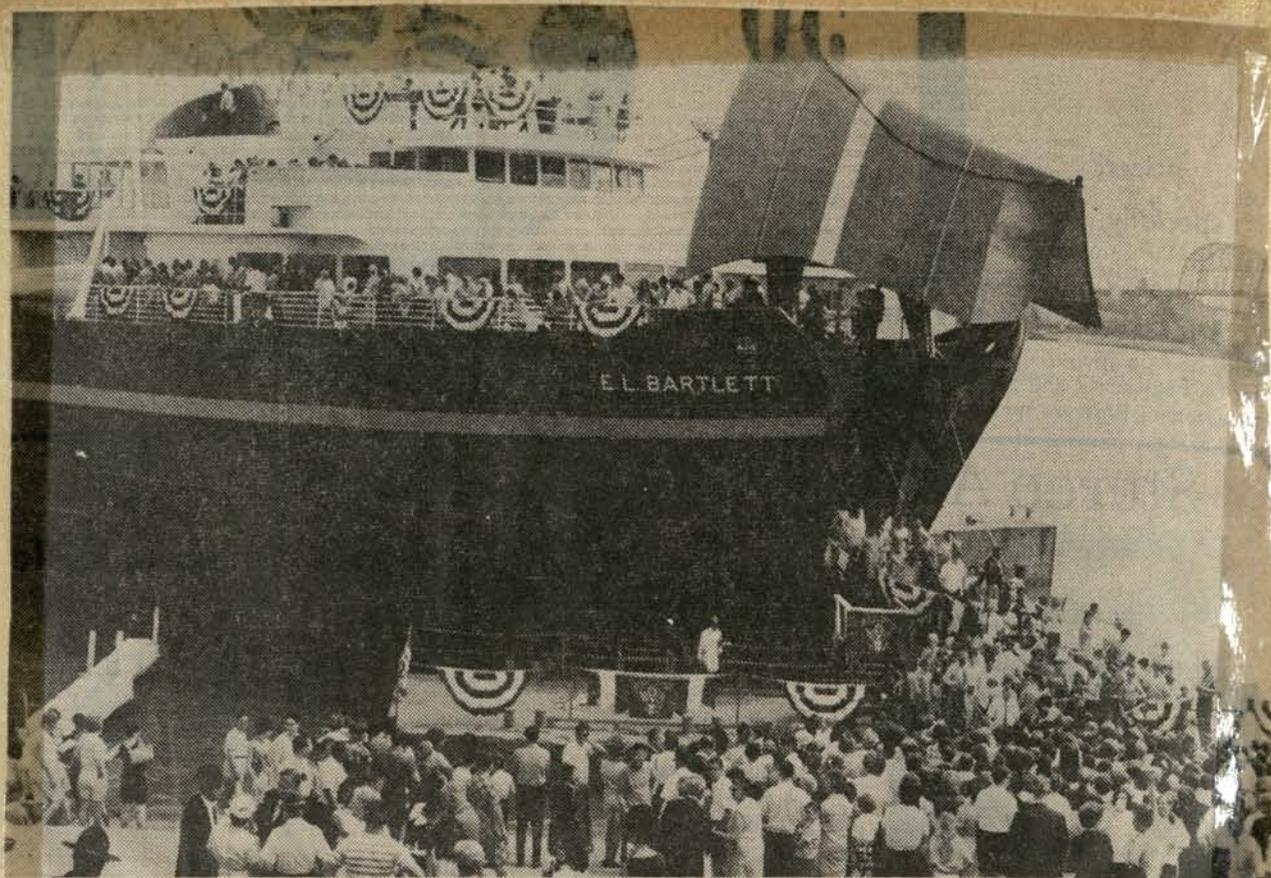




THOUSANDS JAMMED RIVERBANK Sunday afternoon to witness the christening of the huge Alaskan motor vessel E. L. Bartlett at the foot of Spring Street. Following the ceremonies, the public was invited aboard to tour the craft.



GOVERNOR WHITCOMB, left, and Jeffersonville Mayor Richard L. Vissing enjoy a chat at a luncheon at Stouffer's in Louisville prior to the christening ceremonies.



VISITORS LINED UP yesterday to tour the giant ferry, the E. L. Bartlett, built by Jeffboat, Jeffersonville, Ind. The 193-foot-long vessel, costing \$2.5 million, was christened yesterday by Mrs. E. L. Bartlett, wife of the late Alaska senator

for whom the craft was named. Anchored in the Ohio River at the foot of Spring Street in Jeffersonville, the boat received the traditional spray of champagne and a hearty roar from a large riverside crowd. She will ply the waters of Alaska.

Staff Photo by Thomas Mitchell

MONDAY, MAY 5, 1969



FOLLOWING CHRISTENING ceremonies Sunday afternoon, the public was invited aboard the Bartlett for tours of the motor vessel. For several hours, persons streamed aboard the craft to get a preview look at the hugh Alaskan ferry.



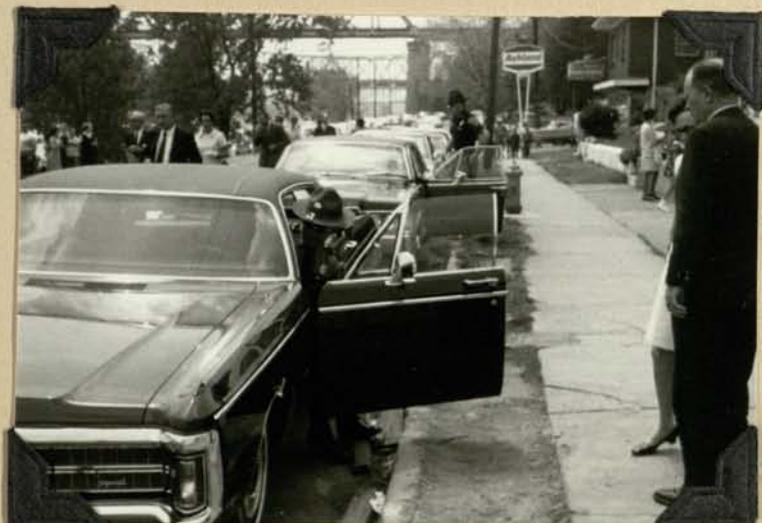
Craft Alaska-Bound:

Thousands Witness Christening Of Boat

With thousands of sun-drenched spectators jamming the Ohio River bank at Jeffersonville Sunday afternoon, the huge Alaskan motor vessel E. L. Bartlett was formally christened by the widow of the late U.S. Senator for whom the giant craft was named.

With a mighty "southpaw" smash of the traditional champagne bottle against the side of the ferry which will serve three ports of call in southern Alaska, the Bartlett was christened amid the cheers of the vast throng which was on hand for the historic occasion. The vessel, a \$2.5 million craft measuring 193 feet in length and 53 feet across the beam, is the largest ever produced by Jeffboat, Inc.

Preceding the 2:30 p.m. ceremonies at the foot of Spring Street, in which Indiana Governor Edgar Whitcomb and Alaskan Governor Keith Miller and a host of other dignitaries participated, was a glittering champagne luncheon at Stouffer's in Louisville.



Giant Ferryboat Is Christened At Jeffersonville

Alaska Ferry Rescheduled

Alaska's new ferry, which had been scheduled to arrive in Seattle tomorrow, will not be here until Tuesday, it was learned yesterday.

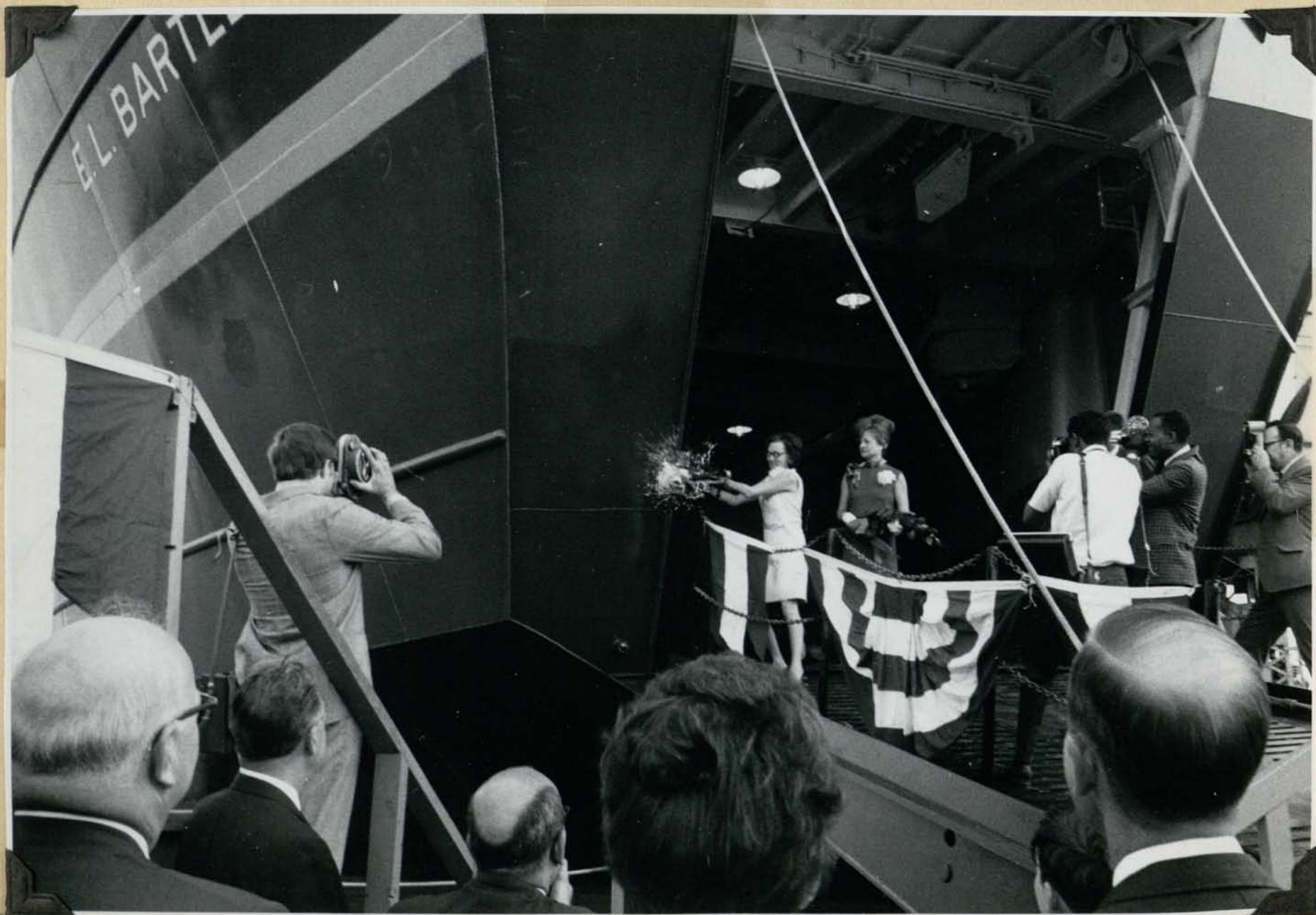
The 193-foot ship, the E. L. Bartlett, is on a 6,600-mile voyage from Jeffersonville, Ind., where she was built.

The vessel, designed by Philip F. Spaulding & Associates, Seattle naval architects, will run from Cordova to Valdez and Whittier. She can carry 165 passengers and 38 vehicles.



Christening Of Huge

Alaskan Vessel Sun.











ALASKA'S NEWEST FERRY, the E. L. Bartlett, will arrive in Seattle Monday on her way to Alaska.

The ship, named for the late Senator E. L. (Bob) Bartlett of Alaska, is on a 6,600-mile shakedown-delivery voyage to Alaska from the yard of Jeffboat, Inc., in Jeffersonville, Ind., where she was built.

The vessel was designed by Philip F. Spaulding & Associates, Seattle naval architects and marine engineers, for service between Cordova, Valdez and Whittier.

The ship is certified to carry 165 passengers. Accommodations include a main lounge, a dining salon with both dining and bar facilities, and a solarium providing an unrestricted view of the scenery on Prince William Sound.

The twin-screw, 193-foot vessel can carry 38 automobiles or a combination of 12 automobiles and eight 35-foot trailers.

To allow for the 20-foot tidal range on Prince William Sound, the Bartlett has hinged ramps at both the bow and stern. She has a "knighthead" bow, so named because it can be raised much the same as a visor knight's helmet.



