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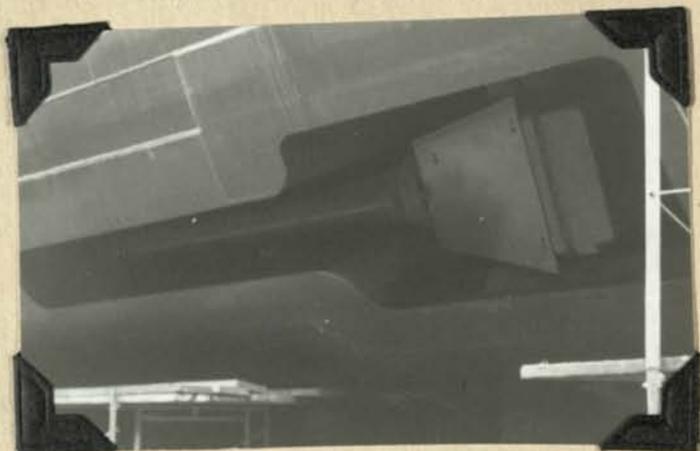


Scripps
Book



MS 207
5-1















Her Heart's The Same . . .

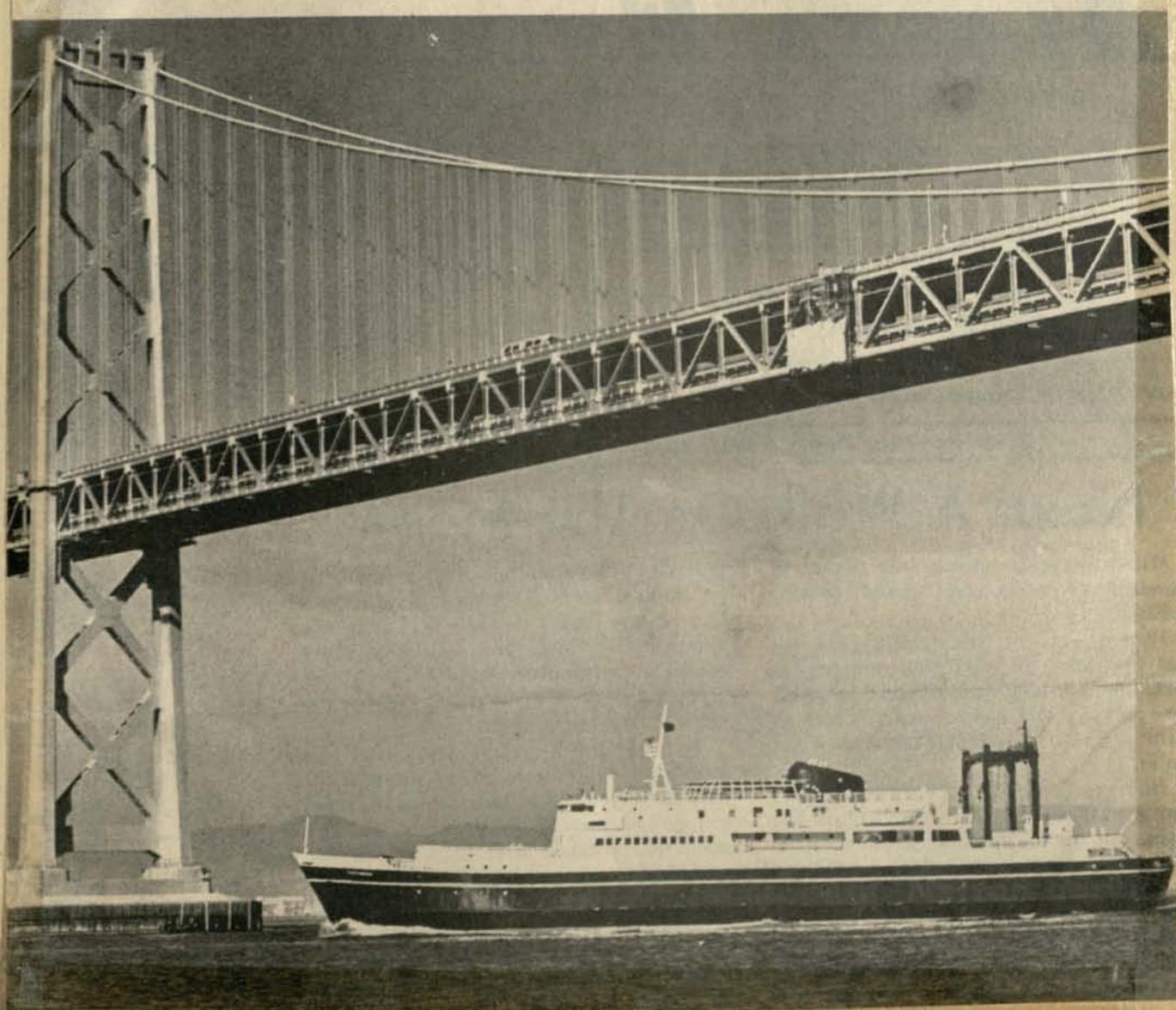


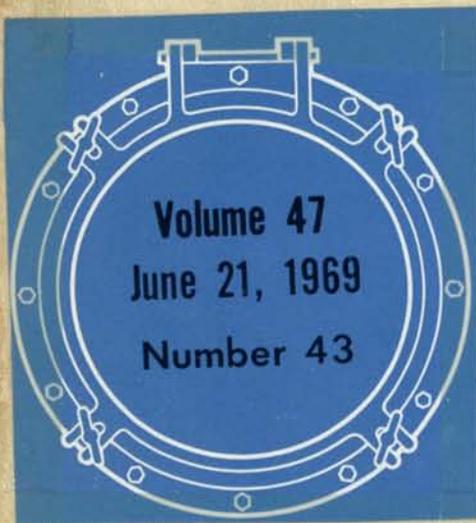
THE 'NEW' TUSTUMENA STOPPED BRIEFLY IN JUNEAU TODAY en route to Seward, her home port. Gov. Keith H. Miller lunched aboard her with Robert Beardsley, an old friend from Seattle, and state officials. The state ferry has just come out of the Bethlehem Steel Co. shipyard in San Francisco where a 56-foot section was inserted amidships to give the vessel an overall length of 296 feet and increase the number of staterooms from 43 to 58. The \$2 million modification also included the addition of fin

stabilizers to eliminate roll in rough waters, bow thruster units to aid in maneuvering, and new and larger electrical generators. An enclosed sundeck was added atop the superstructure. The Tustumena stopped at Ketchikan en route north and will visit Homer, Kodiak and Anchorage before going back into regular service on June 10 in Southcentral Alaska waters. The above photos were provided by the state Division of Marine Transportation.



But The
Tustumena's Not The Same Ship

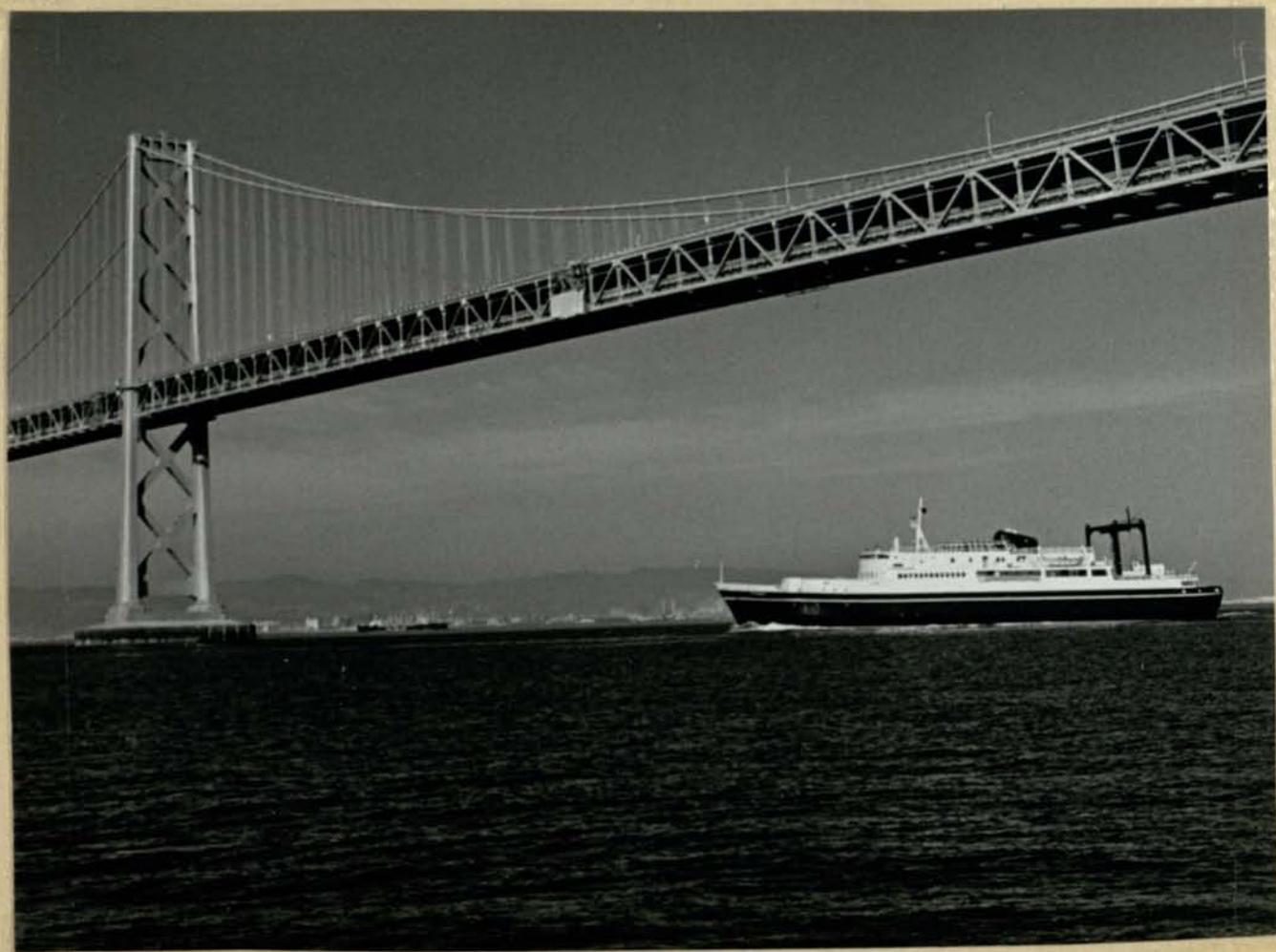


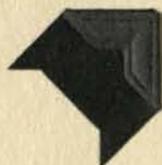
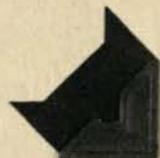


MARINE DIGEST



MV Tustumena
Alaska Ferries System





5-13

5-1



Festive Convention Interlude



TUSTUMENA PICTURED OUTBOUND FROM S. F.

SAN FRANCISCO — Recently we featured the MV Tustumena of the Alaska ferry system on our cover. This week we received this photo of the vessel outbound from San Francisco just out of the Bethlehem San Francisco yard which jumboized the Phil Spaulding designed vessel. She was en route to Alaska via Seattle when this photo was taken. Now in Alaska with her new look, the vessel has resumed her former role. Conversion costs ran \$2 million.



Shuffle Cordova Strands Visitors

About a dozen persons were stranded in Cordova last weekend and may possibly still be there awaiting arrival of a state-operated ferry boat to take them back to Valdez.

The people were to have returned to Valdez Sunday, according to Frank Austin of Eagle River, but the ferry boat which took them to Cordova was placed on the Anchorage run to Kodiak.

The new ferry, The Bartlett, was supposed to arrive Wednesday and be available to pick up the Cordova passengers on Sunday. The Marine Highway System office reported that the new ferry had still not arrived by Monday.

Austin, one of the passengers, was able to take an airplane back to Anchorage. Many of his companions were not able to do so.

"There's nothing we can do," said the Marine Highway office.

One of the reasons for the confusion is that the state waited until the last minute to open up its information office, according to one local travel agent who has attempted to book passengers on the ferry system. The information office is located at the Alaska Railroad Station and is always swamped, the man said. An increase in personnel this year has not helped the backup, he added.

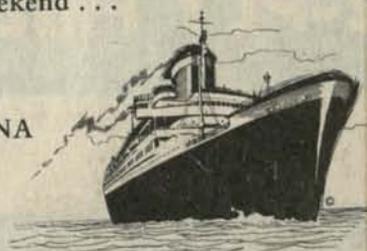
"Tourists try to phone down there, and they get the recording that says the office is closed. Then they come to us for help," the agent continued.

"It's 700 miles to drive to Haines only to find out that the Anchorage office over-sold and you don't have confirmation after all," he

said. "If something happens, the tourist thinks we (the travel agency) goofed up and we lose a customer," he added.

come cruise this weekend . . .
aboard the

M. V. TUSTUMENA



Anchorage to Kodiak via Homer and Seldovia
and return

Departs Fridays at 6 pm, returns
Sundays at 9:30 pm! Or, board your
car, fish in Homer and drive back via
the scenic Kenai route! Children to 6 - free!
Children 6 thru 11 - half fare!

For information & reservations
call your ALASKA STATE FERRY OFFICE

272-4482

OR 272 - 7116

come cruise this weekend . . . aboard the M.V. Tustumena



anchorage — kodiak — and return
via
seldovia and homer



REALLY LIVE THIS WEEKEND . . . LIFE AT SEA IS LIKE NOTHING ON EARTH!

COME CRUISE WITH US:

ROUND TRIP IT! your shipboard fun starts every Friday at 6 pm — returns to Anchorage Sundays at 9:30 pm. Staterooms with berths available by reservation — or sleep in comfortable airline style lounge chairs at no extra charge.

VACATION BY LAND & SEA! drive your car aboard in Anchorage — cruise leisurely to Homer — fish the weekend there — and return via the scenic Kenai route.

FUN IS A FAMILY AFFAIR! children up to 6 years old go free — young ones 6 through 11 go for half fare.

FOR INFORMATION & RESERVATIONS
CALL YOUR

**Alaska State
Ferry Office**
272-4482
OR 272 - 7116

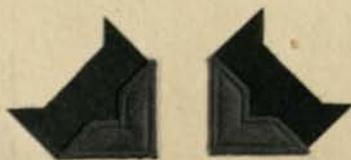
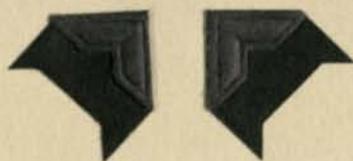
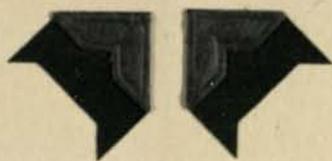
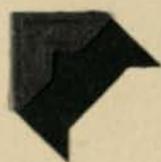
SHIPBOARD SPECIALS

↑
→ HAPPY HOUR (S)
ALL YOU CAN EAT BUFFET
SALTY FUN & GAMES



SAFETY REGULATIONS: The M.V. Tustumena meets International safety standards for new ships developed in 1960 and meets 1966 fire safety regulations. This notice to passengers required by public law 88777



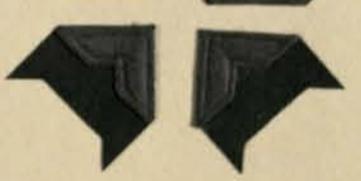
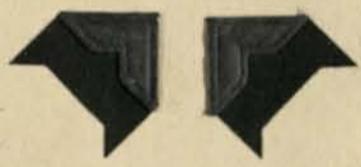




PEAK MONTHS ARE HERE for travel on the Marine Highway System. A new reservations system is permitting more efficient loading with fewer vacant spaces between ports, according to Capt. H.J. Lockert, director of the Marine Transportation Division. The former system of "first come, first served" has been replaced by reservation information available at such junction points as Prince George, Tok Junction and Haines Junction.

Travelers now have the option of continuing on by highway or heading for the ferry port based on up-to-date information, according to Lockert. There is currently a back-up in Haines of 30 to 50 vehicles with a one or two-day delay. The caravan of campers shown at Auke Bay (above) spent a day in Juneau recently before proceeding north.





If you want a real dandy little weekend, well why not take that mini-cruise on the Wickersham on the last weekend of this month. You'll go to Glacier Bay and also see Icey Strait and this is one of the world's (not just Alaska's) most scenic places. You're even likely to meet our old friend, Donald the Bear. He might have taken to other picnic grounds other than the Glacier Bay Lodge garbage cans since that operation will be shut down by that time but the Rangers will still be there in case you need to know anything about the area.

Ferry Officials Due

The Ketchikan Gateway Borough Assembly meets at 8 p.m. tonight in the city council cham-

bers. On the agenda is consideration of a recommendation on the sewer and water plan.

Also due for consideration are ordinances 52 and 53. The ordinances define the zoning in the Ward Cove area.

Public Works Commissioner Harold Strandberg, and marine highway officials H. J. Lockert and Bill Bendixen will meet with borough officials, city officials, and representatives from the chamber of commerce and local shippers to discuss the winter ferry schedule. The meeting will start at 7 p.m. in the council chambers.

The three state officials are due in Ketchikan this afternoon after meetings earlier today in Wrangell and Petersburg.

The State apparently has money to burn these days. A routine announcement from Captain H. J. Lockert, director of the Division of Marine Transportation, concerning traffic on the Alaska ferry system was put out not by the good captain but by the Anchorage branch of a public relations firm of Seattle and other cities. And they didn't even spell Lockert's name right. It comes out "Lockers" in the lead sentence. This most routine of press releases could have been produced in Lockert's Juneau office by a clerk-typist. In fact, the clerk-typist could have done a better job. We wonder what the taxpayers are paying for this kind of "service." No doubt it's the type of thing we'll have to have after the Sept. 10 oil lease sale.

Is That So . . . ?!

Commissioner of Public Works Harold Strandberg has taken us to task for our item which appeared here yesterday concerning the Alaska Marine Highway System. We speculated the State had money to burn since it had employed the Anchorage branch (operated by an Alaskan) of an Outside public relations firm to put out a brief, routine press release concerning traffic on the ferry system. We wondered why the ferry system couldn't have prepared the release itself. Strandberg said we were all wet. He said southbound traffic on the Southeastern system had dropped off substantially and he wanted the word spread as quickly as possible so travelers up north could make plans for going south on the ferries. "We had to get something out and get it out quick," he said. The Anchorage PR firm was called on and put out the information quickly—and was not paid for this service, he said. "There was no money involved at all." The firm, however, has been retained to do other promotional work for the ferry system, he said.

Ferry Traffic Should Ease

Captain H. J. Lockert, Director of the Division of Marine Transportation, Department of Public Works, announced today that traffic south-bound on the Alaska State Ferries from Haines and Skagway is expected to revert to normal conditions immediately following the Labor Day weekend, so that travelers should anticipate no delay in boarding. The Division representative at Tok Junction reports that south-bound traffic on the Alaska Highway has dropped to approximately 25 per cent of its summer peak. Vehicle reservations are available after September 4, by contacting the Division offices in Juneau or Anchorage or local travel agents.

Captain Lockert also announced that a 25 per cent reduction in passenger and vehicle fares will apply to the Anchorage-Homer-Seldovia-Kodiak-Wainwright run of the last two weekends in September.

Taku Crew Fast In Emergencies

The crew of the state ferry Taku is trained to make speedy rescues at sea and in the last two weeks they've had plenty of practice, Chief Mate Ed Williams of Ketchikan advises.

Two weeks ago, after a man-overboard alert, Chief Mate Williams and members of the Taku's crew had a boat in the water and alongside the man in only a couple of minutes.

It turned out the man was a member of the crew of a British Columbia ferry. He failed to get off the Taku before it left the dock. While the ferry was still close to Prince Rupert, he jumped overboard to swim ashore and catch his ship. A small boat took him ashore after the Taku crew overhauled him.

Sunday, while the Taku was en route from Ketchikan to Prince Rupert, Chief Williams heard the Coast Guard alert vessels in the area for three men who were overdue between Foggy Bay and Ketchikan in a 19-foot outboard-powered boat.

Williams said that 7:14 p.m. Sunday he sighted what he believed was floating debris in the water. But turning binoculars on it he saw it was three men in a floundering skiff.

The emergency alarm on the Taku sounded, Capt. Robert Smith was advised and Williams had the number one life boat prepared for launching.

Skipper Smith maneuvered the ferry to break the five to six-foot swells rolling between the ferry and the drifting men. The number one lifeboat, commanded by Williams, was lowered at 7:20. Three minutes later it was alongside the swamped skiff and at 7:28 it was back alongside the Taku with the three rescued hunters. At 7:32 everyone was aboard ship and the lifeboat secured, completing a 12-minute rescue.

The three hunters were saved but attempts to save their skiff were dropped when the bow line on the skiff parted. Later, another vessel salvaged the skiff and brought it to Ketchikan.

The three men, who had been halibut fishing, had been drifting nine hours when the Taku crew rescued them. They were Daniel A. Major, 18, 740 Park, Ketchikan, Hann H. Holum, 21, 730 Park; and Kenneth W. Redman, 118 Main Street, Ketchikan.

They were picked up near Twin Island about 3.5 miles north of Mary Island.

Manning the rescue lifeboat in addition to Williams were Bo's'n Bob Erickson, able seamen Les Smith, Mac MacAllister and Skip Chamberlin, porter Doug Thompson, junior engineer Ervin Schlais and wiper Herb Burke. All are from Ketchikan except Erickson, a Petersburg resident.

Winter Ferry Schedule To Begin Oct. 1

JUNEAU (AP) — The Alaska Ferry System will begin its regular winter schedule Oct. 1, the Department of Public Works said Friday.

Winter departures from Prince Rupert, B.C., to Skagway will be continued twice a week in both directions.

The Seattle run will be continued once a week through mid-November when the Wickersham is expected to enter the Seattle - Vancouver - southeast Alaska trade on a weekly basis, the department said.

Capt. H. J. Lockert, director of the department's Division of Marine Transportation, also announced that starting Monday passengers will not have access to the car decks of the ferries while the vessels are underway.

Lockert said the restrictions prohibiting the use of the car decks is in compliance with Coast Guard regulations.

TUSTUMENA MAINLY AN EXCURSION BOAT

Same air conscious Anchorageites are taking to the sea.

Instituted on an experimental basis July 1, voyages via the state ferry Tustumena have become popular with some residents.

The Tustumena, which leaves Anchorage Friday night and returns Sunday, travels to Kodiak with stops at Homer and Seldovia.

Dean Nichols, Anchorage agent for the Alaska Marine Highway System, said the ferry's 58 berths are filled for every trip. But the Tustumena's 200-passenger capacity is seldom filled, said Nichols.

Most people booking on the Tustumena look on the trip as a weekend excursion and not essentially as a means to get

from one point to another, he said.

For the same reason, said Nichols, the hold, capable of carrying 54 cars, is seldom full leaving Anchorage. From Kodiak and Homer to Anchorage, however, the Tustumena carries full load.

More than half the summer passengers, Nichols estimated, were local residents, while the rest were tourists.

Whether the run will be continued next summer is still to be decided, and the decision will depend on available financing and evaluation of this year's operation.

Meanwhile, the Tustumena will continue to ply the waters of Cook Inlet until Sept. 30, when it steams into its home port.

**SPEND SUNDAY
SEPT. 28 AT SEA**

**ENJOY THE
FABULOUS
GLACIER BAY
TOUR**

M/V Wickersham sails from Auke Bay at 9 a.m. Sunday, Sept. 28—Returns same day at 10 p.m.

ADULT FARE \$15.00
CHILDREN-HALF FARE
(not including food or beverage)

Berth for the trip: Same as one way
Juneau to Haines

SEE YOUR
LOCAL TRAVEL
AGENT OR
phone ferry
586-5385



SAFETY REGULATION—M/V Wickersham - Registered in Panama meets international safety standards for new ships developed in 1960 & meets 1966 fire safety regulations. This notice to passengers required by public law, 88-777.



Longer Tustumena
Makes Debut Here
(See Cover Story Page 4)

*the
Nor'wester*



Volume 3, No. 8



INLANDBOATMEN'S UNION OF THE PACIFIC

AUGUST, 1969

Bartlett Joins Alaska Fleet



Newest link in the Alaska Marine Highway is the ferry M.V. E. L. Bartlett shown here sliding off the ways at Jeff Boat Works, Jeffersonville, Indiana. The Bartlett, named in honor of the late Alaska Senator Bob Bartlett, makes three trips weekly Cordova-Valdez-Whittier and return. The ship, which makes its trips in a single day, offers no state-room facilities.

Taku Taken to Seattle

JUNEAU — The M/V Taku, one of the ferries in the Southeast Alaska Marine Highway system, has been sent to Seattle for shipyard repairs after damaging a propeller in the Wrangell Narrows.

Harold Strandberg, the Commissioner of Public Works, announced Monday that temporary schedule changes were being made in the ferry system because of the Taku leaving for repairs.

Strandberg's office reported the vessel suffered the damaged propeller while northbound in Wrangell Narrows early Friday. The ship had encountered a tidal current which set her over to the side of the narrow channel.

Strandberg's office said a jar was felt as the starboard propeller struck an unknown object, presumably a large boulder, lying just outside the course line.

An examination in Juneau showed no damage to the hull, although the propeller blade tips were bent.

The Taku was taken out of service upon reaching Prince Rupert Sunday, and is proceeding to Seattle.

H. J. Lockert, Director of the Marine Transportation Division, said the estimated time of repairs would not allow the Taku to return to service before Oct. 1, and therefore the repairs will be incorporated into the normal winter overhaul work.

Lockert said the scheduling of the remaining ships will now follow the winter schedule which would have gone into effect Oct. 1. The only significant change will be that the M/V Malaspina will now call at Sitka southbound instead of northbound. Otherwise that community would have had two northbound calls per week, and none southbound.

Starting Saturday, the Malaspina trip out of Prince Rupert will cancel her northbound Sitka visit on Sunday, and will be arriving at Sitka southbound on Mondays for the balance of the month.

TAKU DAMAGED; FERRIES ON WINTER SCHEDULE

The winter schedule which would have gone into effect Oct. 1 is in effect now because of the necessity of sending the M/V TAKU to Seattle for shipyard repairs, Commissioner of Public Works Harold Strandberg has announced.

The TAKU suffered a damaged propeller while northbound in Wrangell Narrows early Friday morning. The ship had encountered a tidal current which set her over to the side of the narrow channel. A jar was felt as the starboard propeller struck an unknown object, presumably a large boulder lying just outside the course line, Strandberg said.

A diver examined the bottom of the TAKU upon her arrival in Juneau and reported no hull damage but said that the blade tips on the starboard propeller were bent. Officials of the state ferry system and a Coast Guard inspector boarded the vessel as she continued her scheduled service. A joint decision has been made that continued operation might result in further damage to the shafting, and therefore the TAKU was taken out of service upon reaching Prince Rupert Sunday

night and is now proceeding to Seattle, Strandberg said.

Capt. H. J. Lockert, director of the Marine Transportation Division, said that the scheduling of the remaining ships will now follow the winter schedule which would have gone into effect Oct. 1. The only significant change will be that the M/V MALASPINA will now call at Sitka southbound instead of northbound. Otherwise that community would have had two northbound calls per week, and none southbound.

Starting Saturday, Sept. 20, the MALASPINA trip out of Prince Rupert will cancel her northbound Sitka visit on Sunday, Sept. 21 and will be arriving at Sitka southbound on Mondays for the balance of the month.

Lockert said that estimated time of repairs would not allow the TAKU to return to service before Oct. 1, and her repairs therefore will be incorporated into the normal winter overhaul work and will be awarded according to established bid procedures rather than on an emergency basis.

A number of persons who think they are going to Glacier Bay via the Wickersham on Sept. 28 are in for a big disappointment. We learned today the ferry system has overbooked the special, one-day cruise and is going to have to tell some people who have reservations that they're going to have to forget it. We wonder how they go about doing this. Just pick names at random, or what? At any rate, it's too bad. The special trip is a great idea and we hope there'll be more of them in the future. And they'll keep closer tabs on the reservations.

Lockheed Gets Wickersham Job

The state ferry MV Wickersham will undergo \$63,263 worth of modifications and drydock work later this month. The low bid for this work accepted by the Department of Public Works was from Lockheed Ship Building and Construction of Seattle.

The ship, now being worked

on by its crew in Seattle, will have a complete hull inspection sometime this week. Following the drydocking, modifications including a fire screen bulkhead, new ladder handrails and berth supports, will be made.

The ship will return to service Nov. 1, leaving from Vancouver, B.C.

Correction

The Wickersham will make its first trip after annual overhaul from Seattle Nov. 17. The Empire incorrectly reported the date to be Nov. 1 yesterday. The ship will make stops in Vancouver and Prince Rupert, B.C. and all Alaska ports going north leaving from Seattle every Monday. It will make stops in Sitka on some north and southbound sailings.

Pick Up Cruise Tickets!

Channel area residents wanting to make the one-day trip on the MV Wickersham to Glacier Bay Sept. 28 are urged to pick up their tickets promptly, Marine Highway Traffic Manager David M. Kellogg said Friday.

Inquiries indicate an unexpectedly large interest in the excursion, Kellogg said, and "we are fast approaching the maximum number of passengers we can handle."

"Reservations will not be confirmed until tickets are purchased," Kellogg said. "We have taken names of those requesting reservations so we would have some idea of how much food to stock on the ship," he continued. "It was not our intent to confirm these reservations. They will be confirmed when people pick up their tickets."

As of noon Friday, the public was unable to purchase tickets for the cruise, but names were being placed on a waiting list.

All deluxe 700-type staterooms as well as 500-type and 300-type are booked, Kellogg said, and all reservations for these will be honored. Some economy 100-type staterooms are still available, he said.

Asked if a second excursion were under consideration, Kellogg said the Wickersham is due to sail south immediately after Sept. 28 for overhaul. The ship will depart for Glacier Bay from The Auke Bay terminal at 9a.m.

Dear Editor—

I want to express, thru your column, my appreciation to the Division of Marine Transportation for the opportunity to be aboard the "Wickersham" trip to Glacier Bay. The ship is wonderful and it gave so many residents of Juneau a "taste" of wanting to make further trips. It also was the opportunity of many residents to see our near national monument. The cost was far less than individual trips would have been to see as much.

I want to pay tribute, also, to the crew who served all the people so well and courteously. They never complained of the long hours or big crowd to serve.

I sincerely hope we will have other day trips such as this in the future.

Virginia Blanchard

CAN'T STRETCH VESSELS

Ferry Officials Get Earful in Sitka

By THAD POULSON

The three top officials of the state Marine Highway System held a hearing in Sitka today on the winter ferry schedule and spent most of the time hearing complaints about the lack of service.

Harold D. Strandberg, Commissioner of the Department of Public Works, Capt. H. L. Lockert, director of the department's Division of Marine Transportation, and Capt. William Bendixen, the second ranking official in the division, appeared at the session in the Centennial Building.

Strandberg opened the hearing attended by about 50 area residents, by outlining the service that would be available to Sitka this winter. The Chilkat, which is being replaced on its Prince William Sound run by the new ferry Bartlett Oct. 1, will be available then for service between Juneau and Sitka, he said. In addition, the Wickersham will be able to call at Sitka once each week, and it has not yet been decided whether it would be on a north bound or south bound trip.

The first hour of the hour-and-a-half session was spent with the Juneau officials fielding complaints about the ferry service generally. The main one was that Sitka has been having at most two ferries through each week in each direction, while other points in Southeastern Alaska have daily service.

"I'd be less than honest if I said we could bring more ships in," Strandberg said. He disagreed with the contention that some of the traffic that is

handled at Ketchikan would be transferred to Sitka if additional vessels were routed here at the expense of stops at Wrangell, Petersburg and Ketchikan.

Capt. Lockert pointed out that the main purpose of the Marine Highway System is to link the ends of the paved roads. Bendixen also observed that it was impossible to please every town on the system, and every one had complaints because of the limitations on the number of ships available and the tides, which restrict schedules through Whitestone and Sergius Narrows.

With the addition of the Chilkat the winter schedule will bring increased service to Sitka. The city will lose one stop per week by the Wickersham.

The tentative schedule, Strandberg, said was for one "blue ship" — the Taku, the Matanuska or the Malaspina — to call northbound on Saturday and to arrive southbound on Monday, the same as last winter's schedule. The Chilkat, a 90-foot vessel with no passenger state-rooms, would arrive in Sitka on Tuesday, spend one day in port here while the crew rested,

and return to Juneau on Thursday.

The Chilkat, the oldest and smallest vessel in the ferry system, does not have quarters for an extra crew, unlike the other ferries, so the one-day layover will be required after the 15-hour trip to and from Juneau.

Between trips to Sitka, Strandberg said, the Chilkat would make trips to Hoonah from Juneau.

"I have to warn you it won't be completely satisfactory," Strandberg said. It is a stopgap measure."

"Our long-range plans call for augmenting service by the addition of two Bartlett-Class vessels."

The state has applications in for federal funds under the mass transportation act administered by the Department of Transportation. Strandberg said he had not been able to meet with Secretary of Transportation John Volpe, who is on a whirlwind tour of Alaska.

All three of the officials stressed their desire to serve as many people as possible and vigorously denied that schedules had been designed to be more advantageous to Prince Rupert, B. C. than to Alaska Highway terminus at Haines.

"There is more southbound traffic at Haines than North and southbound at Prince Rupert," he said.

The suggestion was made from the audience that the stop of the northbound blue ship at Sitka be on Friday instead of Saturday in order to permit

a long weekend round trip to Juneau.

Plans tentatively call for the Wickersham, which cannot carry passengers between American ports, to call southbound on Wednesdays.

The widening and deepening of Sergius and Whitestone Narrows, approved by Congress but not yet funded, will reduce the in-port time in Sitka, Strandberg said, but will make increased service possible. The ferries can travel the narrows only at slack tides because of the swift currents.

Strandberg invited the Chamber of Commerce or any other organization in Sitka to send someone to Juneau to participate in drawing up a schedule.

After hearings in other cities, the schedule is to be published around the first of September, he said.

E. L. Bartlett Is Newest Alaska Ferry



The Bartlett was greeted on her Seattle arrival by a host of interested un-official and official people. Among them were: Joe Rockstead, port engineer for Alaska State Ferries; Capt. "Red" Lockert, Alaska Director of Marine Transportation; and Harold Stranberg, Commissioner of Public Works for the State of Alaska.

NO EASY ANSWERS

The three top executives in charge of the state marine transportation system must have thought they had walked into a hornet's nest yesterday when they opened the Sitka hearing on ferry scheduling.

Controversy is no stranger to the embattled officials, and Sitka is the system's stepchild, but we believe the Public Works Department trio deserved better than they got yesterday.

Public Works Commissioner Harold Strandberg, a hard-nosed administrator, laid it on the line. The existing vessels are overburdened. There is no money for additional ferry construction. The boats are getting older and can't keep up the pace of the former schedules.

There will be one less boat available all winter because of the maintenance schedule.

And although they didn't complain about it, Strandberg and Marine Transportation Director Red Lockert must consider the Wickersham an albatross about their necks.

These are the facts of life, and no amount of recriminations against the ferry system administrators will change them.

In response to our demands, they have given us the 90-foot Chilkat, for shuttle runs between here and Juneau. They have also offered a once-a-week stop of the Wickersham.

As a result, our meager winter schedule will actually provide more service than the summer one.

Strandberg, Capt. Lockert and Capt. Bendixen didn't come expecting thanks for their efforts, but we believe an expression of our appreciation would have been in order.

The Chilkat is not the answer to our problems, as Capt. Lockert pointed out. It is short and rough riding, has austere passenger facilities, no staterooms, and limited car deck capacity.

But even as a stop-gap, which the Juneau officials very frankly said it would be, it is better than nothing. There are probably other schedules to which the boat would be more suited, but Sitka is getting first crack at it.

The purpose of the Juneau men's trip here yesterday was to get suggestions on the winter ferry schedule. Unfortunately, no one from Sitka was prepared with the facts and figures to make meaningful suggestions and few in fact seemed inclined to make any.

Chamber of Commerce President Al Schafer said he believed the ferry schedule was purposely set up to favor Prince Rupert, B. C. at the expense of Alaskan communities.

As we here in Sitka should know, the tides are a major factor in setting schedules to this city. And rejiggering departure times from Prince Rupert would have the immediate effect of putting the vessels in here in the pre dawn hours of morning. It is preposterous to suggest that the ferry system has any intention of benefitting Canadians more than Alaskans.

The obvious defect in the reasoning that another trip to Sitka could be fitted in by bypassing Ketchikan, Wrangell and Petersburg is that it takes a whale of a lot more time to go around the horn to Sitka than it does to make a couple of quick stops on the main line.

We're treading on thin ice when we start talking about beefing up our service at the expense of wholesale cuts elsewhere. It would be advisable to have the facts and figures in hand when these suggestions are made.

The answer to the ferry dilemma is more boats. We don't have more boats in prospect, but our needs are recognized in the long range plans.

Until they come to fruition, the most constructive course for us in Sitka to follow is that opened by Commissioner Strandberg. To take an active part in setting the schedules to our own community of the vessels that are available.

Change of Pace

... Change of Place

Ferrying To Alaska

THE INSIDE PASSAGE, ALASKA.

As the ocean-going ferry Matanuska turned north up Puget Sound, her white wake perfectly framed Seattle's distant Space Needle and skyline glittering in the late-afternoon sun. It was a picturesque start for the four-day voyage on the Alaska Marine Highway, which winds north through the coastal islands of British Columbia into the panhandle of Southeast Alaska.

The 954-mile passage is the world's longest ferry route, and one of the more scenic. The travel posters highlight glaciers, evergreen-studded hills and snow-capped mountains—all against a bright sun and blue waters. But they omit other things—like nasty weather, which crew members allow is normal.

For the first two days, in fact, overcast and mist followed our course, fog filling the mountain valleys of spruce and hemlock and obscuring the mountain tops. Only at sea, though, can one find such a symphony in gray. The overcast hangs about 500 feet above the sea, which itself appears a duller, deeper shade of gray. Only the greenish tinge of evergreens, breaking through where the fog turns wispy, separates the scene from a similar day on the high seas.

About 40 hours out of Seattle, Matanuska neared her first port of call, Ketchikan, the state's fourth largest city. Rain was falling lightly, and Capt. Tilman Dagle, a sea dog of the old school, recounted a local saw: "The people here say if you can't see Deer Mountain up behind the town, it's raining. And if you can see the mountain, it's getting ready to rain."

Known for Its Rain

The quaint town sits on a narrow strip of land at the base of the 1,000-foot peaks, and it is proclaimed "the salmon capital of the world." But it's best known for its rain—135 inches annually, give or take 10 or 20 inches. "Lloyd's of London once guaranteed that it would rain 360 days one year," a waitress on the ferry smiled.

Late that afternoon the 352-foot-long





ship slowed from its normal 16 knots to turn inside of Boat Bluff, a sheer cliff with a small lighthouse at its base. After the initial turn to the right the ship veered back left in a blind turn made even more hazardous by shoals less than 100 yards off either side of the channel. That turn just marked the beginning of the Wrangell Narrows.

The narrows run for 20 miles, and at most places the channel is but 300 feet wide, a space the 74-foot-wide Matanuska seemed to more than fill. "If it fogs in once the ship starts up the narrows," Captain Dagle said, "we can't turn around in the channel. We have to feel our way forward." The ship must make at least 46 course changes in the serpentine passage before it comes out.

As the ferry neared Petersburg, a fishing village inhabited by persons primarily of Scandinavian origin, the grizzled mate on watch turned to one of the passengers on the bridge of the ship, "In the old days the skippers would know they were keeping in the channel if they were heading directly for the red lights on that point—Martha's house, and a fine one it was."

Small Price for Beauty

Finally on the third day the weather broke. Though the trip had been enjoyable to here, now it surpassed the optimum beauty depicted on travel posters. The waters resemble Norwegian fiords, and the two days of dank weather were a small price for this beauty.

The Matanuska nosed into yet another restricted passage, this one between Chicagof and Baranof Islands. On one end lies the Sergius Narrows and on the other, the Whitestone Narrows. In between was one of those characteristically treacherous channels with low, green hills rising on either side.

Graceful Arctic terns cut overhead and bald eagles could frequently be seen perched high in trees. Though bears and moose are common here, we didn't see any. But in the water porpoise played in the bow wake and two killer whales approached about 100 feet away.

R. D. Pratt, a sawmill owner in Portland, Ore., marveled at the seemingly never-ending stands of trees. "I thought we had a lot of good timber down home," he said, "but this is unbelievable." To be sure, the state restricts logging from hillsides along the ferry passage to preserve the scenic beauty, and only infrequently a barren, open hillside appears. These channels, inlets, and islands remain much like when Captains James Cook and George Vancouver explored

them in the late Eighteenth Century.

We had loafed toward Sergius Narrows, waiting to catch a good tide. Like the rest of the panhandle, the tide here has an 18-foot range, about 7-knot current, and when it's out, the Matanuska, drawing 16 feet, can't make the passage. Then ahead of us rose Mt. Edgecumbe, a 3,721-foot volcanic peak that strongly resembles Mt. Fuji in Japan.

The mountain guards Sitka's island-studded harbor. This is where the Russian American company, chartered by Russia, ruled the territory from 1804 until 1867 when the United States purchased Alaska for \$7,200,000. Today Sitka relies on fishing and the forest-products industry, but its historical shrines—totem poles, war canoes, and fort foundations—remind one of the days when it was known as "the Paris of the Pacific." The oldest building still standing was built in 1842, but the famed Russian Orthodox St. Michael's Cathedral was destroyed in a fire in 1966, though church members saved most of the icons and are now reconstructing the church.

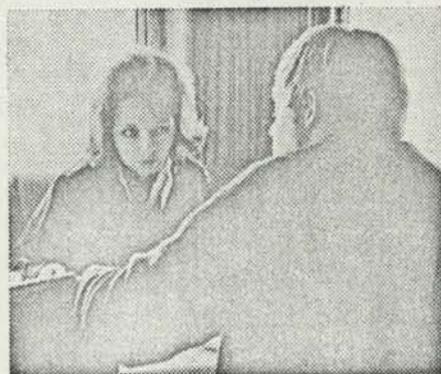
Sitka, alone of the southeast Alaska cities, sits exposed to the Pacific. While that had been an advantage in days of sail, today it means the charming town of 7,000 is off the beaten marine highway, receiving only four ferries weekly.

Marine vehicles, as they call the huge ferries like Matanuska, substitute for highways in this watery, remote land. Rates seem high until one considers the distances involved; for example, it is 954 miles from Seattle to Skagway, the northernmost port. A one-way ticket costs \$58 and a berth would be about another \$20. But though Matanuska can carry 500 passengers, she has bunks for but 100. The others either sleep in reclining lounge chairs or in their campers, cars, or trailers in the well deck.

Where Highways Join

More than 100 cars can be loaded for a trip, and the cost to transport a standard passenger sedan from Seattle to Haines, a town just 10 miles south of Skagway, where the Alaska Highway joins the marine highway, is about \$206; for campers, \$244; and for larger vehicles the price rises proportionately. Fare and schedule details are available from the Alaska Marine Highway System, Box 1209, Seattle 98111.

None of the fares includes meals. The dining room is average in taste; the cost runs about \$10 a day per person. There is a snack bar, and a cocktail bar. According to the bartender, our trip was "quiet as a toothless grizzly. The last trip down to the States was something. The gals were dancing on the tables, and the guys were even setting them up," he said. "Never could close down."



Matanuska conviviality.

Matanuska and her two sister ships weren't designed as plush cruise ships, but rather as economical ferries. Still, she is clean and comfortable, though austere and plain. Staterooms and two huge areas packed with reclining chairs are on the main deck. The second deck sports a large, glass-enclosed room where passengers can view the sights without braving the raw winds of the open deck.

Although there were a number of families and a few students, most of the passengers were older. Bert and Marjorie Richter, for example, planned this trip for years. "I worked on blasting open parts of this passage for the Corps of Engineers," he explained, "but this is the first time I've just enjoyed the ride up." Or James Ferris of Tennessee, a white-haired sheet-metal worker who annually comes to Alaska: "I'll work about three months up here and then go back to the cabin I've built on Kentucky Lake to

hunt and fish the rest of the year."

Captain Dagle explained that summer, of course, is the best time to take the scenic cruise. But he added that winter is far better than early spring or late fall. "Sure it gets cold in the winter," he said, "but you see those green trees above the snow, the clear skies and blue waters—a little snap in the air. I like it best then."

But the next morning it was cold enough. The steward had hammered on the stateroom doors an hour before Matanuska was due in Haines. R. D. Pratt, the sawmill operator with whom I shared a stateroom, and I jumped from our bunks to spot our location. "The scenery this morning is supposed to be good enough to pay for the trip," he said.

It was. About a minute after we had stumbled onto the open deck we could see two huge glaciers snaking out of their clefts in the mountains, the Davidson and Rainbow. They nestled in valleys about two-thirds of the way up the 6,000-foot mountains that rose sharply on either side of the inlet.

THE NATIONAL OBSERVER



Captain Dagle, sea dog: He favors winter's snap.

The ship had stopped at Juneau at 1 a.m. and was now in the final approaches to Haines and Skagway. Where the country earlier had been full of hilly timber, it now was dominated by steep peaks with barren, brown sides and plenty of snow. "It snowed about four inches in the mountains last night," a crew member said.

Changing Colors

The nip in the air seemed to prove that. Too, the water was changing color. Before we hit the glacier country, the waters were shades of blue or gray, depending on the sky. Now they were a

deep turquoise. One heard mostly trite expressions from other passengers like, "It's beautiful . . . sensational . . . It's even prettier than the pictures." And it was.

Skagway, which had been the miners' jumping-off place for the gold country in the Yukon in 1898, was the Matanuska's destination. A few couples who had boarded in Seattle were staying for the round trip. But most who hadn't left at Haines and the highway, unloaded their cars here, shipping them by rail across the mountains to the highway.

Most tourists spend a day or two here. Skagway had once boomed with 30,000 residents. The railroad station says A.D. 1900. Today the population is less than 1,000, tourism keeps the town going, and there just aren't many young people around. "Alaska's the land of the future, Skagway's the town of the past," the young manager of the Sourdough Inn said. But the town and surrounding mountains are scenic wonders—just like all of the voyage up the Inside Passage.

—JOHN PETERSON

WICKERSHAM IS BOOKED

Only passengers now holding confirmed stateroom reservations for Sunday's Glacier Bay excursion of the M.V. Wickersham can now be accommodated, according to David Kellogg, traffic manager for the Marine Transportation Division.

They must pick up their tickets by noon Thursday or cabin space will be automatically retaken, Kellogg said.

WICKERSHAM

JUNEAU (AP) — The M-V Wickersham will leave Juneau next Monday on a special trip to Vancouver and Seattle via Petersburg, Wrangell, Ketchikan and Prince Rupert.

H. J. Lockert, director of the Division of Marine Transportation, said that upon arrival in Seattle, the vessel will enter a shipyard for her annual overhaul. On completion of that, the ship will commence her regular winter schedule in the south-east Alaska ferry system.

NOTICE TO WICKERSHAM PASSENGERS

The Alaska State Troopers request that all persons planning to depart on the MV Wickersham for Glacier Bay Sunday make arrangements for transportation to the ferry terminal at Auke Bay.

Due to the limited parking space at the ferry terminal, a serious traffic problem will result if vehicles are left there, a troopers spokesman said. It is requested, if at all possible, that you double up with friends, or have somebody transport you to the ferry terminal, he said.

The Northland Motor Coach line will have buses available for transportation to and from the ferry terminal. Arrangements and information may be obtained by contacting the bus company.

Personnel will be on duty to assist in parking a limited number of vehicles in the terminal parking lot. Parking will be permitted on the bay side only of Glacier highway in the vicinity of the ferry terminal. Vehicles parking along the highway must be completely off the roadway. Any vehicles parked so as to obstruct traffic will be impounded, the troopers warned.

We can't get anyone to admit it, but it looks like the M. V. Wickersham will set some sort of record, passenger-wise, when it steams out of Auke Bay at 9 a.m. Sunday morning for Glacier Bay. There are, as of late Thursday afternoon, over 1,100 tickets sold and the vessel can carry 1,300 on this type of a day cruise. Those making the cruise to Glacier Bay should have a dandy time on the sleek vessel and they'll be back from the scenic wonderland by 10 p.m. Sunday, again at Auke Bay. Have fun, folks.

We don't know exactly how many people finally got aboard the Wickersham for that Glacier Bay tour but the thought did cross our mind that with over 1,100 tickets sold that this represented nearly 10 percent of our population in this area. We also drove out the highway and can report that one could have shot a cannon down the Auke Bay recreational area stretch of road without any danger of hitting anything. With the success of this venture we can't help but wonder if the Marine Highway people plan more of same with even lower fares. One way of cutting the deficit, even if it isn't supposed to make money.

Is That So . . . ?!

At least one gripe has been registered about the Wicky's Glacier Bay venture. Seems like one man and wife had beaucoup children with them and decided to tough out the trip at the bar. Took up quite a number of chairs for quite a lengthy time. One of our drinking friends reported that they never looked out the windows but the truly criminal part of the entire matter, he said, is that they didn't order anything. Our informant obviously had trouble slaking a very bad thirst.

may day

AUGUST 1969

PICTORIAL NEWS

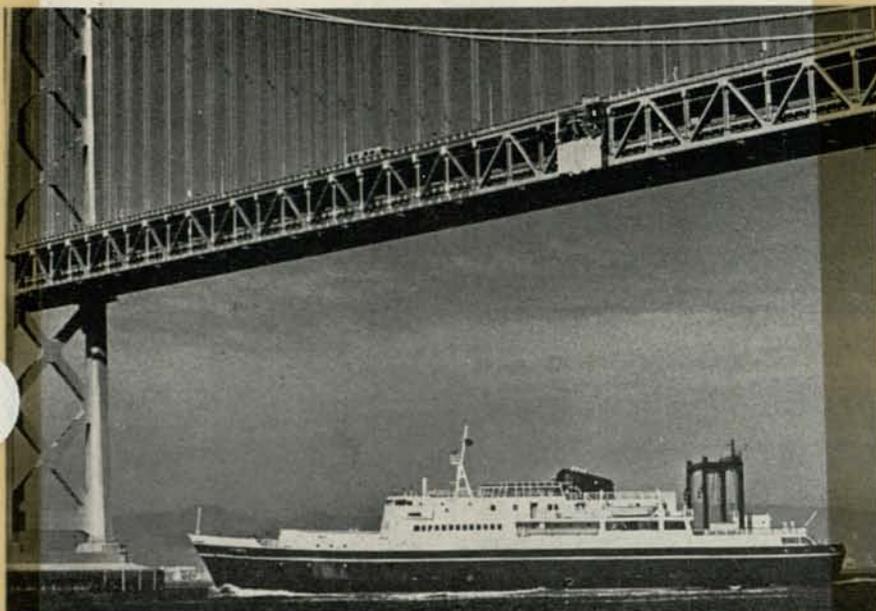
THE WEST COAST'S ONLY MONTHLY MARITIME MAGAZINE



BETHLEHEM, S.F., MODIFIES ALASKA VESSEL

see page 5

Tustumena Returns To Alaska Ferry Service A Better Ship After Jumboizing By Bethlehem



MV Tustumena, her modifications completed, passes under the San Francisco-Oakland Bay Bridge on her way to Alaska after leaving Bethlehem's San Francisco shipyard.

, MODIFIES ALASKA VESSEL



Sun-lovers' delight is this solarium, located just forward of the TUSTUMENA's stack. Measuring 36 feet square, the facility, which will fend off chilly breezes with electric heaters and at the same time permit almost 360-degree visibility, has a welded structural aluminum frame fitted with 150 laminated tinted glass panels. The solarium is enclosed on all sides except the after end.

and auto ferry owned by the State of Alaska, Department of Public Works. For the past four years she has been operating in southwestern Alaskan waters between Kodiak on Kodiak Island and Homer, Seward and Valdez on the mainland. In addition, she carries freight and passengers to and from Puget Sound ports.

Addition of the 56-foot mid-section provided 14 additional spaces for passenger cars or space for 9 more truck trailers. Eight double staterooms for 16 more passengers, four crew staterooms, along with a solarium and an enlarged lounge also were included. Vehicles are loaded and discharged by means of an elevator aft. ©

Welcome Aboard



IT'S YOUR SHIP...YOU CAN BE PROUD OF HER!

On behalf of the State of Alaska, its Citizens, your Captain and Crew — may your cruise be one of your most pleasurable experiences. Life at sea is like nothing on earth!

You're sailing on one of the most modern, safest ships in the world. The Tustumena is equipped with the very best in sea navigation gear for your comfort and safety. You are sailing with a captain and crew who are finely trained professionals in the maritime field — both in operating the ship and in serving you.

The M.V. (motor vessel) Tustumena came into being at Sturgeon Bay, Wisconsin in 1964. During the past few years she sailed Alaskan waters proudly and well, more than earning the "face lifting" she received in San Francisco in the winter of 1969. When she sailed under the Golden Gate Bridge en route home, she was indeed a "new woman" . . . she had been cut in two and had 56 feet added to her middle. The addition included the Solarium, eight deluxe passenger cabins; the new bow thrusters, used along with both propellers and rudders, enabling the ship to depart and dock at right angles (breasting sideways). The new fin stabilizers give her excellent sea riding capabilities which enables her to cope with the sometimes difficult tides and to give you a pleasant voyage regardless of weather or heavy seas. The Tustumena weighs 2,125 tons; she is 296 feet long and 59 feet wide; she has a service speed of 14.5 knots; and she is driven by two 10-cylinder 1,600 HP Fairbanks-Morse Diesel engines, driving twin, direct reversing, screws.

Your ship holds 200 passengers with 25 two-berth staterooms and two four-berth staterooms. Her car deck has space for 54 standard automobiles. You'll notice her unique loading elevator — it's the only one of its kind in the world! This elevator is capable of handling vehicles of 40 tons in weight and 40 feet in maximum length.

MV BARTLETT

The MV Bartlett, which has never been into Juneau, will be open for public inspection Friday between 10 and 11:30 a.m. at the ferry terminal, city dock. She is on her way from Prince William Sound to Seattle shipyard for annual overhaul.

may day

AUGUST 1969

PICTORIAL NEWS

THE WEST COAST'S ONLY MONTHLY MARITIME MAGAZINE



BETHLEHEM, S.F., MODIFIES ALASKA VESSEL

see page 5

Tustumena
A Better



MV Tustumena, her Bay Bridge on her

M.V. T

The total cost of the M.V. Tustumena is approximately \$5 million. At your disposal during the cruise is a large observation lounge and passenger sitting room with comfortable, reclining, airline-style lounge chairs which are available to you at any time for sitting or sleeping. There are also free showers in the aft port side restrooms. Your purser will gladly supply you with towels, and you will find the purser's office located in the observation area. There is another observation lounge with booths, tables and chairs — and for anyone who wants to try it — a piano next to the dining room.

These lounges and the newly added open-air sundeck and enclosed heated and carpeted Solarium give you excellent vantage points from where you may enjoy Alaska's scenic splendor throughout the voyage. The Tustumena's elegant dining room (it seats 47) is matched only by the delicious foods served there. You have a complete and different menu for each meal — breakfast, lunch and dinner — and the choice of cuisine is as wide and various as you would find in any fine hotel. Newly featured is a very popular "all you can eat" buffet on Friday evenings. Snacks are available upon request throughout the day and there are also vending machines with cigarettes and candy handy. Wastepaper receptacles are placed throughout the ship. You'll find the coffee pot is always on in the starboard lounge — help yourself to a cup.

The luxurious and fun cocktail lounge and six-stool bar is open throughout the day and late, late evening, and the mixologist is one of the finest. The ship was designed for your comfort and pleasure. For your guidance, the diagram on the back of the brochure will help you find your way while on board. To further insure your safety in the unlikely event of trouble, the Tustumena carries a full complement of lifesaving equipment. There are two 30-passenger life

"port light" and the porthole covers are called "dead lights." Your room is a "stateroom;" beds are "berths" and the restrooms are called "heads."

CALLING ALL HAMS . . .

Your ship has a special antenna rigged solely for ham radio operation. What's more fun than to bring your ham set aboard and call from your ship in the Pacific Ocean!

TO YOU PROUD PARENTS AND PET OWNERS —

Children are most heartily welcome aboard the Tustumena. For their safety's sake, please refrain them from running about the decks. You are completely responsible for your children, and it is necessary to keep track of them at all times. Both you and your children should be watchful of the possibility of the doors slamming in sea motion. Pets are allowed only on the vehicle deck, either in your car or controlled on a leash.

AND ABOUT THAT COOK INLET . . .

The Cook Inlet is acknowledged to have the second highest tides in the world — approximately 35 feet high at its maximum. Cook Inlet silt, made up of volcanic ash, glacial gradings and earth particles, is kept in almost constant suspension because of the high speed of tides and is some of the finest silt in the world. Don't be alarmed by the color of the water in the restrooms — it's only muddy as you cruise through the Inlet!



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Sun-lovers' delight. The solarium, 3,000 square feet square, the facilities permit almost 360-degree views through tinted glass panels. The solarium is enclosed on all sides except the after end.

and auto ferry owned by the State of Alaska, Department of Public Works. For the past four years she has been operating in southwestern Alaskan waters between Kodiak on Kodiak Island and Homer, Seward and Valdez on the mainland. In addition, she carries freight and passengers to and from Puget Sound ports.

Addition of the 56-foot mid-section provided 14 additional spaces for passenger cars or space for 9 more truck trailers. Eight double staterooms for 16 more passengers, four crew staterooms, along with a solarium and an enlarged lounge also were included. Vehicles are loaded and discharged by means of an elevator aft.

MV BARTLETT

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may day

AUGUST 1965

PICTORIAL NEWS

THE WEST COAST'S ONLY MONTHLY MARITIME MAGAZINE



BETHLEHEM, S.F., MODIFIES ALASKA VESSEL

see page 5

Tustumena
A Better



MV Tustumena, h
Bay Bridge on her

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to you at any time for
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These lounges and the
enclosed heated and
vantage points from
splendor throughout
dining room (it seats
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M.V. TUSTUMENA

The M.V. Tustumena is approximately 400 feet long. At her disposal during the cruise is a large observation lounge with comfortable passenger sitting room with comfortable style lounge chairs which are available for sitting or sleeping. There are also two aft port side restrooms. Your purser will provide you with towels, and you will find the observation area. There is a lounge with booths, tables and chairs for those who want to try it — a piano next to

The newly added open-air sundeck and carpeted Solarium give you excellent views where you may enjoy Alaska's scenic beauty during the voyage. The Tustumena's elegant (47) is matched only by the delicious food. You have a complete and different menu for breakfast, lunch and dinner — and the menu is as wide and various as you would find on land. Newly featured is a very popular "all you can eat" Friday evenings. Snacks are available throughout the day and there are also vending machines and candy handy. Wastepaper receptacles throughout the ship. You'll find the purser's office in the starboard lounge — help

The cocktail lounge and six-stool bar is open all day and late, late evening, and the ship is the finest. The ship was designed for your pleasure. For your guidance, the diagram and brochure will help you find your way and to insure your safety in the unlikely event. Tustumena carries a full complement of lifeboats. There are two 30-passenger life

boats; there are eight 25-passenger self-inflating life rafts; there are life preservers for 238 passengers and 24 preservers for children.

In the event of a crisis, the general alarm would be sounded, and passengers would be informed of the situation and given directions via the public address system. Fire and life boat drills are conducted by the ship's crew weekly to maintain proficiency and to meet U.S. Coast Guard requirements. The M.V. Tustumena registered in the U.S. and meets international safety standards for new ships developed in 1960 and meets the 1966 fire safety requirements.

ABOUT YOUR CREW

There are 37 crewmen working around the clock to operate your ship and to serve you. The Deck Officers are the Captain, Chief Mate and Second and Third Mates. The Engineering Officers are the Chief Engineer and his First, Second and Third Assistants, and they are in complete charge of all mechanical equipment aboard. The Chief Steward is in charge of the galley, dining room and cocktail lounge. The Purser is in charge of the passage (fare) of the passengers and their accommodations.

With the exception of the Captain, the Chief Engineer, the Chief Steward and the Bosun, the crew members stand four-hour watches and are off eight. Many of the crew live permanently on board 30 days per month. All of the crew are on duty seven days per week. They are at sea six days per week and have one day in port in Seward. The Officers and Crewmen of the M.V. Tustumena are proud of their ship. They work hard at operating her in the best possible manner . . . they work hard at making your stay on her a most enjoyable and pleasant one. Don't hesitate

to ask any question you wish — your crew will be more than happy to tell you all about life at sea and give you information on the various points you'll pass and ports at which you'll dock.

AND ABOUT THOSE BELLS . . .

The bells you will hear ringing throughout your cruise are a ship's system of telling time. It dates back to the Fifteenth Century when the hourglass was the most up-to-date clock available. Since the mariner's time is divided into six watches, four hours each, the bell system was devised to tell the crew the time — time for rest or time for work. The end of a four-hour watch is always marked by eight bells. Thus, at midnight you will hear eight bells. From then on, starting with one bell and increasing by one bell each half hour, a four-hour watch is rung off. To be more specific — 12:30, 4:30 and 8:30, both a.m. and p.m., would be one bell; 1 o'clock - 2 bells; 1:30 - 3 bells; 2:00 - 4 bells; 2:30 - 5 bells; 3:00 - 6 bells; 3:30 - 7 bells; and 4:00 - 8 bells. In ancient times the hourglass had to be turned over every half hour and the bell sounded for each run. Therefore, two bells meant the passing of a full hour. In today's era of watches and clocks, the bells are used more as tradition than as a method. Mariners rely upon . . . but it remains a wonderful tradition.

NAUTICAL — BUT NICE SHIP JARGON . . .

Like every profession, mariners have a special vocabulary all their own. Here's just a portion of it for your use on board: to the left of the ship is "port;" to the right is "starboard," to the rear "aft;" the floor is the "deck;" the ceilings are "overheads;" the door may be either a "hatch" or a "port;" round windows are "portholes;" the window pane is the

... except the after end.

Addition of the 56-foot mid-section provided 14 additional spaces for passenger cars or space for 9 more truck trailers. Eight double staterooms for 16 more passengers, four crew staterooms, along with a solarium and an enlarged lounge also were included. Vehicles are loaded and discharged by means of an elevator aft. ©

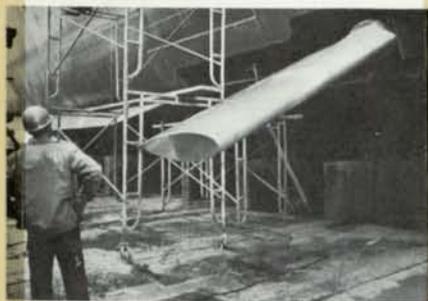
MV BARTLETT

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BETHLEHEM,

Major structural changes under a \$2-million contract were completed May 29 on the Alaskan passenger and auto ferry, M. V. TUSTUMENA at Bethlehem Steel Corporation's San Francisco shipyard. Principal among these was the addition of a 56-foot-long section which increased the overall length of the vessel to 296 feet, a retractable fin stabilizer system, new generators and a 400-hp bow thruster to assist in docking.

Lengthening the ship and the addi-



The TUSTUMENA's stabilizers are of the horizontal, swing-out oscillating fin type. A sensing mechanism sends an impulse to a hydraulic pump which tilts the fin in the direction which is designed to reduce the ship's roll to approximately 10 percent of that which would be experienced when retracted.

tion of stabilizer fins will considerably decrease her pitch and roll as she operates in extremely rough waters. This will mean much more comfort for her passengers.

Sir:

I have just recently returned to Seattle from Alaska and have discovered that after traveling, one remembers many things. Naturally there are the places visited, but along with that there is the treatment received while touring. This is my reason for writing this letter, for if any of your readers plan a trip through the Alaska "Pan Handle" let me recommend the Alaska Marine Highway System.

I made my trip aboard the Matanuska and found the service excellent! This was especially true in the dining area. Not only was the food delicious, but the service afforded one, particularly by David Wollenweider (a waiter) and Mike Peacock (a bus boy), was outstanding.

I would sincerely recommend to anyone planning a tour of this type to take the Matanuska and receive the "red carpet" service offered by the aforementioned persons, as well as the other members of B-crew of that vessel. I guarantee that they'll find the voyage as pleasurable as the lands visited.

Sincerely,
Don Dunlap
3968 59th Ave. S.W.
Seattle, Wash., 98116



Berth for the trip: Same as one way
Juneau to Haines

SPEND SUNDAY SEPT. 28 AT SEA

ENJOY THE FABULOUS GLACIER BAY TOUR

M/V Wickersham sails from Auke Bay at 9 a.m. Sunday, Sept. 28—Returns same day at 10 p.m.

ADULT FARE \$15.00
CHILDREN-HALF FARE
(not including food or beverage)

CHOW TIME ABOARD THE WICKERSHAM

So you think preparing company dinner for eight is a challenge...

Last Sunday as the MV Wickersham glided up to Glacier Bay and back, a team of cooks and waiters served 1,700 meals to the 1,280 passengers aboard. They began with breakfast, then from 11 a.m. until the ship returned to her Auke Bay dock at 10 p.m. they supplied a continuous smorgasbord buffet. Meantime, up in the cafeteria

IT WAS THE decisions that were rough when confronted with the tantalizing, inexhaustible buffet. Fifty pounds of shrimp, 80 pounds of King crab, and 150 pounds of ham were only part of the array. Staff declined to even try estimating the gargantuan

amounts of coffee brewed on the trip. Vessel was stocked from the subport warehouse.

an uncounted number of consumers dealt with 30 gallons of chili and 500 sandwiches, while down on the car deck, Boy Scouts wrapped themselves around 209 hot dogs, all supplied from the Wickersham's galley.

It all began the Wednesday before when a crew of three began to roast 300 pounds of beef, 200 pounds of turkey, 300 pounds of halibut and 245 pounds of salmon.

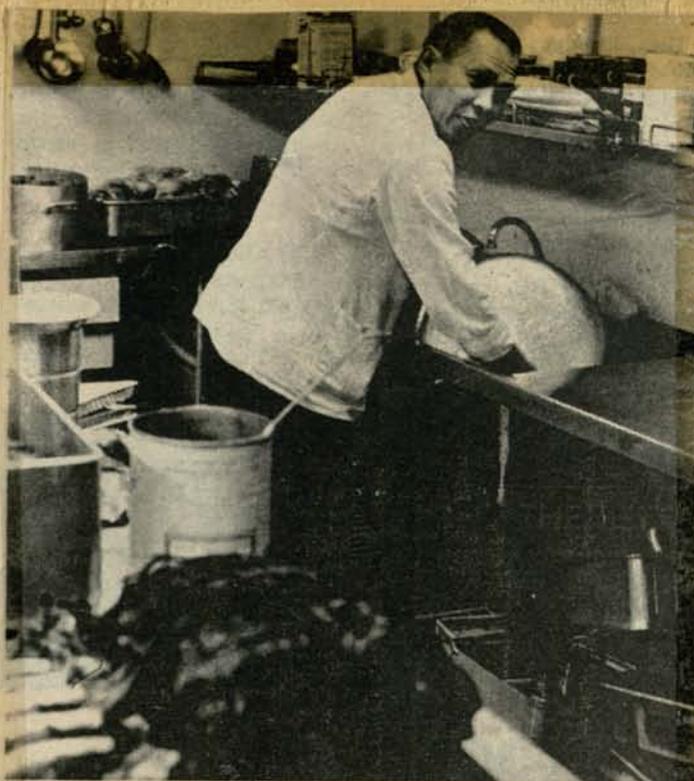
By Sunday the galley crew had grown to nine. Bakers produced 120 dozen rolls, and salad cooks washed six crates of lettuce, four crates of romaine, and jelled 12 gallons of moulded salad.

"It was the combined effort of the Wickersham's A and B crews," said chief cook Norman Gilchrist. "We all worked as a team to pull this off."

It was evident in the non-stop effort of both galley and dining room personnel. Chief steward Gordon Tate kept 10 waiters continuously on the job.

Steward Inspector Bill Westlake, who keeps an eye on the six ferries in both the southeast and southwest gulf areas, was impressed by the way the entire crew worked. "Everybody pitched in and pulled his own weight," Westlake observed happily.

Westlake agreed to share one of the ship's recipes with Empire readers: "Take one gallon of cottage cheese..."



POTS AND PANS are washed by Tommy Llanos of Ketchikan. "A very important job," said his chief.



PLANNING BEGAN three weeks earlier and cooking started four days before to produce the non-stop smorgasbord for the Wickersham's Glacier Bay crowd.

STATE OF ALASKA

DEPARTMENT OF PUBLIC WORKS

OFFICE OF THE COMMISSIONER

October 10, 1969

KEITH H. MILLER, Governor

POUCH Z—JUNEAU 99801

Captain H. J. Lockert, Director
Division of Marine Transportation
Department of Public Works
Juneau, Alaska 99801

Dear Captain Lockert:

Governor Miller and I would like to express our appreciation for the fine planning and organization of the Glacier Bay cruise of the WICKERSHAM on September 28 accomplished by you and your Division.

As you were on the ship, I am sure you received many compliments from our passengers regarding the courteous and efficient service performed by the crew. We realize, however, the work that preceded the cruise and want to thank you and your staff for your endeavors.

The cruise was a great success, and I believe the Division of Marine Transportation can be justly proud of the end result. Please extend my appreciation to your staff.

Sincerely,


Harold D. Strandberg
Commissioner

Enclosures



CHIEF COOKS Norman Gilchrist (left of Douglas) and Bill Chadwick of Ketchikan worked together on the entire project. Gilchrist is chief of the Wickersham's A crew, and Chadwick heads her B crew.

Ferry To Hoonah

Hoonah will be served by the state ferry system beginning early next year, Herbert Lockert, director of the state division of marine transportation, told the Empire today.

The village will be served by once-a-week runs from Auke Bay by the vessel, Chilkat, now serving on the state's Southwest system. The ship will also make weekly runs between Auke Bay and Sitka.

The state division of water and harbors is seeking a Department of Army permit to build a ferry terminal ramp and three seven-pile dolphins in Hoonah.



"I'VE GOTTA DRAW THE line somewhere," said one woman with a phenomenal collection on her plate. Attendance at weight-watchers groups in the Gastineau Channel area was expected to increase following the cruise.

WICKERSHAM TO RETURN

JUNEAU — The fancy girl of the Alaska ferry fleet, the Wickersham is scheduled to return to the Seattle run Oct. 1, according to the Dept. of Public Works.

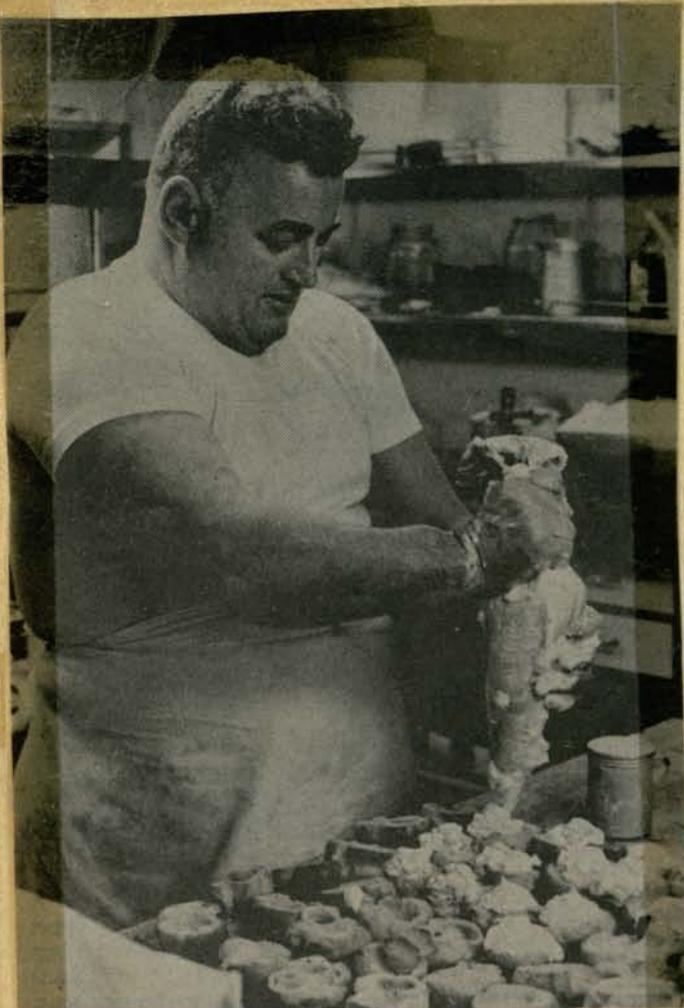
Winter service between Prince Rupert, B.C. and Skagway will be twice a week in both directions.

The Seattle run will be continued once a week through mid-November, when the Wickersham is expected to enter the Seattle-Vancouver-S.E. Alaska trade on a weekly basis.

Capt. H.J. Lockert, director of the division of Marine Transportation also said, as of this week, passengers will not have access to cars while the ferries are underway. This is in accordance with Coast Guard regulations.



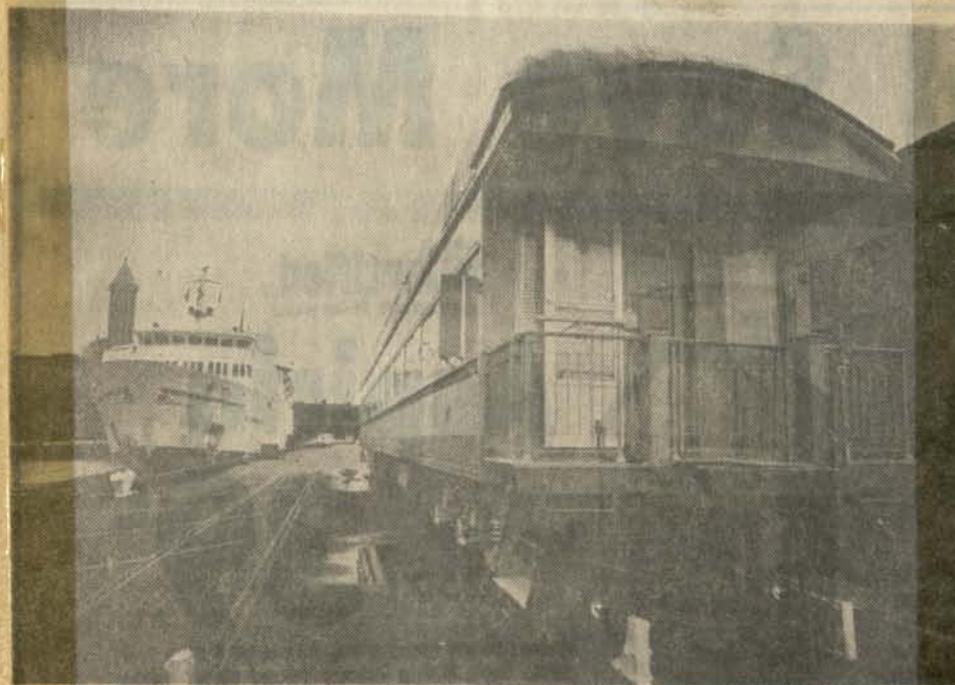
SUNDAY'S GLACIER BAY cruise by the MV Wickersham took 1,280 passengers to the National Monument, the biggest load it has ever carried. It was the first such excursion planned by the



40 DOZEN CREAM PUFFS, many in the shape of small swans, were produced by bakers under the direction of former Juneauite Carson Lawrence. Above, Paul White of Ketchikan applies the pressure.

The Seattle Times

Sunday, October 5, 1969



Wickersham Returns

A yellow railroad car which is a Seattle fixture and a white ship which calls here on a regular winter schedule were near-neighbors at Pier 48, with the Smith Tower in the background. The railroad car belongs to Wells McCurdy, industrial-development consultant, who leases trackage for it from the Port of Seattle. The ship is the Wickersham, Alaska State ferry, in Seattle for her annual overhaul—Times staff photo by Ron DeRosa.

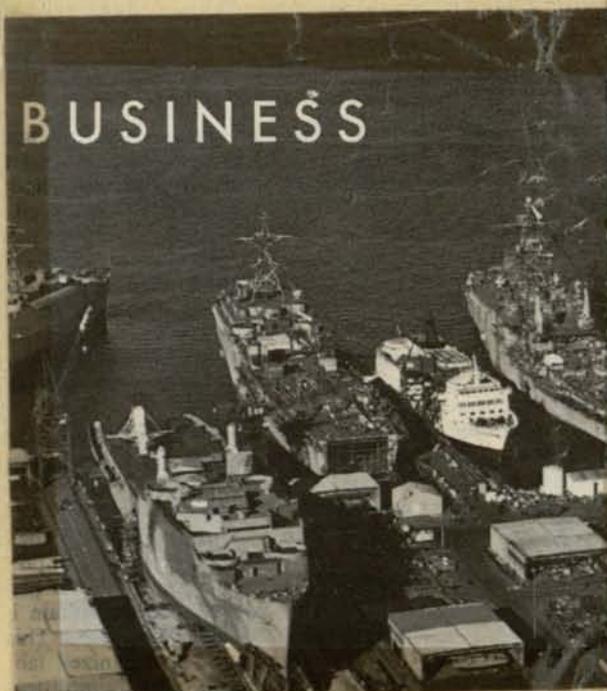
5-35



The Officers and Directors
of
Todd Shipyards Corporation
cordially invite you to attend the
launching ceremony of the
United States Navy Ocean Escort
USS Marvin Shields (DE-1066)
at three o'clock Thursday afternoon
October twenty-third
nineteen hundred and sixty-nine
at the Seattle Division
1801 Sixteenth Avenue Southwest
Seattle, Washington

Mrs. Richard A. Bennett
Mrs. Victoria B. Cassalery
Co-Sponsors

BUSINESS



FERRY OFFICIALS SAY:

Wickersham Revenue Picture Is Brighter

By RETTA RICHARDS
Empire Staff Reporter

The Southeast State Ferry System's largest, newest and most expensive vessel, the MV Wickersham, showed the greatest revenue gains of the four-vessel system during this summer's peak season over last year's figures for the same period.

According to figures obtained by the Empire from the Department of Public Works, the \$7.3 million ship's total revenues jumped \$365,706 for the months of June, July and August over last year's summer months. The ship during its maiden five-and-a-half months' service last year, which included the summer months, operated at a \$500,000 loss.

Wickersham operating costs, estimated by the department to be \$7,273 a day, would total \$702,243 for those three months. Total revenue during that period is listed as \$898,630.

One of the three American-built sister ships on the Southeastern system, The Matanuska, was down \$103,675 over last year. Department officials said the decrease was due to a new routing for the vessel which excludes calls at Prince Rupert, said by officials to be the origin of most Alaska-bound tourists. The ship now sails directly from Seattle to Alaska. The foreign-built Wickersham, unable to carry passengers from Seattle to Alaska because of Jones Act prohibitions, sails between Prince Rupert and Alaska during the summer months.

Officials added that the Matanuska is expected to make up the losses during the off-season.

The Taku was down \$5,055 from last year. The fourth vessel, the Malaspina, showed gains in revenue of \$346,017.

Passenger traffic on the entire Southeast system was up only slightly over last year's summer season, while the Wickersham nearly doubled its passenger load during the peak month of July.

The disproportionate increases in passenger traffic and revenues were accounted for by fare increases on the entire system. The hikes, which went into effect in April, were a 5 percent increase in general fares, 10 percent for staterooms and 22 percent for campers. Automobiles were excluded from the increases.

The Department of Public Works has refiled an application with the U.S. Department of Transportation for funds to purchase two small vessels for interport service, which would cost \$7.9 million. The ships would be U.S. built and designed and carry 200 passengers each.

Funds are made available under the Urban Mass Transit Act for development of urban transportation systems. Seattle obtained funds for new interurban ferries under the act, but the late Sen. E. L. Bartlett of Alaska said last year the act would probably have to be amended before the Alaska ferry system would become eligible for such funds.

"It is the policy of Governor Miller that we shall buy no more foreign built ships," Public Works Commissioner Harold Strandberg said. "We are integrating the Wickersham into

the system now but it was bought by former Gov. Hickel to cover an emergency."

He also said a bill is before the U.S. Congress asking for a special waiver of the Jones Act for the Wickersham. Congressman Howard W. Pollock said here recently he does not expect the bill to pass this year.

The Wickersham, formerly a privately-owned cruising and gambling casino in the Baltic Sea, has operating costs listed by the department as \$7,273 a day during the summer, \$6,415 a day in the winter and \$4,124 a day

during drydock. Total annual expenses are estimated at \$2,341,500.

Expense items include \$800 a day for fuel, \$150,000 a year for insurance and \$45 a day (during the summer) for stateroom laundry.

The entire ferry system at this time receives a \$1.8 million subsidy from the state—\$600,000 to the Southeast system and \$1.2 million to the Southwest, officials said.

The total system showed revenue increases this summer over last of \$341,523.

Wickersham To Bypass Sitka

Commissioner of Public Works Harold D. Strandberg announced today that the M/V Wickersham will make her last southbound call at Sitka for an indefinite period this Friday, due to lack of revenue producing traffic.

Southbound calls at Sitka will be resumed as soon as the traffic demand warrants, he said.

Current schedules will remain unchanged with the single exception that the vessel will now sail southbound from Juneau each Friday at 2 p.m. from the Juneau City Terminal enroute to Petersburg, where it will pick up and resume the regular published schedule.

Is That So . . . ?!

The State Division of Marine Transportation once again is advertising weekly minicruises on the Wickersham from Juneau to Skagway and return. Here's a chance for local residents to take a break from the routine and at the same time help boost the revenues of Wickersham, which recently sailed from Seattle with only four passengers aboard, according to the Associated Press. The ferry will leave Juneau at approximately 11:30 p.m. every Wednesday and return at 9 p.m. the next day. A special Thanksgiving dinner will be served this coming Thursday, the ferry people point out.



Mr. Eric Marlborough
Principal Surveyor for the Pacific Coast of the U.S.A.
for Lloyd's Register of Shipping
requests the pleasure of the company of

Captain H. J. Lockert

at a Luncheon to be held at the Rainer Club, 4th and Marion Streets, Seattle,
on Monday, 6th October, 1969, at Noon, in honour of

Mr. A. C. Grover,
the Chairman

of
Lloyd's Register of Shipping

R.S.V.P.

362-0823 623-8118



Captain H. J. Lockert

One of the worlds best-read maritime "authors" dropped in on Seattle yesterday. As they say about the telephone directory — "not much of a plot, but what a cast of characters!" A. C. Grover's book has a cast of 45,000 ships. It's called "Lloyd's Register of Shipping."

Grover is in his second five-year term as chairman of Lloyd's Register. He drifted into the Register side of the business after a time as chairman of the insurance end of the business, which Lloyd's keeps severely separated from the Register. Grover flew in across the Pole the other day to start a tour of his company's offices in this country and Mexico. (Sad but true, even the biggest ship people have to do most of their traveling by air these days.)

THOSE 45,000 SHIPS in the Register include all the vessels of 100 tons or more in the world's merchant marine, except Soviet Russia's. Yes, Red China's fleet is there, too. But bigger than its job of listing ships is Lloyds' responsibility to classify ships and to ride herd on their standards. It does that job for 10,896 ships. And that's the big reason it maintains offices at the world's principal ports.

Lloyd's has had a surveyor at Seattle for years, but only last May it brought in young Scot William Scott to set up a full-time office here.

LLOYD'S HAS BIG IDEAS of what's ahead for Puget Sound. With Alaska developing the way it is, coupled with the Sound's deepwater facilities, Grover predicts, "Seattle will become one of the principal ports of the world." Grover the Lloyd's principal Pacific Coast surveyor, Eric Marlborough, are skeptical of the Northwest Passage's being really ready yet for year-round commercial shipping. They're willing to be shown, but they think Puget Sound is a more practical route for Alaska's oil wealth. So far as the Northwest Passage is concerned, you might put them down as "a couple of Englishmen from Missouri."

ALASKA STATE FERRIES has three vessels in Seattle today. The new boat Bartlett, arrived yesterday for routine drydocking, the glamor ferry Wickersham is at Pier 48 awaiting bids on drydocking, and the Takus is in the Todd yard for damage repair. When the

Matanuska arrives Friday on her regular run, the Sound will house four of the seven vessels in the Alaska ferry fleet.

ALASKA FERRIES could

use part of the \$900 million that the state collected the other day for oil land leases. In Seattle yesterday, Capt. Red Lockert, director of the Alaska Division of Marine Transport, admitted

that the ferries could use more vessels, built with cash this time instead of bonds, but he wouldn't predict how much of its windfall Alaska might invest in floating stock.

HUMBLE OIL & REFINING COMPANY
P. O. BOX 2180
HOUSTON, TEXAS 77001



Capt. Herbert J. Lockert, Director
Division of Marine Transportation
Department of Public Works
Pouch Z
Juneau, Ak. 99801

Thought you would like to have a
copy of this first cover.

Frank Rosenfield



JONES ACT TASK FORCE met today in the office of the state Public Works Commissioner Harold Strandberg to discuss a means of obtaining a waiver of the Jones Act to permit the foreign built Wickersham to carry passengers between U.S. ports. From left, Merle Adlum, Seattle port commissioner, Strandberg, James Noland, a former state legislator from Wrangell, Don Dickey, state chamber of commerce manager, Lew Williams, editor and publisher of the Ketchikan Daily News and publisher of the Sitka Sentinel, and W.C. Arnold, an Anchorage attorney. The nine-member task force hopes to set up a meeting with key congressmen who will be acting on the waiver bill introduced by Rep. Howard Pollock, R-Alaska. (Empire Photo)

ANNUAL MEMBERSHIP MEETING

**ALASKA TRAVEL
PROMOTION
ASSOCIATION**



SPRING UP to the NORTH
ALASKA TRAVEL PROMOTION ASSOCIATION
RED
LOCKERT

WHITEHORSE
Y. T. , CANADA
1969

How Long Outside?

From the Sitka Sentinel

THE WEEKEND busloads of tourists have become a familiar part of the Sitka scene.

To thousands of travelers on the Alaska Marine Highway Sitka will always be a two-hour interlude on a long ferry ride, a snapshot of the top of Castle Hill and the memory of a big yellow building — "Maude, did they say that was some kind of school, or what?"

We love our two-hour tourists. We only wish that those who wished to stay a day or two and really enjoy our town could do it.

BUT AS FERRY travelers soon learn, you don't get off at Sitka unless you can stay at least a week. Not that you could get on the next ferryliner coming through. We heard of one family this month that decided to spend some time in Sitka and then discovered reservations for the continuation of the trip were impossible to get. After being turned away from the next two ships that came through they got on the next one largely through threats to do bodily injury to anyone who tried to stop them.

We wonder what memory of Sitka these folks will take with them.

The whole ferry system is overburdened, and Sitka is the community that is really taking it in the neck. The level of ferry service to our community is less than one-third that to any other port of call in Southeastern Alaska.

WE HAD ASSURANCES earlier this year that a solution of sorts was on the way. With the much-heralded arrival of the new vessel E. L. Bartlett at Cordova, the sturdy little Chilkat was to come down and

take up a shuttle run between Sitka and Juneau.

This was the promise we got from the governor.

It wouldn't be a complete solution, but it sounded like a good beginning. It would nearly double the service between Sitka and other Alaskan ports because the Wickersham, now regularly stopping here, is off limits for intra-state traffic.

As it turns out we aren't going to get the Chilkat, at least before late fall. And it appears the state has made more commitments for the poor old boat than a fleet of Queen Marys could meet.

CRISIS HAS BECOME a way of life in the Marine Transportation Division. Right now it is labor problems that have tied up dock construction at Cordova and disrupted the timetable for release of the Chilkat.

The Wickersham, the last addition to the fleet before the Bartlett, created as many problems as it solved.

We've gone about as far as we can on stop-gap measures to solve our ferry problems. The voters last November authorized issuance of \$10 million in general obligation bonds for Southeastern ferries. Gov. Miller has applied for \$3 million in federal funds (the same route taken several times by Gov. Hickel without results).

It's past time for a concrete course of action. It will take two years at least for results, because that's how long it takes to build a ferry. We can pray for Jones Act amendment, but it would seem the more practical approach would be to get some boats out to bid, and soon.

HOVERCRAFT FOR ALASKA?

JUNEAU — Hovercraft feeder ferries are being given serious consideration by the Alaska Governor's transportation task force. They conferred this week with members of the Hovercraft industry on the possible use of the craft for crossing Turnagain Arm.

Gov. Keith Miller has asked the task force to look into the feasibility of using hovercraft for ferry service across the arm south of Anchorage while further studies of a causeway or subway crossing continue.

Naturalists To Serve On State Ferries

Forest Service naturalists will be placed on all five ships of the Alaska Ferry System as soon as funds and personnel limitations permit, U.S. Sen. Ted Stevens, R-Alaska, announced today.

Stevens said the Department of Agriculture and the Forest Service have agreed to extension of naturalist services to all five vessels.

A pilot program stationing naturalists and their equipment aboard the M.V. Malaspina was run during the past summer.

The senator termed the program "extremely successful."

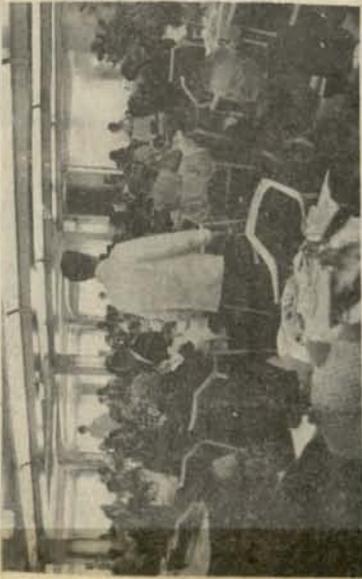
Wickersham Fares Cut

JUNEAU (AP)—A program to stimulate off-season tourist travel to and from Alaska, including reduced fares on the State ferry Wickersham, is being planned, Harold Strandberg, Commissioner of Public Works, said Friday.

Strandberg said starting Monday, the Wickersham will offer a 20 per cent fare reduction on its Seattle-Southeastern Alaska run. The reduced rates will last until May 11 when the ferry resumes her Prince Rupert-Skagway summer schedule and regular rates.



M/V WICKERSHAM TO HOST CONVENTIONEERS



Plush dining salon seats 240 persons

She's well known to Alaskans--but the M/V Wickersham, Queen of Alaska's ferryliners, may well become a star attraction to conventioners throughout the nation.

The Pacific Logging Congress is the first major organization to consider chartering the vessel as a "floating tour hotel" to transport and house more than 350 members to their 1970 convention in Anchorage, Alaska. The convention is expected to attract more than 2,000 guests to Alaska -- the largest convention ever held in the 49th state. The Forest Product oriented group would sail from Vancouver, B.C., through the fabulous "inside passage" to Cook Inlet and Anchorage. Members of the



Observation areas outside & inside

Alaska Marine Highway System are now working with officers of the congress to promote the sailing.

If successful, State sources believe this will herald the "breakthrough" for a number of similar schedulings during the normally slow winter season and could have a dramatic impact on generating revenue as well as extending Alaska's tourist season. The Wickersham has just concluded her second season of serving the ports of Southeast Alaska, between Prince Rupert, B.C. and Skagway.

Purchased from a Swedish shipping line two years ago, the Wickersham is the largest, fastest year-round vessel currently on scheduled service in the North Pacific. In addi-



Comfortable staterooms for 384 passengers

tion to providing vehicle space she can accommodate 384 passengers in staterooms that compare favorably to the most modern ocean-going liners. Many rooms include showers, toilet facilities and telephone service. The ship boasts a dining salon with seating capacity for 240 persons, and whenever possible the menu features such Alaskan delicacies as King Crab, Alaskan Salmon, Petersburg Shrimp and fresh Matanuska Valley vegetables.

Several observation areas aboard the vessel are equipped with airplane-type recliner chairs, while two cockpit lounges are available to passengers.



CRUISE TO THE 1970 CONVENTION ON THE M/V WICKERSHAM



Next year's convention of the Pacific Logging Congress will be held in Anchorage, Alaska. And you can get there via a special sailing of the State of Alaska's luxury Ferryliner, the M.V. Wickersham.

Leave Vancouver for a leisurely cruise up the famed inside passage with visits at such colorful and historic cities as Ketchikan, Petersburg, Wrangell and Juneau. You'll sail past silent fjords, past ice-blue glaciers grinding toward the sea. Past the fishing fleets, laying their nets, and past tugs herding gigantic log booms towards the mills of Southeast Alaska. Then across the gulf of Alaska, and through Cook Inlet, past huge off-shore oil-drilling platforms, to Anchorage.--Alaska's largest city.

FOR INFORMATION regarding accommodations, rate schedules and reservations aboard the M.V. Wickersham contact your convention coordinator. The M.V. Wickersham is registered in Panama and meets International Safety Standards for new ships developed in 1960, and meets the 1966 Fire Safety requirements. This notice to passengers is required by Public Law 88--777.

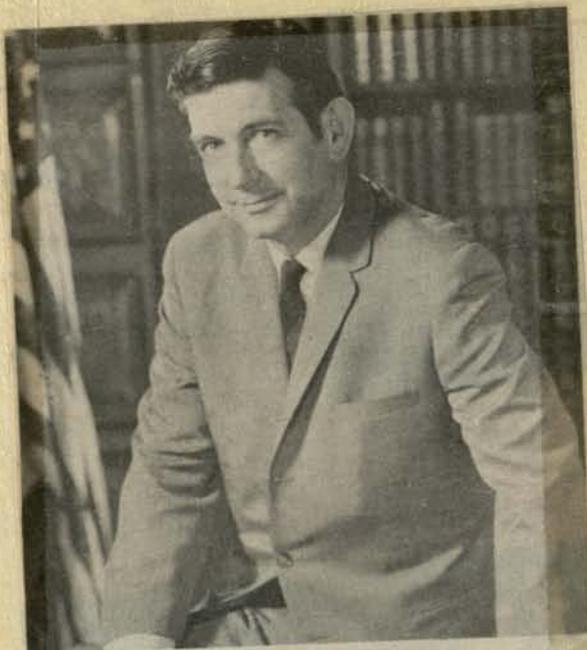
ALASKA MARINE HIGHWAY SYSTEM

POUCH R. JUNEAU 99801



I'd like to extend an invitation to you to join me aboard the Alaska State Ferryliner the M.V. Wickersham on a cruise to the 1970 Convention in Anchorage. The Wickersham is truly the flagship of the Alaska Marine Highway fleet. She is large, fast, and fully outfitted for your safety and comfort, with Solarium, Saunas, fine restaurants and lounges, and many other appointments. You'll enjoy your cruise on the Wickersham -- and we'll enjoy having you as companions.

A. M. Brooks



I have asked our State Division of Marine Transportation to arrange a special voyage of the M. V. Wickersham from Vancouver to Anchorage for next year's convention, for the convenience of Pacific Logging Conference delegates. The Wickersham carries a proud heritage. She is named for one of our outstanding early Alaskans, Judge James Wickersham. I am sure you will consider your cruise aboard the Wickersham to be one of real high spots of your visit to Alaska. As the Pride of the Marine Highway fleet, the Wickersham belongs to all the citizens of the state of Alaska. We hope you enjoy her as much as we do.

Keith H. Miller
GOVERNOR



Cruise Seattle/Vancouver Prince Rupert for 20% less

The sleek Alaska ferryliner *M. V. Wickersham* now operates at winter rates. Passengers go for as little as \$7.50 . . . staterooms start at \$4.50. Less 20% until the tourists return in the Spring.

Here's the new schedule:

NORTHBOUND TO S. E. ALASKA

Leave Seattle for Vancouver Monday 1:00 P.M.
Leave Vancouver for Prince Rupert Monday 9:45 P.M.

SOUTHBOUND FROM S. E. ALASKA

Leave Prince Rupert for Vancouver Saturday 5:15 P.M.
Leave Vancouver for Seattle Sunday 9:30 P.M.

For reservations and further details, see your travel agent or phone: MU 2-6651

The *M/V Wickersham* registered in Panama meets International Safety Standards for new ships developed in 1960 and meets 1966 Fire Safety Requirements. This notice to passengers required by Public Law 88-777.



Cruise Seattle/Vancouver S.E. Alaska for 20% less

The sleek Alaska ferryliner *M. V. Wickersham* now operates at winter rates. Passengers go for as little as \$7.50 . . . staterooms start at \$4.50. Less 20% until the tourists return in the Spring.

Here's the new schedule:

NORTHBOUND TO S.E. ALASKA

Leave Seattle for Vancouver Monday 1:00 P.M.
Leave Vancouver for S.E. Alaska Monday 9:45 P.M.

SOUTHBOUND FROM S.E. ALASKA

Leave S.E. Alaska for Vancouver Saturday 12:05 P.M.
Leave Vancouver for Seattle Sunday 9:30 P.M.

For reservations and further details, see your travel agent or phone: 688-6339

The *M/V Wickersham* registered in Panama meets International Safety Standards for new ships developed in 1960 and meets 1966 Fire Safety Requirements. This notice to passengers required by Public Law 88-777.



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The *M/V Wickersham* registered in Panama meets International Safety Standards for new ships developed in 1960 and meets 1966 Fire Safety Requirements. This notice to passengers required by Public Law 88-777.



Division of Marine Transportation people report that a record off-season traffic load was set by the *MV Wickersham* on her Dec. 20 southbound sailing from Ketchikan. One hundred and eighty-eight passengers and 53 vehicles en route to Prince Rupert (not much more than a stone's throw from Ketchikan) and Vancouver took advantage of the special 20 percent off-season discount being offered the public on this vessel only, said the ferry people. Seems they are working hard to pump up *Wickersham* revenues, but we wonder what effect cutting her fares has on the revenue of the other state ferries. Are we merely diverting traffic from one state-owned ferry to another?

TUSTUMENA DAMAGED

The *M/V Tustumena* damaged the Fourth Avenue dock in Seward during a severe storm this week while attempting to load passengers and vehicles bound for Kodiak. In spite of the damage, the ship will be able to continue using the dock for loading and unloading while repairs are being made. The *Tustumena* was not damaged during this incident.

Department of Public Works Commissioner Harold D. Strandberg said that damage to the dock was estimated at \$15,000, and that plans are proceeding to make the necessary repairs as quickly as possible.



5-47



Action On Wickersham Urged By Engstrom

State Sen. Elton E. Engstrom today called on the state's congressional delegation for a "greater effort" to obtain a waiver for the foreign-built ferry Wickersham so that it can be fully utilized.

The federal Jones Act prohibits the use of foreign-built vessels in American interport service. The Wickersham consequently can sail only between Canadian and American ports.

"We need a greater effort on the part of our congressional delegation to obtain (Jones Act) waiver on the Wickersham," said Engstrom, R-Juneau.

"At the present time, because the Wickersham is a foreign-built ship, Alaskans cannot use it for travel between Alaskan cities," he continued. "Our congressional delegation has now been in Washington 12 months. We have a secretary of interior from Alaska who as governor promoted the purchase of the Wickersham.

"It is time for these men to start doing something and obtain a waiver for the Wickersham. Alaska is suffering without it. The House Merchant Marine and Fisheries Committee will review the Jones Act during a series of hearings soon to be held. This is a good time to get started."

SASSARA DECLARES:

Nixon Doesn't Intend To Amend Jones Act

House Majority Leader Charles J. Sassara, who last week announced his candidacy for secretary of state, declared today that the Nixon administration has refused to "even consider any specific modifications of the Jones Act to benefit Alaska."

"For most of 1968, Sen. Bob Bartlett and all Alaskans were subjected to a crude and deceitful campaign aimed at modifying the Jones Act to cover up former Gov. Walter J. Hickel's monumental blunder, the Wickersham ferry purchase," said the Anchorage Democrat.

"These Republican leaders,

including Hickel, Sen. Ted Stevens and Congressman Howard Pollock, asserted that all that was needed to change the Jones Act was to elect Republicans," Sassara stated.

"Now President Nixon has clearly defined his policy on the Jones Act. In a statement to the Shipbuilders Council of America, the administration said it "is in no way considering the modification of the Jones Act at this time."

The statement was made by presidential assistant Peter M. Flanigan, and was printed in the Shipbuilders Council weekly bulletin on Dec. 4, said Sassara.

"The original concept of the ferry system was to provide intercity transportation for Southeastern and Southcentral Alaska," Sassara said.

"Now we find the state administration is cutting off service to cities like Sitka on one hand, while still trying to justify the foolish purchase of the Wickersham on the other. "Neither the national nor the State administration have any intention of modifying the Jones Act," he said.





strait to paradise

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State of Alaska
Division of Marine Transportation - A
Pouch R, Juneau, Alaska 99801

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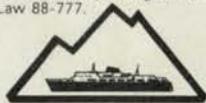
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Safety Information: State of Alaska vessels M.V. Malaspina, M.V. Taku, M.V. Matanuska, M.V. Tustumena, registered in the United States, and the M.V. Wickersham registered in Panama, meet international safety standards for new ships developed in 1960 and meets the 1966 Fire Safety Requirements. This notice to passengers is required by Public Law 88-777.



alaska
marine highway

'OBTAIN A WAIVER OR SELL THE WICKERSHAM'

Alaskans' "only alternative" with the state ferry Wickersham is to obtain a Jones Act waiver for it or sell it, according to Sen. Elton E. Engstrom, R-Juneau.

The senator made the statement in a recent letter to Rep. Edward A. Garmatz, D-Md., chairman of the House Merchant Marine and Fisheries Committee.

The M.V. Wickersham, a foreign-built vessel, cannot legally carry passengers or cargo between two United States points, according to the Jones Act.

Engstrom wrote Garmatz that he would "appreciate very much if you would give a waiver for the Wickersham your favorable consideration." He also asked for a meeting with the committee chairman in Washington, D.C., during the next two months.

The senator termed the fact that Alaskans cannot use the Wickersham for travel between Alaskan ports "one of our greatest problems today in Alaska."

"The controversy over the Wickersham is a poison affecting the public's appreciation of our entire ferry system...A bond issue for new ferries failed two years ago: the principal reason was the opposition generated by the Wickersham," he wrote.

Engstrom said that "it is the feeling among many Alaskans that it was a mistake to buy the Wickersham without first studying the ground work of problems involved and without first receiving a waiver of the Jones Act from your committee."

He added that "...our only alternative now is either to obtain a waiver or else to sell the Wickersham."

Have you met . . .



"BLACK IRISHMAN" Greg O'Claray is Alaska's representative for the Inlandboatmen's Union of the Pacific. O'Claray's father worked his way from Manila to the U.S. on a freighter, then made his way north. O'Claray himself went to sea at the age of 16 after graduation from Juneau-Douglas High School, where he was president of the band.

His first marine foray was with the U.S. Coast and Geodetic Survey. As chief yeoman he cruised from Honolulu to within 100 miles of the North Pole. Charting a submarine corridor in the Chukchi Sea required seven "interesting but lonely months," highlighted by going ashore at Point Hope for mail.

Supplies included 1,000 pounds of fresh-frozen pineapple traded from a Maui pig farmer in exchange for the ship's wet garbage.

O'Claray watched the Alaska Marine Highways system grow "from infancy into quite a business" as chief purser from 1963 to 1967 when he was

elected to his present union post.

"The ferry boatmen are ambassadors of Alaska," says O'Claray. And with a week on and a week off (hours per day equals two weeks' work in one), O'Claray says "It's just about the sweetest arrangement there is in the industry: you can have a family life and still go to sea."

Because of North Slope requirements, O'Claray foresees Prince William Sound being "so full of barges that the ferries will have to dodge them. That will be terrific!"

And he believes minority groups will play a major part in contributing leaders during Alaska's next ten years.

O'Claray and wife Micki (nee Strohmeier) have three daughters. Birth of the youngest delayed his annual beaver trapping trip one year.

In season, seaman O'Claray skippers a skiff a hundred yards out from his Norway Point home so that he and oldest daughter Lisa can "catch silver salmon like it's candy."

Wickersham Off Tonight On Holiday Cruise

The M V Wickersham leaves the city dock at 6:30 this evening on a cruise like any other cruise—except for the champagne brunch, the band, and the extra bartenders.

The note of secrecy about this year's New Year's cruise apparently stems from cries raised by local bar operators and restaurateurs as they envisioned hundreds of happy, paying customers sailing off.

The cruise will be an ordinary one in that the ship is headed north, will make stops at Haines and Skagway, and return to Juneau by 3 p.m. Thursday.

In contrast to last year's cruise, passengers who board at Juneau will not be permitted to get off anywhere along the line

due to a more stringent enforcement of the Jones Act.

The foreign-built vessel will be carrying about 290 passengers and pick up more at Haines for the southbound run.

State officials estimate that there are still stateroom accommodations available for some 60 to 70 more people. A roundtrip from Juneau on the northbound circuit costs \$11.60 a person; staterooms, as available, run over \$7.

Revellers will be able to partake of an extensive buffet dinner this evening, starting with a variety of appetizers that includes fish and cheeses. Salads, hot rolls and vegetables will back up entrees encompassing roast turkey, ham, baked fish, king crab, and Swedish meatballs.

Making use of available hats and noisemakers, and of the bars in the dining room, skybar and forward lounge, passengers will float toward morning aboard the ferry.

Then, as a part of a single \$8.50 meal ticket, those with the inclination will munch in the new year at a chuck wagon brunch that includes sausage, bacon, ham, eggs, hot cakes, french toast and champagne.

1969

WICKERSHAM'S DOING FINE, SAYS STRANDBERG

Public acceptance and response to the winter scheduling and fare reductions of the M V Wickersham have resulted in a definite increase in traffic according to Commissioner of Public Works Harold Strandberg.

Figures comparing mid-November to the end of 1969 over the same period in 1968 show a 12 percent increase in passengers and a 47 percent increase in vehicles, he said. Actual weekly passenger increases are higher than this comparison which includes a

New Year's mini-cruise both years. In 1968, the Division of Marine Transportation advertised this event. In 1969, they did not, and unfounded rumors of cancellation circulated, resulting in approximately 120 "no shows," he said.

The surge in vehicular traffic is attributed to more people learning of this "bargain" through newspaper ads in Alaska and the Pacific Northwest, said Strandberg. A similar increase on the ship running out of Seattle refutes the theory that the Wickersham is siphoning off traffic from that vessel, he contended.

Strandberg also said modifications to the side-bay vehicle lanes on the Wickersham had been accomplished during the annual overhaul of the ship. This allows complete utilization of this space by full-sized American automobiles. Originally, only smaller compacts could use these lanes. Twenty-two vehicle spaces were thus gained, which will be of great importance during the peak summer traffic, he said.

Such changes, and the popularity of the vessel itself, have allowed the Wickersham to keep pace with her "blue sisters" despite the obvious handicap of Jones Act restrictions, Strandberg declared.

Governor: Wickersham 'Has Proved Herself'

The M V Wickersham "proved herself" during the height of the tourist season, Gov. Keith H. Miller told a group of Young Republicans in a speech at Anchorage Friday night.

The foreign-built vessel was "always carrying capacity or near-capacity loads on the car deck and 300 to 500 passengers" between Prince Rupert and Skagway, he said.

In a general review of accomplishments during his year in office, Miller told the group that he has not only carried out the programs of former Gov. Walter J. Hickel, "but we also initiated more of the same kind of common sense, Republican programs for the benefit of all our people."

Governor To Urge Bond Issue For Ferry System

By ALLAN ADASIAK
Empire Staff Reporter

A \$27.5 million bond issue to enlarge the state's ferry system "considerably" will be requested by Gov. Keith H. Miller when the Legislature convenes here next week.

The proposal will include funds for two ferries for the Southeastern region, a larger ocean-going vessel, and terminal facilities in both the Southeastern and Southcentral areas of the state.

The governor also brushed off talk of selling the foreign-built MV Wickersham and said he was "very optimistic" that a waiver would be obtained this year to allow the vessel to carry passengers and cargo between American ports.

On a matter related to funding for the ferry system, Miller said that the state has "not received a turn-down, but has not received an okay" on a request for \$7.9 million from the U.S. Department of Transportation under the Urban Mass Transportation Act of 1964.

"We are planning to present a bond proposal to increase our Marine Highway system considerably," the governor told the Empire.

He provided the following breakdown of his proposed \$27.5 million bond issue.

-Southern Panhandle: \$600,000 for terminal facilities; \$4 million for a ferry.

-Northern Panhandle: \$500,000 for terminal facilities; \$4 million for a ferry.

-Iniskin Bay (on the west shore of Cook Inlet): \$400,000 for terminal facilities.

-A 400-foot, ocean-going ferry vessel that could ply either between Seattle and

Southeastern Alaska or between the Southeastern and Southcentral areas: \$17.4 million; related terminal facilities, locations unspecified: \$600,000.

Road construction to tie the Iniskin Bay terminal with Bristol Bay, spanning the Alaskan peninsula, will be included in the highways budget, Miller said.

The development, talked of for many years, would help to open up the Bristol Bay area by providing a land and water transportation link with the Kenai peninsula and Anchorage.

Mentioning no one by name, the governor declared that it would be "very foolish for a legislator from Southeast to talk about selling the Wickersham."

It would take two to three years to have a replacement built, and bonds would have to be approved to do so, he said, "and we would have a vacuum for two or three years."

Sen. Elton Engstrom, R-Juneau, who could not have endeared himself to Miller by terming him "unelectable," declared recently that the state must either obtain a waiver to the Jones Act for the Wickersham or sell the vessel.

Miller was careful to draw a distinction between seeking a "modification" to the Jones Act, and seeking a "waiver" or "exemption."

Assailing the administration, Rep. Charles Sassara, D-Anchorage, pointed out last month that a Dec. 4 edition of a publication by the Shipbuilders Council of America said the Nixon administration is "in no way considering a modification of the Jones Act at this time."

"Neither are we," Miller rejoined. "All we need is an exemption—which would in no

way alter the act."

Similar exemptions, granted to Canadian vessels so they may carry passengers between two American points, have established some precedents for such action, he said.

"I am very optimistic at this point" that a waiver will be granted this year, Miller said.

The state, he added, is "negotiating with friends" in the shipbuilding and maritime industry on both coasts toward that end.

Concerning the state's application for \$7.9 million under the federal Urban Mass Transportation Act, Miller said, "we feel qualified at the present time."

The state "has not received a turn-down, but has not received an okay" on the pending request, he said.

Miller said he believed that the existing federal law would require no changes to allow Alaska to receive funds to augment its ferry system.

The state of Washington has qualified, he said, and "while their system may be more 'urban' than ours, we are connecting urban centers in Alaska."

If approved, the funds would be used to add two ferries to the Southeast Alaska Marine Highway System.

One of the vessels would connect Sitka, Juneau, Hoonah, Prince of Wales Island and Haines; the other would link Ketchikan, Annette Island and Prince Rupert, B.C.

Other ports such as the Wrangell-Petersburg area are also being considered under

Transp

Ferry System Hearing Set For Monday

JUNEAU (AP)—The Senate State Affairs Committee will have a hearing Monday to discuss the Alaska ferry system with special emphasis on the Wickersham and the proposed \$27.5 million bond issue.

Sen. Elton Engstrom, R-Juneau, the committee chairman, said Harold Strandberg, the commissioner of public works; Herbert Lockert, head of the Division of Marine Transportation, and a representative of the governor's office had been asked to attend the 1 p.m. meeting in the Capitol.

Engstrom said he's "generally opposed to the idea of bonding at this time. I doubt if the voters are going to approve \$137 million in bonds when we have such a fund balance as is available to us now."

Engstrom Critical Of Miller's Ferry Plan

Sen. Elton Engstrom, R-Juneau, said Thursday that the state should use "the monies we have available to us, and not rely on a bond issue proposal" to purchase three ferries for the Marine Highway System.

He made the comment in apparent response to Gov. Keith H. Miller's announcement that he would seek a \$27.5 million bond issue for three ferries and terminal facilities.

"With \$900 million in the bank, it is a poor time to ask the voters of Alaska to approve another ferry bond issue with the high interest rates that must be paid," Engstrom said.

Miller said he supported the

conclusion of the Stanford Research Institute concerning bonding for capital improvements, as opposed to spending from the \$900 million oil lease revenue principal.

That conclusion was that it is better and more economical to bond, as long as the interest rates paid by the state on bonds are less than the amount of interest it earns on the \$900 million.

Engstrom said the additional ferries proposed by Miller are needed, "but certainly this is the year when the state should fund these improvements from the monies we have available to us, and not rely on a bond issue proposal."

BARTLETT BACK

JUNEAU (AP)—Harold Strandberg, the commissioner of public works, said the state ferry E. L. Bartlett returned to service Friday, and tomorrow will begin its winter schedule of two round trips a week between Cordova and Valdez.

The Bartlett went into service last July 11 and carried 5,900 passengers and 1,382 vehicles on its Prince William Sound run between that date and September.

Strandberg also said next summer's schedule will include an additional trip into Whittier each week for a total of four a week. He also said that trips to Whittier prior to the start of the summer schedule were being considered.

Setback For Ferry System

WASHINGTON (AP) —The U. S. Senate today turned down a proposal by Sen. Ted Stevens, R-Alaska, that the Alaska Marine Highway system be included in the mass transportation program until the marine highway is included under the Interstate Highway System.

Stevens said that to him the Senate action "indicates that the Senate realizes our ferries are not commuter ferries but in fact are part of the highway links we have with the outside."

Airport paving delay: Strandberg

Wrangell and Petersburg may have to wait for their airports to be extended and paved, state Public Works Commissioner Harold Strandberg says.

Strandberg, speaking before a Chamber of Commerce gathering here Saturday, said the state is waiting for the air carrier (Alaska Airlines) to commit itself on use of jet aircraft on the fields before improvements are made.

He said the runways are "fully capable of handling the aircraft that are coming in now." "We hope on completion of Ketchikan airport, that we will get a commitment that they (Alaska Airlines) are going to fly jets to these other air fields," he said.

Later in his talk Strandberg rapped out-of-state interference in Alaskan affairs.

"There are too many experts from other states getting into the act," he said. "Let these senators and representatives clean up the Great Lakes and the Potomac and then come up here.

"... It is time the other 49 states keep their noses out of Alaska."

The commissioner said it was hard to tell from what state some members of Congress are. His remark was clearly aimed at the

"big daddy" approach taken by several Northwest senators and representatives in their dealing with Alaska.

In another matter, Strandberg said the state Marine Highway System is in trouble unless Wrangell Narrows is improved. He said ships longer than 410 feet could not go through the narrows.

Building bigger, faster ships to go outside and bypass the narrows is not feasible either, he said.

Strandberg's comments on the narrows triggered action on Monday by the chamber. Members voted to send a letter to the Corps of Engineers requesting several navigational improvements.

The commissioner also outlined plans for an expansion of the Marine Highway System including addition of two small ferries to serve smaller communities.

The plans also include a terminal at Kake and including that community on main line service, he said. Also, he said, there would be a relocation of the Petersburg ferry terminal. Although he did not pinpoint the new site, it is believed the state is considering a Scow Bay terminal.

In addition, he said the state is considering adding a \$17 to \$18 million ocean-going ferry

The controversial Norwegian-built state ferry Wickersham is doing excellently, he said.

He called on the chamber to support a drive to get a waiver to the Jones Act that would allow the vessel to carry passengers and freight between U.S. ports.

"It is ridiculous that the Canadians can carry passengers and freight between U.S. ports and we can't," he said.

MERDES RECOMMENDS:

Put Ferry System Under Federal Highway Program

The state ferry system should be "taken out of politics" and made a part of the federal Interstate Highway System, State Sen. Edward A. Merdes said here yesterday.

Speaking before the first meeting of the year of the Greater Juneau Democratic Club, the Fairbanks lawmaker said expansion of the system, if brought under the Interstate Highway System, could be financed like federal-aid highways, with the federal government putting up something like 95 percent and the state the balance.

Under his proposal, the state would continue to operate the

ferry system, he said.

The current controversial aspects of the ferry system—arising from regionalism and bond proposals—could be eliminated by making it a part of the federal highway system, Merdes said.



Ferry co-operation 'very good'

Liaison between the B.C. and Alaska Ferry systems has been "very good" and there will be closer co-operation in the future, says Captain H. J. Lockert, director of Alaska's Division of Marine Transportation.

"We are looking into the possibility of mutual advertising," said Lockert, who was in Prince Rupert Tuesday conferring with customs officials regarding manpower requirements for efficient processing of ferry passengers during the 1970 tourist season.

"We don't want to sell each other's tickets, however. Under existing laws this would be illegal anyway," he added.

"Joint advertising would be beneficial because the two ferry systems do not compete," he commented. "In fact, they complement one another."

Lockert said that during his visit here he had been questioned about policies regarding ferry scheduling and their effect on the local business community.

He said that late night arrivals and early morning departures were dictated purely by the requirement for interlocking schedules, and tidal factors.

"Of course merchants want people to stay, but we cannot arrange our schedules for that. Our first consideration has to be the needs of the passengers."

He commented that his department was constantly receiving inquiries about scheduling from business groups

at all ports of call. "No matter how the schedules are arranged, you can't keep everyone happy," he commented.

Lockert, who joined the Division of Marine Transportation six years ago and assumed his present position two years ago, said the Alaska Ferry systems is concentrating on generating passenger traffic during the winter months. "In the summertime our ferries are just about filled to capacity," he said. "Winter traffic is the only place we can build."

"The ferries are not money-makers in the regular sense of the word," he continued. "They are, of course, run by subsidies. But as part of a highway system they should not be a commercial enterprise."

"Their benefits to the tourist industry are great, though hard to measure accurately. Many of our passengers are travelling with campers and they generate a lot of revenue for businesses which provision them."

Lockert noted that there did not seem to be much interchange of tourists between Alaska and British Columbia.

"I don't see many B.C. license plates up there. I suppose that it is because you have your own country which is so similar. In British Columbia, as in Alaska, people have little reason to travel great distances when there is so much to see in their own country."



CAPTAIN H.J. LOCKERT



Gov. Keith H. Miller Friday submitted a \$32 million bond proposal for upgrading the state's ferry system.

The proposal was \$4.5 million higher than the \$27.5 million he originally mentioned because it includes money to lengthen the state ferries Taku, Malaspina, and Matanuska.

Miller also proposed a \$25.2 million bond issue for road

WICKERSHAM WAIVER

Legislative Delegation May Go To Washington

By ALLAN ADASIAK
Empire Staff Reporter

The president of the state Senate and the speaker of the House are "considering" the possibility of sending a delegation to Washington, D.C. to push for a waiver to the Jones Act for the MV Wickersham, according to Sen. Elton Engstrom, R-Juneau.

Engstrom made the statement during a hearing Monday of the State Affairs Committee, which he chairs, concerning Gov. Keith H. Miller's \$27.5 million bond proposal for the Marine Highway System.

Commissioner of Public Works Harold Strandberg told the committee the ferry system would "have chaos" if the Wickersham were taken out of service.

The Seattle run, he said, was the only money-maker in the system, and its removal would mean greater subsidies for other ferry operations.

Sen. Robert Blodgett, D-Teller, railed against the "absence of long-range planning." He said the state had failed to take into consideration marine transportation needs of Northwest Alaska that will develop if the Bureau of Indian Affairs vessel North Star stops serving schools in that area after a state take-over of them.

Engstrom, implying that the administration has not been moving quickly enough to secure a Jones Act Waiver, termed the Wickersham "a poison" in the Marine Highway system.

Strandberg disagreed, asserting that figures on the system's operations will show that he is right.

The Wickersham, he said, "does operate as well as any ship could of its type, with the restrictions that are on it."

"If I were running for election in Southeast Alaska," he continued, speaking to Engstrom, "I wouldn't want any part of selling the Wickersham."

The ferry system, he said, "would have chaos," if the vessel were taken out of the system.

Strandberg cataloged state efforts to obtain a Jones Act waiver for the Wickersham, which is legally prohibited from carrying passengers or cargo between American ports because she is foreign-built.

He concluded by saying that the shipbuilding industry and the maritime operating industry must support the state's case for a waiver.

"Unless we convince them," attempting to get a hearing and a change would be "fruitless," Strandberg said.

He conceded that "it may seem like we're dragging our feet...we know you're interested

in getting a waiver. We're even more interested."

Engstrom replied that there are "probably only 10 months left" of the present session of Congress, in which to get a waiver.

The senator also reasserted his belief that failure to obtain a waiver was the chief reason that the 1968 bond issue for ferries failed.

Strandberg told the committee he has been working through Rep. Howard W. Pollock, R-Alaska, who is on the House Merchant Marine and Fisheries Committee considering the waiver, and it would be presumptuous to go around him.

That possibility is being considered, Engstrom said, by the speaker of the House and the president of the Senate, who are thinking of sending a committee

(Continued on Page 8)

...Wickersham

(Continued from Page 1)
to Washington, D.C.

Strandberg also told the committee that he believed "any attempt to get a waiver for anything other than the Wickersham would be fruitless."

Blodgett attacked Miller's ferry bond proposal because "there is no consideration...even for a study to find out how the State of Alaska is going to provide service" to Northwest Alaska.

Strandberg suggested that "the proper approach" would be to "see what the steamship companies are doing in that area," adding that he has heard talk of expansion.

Blodgett replied that he would not be surprised if the commercial line operating in that area would "pull out in the 11th hour," this summer.

In answer to a question from Sen. Joe Josephson, D-Anchorage, Strandberg said the Division of Marine Transportation "has not been investigating" the provision of shipping services into those remote areas.

"We have been investigating larger air strips" and means of getting air freight into them," he said.

Sen. John Butrovich, R-Fairbanks, requested

information on projected cruise ship traffic to "see what the private sector is doing" in Southeast Alaska.

Engstrom requested information on the Jones Act waiver which Strandberg said Canadian cruise ships have in order to operate between Alaskan ports.

He also asked whether the state had given consideration to appropriating some \$4 million annually for ferry construction instead of bonding.

Strandberg said it has been considered "but the governor wisely put in the bond issue." Once they are approved, there is nothing to stop the legislature from appropriating funds instead of having the bonds sold, he said, "and it gives the people a voice in what's going on."

Engstrom declared that a ferry bond issue "failed last time" and added that "this and a lot of others are likely to fail this time. I can't say this is acting responsibly."

Butrovich asked Engstrom if he were suggesting that if the voters do not approve the ferry bonds, the legislators appropriate funds anyway.

"I don't think you have to put up everything to a vote," Engstrom replied.

Strandberg also said, in

A curfew on the state ferries? Apparently so. The J-D High basketball team and teenage members of the Juneau Little Symphony returning here last night from Wrangell and Petersburg were informed by a state trooper they had to be in their staterooms by 10 p.m. Juneau has a curfew law, of course, but we didn't know it extended to the state ferries.

ALASKA'S FERRY TERMINAL is one of the brightest spots on the waterfront this weekend. The Malaspina, Chilkat and Tustumena are at Pier 48 for winter repairs and layover. Four boats lay at the dock while the Taku was in yesterday loading for the north. The glamorous ferry Wickersham will make it four again, on Seattle display, when she comes in tomorrow morning for her weekly overnight call.

State Asks Widening Of Wrangell Narrows

Gov. Keith H. Miller has called on the U. S. Army Corps of Engineers to improve the navigability of the Wrangell Narrows in Southeastern Alaska by widening, deepening and straightening the channel. Miller said improvements "would provide greater safety for the ships and passengers now operating in this area." His comments were in a letter to Lt. Gen. Frederick J. Clark, Chief of Engineers, Corps of Engineers, in Washington, D. C.

"The State of Alaska's Marine Highway vessels constitute the most frequent users of this waterway," the governor said. "Three ships 352 feet in length and one ship 373 feet in length transit Wrangell Narrows a total of eight times a week in winter and 18 times a week in summer. During six years of such operation, these ships have experienced four grounding casualties resulting in \$250,000 in vessel repairs."

One of the ferries that will be built if Miller's proposed ferry bond issue is approved will be unable to pass through Wrangell Narrows if the chan-

nel is not improved, the governor noted.

"This would prohibit its use of Wrangell Narrows and service to the community of Petersburg," the governor wrote. "This would be a serious economic loss to that city and add considerably to the operating expense of such a vessel, in addition to lessening the frequency of her calls at all Southeastern Alaska ports."

The governor also pointed out that seasonal tour ships are now by-passing Wrangell Narrows due to the dangers involved.

Pointing out that the Corps of Engineers previously has requested and received comments on the proposed widening and straightening of the Narrows, Miller said, "I urge you to give your consideration to the plan that encompasses the maximum widening, deepening and straightening of this vital channel."

"Such consideration will be of tremendous assistance to the State of Alaska and the private shipping interests that contribute to its rapid growth."

Bond Proposal Calls For Lengthening 3 State Ferries

JUNEAU (AP)—Proposals for \$32 million worth of ferry about \$2.1 billion.

Military manpower specialists have said in advance that the commission was trying to reach an all-volunteer force at an unrealistically low cost.

In the past, government stud-

the Southeast system and an ocean-going vessel to connect the Southeast and Prince William Sound systems.

Miller also said he had programmed for terminal facilities in Southeastern and at Inisikin Bay.

The road bond package would provide \$23.2 million for state participation in the federal aid highway program through 1973. The state share would be matched by \$121 million in federal money.

The bill also would provide \$2 million for roads that are not part of the federal aid highway system.

The governor said half of this money would be made available to local governments under the local service road program, something he proposed in another bill sent to the lawmakers today.

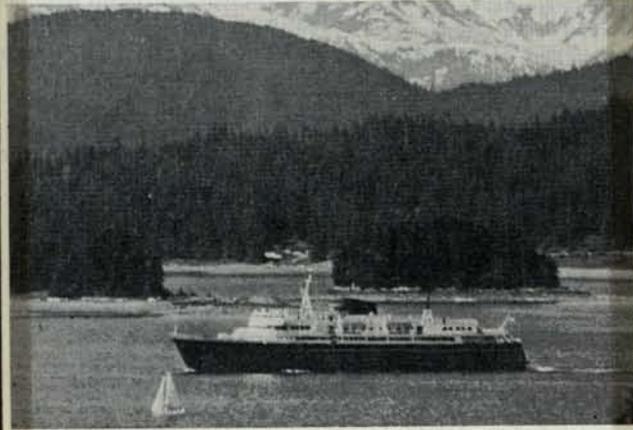
SHOWPLACE OF JUNEAU
CAPITOL

Clip and save so you c



acquisition of two vessels for

how to profit from a car travel vacation



Alaska Marine Highway pays 7% on everything.

The Alaska Marine Highway, as you can see above, is a ferry system. We cater to people who vacation from their car or camper.

People you ordinarily never hear from.

Now you can offer a service to this kind of traveler — and make 7% across the board. The trip is called the *Strait To Paradise* and we're advertising it in *Sunset, Alaska, Western Living, Wheels Afield* and *Camping Journal* this year. And, recommending that they contact a travel agent to make arrangements.

The trip runs through the historic Inside Passage from Seattle and British Columbia to Alaska. It's the same water highway the miners used a century ago, and it's dotted with memories of those rugged days. Islands, glaciers, fjords, whales, porpoises and the cities of our biggest state . . . your customers will never forget it and thank you for suggesting it.

They'll fish for salmon, sample the nightlife in swinging Juneau, see Little Norway in Petersburg, a bit of czarist Russia in Sitka and the romance of Gold Rush days' legendary Skagway. There's more, of course. So much more that you'll want complete details with sailing schedules and itineraries. Just drop us a line for the complete selling kit. And, remember, the whole package — tickets, stateroom, car shipment — is commissionable at the full 7% rate.

Book 'em on the *Strait to Paradise* trip.

SAFETY INFORMATION: State of Alaska vessels M.V. Malaspina, M.V. Taku, M.V. Matanuska, M.V. Tustumena, registered in the United States, and the M.V. Wickersham registered in Panama, meet international safety standards for new ships developed in 1960 and meets the 1966 Fire Safety Requirements. This notice to passengers is required by Public Law 88-777.



Division of
Marine Transportation,
State of Alaska,
Pouch R, Juneau,
Alaska 99801.

Plan would link all major coastal cities Alaska

By GLADYS BECKLEY

JUNEAU (Special)—The administration plan for expansion of the State Marine Highway System, if approved by the legislature and by voters, would provide a new sea and land link between Southeastern and Southcentral Alaska, possibly within the next three to three and a half years.

Gov. Keith H. Miller has announced plans to request a \$27.5 million bond issue with \$17.4 million of it to finance a new ocean-going ferry, approximately 410 feet long, which would operate on a round-trip schedule from Prince Rupert to Cordova with intermediate stops in

Southeastern Alaska, including Juneau, and at Yakutat.

Harold Strandberg, commissioner of public works, said "The plan is to link all major coastal cities in one network." The addition of the new sea-going ferry would not lessen the need for the Wickersham, Strandberg said, and the governor will continue to press for a waiver of the Jones Act to permit the foreign-built vessel to operate between American ports.

The state now operates seven ferries and the expansion would raise the number to 10. If approved by the legislature, the bond issue would go on the November election ballot.

Strandberg said the rate of

growth in ferry travel has been "in excess of 10 per cent a year." He said it is hard to predict what will happen but he believes that by the time the proposed ferries are put into operation they will be needed.

The public works commissioner said the addition of the three new ferries would increase operating costs for the Marine Highway System, even though he expects the ships to bring in "quite a bit of revenue."

However, he said, the voters have always voted to subsidize the waterway system because "it provides transportation at a lesser

cost than maintaining a road."

The governor's plan would add two smaller ferries to the system to operate in the northern and southern parts of the Panhandle. Strandberg said it would enable the Marine Highway System to pick up some of the smaller towns some not now served by ferry and free the bigger ferries for the longer runs.

Also included in the request for the bond issue are funds for terminal facilities at Iniskin Bay which would then be included in the run of the Tustumena and tie together Southcentral Alaska and the western side of the Cook Inlet.

Strandberg said his department is working closely with the department of highways to make certain that the marine highway and surface highway systems are integrated.

Strandberg said if the bond issue is approved for expansion of the Marine Highway System it would take three to three and a half years to get the new ocean-going ferry built. Seven months of that period would be required for design work he said.

Highway Commissioner Robert L. Beardsley said the road link from Cordova to the Richardson Highway would connect the coastal areas with the Interior. Beardsley said his department is in the process of bidding the first bridges at Mile 27 out of Cordova up to Copper River. The first bids were rejected because Beardsley said, "They were considerably out of line." He said the job will be rebid and, he noted, "We would have to have all the breaks to finish the highway" by the

time the new ferry would be scheduled to begin operating. The stretch between Cordova and the Richardson Highway is approximately 100 miles long and construction is expected to take at least three years.

Beardsley said that a road link also is under study on the western side of the Cook Inlet to connect Iniskin Bay with the Bristol Bay area through King Salmon, but he added, "This is a very long-range program." He said he anticipates that a proposal for this road will

be included in the governor's budget message to the legislature next week.

The highway commissioner said his department is interested in a road connection to the Valley of 10,000 Smokes, but he said "The National Park Service hasn't been too anxious to open that up."

Beardsley said that the highway planning group envisions quite a number of roads on the western side of Cook Inlet, but, he said, there are projected into the future.

Ferry Lengthening Proposed By State In Big Bond Package

JUNEAU (AP)—Proposals for \$32 million worth of ferry bonds and \$25.2 million worth of road bonds were submitted to the Alaska Legislature today by Gov. Keith Miller.

The proposal for general obligation bonds for ferries was \$4.5 million more than originally announced by the governor.

His message to the legislature said that a cost analysis

prompted him to request this extra amount to initiate a program to modify the state ferries Taku, Malaspina and Matanuska.

He said the study demonstrates that a lengthening of these vessels "will substantially extend their life expectancy and greatly increase their revenues."

Other items included in the ferry bond proposal are the acquisition of two vessels for the Southeast system and an ocean-going vessel to connect the Southeast and Prince William Sound system.

Miller also said he had programmed for terminal facilities in Southeastern and at Iniskin Bay.

The road bond package would provide \$23.2 million for state participation in the Federal-Aid Highway Program through 1973. The state share would be matched by \$121 million in federal money.

The bill also would provide \$2 million for roads that are not part of the federal aid highway system.

The governor said half of this money would be made available to local governments under the local service road program, something he proposed in another bill sent to the lawmakers today.

5-59



FULL HOUSE AT ALASKA TERMINAL—or standing room only at the new Alaska Marine Terminal operated by the Port of Seattle. Show at the new southern terminus of Alaska's ferryliner service is the Matanuska, upper right; the Wickersham, lower right; and in for her annual winter refurbishing, the E. L. Bartlett. The terminal, located near Seattle's commercial and hotel areas, includes a waiting room in Alaska decor as well as special loading ramps for cars, trucks and buses carried on the ferryliners.



**The smaller vessel connects the Alaska ports of Whittier, Cordova and Valdez.*

Turn on this off ramp to Alaska.

You'll find no stoplights for a thousand miles when you drive your getaway car aboard one of these *big State of Alaska ferryliners at the Port of Seattle's new Alaska Marine Terminal. Weekly sailings

year-around to British Columbia and Alaska. For brochures, rates and schedules write Alaska Marine Highway System, Pier 48, Seattle. And for the latest information on air and marine freight service write

The Port of Seattle

Trade Development Department, P.O. Box 1209, Seattle, Washington 98111

Wickersham Referendum Proposed

JUNEAU (AP) — It was proposed Friday that the voters of Alaska should decide whether the controversial state ferry Wickersham should be put up for sale.

The House Rules Committee introduced "by request" a resolution proposing that the M V Wickersham be sold, and that the question of whether it should be sold be put on the ballot in November.

The Wickersham, because it is a foreign bottom vessel, is restricted in its operation. It cannot carry passengers or cargo between domestic ports.

Ferry Bond Measure Okayed By Committee

A bill for a \$32 million ferry bond issue was reported out favorably today by the Senate State Affairs Committee.

The money would provide two Bartlett-class ferries for Southeast Alaska, and a larger vessel to connect Southeast with the Cook Inlet area.

In addition, funds would be used for terminal work, and for lengthening of one of the state's present vessels of the Malaspina class.

Voting "do pass" on the bill were Committee Chairman Elton Engstrom, R-Juneau, and Senators John Butrovich, R-Fairbanks; Ed Merdes, D-Fairbanks; and Jan Koslosky, R-Palmer.

The sole "do not pass" recommendation on the bill was made by Sen. Robert Blodgett, D-Teller.

The ferry bond package was originally proposed by Gov. Keith H. Miller for \$28 million, but was increased to \$32 million to include the cost of lengthening an existing ferry.

Engstrom said that the two smaller ferries proposed for Southeast Alaska would be used to connect villages in the northern or southern panhandle.

One ferry, he said, may link Juneau, Gustavus, Hoonah, Angoon and Sitka while the other may connect Metlakatla, Kawock, Kake and Craig.

Each of the Bartlett-class ferries is expected to cost about \$4 million, according to Commissioner of Public Works Harold Strandberg.

Strandberg also told the State Affairs Committee that \$4.5 million was included in the proposed bond issue for "stretching one of the state's present ships."

Certain refurbishing and plumbing work must be taken care of anyway, he said, and would be included in the \$4.5 million.

Strandberg said the state's two other Malaspina-class vessels would be lengthened in subsequent years, with the money coming not from bonding but from capital appropriations from the general fund.

Go North, Young Man

IF YOU ARE looking for something different in a winter vacation, try an off-season cruise to Alaska's coastal cities via the scenic Inside Passage, one of the world's most beautiful inland waterways.

Stretching from Seattle to Skagway, Alaska, the Inside Passage offers breathtaking scenery in a string of bays, sounds and channels, almost completely sheltered from the ocean throughout its entire length.

Departures from Seattle are twice weekly from Pier 48. The Wickersham, Alaska's largest motorship, leaves at 1 p.m. on Mondays and the ferry Taku departs at 5 p.m. on Fridays.

All of the Alaskan ferries have glassed-in observation lounges, dining rooms where scenery comes with every meal and broad decks for strolling and sightseeing.

One-way cost is approximately \$110 to \$130, depending on the accommodations and the number of people in a party. There is an extra charge if you want to take your car or camper.

For more information, see your travel agent or call (in Seattle) Alaska Ferries System.

The Governor's Ball Committee
cordially invites you to attend
the
Governor's Birthday Ball
honoring
Governor Keith Harvey Miller
and
Secretary of State Robert Walter Ward
on
Saturday, the seventh of March
One thousand, nine hundred and seventy
Juneau, Alaska

Ball Committee
Chairman
Mrs. John Beard
Please reply

Honorary Ball Committee
Co-Chairmen
Mr. Robert Devinney
Mrs. Marjorie Fitzpatrick



WIEN CONSOLIDATED AIRLINES
CORDIALLY INVITES YOU TO MEET
THE CHAIRMAN OF THE BOARD, PRESIDENT
AND BOARD OF DIRECTORS
AT A COCKTAIL PARTY
FROM 5:30 TO 7:00 P.M.
ON FRIDAY, FEBRUARY 20, 1970
IN THE GOLD ROOM
AT THE BARANOF HOTEL



**The
GOVERNOR'S BIRTHDAY BALL**

Juneau, Alaska

SATURDAY EVENING AT NINE UNTIL ONE

MARCH 7, 1970

\$7.50 PER PERSON

Nº 224

NATIONAL GUARD ARMORY



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Juneau, Alaska

SATURDAY EVENING AT NINE UNTIL ONE

MARCH 7, 1970

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Nº 223

NATIONAL GUARD ARMORY

The Juneau-Douglas Unit
of the American Cancer Society, Inc.,
requests the pleasure of your company
at a cocktail party
at the National Bank of Alaska
St. Patrick's Day
5:30 to 7:30 in the evening
Tuesday, the seventeenth of March
for the benefit of
the American Cancer Society

“green offering”

End of the Week

Among the items we have left over at the end of this week is the nonsense legislation that hit the floor of the state legislature in the last few days.

The silliest bill is a proposal, introduced by the house rules committee by request—by whose we are not sure — that would put a referendum before the voters on whether or not to sell the state ferry Wickersham. The rules committee must have moved this over the dead body of one member, Rep. Wm. Boardman of Ketchikan.

The state does not have enough ferry capacity now and it takes several years to build new vessels so sale of the Wickersham is silly, despite its limited use. Putting the question to the voters just makes a political issue out of the Wickersham and it is that political issue that hinders the state making full use of the Wicky.

The state administration has been attempting to get a waiver to the Jones Act for the ship but politicians have found the Wicky makes a fine campaign platform and it had dual purpose, it can also be waved like a flag. And this campaigning keeps the subject of a waiver from getting any serious consideration in Congress.

The reason we can safely say it is a political issue is because a waiver to the Jones Act has been granted for Canadian vessels sailing to Alaska. That waiver, still in effect, was slipped through Congress without comment and without controversy at home. We also will bet that we can't stir up a resolution in the Alaska legislature condemning that waiver because that wouldn't embarrass the Republican administration and because the senator who obtained the waiver, a Democrat, is dead and out of the running.

So, who says the public doesn't bear the expense of political campaigning?

Another way to campaign effectively is to pick on a major industry, like canned salmon, and pick on it in an area of the state a long way from where the campaigner needs votes.

This was done this week by the senate state affairs committee. The committee is composed of Sen. Elton Engstrom, Juneau; Sen. Jan Koslosky, Palmer; Sen. John Butrovich, Fairbanks; Sen. Ed Merdes, Fairbanks; and Sen. Bob Blodgett, Teller.

They presented a resolution urging Gov. Miller to make arrangements with the Japanese to buy the excess salmon they are sure will miss the can this year in Bristol Bay.

Sen. Robert Ziegler, D-Ketchikan, messed up the seriousness of their campaign by prodding members of the senate commerce committee to come out with an identical resolution except that it asked the governor to arrange to sell the excess fish in Gastineau Channel, in front of fish buyer Engstrom's business office, to the Japanese.

The boys must be having lots of fun. Engstrom is a member of both committees but he is only chairman of one, state affairs. He doesn't have that power in commerce.

Ziegler's claim to fame is representing the canned salmon capital of the world—or Ketchikan was until the fish runs depleted. He also is a good friend of canned salmon industry lobbyist Rick Lauber, a former Ketchikan resident.

The Alaska house gets the prize this week for coming up with the best publicity gimmick, if the governor will cooperate. The house overwhelmingly passed a resolution asking the governor to offer the governors of all other states the opportunity to send someone to Alaska to capture live wolves for transplanting back in their home states. The idea was fostered by the concern people in other states have shown over the hunting of wolves in Alaska and in the bounty on wolves.

We hope the governor gives the offer wide publicity in the other states.

A SURPRISE!

Jones Act Waived For Liberia Tanker

WASHINGTON (Special) — Congressman Howard W. Pollock, R-Alaska, Friday asked the treasury department to clarify its reasons for granting a special waiver of the Jones Act to permit a Liberian-flag tanker to operate between Alaska and West Coast ports.

The Jones Act prohibits foreign-built vessels from transporting cargo and passengers between American ports.

In a surprise move, the Treasury Department issued a waiver to the Liberian tanker, Sansinena, to come under U. S. registry and participate in American domestic trade, Pollock said. The vessel will be operated by the Union Oil Com-

pany, he said.

Pointing out that he has long urged a waiver of the Jones Act to permit the State of Alaska to operate its foreign-built ferry Wickersham between U. S. ports, Pollock suggested that the criteria used in the tanker waiver could be used in the case of the Wickersham. "The Wickersham is essential to the operation of Alaska's Marine Highway system," Pollock pointed out to Treasury Secretary David M. Kennedy.

The House Merchant Marine and Fisheries Committee, of which Pollock is a member, has scheduled a hearing on the Treasury Department waiver on March 10.

Student Damage To Ferries Is Reported

High school students damaged the forward lounges of two of the state's ferries while traveling to and from the recent South-eastern basketball tournament in Ketchikan, a Division of Marine Transportation official said today.

"Some of the kids got a little too exuberant on the northbound and southbound trips" for the tournament, Bert Esmond told the Empire.

Unconfirmed reports indicate that between two and four students were arrested and charged with "minor consuming" and "drunk in public."

The principal damage known at this time is the removal of some 21 specially fabricated arm rests from forward lounge settees on the southbound trip and about 30 armrests on the northbound trip, Esmond said.

Asked whether billings had been made to the parents of occupants of damaged staterooms, he replied, "There was no major damage to staterooms that I'm aware of."

Esmond said he expects the assessment of damage on the two ferries to be completed by Monday.

So far "no billing has been rendered to anybody," he said; the final damage report will determine "whether it is warranted or not."

The armrests that were removed or damaged were specially made for the lounge settees, Esmond said, and they are not available on order from a supplier.

"We cannot make an estimate of damage costs until we know how many of them are salvageable and how long it will take to replace them," he said.

The two ferries involved were the Taku, which left Juneau southbound on March 3, and the Malaspina, which arrived in Juneau northbound March 9, Esmond said.

Some 486 students from Wrangell, Petersburg, Sitka and Juneau were on the northbound trip, he said.

Those who were traveling under the auspices of a school paid the youth group fare rate, which is 50 per cent of the standard fare, Esmond said. The others paid regular fares.

State Troopers and school chaperones accompanied the students both to and from Ketchikan, he said.

A Startling Disclosure

Congressman Howard W. Pollock's disclosure Friday that the U. S. Treasury Department had granted a waiver of the Jones Act to permit a Liberian flag tanker to operate between Alaska and West Coast ports was a bombshell.

It scarcely needs to be said that the state has been trying unsuccessfully for several years to get such a waiver for the MV Wickersham, its foreign-built ferry which has seen only limited service because of the Jones Act prohibition against the use of foreign-built vessels between U. S. ports.

The state has looked to Congress to amend the Jones Act or, in the alternative, to grant a special waiver for the Wickersham. The big ship cannot operate between Alaska ports and despite the best efforts — and defensive statements — of the state Division of Marine Transportation, the Wickersham remains a big white elephant.

Now we learn that through administrative rather than congressional action a foreign flag tanker has quietly been admitted to the U. S. coastal trade.

With an Alaskan in President Nixon's cabinet, we wonder why the Wickersham hasn't been granted a waiver, if it is something that can be done administratively, by a stroke of a pen.

We understand the disclosure of the waiver for the Liberian tanker, which is to be operated by the Union Oil Co. of California, was also a surprise to the House Merchant Marine and Fisheries Committee which heretofore has considered the granting of such waivers a congressional prerogative.

Hopefully this situation will be clarified sometime this week. The House committee has scheduled a hearing tomorrow on the Treasury Department waiver. It should prove a most interesting hearing. —G.E.B.

OTHER VIEWS

Wicky: Great White Ghost

(From The Sitka Sentinel)

Remember the Wickersham?

The great white ship hasn't stopped in Sitka in recent months, but is still presumably wending its ghostly way through our coastal waters.

The albatross of the State Marine Highway System was brought to mind recently by Sen. Elton Engstrom of Juneau, who says the state would start immediately to phase the ship out of the ferry fleet.

Engstrom, chairman of the Senate State Affairs Committee and a maverick Republican, stated in a committee hearing what a lot of other Republicans in state government must also secretly feel: the Wickersham is as much a political liability as ever.

The liability was demonstrated in 1968 when it caused the defeat of the single one of eight bond issues before the voters in the general election. The ferry system was set back at least two years in an expansion that was urgently needed even then.

The controversy, of course, was over the wisdom of the Hickel Administration in buying the Norwegian-built ferry liner when it was known that U.S. marine laws would severely limit its uses.

Public Works Commissioner Harold J. Strandberg told Engstrom's committee the state is giving no thought to the possible sale of the vessel.

The state's main hope of winning permission to use the vessel for interstate traffic (and operate at a profit) continues to lie in the hope of gaining a waiver to the Jones Act.

Strandberg outlined the exhaustive efforts that have been made so far without success. There is opposition in Congress, and further, Strandberg said, the state must win "support of the people in the ship industry, the ship operators, and the majority of the unions."

Clearly obtaining the waiver won't be simple.

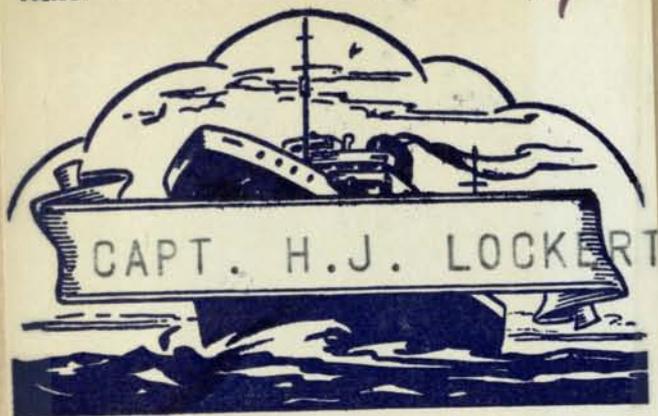
Meanwhile, the Miller Administration has proposed \$32 million worth of expansion for the ferry system, with the bonds to be voted on in the November election. Will history repeat?

Engstrom, who as a Juneau resident has a personal interest in the ferry operations, says he is concerned about the chances of the bond issue, especially when it is viewed in the context of the total \$137 million in state bonds that will be up for approval this year.

He proposes the direct appropriation of \$5 million from the general fund annually for five years to make the capital improvement as needed. General fund financing of capital improvements would be an innovation, but it would assure improvements being made as they were needed, not at the whim of the voters.

The goal would be the replacement of the Wickersham as new vessels became available.

Ticket No. 224 Table No. 19



1970 † 43rd Annual † 1970

SEATTLE STEAMSHIP DINNER

Steamship Dinner Popular



LARRY CARLANDER

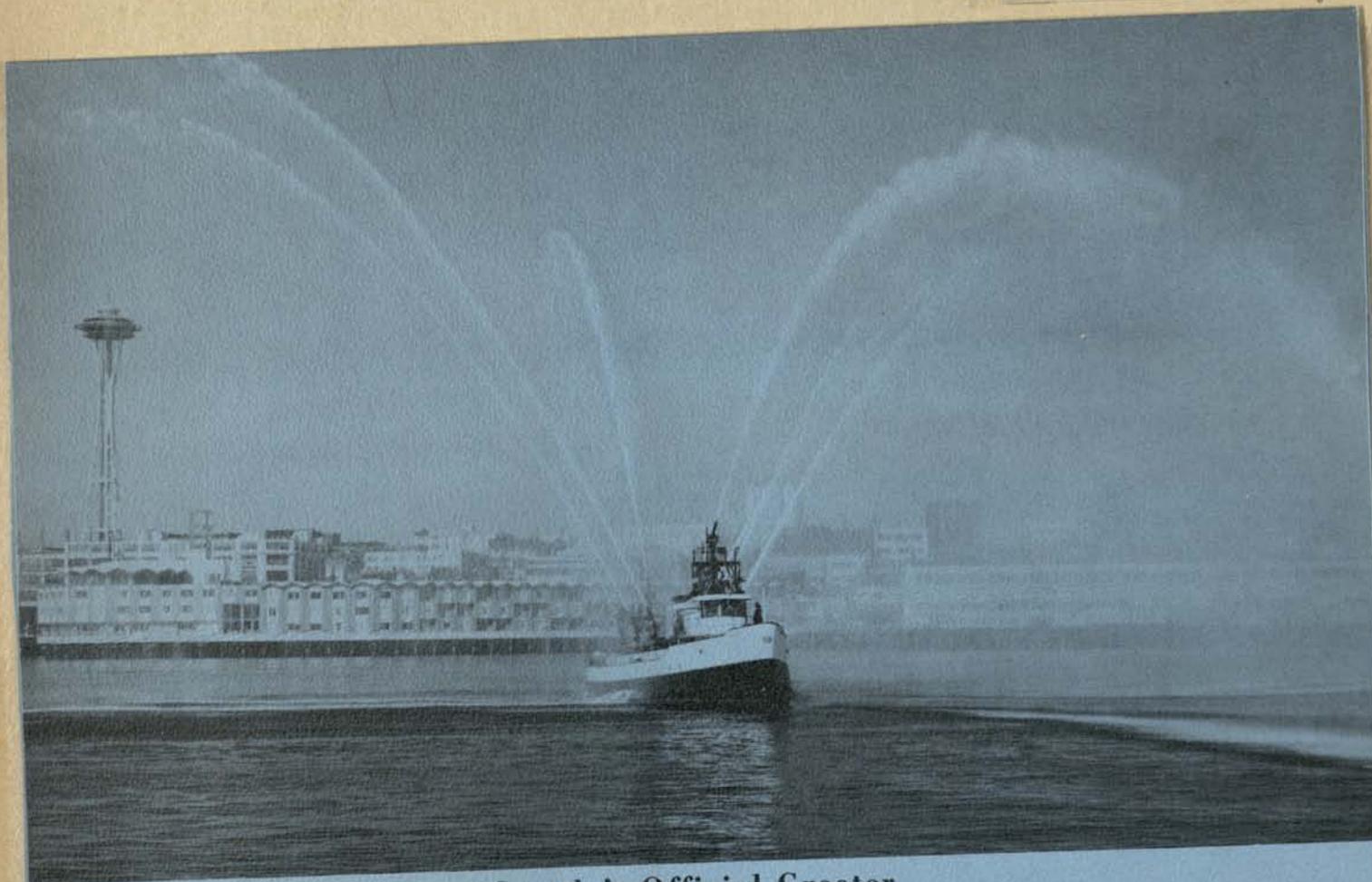
As usual with the waterfront's biggest social event, the 43rd annual Steamship Dinner is proving so popular that a limit is being set on reservations.

Attendance this year will be held to about the same figure as last year, when 626 maritime-industry executives from United States and Canadian ports, along with their guests, were present, Larry Carlander, general chairman of the 1970 dinner, said yesterday.

The dinner will be March 14 at the Olympic Hotel.

Dwight Guy of Bogle, Gates, Dobrin, Wakefield & Long is in charge of reservations. Allen Ingraham of Western Marine Supply is chairman of the entertainment committee.

Other committee chairmen are Robert P. McNeil, American Mail Line, arrangements; Ronald Cowan, American Mail Line, finance; Mike Duppenhaler, Foss Launch & Tug Co., decorations; W. M. Boucher, Seaport Shipping Co., menu; Robert Roe, Puget Sound Tug & Barge Co., reception, Paul Poliak, general chairman of the 1969, dinner, advisory, and Mel Metz, representing the Propeller Club.



Seattle's Official Greeter
MV "ALKI"

43rd ANNUAL
SEATTLE STEAMSHIP DINNER
MARCH 14, 1970

S'Eastern Conference Urges Construction Of Office Building

By BARBARA KALEN
Special Correspondent

Resolutions urging passage of the ferry bond proposal of Gov. Keith Miller and construction of the proposed state office building here were adopted by the Southeastern Conference at its annual meeting Friday and Saturday.

Juneau Chamber of Commerce President Robert Horchover outlined the office building funding proposal now under consideration. A private building corporation is interested in the job, Horchover said, which could be financed by a state capital corporation which would issue tax-exempt bonds. The Alaska State Housing Authority would lease the building, renting it to the state until the bonds are retired.

Commissioner of Public Works Harold Strandberg, Capt. H. G. Lockert, director of the Division of Marine Transportation, and Don D. Statter, director of Division of Waters and Harbors, spoke on the state building programs, and the planned new vessels for the Marine Highway System. In order to adequately serve the communities of Southeastern Alaska the

new ships and lengthening of the existing vessels are needed as soon as possible, although it will take three to four years to acquire them after passage of the bond issue, Strandberg and Lockert said.

Gus Norwood, administrator of the Alaska Power Commission, reported on the current status of the Snettisham hydroelectric power project. Overly high bids nearly killed it this spring, Norwood said, but recent decisions to omit the dam for the present and to put in a single four-cable conventional transmission line instead of the planned Direct-Current underwater line have made it possible to continue. Norwood expects the first generator to have power on the line by December 1972.

Additional resolutions prepared by the 20 delegates, representing municipalities and Chambers of Commerce in Southeast Alaska, for submission to the state legislature included:

— to request the federal government for a speedy release of Forest Highway funds;

— to request the U. S. Coast Guard to lift the present restriction on ferry passengers prohibiting sleeping in their vehicles on the car decks of state ferries;

'Jones Law' Misnamed But Effective

By JAY WELLS
Maritime Editor, The Times

Senator Wesley L. Jones was a hard-working member of Congress.

He was in the House from 1899 to 1909 and then served 23 years in the Senate, and during that time was involved in some of the nation's most important legislation. A news story at the time of his death in Seattle in 1932 gave this summary:

"Among the pieces of legislation of which he was most proud were his sponsorship of the federal water power act, the national shipping act, and similar measures. He was hailed as the author of the lumber tariff, fathered irrigation in the Pacific Northwest and wrote the Panama Canal Act and helped develop the Puget Sound Naval Shipyard at Bremerton.

"He introduced the 'five and ten' dry law for the Department of Justice, but recently expressed himself in favor of resubmission of the prohibition amendment."

During Senator Jones' lifetime that "five and ten" law, also known as "the Jones Law," was the subject of national controversy. It provided penalties of five years in prison and a fine of \$10,000 for violators of the nation's prohibition on liquor.

But the passage of time can do strange things to a man's reputation.

And the American habit of sticking labels on ideas, programs and policies can get history all mixed up.

National prohibition has long since passed away, and the "Jones Law" of the senator's lifetime is virtually forgotten.

But another "Jones Law" now has become controversial — and Senator Jones probably would find it surprising, since only part of this so-called "Jones Law" was is handiwork.

The "Jones Law" now in the news is the general name for legislation which makes it illegal for foreign-flag ships to carry passengers or cargo between American ports.

Alaskans and residents of Hawaii have been carrying on an intensive campaign, without success so far, to have the law changed.

This "Jones Law" is blamed for the fact that Alaska's biggest ferry, the Wickersham, cannot carry passengers or freight between Seattle and Alaska.

Since the Wickersham was built in Langsund, Norway, she cannot be put under the American flag and therefore cannot engage in coastwise trade.

She can carry cruise passengers who make round trips, but she cannot carry passengers who want to board the ship here and leave it in, say, Ketchikan, Juneau or Skagway. A Seattleite who wants to make only a one-way trip to Alaska can board the ship in Vancouver, B. C., or he can board her in Seattle and then transfer to another Alaska ferry at Prince Rupert, B. C.

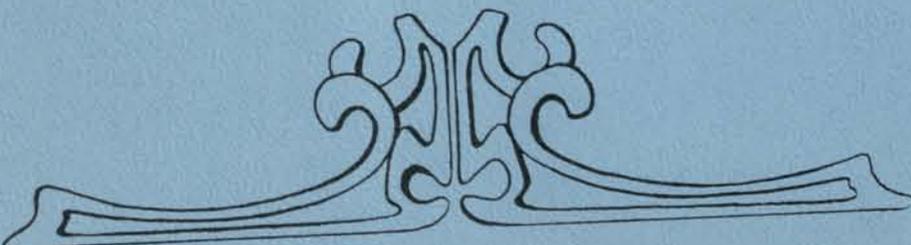
Many travelers would like to see this law modified.

And people in Hawaii would like to see the "Jones Law" modified so that foreign-built tankers — which cost only about half as much as those built in American shipyards — can carry liquefied petroleum gas from Alaska's fields to fuel-hungry Hawaii.

Wesley Jones did have a part in enacting the law which permits only American vessels to carry freight between United States ports. He was chairman of the Senate Commerce Committee when the Merchant Marine Act of 1920 was passed.

Section 27 of that act provides that "no merchandise shall be transported by water, or by land and water . . . between points in the United States . . . either directly or via a foreign port, or for any part of the transportation, in any other vessel than a vessel built in and documented under the laws of the United States and owned by persons who are citizens of the United States."





menu

CRAB LEGS OLYMPIC

CELERY EN BRANCHE

ICED ASSORTED OLIVES

ROAST FILET MIGNON (Rare)
Mushroom Sauce

TOMATO PRINCESS

BERNY POTATOES

STRAWBERRY COUPE ROMA

PETIT FOURS

COFFEE

entertainment

MASTER OF CEREMONIES

JERRY ROSS

CHEERFUL LITTLE EARFUL

HOLLY WINTERS

AND ACCOMPANING TRIO

☆☆☆

BROTHERS FOUR SEATTLE'S OWN

INTERNATIONALLY TRAVELED AND RECORD MAKING

TELEVISION STARS



MR. CAPTAIN H.J. LOCKERT

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This "Jones Law" is blamed for the fact that Alaska's biggest ferry, the Wickersham, cannot carry passengers or freight between Seattle and Alaska.

Since the Wickersham was built in Langsund, Norway, she cannot be put under the American flag and therefore cannot engage in coastwise trade.

She can carry cruise passengers who make round trips, but she cannot carry passengers who want to board the ship here and leave it in, say, Ketchikan, Juneau or Skagway. A Seattleite who wants to make only a one-way trip to Alaska can board the ship in Vancouver, B. C., or he can board her in Seattle and then transfer to another Alaska ferry at Prince Rupert, B. C.

Many travelers would like to see this law modified.

And people in Hawaii would like to see the "Jones Law" modified so that foreign-built tankers — which cost only about half as much as those built in American shipyards — can carry liquefied petroleum gas from Alaska's fields to fuel-hungry Hawaii.

Wesley Jones did have a part in enacting the law which permits only American vessels to carry freight between United States ports. He was chairman of the Senate Commerce Committee when the Merchant Marine Act of 1920 was passed.

Section 27 of that act provides that "no merchandise shall be transported by water, or by land and water . . . between points in the United States . . . either directly or via a foreign port, or for any part of the transportation, in any other vessel than a vessel built in and documented under the laws of the United States and owned by persons who are citizens of the United States."



Alaska Appears At Fault In Jones Act Attack

Whether or not the State of Alaska is fully to blame for the current attack on the Jones Act, it certainly provided the opportunity for those who would like to have the law repealed or amended. And it stems from an unusual set of circumstances.

When Walter Hickel (Secretary of Interior) was Governor of Alaska, he rammed through the purchase of a foreign vessel for use in the Alaska ferry system. Renamed the WICKERSHAM, the Swedish-built ferry has been a flop because the State of Alaska has been unable to obtain a waiver of the Jones Act to operate the vessel between American ports.

It has been a comic opera type operation with passengers and freight loaded at Seattle being dumped at Prince Rupert, B.C., and Alaska passengers and freight being dumped at Vancouver, B.C. Many Alaskans would like to dispose of the vessel and the question may be put before the voters this fall, but at least some Alaskans have been notably stubborn on this subject.

Several attempts have been made by the Alaskan congressional delegation to obtain a waiver of the Jones Act but all have failed. More recently, a new tack has been implemented with Alaska implying that ports in California, Oregon and Washington might lose cargo to and from Alaska to British Columbia, relative to North Slope oil development, unless a waiver of the Jones Act is granted Alaska. The excuse is different but the real reason is believed to be the WICKERSHAM.

Falling for the ploy, several Northwest ports have openly or privately endorsed Alaska's request for a Jones Act waiver. The principal business of ports is cargo and it is understandable that ports, with the urging of shippers who wish to move their cargo at the lowest possible rates, would tend to support whatever appeared to be most favorable to overall trade. It is apparent, however, that at least some ports do not realize what adverse effects would result to the rest of the U.S. maritime community if a waiver of any sort is allowed.

Although not developing as rapidly as many would like, North Slope oil and the TAPS pipeline promise a tremendous future for U.S. bottoms between Alaska and other U.S. ports. A waiver of the Jones Act would deny most of this business to U.S. carriers as foreign competition would take it at lower rates.

Further, any waiver or exception to the law would be the beginning of the end for U.S. shipyards and their suppliers. Voyage repair business would continue but it is very doubtful that most American yards could remain in business without new construction which would go entirely to foreign yards at cheaper prices if the Jones Act were repealed. And eventual repeal

would be almost certain if the Jones Act is weakened in any way.

Japan, a substantial trade partner with Alaska, understandably sees great profit in repeal of the Jones Act and has so stated. Japan has opened a consulate at Anchorage and reportedly will work with Alaska toward this end. This is a dangerous situation as Japan has a certain amount of leverage which can be applied and Alaska, still really only after a waiver for the WICKERSHAM, might unwittingly be a partner to a very serious and harmful mistake.

American oil interests undoubtedly would have a lot to gain in repeal of the Jones Act but this newspaper has been unable to find any real evidence of their involvement in the present threat. However, repeal would allow tankers built in foreign yards to operate between U.S. ports and this is such a great advantage that it is reasonable to assume that oil interests are deeply involved behind the scenes and in very high places.

The recent incident of the Liberian-flag tanker SANSINE-NA being given a waiver (later

revoked) by the U.S. Treasury Department to operate between Alaska and West Coast ports is a case in point. The vessel is American-built but under foreign ownership and on charter to Union Oil Company. Quick action by Congressman Edward Garmatz (D-Md.), Chairman of the House Committee on Merchant Marine and Fisheries, resulted in a reversal of the Treasury Department's judgment but the U.S. maritime community may not be so lucky the next time.

A warning from the Nixon Administration that its merchant marine program is a "last chance," and that foreign procurement may be sought if American shipyards do not modernize to lower costs, appears to be a real threat. Shipyard owners point out that organized labor is reluctant to allow automation, which is the only way to cut costs, and that construction subsidies are really payments for the high cost of American labor. It is interesting to note that the Nixon Administration has already proposed in a Senate hearing last fall that the purchase of fishing vessels abroad be allowed.

Ferry Bond Measure Passed By Senate

A \$21 million ferry bond issue that includes funds for two vessels to be used in the panhandle was passed today by the Senate.

The measure incorporated a number of Senate Finance Committee amendments to what was originally a \$32 million ferry bond package proposed by the governor.

The Senate-passed bill includes \$1 million for terminal facilities, \$12 million to lengthen the state's three Malaspina-class ferries, and \$8 million for two Bartlett-class vessels.

Cut from the package was \$17.5 million for an ocean-going ferry to connect Southeastern and Southcentral Alaska.

Sen. Howard Bradshaw, D-Sitka, said the Department of Public Works "made a very bad case" in its presentation of revenue and use projections for the vessel.

The administration had proposed to budget \$4 million an-

nually and lengthen one of the state's large ferries a year.

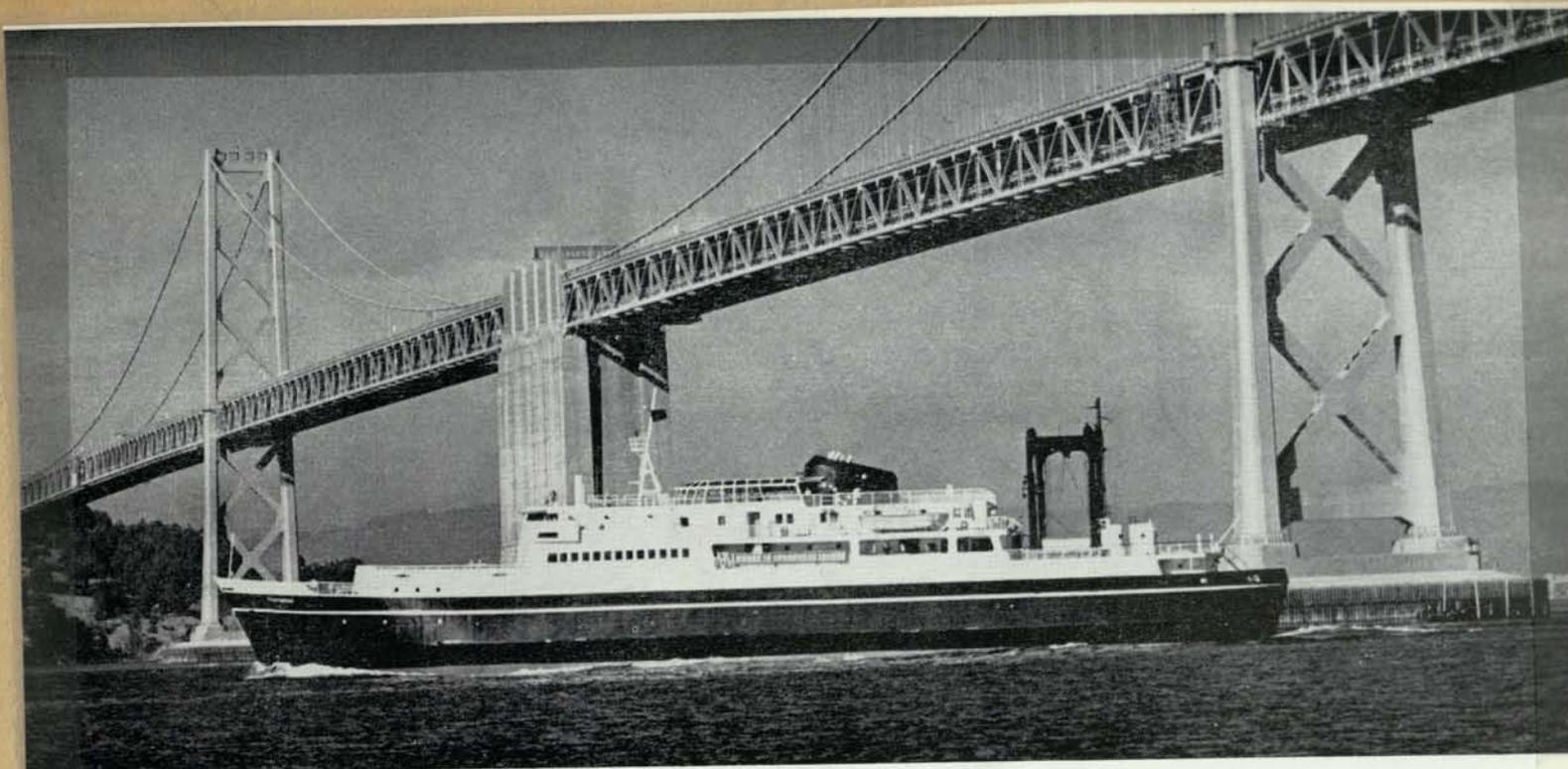
Instead, the Senate Finance Committee incorporated funds for the entire project into the bond package.

Bradshaw said the lengthening of a vessel by 56 feet would take six to eight months and should provide a revenue increase of approximately \$514,000 per vessel during the four-month summer travel season.

Funding for terminal facilities was reduced from \$2 million to \$1 million, he said, because the elimination of the sea-going vessel made certain facilities unnecessary.

One of the proposed Bartlett-class ferries would link towns in the southern panhandle, the other towns in the northern portion.

The measure now goes to the House.

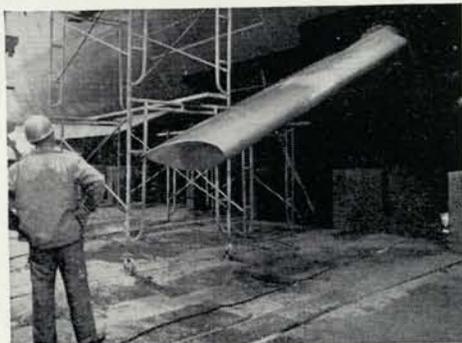


The more capacious MV Tustumena sails north under the San Francisco-Oakland Bay Bridge.

Bethlehem JUMBOIZES the Tustumena



Passengers in the heated solarium will bask under the northern sun.



Oscillating-fin stabilizers reduce roll by some 90 per cent.

She's a passenger and auto ferry that has been plying southwestern Alaskan waters between Kodiak Island and the mainland since 1964. But now she can carry 14 more autos per trip, and ferry 16 more passengers in greater comfort and safety than ever before.

Three months to jumboize, modernize, stabilize

During a three-month lay up last year at Bethlehem's San Francisco Yard, the *MV Tustumena* was cut in two, then reassembled with a new 56-ft mid-body to increase her overall length to 296 ft. The yard-fabricated section was then fitted out as additional staterooms for passengers and crew, and as increased cargo space. The passenger capacity of the vessel is now 200 persons. She can also accommodate 60 automobiles, or 18 autos plus 18 truck trailers.

Other major structural work performed by the yard included the addition of a solarium on the top deck, and the installation of retractable-fin stabilizers and a bow thruster system, complete with controllable pitch propeller and 400-hp drive motor.

Bethlehem yards know how

Like all Bethlehem ship repair yards, the San Francisco Yard is well equipped to handle the big jobs—as well as the small ones—with speed and efficiency. Next time, specify "Repairs by Bethlehem," and just watch us perform.

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The Governor and Mrs. Keith H. Miller
 request the pleasure of the company of
CAPTAIN AND MRS. N. J. LOCKERT
 at **DINNER**
 on **THURSDAY, APRIL 9, 1970**
 at **SIX-THIRTY** o'clock
 On the **WICKERSHAM**

Regrets Only
 Mansion Secretary
 586-2100

Please Present
 This Card to
 Chief Steward

The Honorable Keith H. Miller
Governor of the State of Alaska
 invites you to the
Annual Governor's Prayer Breakfast
 on *April eleventh*
 at the *Baranof Western Hotel*
 Seating will be at *8:30 a.m. sharp*
 concluding at *10:00 a.m.*
 No host \$3.50

R.S.V.P. BY 4-10-1970
 MRS. PAT ANTIOQUIA
 GOVERNOR'S OFFICE
 586-5247

Food Service On Wickersham Is Suspended

JUNEAU (AP) — Gov. Keith Miller announced Wednesday that food service aboard the state ferry Wickersham has been temporarily suspended because a crewman was reported ill with suspected hepatitis.

Miller's announcement said the crewman, who was not identified, became ill several days after leaving the Wickersham near Wednesday night (at 10:30 p.m.) and was to sail northward to Haines as scheduled.

Representatives of the Department of Health and Welfare will be aboard to check the ship. Passengers will be allowed to board at Haines but there will be no food served until clearance is given by the department.

The governor called it a "precautionary" check and said there will be no change in the Wickersham's schedule in the southeast Alaska marine highway system.

As a result of the situation Miller is postponing the Thursday night dinner he and Mrs. Miller had planned to host for legislators and other guests aboard the Wickersham.

Universal Services no longer manages food service on the state ferry system—the state does. Universal's role was only that of a manager, we are told; the actual staff was and is made up of state employees. Efforts toward the shift away from Universal Services began last fall and came to a conclusion in February, when the firm's contract was allowed to expire without renewal. A prime reason for the state assuming management, we understand, is that seemingly continuous bidding on part or all of the management contract by other firms was giving the staff a case of perpetual anxiety about how things might change. Universal Services agreed to the termination of the contract, we are told, and there was an amicable parting.

No Hepatitis Danger On Ferry, Says Hall

The state ferry Wickersham has been sanitized and there is "no danger at all" of catching hepatitis, Commissioner of Health and Welfare Bert Hall said today.

All food service on the ship was stopped Wednesday after a waiter in the crew section was reported ill with suspected hepatitis.

Two sanitarians boarded the ferry Wednesday night in Juneau and "spent the entire night giving the ship a complete sanitization," Hall said.

A state epidemiologist "did

a complete investigation on the possibilities of contagion and cleared the ship Thursday afternoon," he said.

Hall emphasized that the infected crew member "did not come in contact with the public."

Doctors now "have every reason to believe" the man is suffering from infectious hepatitis, he said.

"All of the crew has been immunized, and there is no danger at all," the commissioner said.

Pollock Asks Assistance In Obtaining Wickersham Waiver

A plan to allow foreign shipbuilding for the American trade in certain circumstances was advanced Thursday in a written statement by Congressman Howard W. Pollock to the Conference on the Non-Contiguous Trades held in Washington.

Pollock also sought the group's assistance in obtaining a Jones Act waiver for the state ferry Wickersham.

And he asked for favorable consideration in amending the Merchant Marine Act of 1936 to extend federal tax deferments and construction subsidy privileges to builders of ships

engaged in non-contiguous trade.

Pollock noted that "the American shipbuilding industry has . . . more demand for orders than it can reasonably be expected to fill in a reasonable time."

The industry also is not geared to building certain types of needed vessels, such as very large super-tankers, he said.

The congressman proposed that ship owners be required to "place their orders with American ship builders. However, if an American ship builder cannot begin work on this order

for two years or cannot complete it within three and a half years, respective owners would be allowed to have the ships built by foreign yards."

This solution, he said, would "alleviate the backlog without endangering the priority of American shipbuilders to assume contracts."

Pollock drew attention to "how grave Alaska's need is for inexpensive and efficient shipping," and asked the conference's help in obtaining the documentation of the MV Wickersham as an American flag vessel, "making an exception to

the Jones Act in this one isolated instance."

The conference at which Pollock's statement was presented is sponsored by the AFL-CIO Maritime Trades Department and the Transportation Institute.

Strandberg Says Ferry For Southwestern Will Improve Southeastern

JUNEAU (AP) — A large ocean-going ferry to serve southwestern Alaska also will improve the capacity of the southeastern ferry system.

That was the report yesterday by Commissioner of Public Works Harold Strandberg to the Senate Finance Committee.

He said that if the ferry is constructed according to his department's plans it will help meet a demand for southeastern service that would exceed available ships by about 15 per cent by 1975.

He said that this summer the southeastern system will have a demand for service that exceeds capacity by ten per cent, and with construction of two additional small ferries for the southeastern run, and with lengthening of the three blue ships, demands still will exceed capacity by 15 per cent in 1975.

The Senate Finance Committee voted last week to submit a \$21 million ferry bond package to the voters in November. It would pay for lengthening the three ships on the southeastern run, for building two additional ships to serve other southeastern ports and to pay for ferry terminals.

The Department of Public Works had proposed a \$32 million bond issue which, in addition, would provide funds to construct an ocean-going ship to run from Prince Rupert to Cordova with stops at Yakutat and major southeastern ports.

Sen. Howard Bradshaw, D-Sitka, a member of the Finance Committee, said the committee deleted the large ship because Strandberg had not provided figures to back up the program when he appeared before the committee.

Strandberg said today he has submitted a report to Sen. Vance Phillips, R-Anchorage, Finance Committee chairman.

Alaska Briefs

FERRY RUN

JUNEAU (AP)—The director of Alaska's Division of Marine Transportation said the Alaska ferry MV Taku will leave Seattle Sunday after her annual overhaul.

Director J.J. Lockert said the ferry originally was scheduled to come out of layup May 16.

The Taku will run a special schedule from Prince Rupert to Skagway and intermediate points every Tuesday and Friday. She will travel south on Wednesdays and Saturdays.

New Approach To Ferry Problem

JUNEAU (AP) — A joint resolution introduced in the Alaska House would request the U. S. State Department to negotiate with the Canadian government to establish a portion of the ports of Skagway and Haines, Alaska, as Canadian ports.

Purpose of the resolution is to bypass the Jones Act, which prohibits foreign-built vessels from transporting goods and passengers between United States ports. The act affects the Alaska ferry MV Wickersham, built in Sweden and, according to the resolution, creates "an unreasonable burden on the residents of the state, on the flow of commerce and on the visitors to Alaska..."

The resolution was introduced by the Rules Committee.

Union Pickets Cruise Ship

With Foreign Crew

Charles B. West noted that his new cruise service filled a need not met by U.S. ships over the past few years.

West observed that most Alaska cruise service today is provided by foreign ships. Alaska State Ferries operates out of Seattle with American crews, of course, but West noted that the ferries offer a different kind of

service from his cruise ships.

Also, he said, the ferries sail full, anyhow, during the season when his ships will be operating.

The Westours operation will channel millions of dollars into Puget Sound for stores, fuel and maintenance, West said, as well as attracting tourists here to board the roundtrip cruises.

BARANOF

COFFEE

SHOP



BREAKFAST



Ripley
9

Press Men "Sail" on Ferry "Taku"

The last meeting of the year of the Maritime Press Association of Puget Sound was held aboard the ferry "Taku" through courtesy of the Alaska Marine Highway System on December 4.

The members were taken on a tour of the ferry, and even got to go on a short spin from Pier 48 to the Pier 32 oil dock and back.



The "Taku" at Pier 48.



A group of the MPA party watched as the skipper skillfully berthed the "Taku" at Pier 48 after refueling at Pier 32. In the center is Bill Miller (crewcut) of Lockheed, who is president of the MPA.

These three members of the Maritime Press Association have one thing in common—each is a top-flight photographer. From left, Harry Kirwin, a free-lancer of many years standing; Joe Williamson of Lockheed Shipbuilding & Construction Co., and Harry Gilmour, Port of Seattle. They are shown on the top deck of the "Taku."



Sassara Sees Miller As A Stand-In For Hickel

Gov. Keith H. Miller was accused Wednesday of being "actually in favor of an override of his own veto" of the liberalized abortion law.

Rep. Charles Sassara, D-Anchorage, told the weekly Democratic luncheon "now word is drifting around that the governor wouldn't be unhappy if his veto were overturned."

The House majority leader also said he was in favor of keeping the state capital at Juneau, and came out in support of a direct appropriation to build a \$13.8 million office building here.

He described Interior Secretary Walter J. Hickel as a principal agent in Miller's campaign for election as governor, and cited inability to amend the Jones act following the purchase of the MV Wickersham as a reason for "extreme dissatisfaction with the present administration here and in Washington."

Sassara predicted that "Miller's veto of the liberalized abortion bill would be overridden."

"I have a feeling Mr. Miller, in a very crass political move, is actually in favor of an override of his own veto," he said.

Sassara speculated that Miller was "inclined to let the bill become law without his signature, but he was told to veto it and show his strength."

With an override, he said, "some people would forget he vetoed it, and he would be a hero to those who wanted it done."

Sassara said administration resistance to overturning the veto "just isn't there."

Speaking of the funding for a new state office building, Sassara said, "I am in favor of keeping the capital right here in Juneau, and I will resist any move that's made to move the capital."

The justification for ASHA bonding to construct the building is that interest on the state's monetary investments will bring a return that is higher than the interest cost of the bonds, he said.

Sassara disputed this, saying "there is no assurance that our money will continue to earn seven and a half to eight per cent...while if we bond at seven per cent we will have to pay seven per cent for 25 years."

In addition, through bonding "the capital construction project will have a one-year delay, and construction costs will go up," he said.

Sassara also commented that he and some others felt that with

lease revenues "our bond rating should be re-rated for the lowest possible interest."

He charged that former Gov. Walter J. Hickel "bought the Wickersham without consulting a soul."

Since the ship is of foreign manufacture it is not allowed under the federal Jones Act to carry passengers or cargo between two American ports.

The head of the Division of Marine Transportation at the time of the purchase "went over to Sweden, looked at the boat, came back and resigned," Sassara said.

"He knew the vessel would never fit into the scheme of our ferry system. We've spent \$7 million for the ship and probably \$3 million or \$4 million in modifications—that's no way to run a government," he said.

Sassara charged that "Nixon, Wally, Stevens and Pollock have not done a damned thing about the Jones Act."

He continued, "Show me one thing the Republicans have done that they said they would do—except for registering voters. I predict a complete, total Democratic sweep in this state."

Sassara said that Congressman Howard W. Pollock's delay in announcing candidacy

for the governorship has weakened his position since it allowed Miller time "to arrange an organization."

Then he corrected himself, saying "it gave Hickel time to put together an organization for Miller."

Sassara claimed that Alvin O. Bramsted, head of the Midnight Sun Radio and Television network and a close personal friend of Hickel's "was informed by a phone call from Mr. Hickel that he was going to be campaign manager for Mr. Miller."

Anchorage Mayor George Sullivan, who had begun to organize as a Republican gubernatorial candidate, was "told by Bramsted, 'sorry, Wally called, and I must heed the call.' Exit Mr. Sullivan," according to Sassara.

The Democratic candidate for secretary of state also noted that Hickel's brother Vernon is the head of the Anchorage Boosters for Miller club, and "Ken Brady, a long-time associate of Mr. Hickel's is the campaign fund leader for Mr. Miller."

First of 4 New Ferries To See Service in 1972

OLYMPIA — (AP) — It probably will be late 1972 before the first of four new ferries authorized by the 1970 legislature can be expected in service, the State Toll Bridge Authority was told yesterday.

Some of the delay is involved in setting up a design competition for the new vessels, State Highways Director George Andrews said, adding:

"We probably could get a contract out a little sooner by just going to a naval architect and asking him to build a boat, but we think the design competition will get us a better boat and save us money in the end."

He was echoed by Gov. Dan Evans in replying to Rep. C. W. Beck, D-Port Orchard, who favored faster

boats. Beck also complained that ferry users in Kitsap County were incensed by some of the appointments to a design consulting committee.

"You can soothe them," the governor quipped.

NEW FERRIES BY 1972 is the latest prediction to

come out of Olympia. But off the state's past experience with designing and building new ferryboats, we'll be startled if any of the four new ferries our legislature has approved are built and operating by the end of '72.

CHILKAT TO SAIL FRIDAY FOR HOONAH

The MV Chilkat of the Alaska Marine Highway ferry fleet will begin a new run between Auke Bay and Hoonah Friday, leaving Auke Bay at noon and arriving at Hoonah at 5 p.m.

It will leave Hoonah at midnight Friday, arriving back at Auke Bay at 5 a.m. Saturday. The Chilkat will make a similar trip on Sunday and Monday.

Due to the tides, weekly schedules will be published. Vehicles will be loaded and unloaded according to the tides at each port, but passengers may disembark on arrival.

The Chilkat has a capacity of 59 passengers and 15 standard automobiles. It can carry one 25-foot van, and has a normal crew of five.

Captain H. J. Lockert, director of the Division of Marine Transportation, expressed hope that the need for passenger service to the Gustavus area will develop.

A week was spent by the Chilkat on her recent return trip from Seattle in visiting a dozen ports, and possible ports, to further study the feasibility of ferry routes from Metlakatla to as far north as Gustavus, he said.

Lawyers, Judges On Way To Canada

Some 71 lawyers, judges, and their wives sailed out of Juneau aboard the MV Wickersham Thursday night bound for Vancouver, B.C.

They were on their way to attend the annual convention of the Alaska Bar Association, an Alaskan district attorneys' conference, and a meeting of the Alaska judiciary.

The MV Chilkat is back in local waters again after an absence of nearly a decade. It will be recalled the Chilkat used to run between Tee Harbor and Haines before the state's modern marine highway was established by the Egan administration in 1963. The Chilkat will begin runs tomorrow between the Auke Bay ferry terminal and Hoonah, with the first sailing scheduled for noon. It will arrive at Hoonah at about 5 p.m. and leave that community at midnight, arriving back here at 5 a.m. Saturday. The second trip will leave at noon Sunday. Weekly sailing schedules will be prepared by the state Division of Marine Transportation. Master of the Chilkat is Capt. Don Wishaar and chief engineer Jack Grabler.

MV CHILKAT-NEW SCHEDULE

PORT ARRIVE LEAVE	DATE	DAY	TIME	UNLOAD CARS	LOAD CARS
LV. AUKE BAY	MAY 8	FRI.	5:30 AM		4:30 AM
ARR. HOONAH	8	FRI.	10:00 AM	4:00 PM	
LV. HOONAH	8	FRI.	5:00 PM		4:00 PM
ARR. AUKE BAY	8	FRI.	9:30 PM		
AUKE BAY	9	SAT.		4:00 AM	
LV. AUKE BAY	10	SUN.	6:00 AM		5:00 AM
ARR. HOONAH	10	SUN.	10:30 AM	6:00 PM	
LV. HOONAH	10	SUN.	7:00 PM		6:00 PM
ARR. AUKE BAY	10	SUN.	11:30 PM		
AUKE BAY	11	MON.		5:00 AM	

CAPACITY: 59 Passengers — 15 Vehicles (Approx.)

NOTE: Schedule will be posted weekly

For further information contact:

DIVISION OF MARINE TRANSP. 586-3405

ALASKA MARINE HIGHWAY SCHEDULE

MAY 11 THRU MAY 17

NORTHBOUND

MAY 11	6:00 AM**	JUNEAU
MAY 12	11:00 AM	JUNEAU
MAY 13	11:00 AM	JUNEAU
MAY 13	8:45 PM**W	JUNEAU
MAY 16	5:15 AM+	AUKE BAY
MAY 16	11:00 PM+W	JUNEAU

SOUTHBOUND

MAY 12	4:30 AM*+	AUKE BAY
MAY 13	6:00 AM	AUKE BAY
MAY 14	6:00 AM	AUKE BAY
MAY 14	12:30 PM W	JUNEAU
MAY 17	12:30 AM	JUNEAU
MAY 17	4:45 PM+W	JUNEAU

TRIPS FROM SEATTLE**

TRIPS TO SEATTLE*

TRIPS VIA SITKA+

W—WICKERSHAM . . . Southbound passengers disembark at Prince Rupert. Northbound passengers embark at Prince Rupert. May 13 arrival only from Vancouver also.

ALL TIMES LISTED ARE DEPARTURE TIMES

FOR RESERVATIONS PHONE 586-3405
ALL VESSELS UNDER U.S. REGISTRY EXCEPT
MV WICKERSHAM WHICH IS UNDER PANAMANIAN
REGISTRY

STATE OF ALASKA
Department of Public Works
Division of Marine Transportation
Pouch "R" Juneau, Alaska 99801

Senate Committee Arrives Here Tonight

The Jones Act, the marine highway system, and the functions of the Coast Guard are among items to be considered at a public hearing in Juneau Friday by members of the Joint Senate Commerce and Public Works Committee.

The hearings, on the general matter of transportation, is scheduled for 2 p.m. in the U.S. District Court on the ninth floor of the Federal Building.

Slated to arrive this evening are U.S. Sens. Mike Gravel, D-Alaska; Marlow W. Cook, R-Ky.; R. Everett Jordan, D-N.C.; their wives and the wife of Sen. Ted Stevens, R-Alaska.

The total entourage, including staff members and advisors, is between 32 and 35 persons.

Deputy Undersecretary of Transportation John Olsson is scheduled to testify Friday on matters relating to the Coast Guard, the Federal Aviation Administration and the Federal Highway Administration.

Others scheduled to testify include representatives of the State Department of Highways and Department of Public Works.

Gravel and Jordan are members of the Public Works Com-

mittee, Cook is a member of the Commerce Committee. Stevens was forced to leave the party because of other business in Anchorage.

The committee members are to fly to Snettisham Friday morning for a tour of the dam site and briefings by Col. E.L. Hardin of the Corps of Engineers and Gus Norwood, administrator of the Alaska Power Administration.

Saturday the group is to inspect local harbor facilities.

A reception will be held at the Governor's Mansion Friday evening.

A public reception, sponsored by the Juneau Chamber of Commerce, is to be held Saturday between 6:30 and 7:30 p.m. at the Baranof Hotel.

Dinner arrangements have not been made for either evening.

The Public Works Committee deals with a variety of projects, including rivers and harbors, dams, flood control, navigation and public roads.

The Commerce Committee's scope includes transportation matters.

The controversial state ferry Wickersham sailed northbound from Prince Rupert, B. D., with 200 passengers and 50 vehicles on board, "the largest load of any vessel in the Marine Highway fleet this year," the state Division of Marine Transportation has announced. The 20 per cent discount on Wickersham fares undoubtedly helped to promote this situation. The vessel's last northbound run from Seattle and Vancouver will be May 11, then it will run between Prince Rupert and Haines for the summer. The state says the Malaspina will continue to make weekly runs from Seattle through September, and its berths are booked solid until then. The Malaspina, incidentally, can carry truck vans and the like, which the Wickersham cannot do, because of Jones Act prohibitions against foreign-built vessels.

Local Candidate Urges Sale Of Wickersham

State House of Representatives candidate Mike Miller proposed today a three-point program that would replace the Alaska state ferry vessel Wickersham with an American-built vessel.

The controversial Wickersham — Norwegian-built and therefore prohibited by the federal Jones Act from transporting passengers between any two American ports — was purchased in 1968 by then-Gov. Walter J.

Hickel, for some \$6 million.

"I am not," said Miller, "one of those people who have nothing but criticism to offer where the Wickersham is concerned. Actually she's a fine, fast, comfortable ship, a real pleasure to sail aboard. And, as a stop-gap measure, I'd say her purchase even made sense, three years ago.

"But," said the Juneau Democrat, "it doesn't make sense to continue stop-gap measures indefinitely and it doesn't make sense for Alaska to continue maintaining a ship that cannot carry Alaskans between Juneau, for instance, and any other ferry port in the panhandle.

"I propose a three-point plan which will keep the Wickersham in service until an American replacement for the vessel can be constructed.

"First," said Miller, "the legislature should appropriate monies directly from its ample funds to finance the purchase of a new American-built vessel."

"Next," said Miller, "while the new vessel is under construction, the Wickersham would continue in service, hauling passengers and vehicles to the limited extent allowable by federal laws. While building the new ship, however, the state could begin seeking buyers for the Wickersham."

"She shouldn't be hard to

sell," said Miller. "Some time ago, as I understand it, the state had at least one offer of purchase."

"Finally," said the candidate, "after the new ship arrives and is in service, the Wickersham would be sold. All the money realized from the sale would be returned to the state general fund."

Ferry Talk Scheduled

House Minority Leader William K. Boardman said today arrangements have been completed for public works commissioner Harold Strandberg to visit Ketchikan next week to discuss the winter ferry schedule. Boardman conferred with Strandberg earlier this week.

Boardman said Strandberg will confer with chamber of commerce leaders, truck and transfer firm officials, city and borough officials and others interested in the operation of the state ferry system.

Schedules for the winter and for the coming year will be discussed, as will other operating aspects of the system.

Accompanying Strandberg will be Captain H. J. Lockert, director of the state division of marine transportation, and David Kellog, traffic manager for the system.

Boardman said he had asked the Chamber of Commerce to set up and organize the meeting on Friday, at 4 p.m. He suggested that persons and organizations interested in attending contact the chamber office for further details.

A RAILROAD STRIKE is the latest snag to Alaska shipping, particularly the cruise ships that put into picturesque Skagway. When 47 trainmen struck the 11-mile White Pass & Yukon Route, between Skagway and Whitehorse Tuesday, they also tied up Skagway's dock. The White Pass & Yukon has suspended its vanship deliveries between Vancouver, B.C., and Skagway. Alaska State Ferries has worked out a complicated bus and airline system to help its passengers bypass Skagway. And cruise ship operators are scurrying to adjust schedules.

FIVE-DAY DELAY AT HAINES FERRY

JUNEAU (AP) — The Alaska Division of Marine Transportation said Friday that southbound vehicle travelers without confirmed reservations can expect as much as a four or five-day delay in ferry boarding at Haines.

However, the division said foot passengers and vehicles travelers with confirmed reservations will have no delay.

The division said persons on the Alaska Highway can obtain current ferry information from the visitor centers at Tok and Haines Junction.

Driving to Alaska makes for a beautiful vacation. But if you drive all the way, you'll miss Southeast Alaska. You'll miss Ketchikan and Sitka and Juneau. You'll miss fjords and glaciers and breathtaking coastline. Catch the ferry from Prince Rupert to Skagway. Enjoy Southeast Alaska and continue your drive to Anchorage or Fairbanks or wherever.

Don't miss the boat.



Division of Marine Transportation, State of Alaska, Pouch R. Juneau, Alaska 99801.

Seattle MA 4-1970

Alaska-ferry tourism out of Seattle is healthy. The Malaspina, going as far north as Skagway, is booked solid into mid-September. Her 100 staterooms are filled, but 40 to 100 additional passengers ride armchair style.

Roberta Rich, representative of the Alaska Travel Division, said the system's six other ferries also are busy to capacity up north.

THE ALASKA MARINE Highway System probably will grow with its prosperity. Alaska voters will be asked in November to approve a \$13.5-million expansion proposal. The plans call for construction of two more ferries and enlargement of three over several years.

Delay Expected on Southbound Ferries

JUNEAU (AP) — The Alaska Division of Marine Transportation said Friday that southbound vehicle travelers without confirmed reservations can expect as much as a four or five-day delay in ferry boarding at Haines.

However, the division said foot passengers and vehicle travelers with confirmed reservations will have no delay.

COCKTAIL PARTY
JULY 9, 1970
5:7:30 P.M.

IN HONOR OF

GOVERNOR KEITH H. MILLER
AND

SECRETARY OF STATE ROBERT W. WARD

AT ANY OF THESE LOCATIONS

MR. AND MRS. FRANK COX

(CO. HOSTS -- MR. AND MRS. WILLIAM JERMAIN)

255 ST. ANN'S AVENUE

DOUGLAS

MR. AND MRS. FRED EASTAUGH

(CO. HOST -- WILMA RHODES)

709 GOLD STREET

JUNEAU

MR. AND MRS. BILL MCVAY

(CO. HOSTS -- MR. AND MRS. GARY ROHWEDER)

MR. AND MRS. KEITH ANGIERS

MR. AND MRS. PHIL HUBBARD

MILE 10.5

MEADOW GROVE SUBDIVISION

MR. BILL ROBINSON

ROOMS 509 - 522

BARANOF HOTEL

\$15 PER PERSON OR \$20 PER COUPLE

MAKE CHECKS PAYABLE TO MILLER-WARD COMMITTEE
AND SEND TO P. O. BOX 1367, JUNEAU

7-11-70 \$20.00

With the annual Fourth of July fireworks display soon to begin, the state ferry Wickersham wasn't in any hurry to depart Juneau on Saturday. At least we drew that conclusion, from the way she reluctantly eased out of the harbor. The vessel was scheduled to leave at 11 p.m. At 11:45 p.m., under the fiery displays above her, she appeared becalmed for a time, then made her way slowly down the channel.

LETTERS

Kodiak Stop Too Short

Dear Editor:

The weekend cruises to Kodiak on the Tustumena are being advertised again. We took that cruise last summer and feel that it should be made clear that the stop in Kodiak is very brief. We were there two hours, it was 9:30 p.m. and not a shop was open — we couldn't buy a roll of film. We didn't even see Kodiak.

On board ship there were three meals served each day. However, if one slept late, or became seasick, or missed a meal for any reason, there was not a bite of food available at any price until the next meal was served. We suffered through hours of hunger — how much worse it must have been for parents with children.

The trip was very nice, the scenery beautiful, but if the basic needs of paying passengers are not met, at least people should be advised ahead of time, not after they are at sea.

Pearl Gardner
4300 Arctic Blvd.

Pollock Would Sell Wickersham

COLLEGE (AP) — Congressman Howard W. Pollock, R-Alaska, told Girls' State delegates here yesterday that if elected governor he would seriously consider selling the Wickersham, the state's controversial, foreign-built ferry.

In answer to questions from the delegates, Pollock said that although he strongly favors and had proposed amending the Jones Act, he believes that it would be almost impossible to accomplish.

He said that consequently, if elected governor, he would consider selling the Wickersham.

Bus Service To Be Available In Event Of Strike

The Alaska Marine Highway announced today that passengers going north beyond Haines and Skagway will be able to continue their journey without interruption if the White Pass and Yukon Railroad has a work stoppage.

Passengers with vehicles should debark at Haines. Bus service for foot passengers will be available from Haines to Haines Junction. The bus will leave the Halsingland Hotel in Haines at 6:15 a.m. (PDT) each Saturday, Sunday, Tuesday, and Thursday to arrive at Haines Junction at 11:15 a.m. (PST). This will connect at Haines Junction with the northbound (12:01 p.m.) bus to interior Alaska as well as the southbound (1:55 p.m.) bus to Whitehorse. The return trip to Haines will leave Haines Junction at 12:45 p.m. and arrive in Haines at 3:45 p.m.

Alternately, foot passengers may debark Juneau and catch daily scheduled flights of Alaska, Wien, and Western Airlines. No beyond flights from Skagway are scheduled at this time, although it is understood that charter flights will be available for certain tour groups.

MV Bartlett Adds Another Weekly Trip

The MV Bartlett, plying the waters of Prince William Sound, will add one more trip per week to its busy and popular schedule, the State Division of Marine Transportation has announced.

Beginning Thursday, July 3, 1970, and each Thursday thereafter, the Bartlett will make an express run direct from Cordova to Whittier and return. Departure from Cordova will be at 8 a.m., arriving at Whittier at 4 p.m. The return trip will depart Whittier at 5 p.m. on Thursday, arriving back in Cordova at 1 a.m. Friday morning.

The Alaska Railroad will operate its shuttle train between Portage and Whittier on Thursdays to coincide with the new Bartlett schedule.

For the period June 19 through 25, the Bartlett carried over 800 passengers and 250 autos. All indications are that the Bartlett will be operating at nearly full capacity for the remainder of the summer.

WICKERSHAM

Editor:

It is regrettable that one of the first casualties in political campaigns is regard for fair play. This usually starts to go under early, and suffers more and more as the campaign progresses.

A case in point is the attempt to build something improper into the manner of handling the initial registry of the Wickersham. I clearly recall reading all about the formation of the special corporation at the time of the vessel purchase, and the reasons for this course. Why all the pumped up fuss about something that was both necessary and logical, and which has been open and aboveboard from the start.

William T. Dunn
Auke Bay, Alaska

BIGGER AND BETTER ALASKA FERRIES may call Seattle if Alaska voters okay a bond issue this November. The ferry system wants to expand cabin space aboard its three "blue ferries," of the Malaspina class, from the present 100 passengers a boat to 300. Also add a fifth to the car-deck capacity by inserting a 56-foot sleeve in each hull. That would boost their ferries' length to 409 feet, at a cost of about \$4 million apiece. If voters approve, Capt. Red Lockert says, Alaska will jumboize one ship a year — starting this winter.

Strandberg: No Way To Register Wickersham As An American Vessel

Commissioner of Public Works Harold Strandberg said today there are "no circumstances whatsoever" under which the state's foreign-built ferry, the MV Wickersham, could be registered in the United States.

The Norwegian-built ship is registered in Panama under the name of a Panamanian corporation whose stock is entirely owned by the State of Alaska.

Strandberg said there was "no way we could register that foreign ship with the United States. We had gone over the matter with all the Washington officials after the state bought it."

The Wickersham conforms to international Safety of Life at Sea (SOLAS) standards, but does not meet certain U. S. Coast Guard criteria. This, however, does not affect the vessel's

safety, the state says.

Strandberg said Coast Guard criteria would not allow the Wickersham to be registered in this country.

"We could completely rebuild the ship to meet all the Coast Guard requirements under what are termed 'class one conditions,' and meeting all of those qualifications we still couldn't bring it in as a U. S. vessel."

Two things, both outside the state's power, might allow American registry, he said. One is a "waiver from the Department of Transportation or Department of Defense," and the other is "a legislative waiver similar to what Sen. Bartlett got for the Canadian tour ships."

Strandberg said the state chose not to register the Wickersham in Canada or certain other nations "because we did not want to register the ship with any country that required us to use foreign crews."

The commissioner continued, "We wanted to use Alaskans, to use our own crews, and to integrate the ship with the rest of the system," and Panamanian registry allowed that.

A check Friday by Charles J. Sassara, a Democratic primary candidate for secretary of state, disclosed that the Wickersham was registered to a Panamanian firm known as Marine Highways, Inc.

Sassara charged that the legislature had never authorized such a corporation.

The Associated Press later reported that all stock in the corporation was owned by the state, and that its officers

were Keith H. Miller as president, Robert Ward as secretary-treasurer, and Strandberg as vice president.

Marine Highway Expansion Plans Told by State

One of the most important propositions that voters will accept or reject at the general election November 3 will be bonds to finance expansion of the Alaska Marine Highway System. Following is the tentative plan for such expansion — if the ferry bond proposition passes — as outlined by the Alaska Division of Marine Transportation.

MODIFICATION

The bond will provide for modification of the Malaspina, Matanuska, and Taku; to be done by cutting and inserting a 56 foot mid-section. This lengthening will provide 20 percent more vehicle space and 200 percent

more stateroom accommodations. Dining, and lounge facilities and all public spaces would be upgraded and re-

furbished and crew quarters expanded. In essence three new vessels would be created with their life expectancy extended another twenty years.

This rejuvenation is preferable to building a new vessel

because it saves additional fuel, crew costs and costs of winter layup. The three Malaspina-class ferries, as they now exist, will be half through their life expectancy in 1973 and will be in need of extensive re-furbishing. If this re-furbishing is not part of the lengthening program it would be a direct expense.

The increased vehicle and passenger accommodations would bring \$514,000 additional revenue to each ship during the June-September season. This would allow the expenditure to be recovered in nine years.

Foreign Ships Can Be Registered In U.S., Says The Coast Guard

A Coast Guard officer today asserted that a foreign-built ship such as the state ferry Wickersham could be registered in the United States.

The statement, by Lt. Cmdr. Archie Brookshire, comes in flat contradiction to a statement made Tuesday by Commissioner of Public Works Harold Strandberg that there are "no circumstances whatsoever" under which American registry could be obtained.

The Wickersham, built in Norway, is registered in Panama and is "owned" by a Panamanian corporation whose officers are state officials. The State of Alaska owns all stock in the corporation.

Brookshire said a "request to the commandant of the Coast Guard" must be made to bring a foreign hull under inspection.

"If they meet the same standards as American ships, they could come under United States registry," he said.

A separate request for Coast Guard inspection must be made for each foreign vessel for which United States registry is sought, Brookshire said.

The Wickersham conforms to international Safety of Life at Sea (SOLAS) standards, but does not meet certain Coast

Guard criteria. This, however, does not affect the vessel's safety, the state says.

Strandberg said Tuesday the state could "completely rebuild the ship to meet all the Coast Guard requirements under what are termed 'class one conditions,' and meeting all of those qualifications we still couldn't bring it in as a U.S. vessel."

Brookshire said that even though a foreign-built vessel obtained American registry it

would still have to conform to provisions of the Jones Act that prohibit the transportation of passengers or cargo between two American points on a foreign bottom.

At the time the Wickersham was purchased, state officials said one of the reasons for foreign registry was that costs of bringing the ship into conformance with Coast Guard standards were prohibitive.

Logical Words

The state ferry system and the ferry Wickersham have received support from a statewide organization — not part of the state administration or oriented particularly to just Southeastern Alaska.

John Munroe, president of the Alaska Visitors Association, said recently that the AVA is concerned about opinions expressed by politicians on the ferry system. He was referring to those who advocate sale of the Wickersham, a foreign-built ship, because of the limited use the state makes of the Wickersham. The controversial ferry can only carry passengers between a foreign port and an Alaskan port — not between two Alaska ports.

A news release from Munroe states that "some political candidates appear to have a lack of in-depth understanding of the functions of the ferry system and the importance of the ferry system to the Alaska visitor industry."

Munroe states, "The ports of call of the ferries may be limited to communities in Southeastern and Southcentral Alaska, but the system is a vital service to all Alaska."

The Wickersham, even with its limited services, is providing needed additional capacity to handle summer traffic. According to Munroe, without the Wickersham, the system would be incapable of properly serving the visitor and local traffic during the summer season.

We have heard that statement before from officials of the state administration. It has a little more weight when it comes from a private industry. When it comes from an industry built on transportation, it has impact.

Munroe goes further than supporting the existing system and the ferry Wickersham. He states, "If we are to continue to serve the Alaska visitor and the residents of our state, we must be concerned with methods of expanding the existing ferry system."

"Currently the ferry system, particularly in the Southeastern area, is operating at capacity or near capacity on almost every run. We need every ship currently in service and future traffic requirements cannot be met with anything less than the expansion program proposed with the bond issue to be voted on this year."

Those are nice, logical words to hear from the leader of a statewide organization.

PANHANDLE SHIPS

Two sister ships would be constructed, each approximately 200 feet in length, with capacity of 150-175 passengers and 35-40 vehicles to service northern and southern panhandle communities. The first sister ship would provide service to Gustavus, Hoonah, Sitka, and Angoon (if feasible) as well as provide additional capacity to the main line between Juneau and Haines during the summer months. Based on current information a weekly schedule of four trips to Haines, Gustavus and Hoonah plus two trips to Angoon and Sitka would be possible during the summer. During the winter the call at Haines could be

eliminated and scheduling reduced, thus providing a reduction in operating expenses.

The second sister ship would provide daily service to Metlakatla, Hollis, Ketchikan and Prince Rupert in the summer. During the winter, the Prince Rupert portion of the route would be eliminated, and the schedule to Metlakatla-Hollis reduced, thus reducing operating expenses on this route also.

Due to the time lag between funding and completion of construction (3 years for modification of the blue vessels), it is extremely important that funds be provided by passage of the bond issue November 3, 1970 before the goals of the Alaska Marine Highway can be realized.

Negotiators Try Again Today In Rail Dispute

A new negotiating attempt between representatives of both the striking railwaymen and the management of the White Pass and Yukon Route railroad was scheduled for 1:30 p.m. today in Skagway, according to Empire correspondent Barbara Kalen.

Slated to meet with the negotiators was William K. Jermain, state deputy commissioner of labor, Mrs. Kalen said.

Trainmen and engineers, members of the United Transportation Union, struck the line at midnight Monday over wage and fringe benefit demands.

Representing the union at today's session is Del Deering, a UTU vice president from St. Paul, Minn. WP&YR Manager of Industrial Relations Robert Moffat and Manager for Northern Operations Marvin Taylor will represent the railroad.

A report that cruise ships des-

tinued for Skagway would be allowed to dock at the ferry terminal there was denied today by Division of Marine Transportation Director H.J. Lockert.

Lockert said the Skagway dock is not built to withstand the strain of such ships and if the dock were knocked out, Skagway would be entirely without ferry service. He added that the ferries are currently not able to fuel at Skagway because tank farm personnel are not crossing picket lines.

The Princess Patricia, unable to dock at Skagway yesterday when there were no longshoremen to tie her up, spent several hours drifting in the vicinity of Eldred Rock before returning to Juneau, a spokesman for Alaska Marine Services, Inc. said. Longshoremen in Skagway, though not on strike, were respecting picket lines at the dock there.

Friday, July 10, 1970 Anchorage Daily Times 7

Tourism Group Backs Ferries

The Alaska Visitors Association has expressed concern with several opinions that have been expressed the last few weeks on the subject of the Alaska ferry.

According to association officials the positions taken by some political candidates appear to have a lack of in-depth understanding of the functions of the ferry system and the importance of the ferry system to the Alaska Visitor Industry.

John Munroe, Anchorage president, stated, "the ferry system is a vital and integral part of the visitor industry in our state."

Munroe continued, "the

Alaska Marine Highway ferries provides the majority of its services to South East Aaska, but it also provides services to ports in Southcentral Alaska.

"The ports of call of the ferries may be limited to communities in Southeastern and Southcentral, but the system is a vital service to all Alaska. The creation of this ferry system was perhaps the single most important transportation development in our state during the last decade.

The ferries have been a vital factor in the annual growth of independent and package travelers visiting our state."

Frank Seymour, executive director of the Alaska Visitors Association stated, "The ferry system itself, provides our visitors a tourist attraction, as well as transportation for the middle and lower income traveler. The ferries provide miles of needed water highways in our vast state, which is noticeably short of highways."



... AND THE WICKERSHAM

19

Wickersham Again Sails Into Sea Of Controversy

By BOB MOTTRAM

Associated Press Writer

JUNEAU (AP) — The Alaska ferry Wickersham is owned by a Panamanian corporation whose officers are three state officials, it was learned today.

Spokesmen explained that the corporation was formed to meet the requirements of the laws of Panama, whose flag the Wickersham flies. The corporation's stock is owned by the State of ALASKA.

The question of ownership arose Friday, when House Majority Leader Charles Sassa of Anchorage boarded the Wickersham in Ketchikan to examine its registration papers.

Sassara, a Democratic primary election candidate for secretary of state, revealed that the Norwegian-built vessel was registered not to the state but to a firm known as Marine Highways, Inc. He charged that the Alaska Legislature had never authorized creation of such a corporation.

The state Commerce Department, with which all Alaskan corporations must file, said today it had no record of the existence of Marine Highways, Inc. However, Transportation Commissioner George Benesch of Anchorage said the company was a Panamanian corporation.

Benesch was an assistant attorney general in the office of Edgar Boyko in 1968 at the time the Walter Hickel administration purchased the \$6.9 million ferry from Sweden.

"I was responsible for registration of the vessel and trying to get the thing so we could use it," he said.

A federal law, known as the Jones Act, prohibits registering foreign-built vessels in the United States.

The only way we could use

it... was to register it as a foreign vessel," Benesch said. "We checked into Canada, then finally settled on Panama for several reasons. One is that the Panamanians did not require any of the ship's personnel to be Panamanian nationals. This is the only country we checked, other than Liberia, of which this is true.

"Another reason was the fact that all countries required that a corporation be set up in the country which registers it," he continued. "All except Panama and Liberia required that a certain percentage of the company be owned by nationals. Liberia eventually had to be ruled out because they don't normally register passenger vessels, and they were reluctant to get into that business."

Benesch said the corporation's sole function was to register the vessel. One hundred shares of stock were authorized, and all were issued to the State of Alaska. Named officers of the new company were Keith H. Miller as president, Robert Ward as secretary-treasurer, and Harold Strandberg as vice president.

Miller then was secretary of state. Ward was administration commissioner and Strandberg was, and still is, public works commissioner.

Benesch said the state purchased the Wickersham because no American-built vessels were available and the state "had experienced a tremendous bottleneck in trying to move the traffic."

He said state officials met in

Washington, D.C., with members of Congress and with representatives of the Federal Maritime Administration regarding Jones Act limitations. He continued, "We were definitely given the impression that if the state did buy a foreign vessel we had been assured that probably Congress would give us an exemption to the Jones Act."

But once purchased, the only way the state could use the ship was to register it as a foreign vessel, Benesch said.

He said the state assigned its contract to purchase the vessel to the corporation, and the corporation leased the vessel to the state. No money was transferred between the state and the corporation, he said, and the contract provided for the state to pay all registration costs, taxes and other charges.

Benesch said the state paid all registration fees directly to the Panamanian government.

"Another reason for picking Panama," he said, "was that there are no requirements for corporate income taxes or property taxes."

Ward, now secretary of state, said today that the formation of the corporation simply was a procedural matter. He said he did not know why the action was not announced at the time it occurred.

Ward said the corporation's officers have met formally only once since its creation, to choose new officers. They now are Ward as president, Strandberg as vice president and Administration Commissioner Thomas Downes as secretary-treasurer.

He said the officers of the corporation receive no salary.

(Continued on page 8)

"Good Morning Alaska"
 A Premiere Show Of The Latest
 Film On The Alaska Marine
 Highway
 PRESENTED BY
 Mr. Bert Esmond, Deputy Director
 Marine Highway Division

"Good Morning, Alaska" Is Tops

I don't know who should take the bows: producer-photographer Chuck Keen, the state's Division of Marine Transportation, the star of the film — Alaska, or the supporting actors — the birds and the beasts who were here first.

But the DMT has got itself a winner in a film, premiered before the Chamber of Commerce yesterday, entitled "Good Morning, Alaska."

The 24-minute color film was designed, DMT's Deputy Director Bert Esmond said, to give the rest of Alaska more awareness of Southeast's ferry system, and to promote the state throughout the lower 48 and the ferry system as a means of getting here.

Keen has used an unusual idea, interweaving animal life with the narrative. When it is explained that marine transportation is vital in southeast because travel is possible only by water or by air, one sees, first an enormous bear swimming a river, and then birds in flight.

At the mention of "go for progress," a flock of birds take wing.

And at a reference to foot passengers, who need no reservations to ride the ferries, two gulls are seen, alight on the guardrail of a ferry taking their ease as it steams along.

Keen's excellent animal shots (he is known for his outstanding animal photography) are thus well interwoven into the theme of the film. The spectacular sight of a leaping whale comes near the end.

Title of the film comes from the concept, stated in the opening narrative, that "the state is still in the early morning of development."

The film centers chiefly on southeast and gets across the history of the ferry system, palatably intermixed with stunning shots of our cities, scenery and wildlife. It shows the first water link, the Chilkat, and cites the growth of traffic on the fer-

ries to five times the original predictions by the fourth year.

Gov. Keith Miller speaks in support of expansion of the ferry service, specifying that the southeast and the southwest portions of the system must be expanded. (Good!)

Esmond, speaking with the film, says the expansion program (if a \$21 million bond program is approved by voters this fall) includes the acquisition of two small Bartlett-class ships to serve areas in southeast not now served and to relieve congestion during the peak summer season.

In addition, the three ships Malaspina, Matanuska and Taku, would be lengthened by the insertion of 56-foot sections amidships. This has already been done to the Tustamena, and interestingly enough, she now rides four-and-a-half inches high-

er and has gained half a knot in speed, Esmond said.

The lengthening would up the number of berths per ship from 100 to 300, and add 20 per cent more space to the car decks.

The film, which has been edited to a snappy clip by Carlo Lotato, will not enlighten its viewers as to the location of the places shown and the ferry system's relation to them. As one viewer suggested yesterday, some geographic orientation especially with non-Alaskan residents in mind, might well be considered for insertion into the picture.

Keen makes nice use of a zoom lens. And his opening shots are beautiful: the face of Leconte Glacier breaking up, Mt. St. Elias at sunset, a rising sun silhouetting workmen unloading pipe at Valdez.

There is even a moment of high comedy in the film, when

the narrator says, "The passengers can relax and leave the driving to the captain." (There are no testimonials from the Taku.)

And it's nice to hear Juneau, shown in a good-looking aerial shot, called "America's most scenic state capital."

Because the film is beautifully photographed and the subject imaginatively presented, it is far superior to most documentaries with a message from the sponsor. Yet the message gets across, and more effectively so.

Esmond said the film has been produced for nationwide TV showings, still to be booked. It is scheduled for Anchorage airing late this week.

It is also available, without charge, for use by interested groups. One must contact the Division of Marine Transportation, Pouch R, Juneau, or by phoning 586-2720. —Yvonne Mozee



Black bear and the Malaspina in the Wrangell Narrows. (Chuck Keen Photo)

Nothing New or Startling

BY BOB KINERK

A trio of state ferry officials arrived in Ketchikan Friday for a public hearing on the winter ferry schedule. They opened the meeting by saying they had nothing new or startling to offer, and when new and startling suggestions were made, they got mad.

The ferry system officials elected to abandon boats for airplanes to make the trip here from Wrangell, and the airline lost their baggage.

They were in Wrangell for a similar ferry system hearing, one of a series that has taken them to Sitka and Petersburg too.

Except for the suggestions that fired the ferry officials up and two or three gripes about services, the hearing here was characterized by that everything-is-swell sort of syrup the Chamber of Commerce spreads.

A chamber spokesman told the trio the chamber is not aware of any legitimate complaint concerning the mingling of tourists and freight, has no

complaints about the reservation system, thinks the service out of Prince Rupert is excellent, appreciates the special Wickersham cruise planned for Sept. 19, and pledges endorsement of the ferry system bond election.

Bill Auld of Ketchikan fired the tempers of Public Works Commissioner Harold Strandberg and Marine Transportation Director H. C. Lockert when he said the ferry schedule is so bad tourists are missing the boats at both ends of the system. He suggested making the Wickersham an express vessel serving Prince Rupert and Haines only. He said expressing the Wickersham would free the blue boats to serve the other ports.

"I'm going to answer your question categorically," Strandberg said, pointing a finger at Auld and leaning forward to answer. "We are not going to express the ships from Rupert to Haines."

Auld fired up the ferry officials again when he disagreed

at Ferry System Hearing

with the expense of lengthening the three blue ferries. Lengthening the ferries 56 feet is one of the bond issue proposals to be voted on in November.

Auld said the ships have received minimum maintenance and will be 10 years old by the time the lengthening is accomplished.

"Let me answer him," Capt. Lockert said. "He has hit me right where I live."

Lockert said the ships of the marine highway system receive excellent maintenance and have their full life ahead of them. He said the stretched out hulls will be good for another 20 years.

Jumboizing similar ferries has worked in British Columbia and marine experts say it will work here, Strandberg said.

Lockert said jumboizing the ferries will result in 300 new berths and a 20 per cent gain in car decking. Plans call for elimination of the deluxe stateroom area and for bathroom facilities in all the other state-

rooms.

The bond issue to be offered to the voters in November also includes two new ferries of the Bartlett class, one to run on a Ketchikan-Prince of Wales Island - Metlakatla-Prince Rupert route; the other to connect Juneau with the northern panhandle villages.

Lockert explained briefly what the winter ferry schedule would be, but he said it so quickly I couldn't write it down.

He said the shuttle run of the Wickersham from Seattle to Vancouver B. C. to Prince Rupert to Ketchikan proved so successful last spring it will be extended through the end of May in 1971.

A trucking firm representative asked whether the overhead ramp experiment was considered a success. Strandberg told him the department planned to wait until at least one ferry had been lengthened before judging the success of the ramps.

One woman complained that

the installation of the ramps meant the ferry system had to raise its charges on campers.

Strandberg and Lockert explained that the system sold space and offered other arguments to persuade her nothing was really different. She remained unpersuaded and offered as evidence, statements supporting her argument she said ferry system personnel here had made.

Strandberg said 500 people work for the ferry system and it is impossible for all of them to have all the correct information all the time.

Another woman complained that she and her husband had been given erroneous information when they called the ferry system in Juneau. She said the information caused them to miss a ferry.

The woman had a letter which contained, she said, the name of at least one of the persons responsible for the wrong information. Dave Kellog, traffic manager for the system and the third member of the traveling

trio, hurried to get the letter from the woman. He put it in the inside pocket of his sport coat without reading it. He and Lockert whispered together a few seconds after he sat back down, but nothing came of that.

About 20 persons attended the hearing. Chamber of Commerce officials apologized for the skimpy turnout.

The meeting started seven minutes late because the chamber and ferry officials wanted to wait to see if more people would show up.

The hour and one half long meeting was sandwiched at both ends by appeals for positive support for the \$21 million ferry bond issue.

No one seemed to know how to end the meeting, and when Paul Kath got up to ask a lengthy question about travel agents down south, I left.

Alaska Legislator Charges State Doesn't Own Ferry

KETCHIKAN, ALASKA (AP) — Alaska House Majority Leader Charles Sassara of Anchorage said Saturday the Norwegian-built Alaska ferry Wickersham is not registered to the state of Alaska but to a corporation of state officials.

Sassara also said the corporation, Marine Highways, Inc., never was authorized by the state and the vessel was authorized by the Alaska Legislature.

Sassara, a Democratic primary election candidate for secretary of state, said he boarded

the vessel in Ketchikan Friday night and checked the ship's papers in the presence of the purser. He said the Panamanian registration papers listed the owner as Marine Highways, Inc.

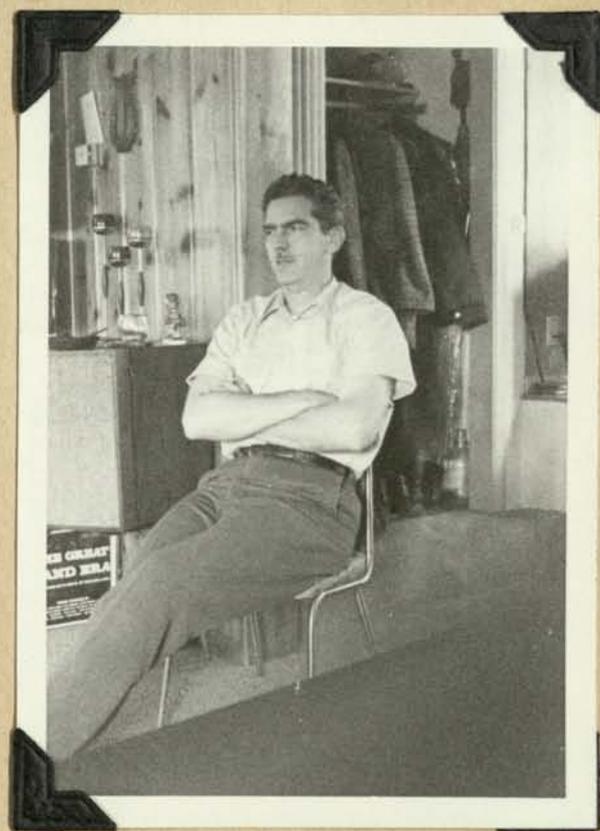
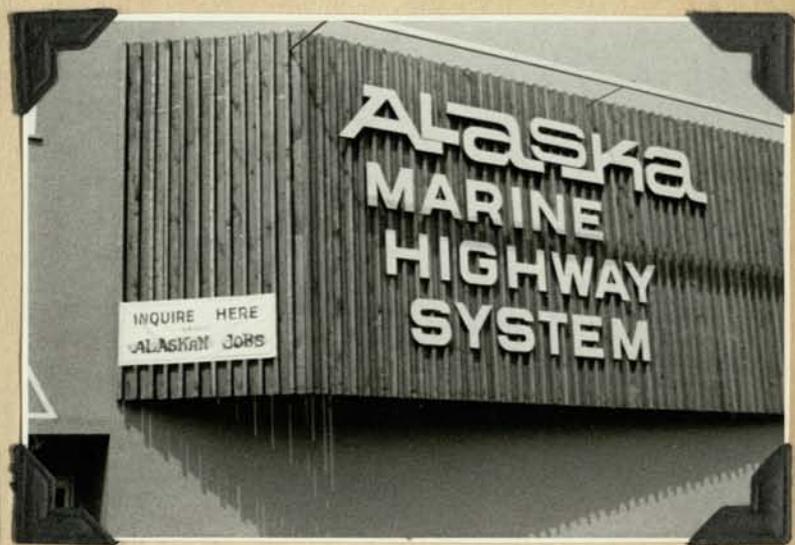
"The state has no authority to form such a corporation," Sassara said. "How could they have gone this long . . . without asking for enabling legislation?"

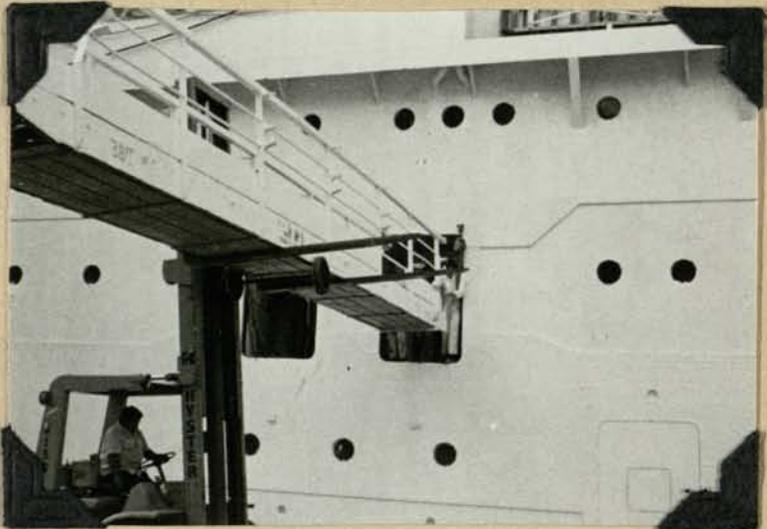
The Wickersham was purchased in the spring of 1968 from Sweden, during the term of former Gov. Walter Hickel.

Its price was \$6.9 million, delivered in Seattle.

Herbert J. Lockert, director of the State Division of Marine Transportation, said Saturday the vessel was registered in Panama because a foreign-built ship cannot be registered in the United States. He said a sovereign state could not obtain Panamanian title.

Lockert said the officers of the corporation were the governor, the secretary of state, the commissioner of public works and the commissioner of administration.





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