

1970-- 1971

Scrap Book

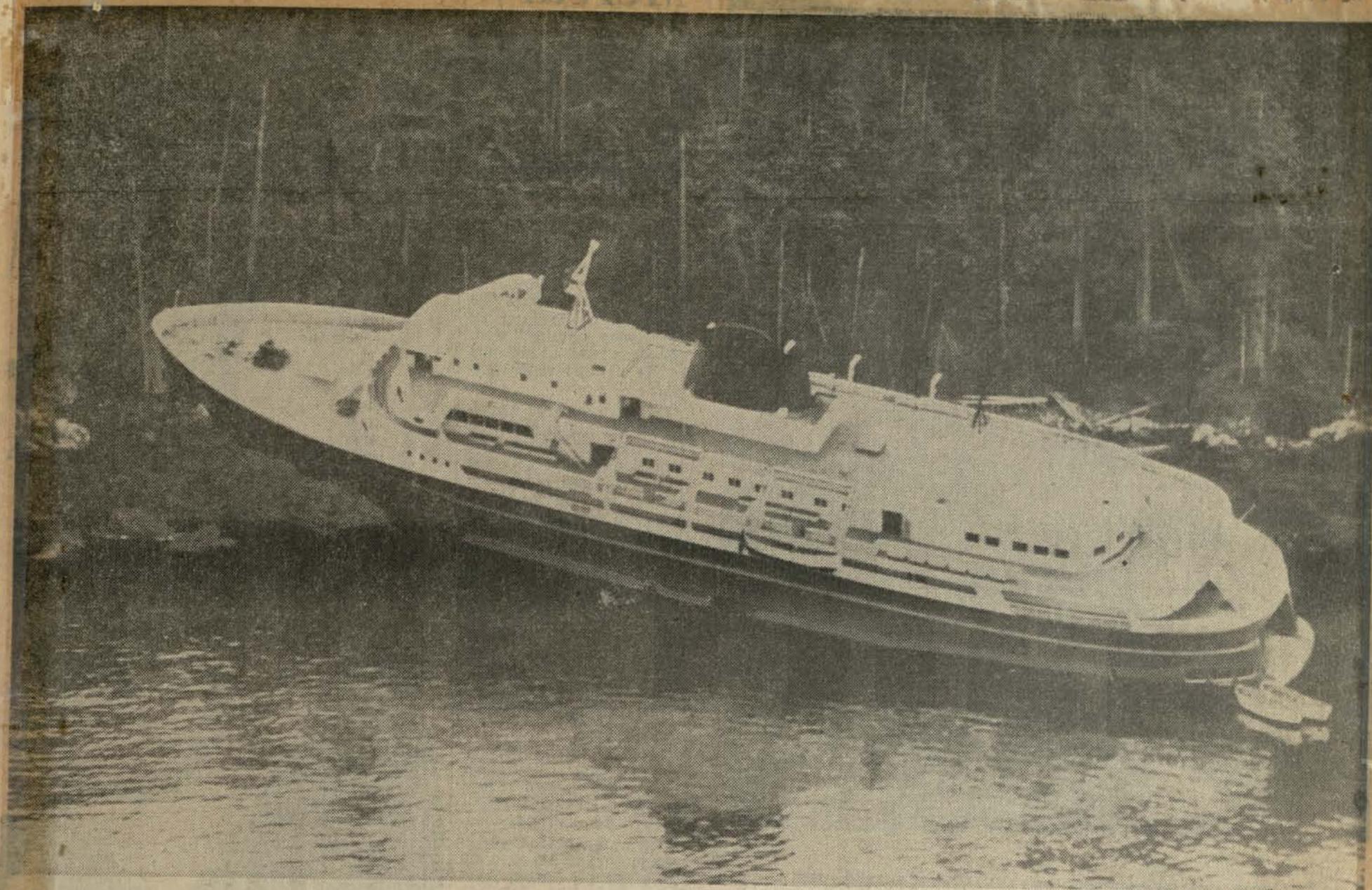
TAKU AGROUND



ON KINAHAN

MS 207- -1

MS207
6-1



THE ALASKA STATE FERRY TAKU SAT HIGH AND DRY ON WEST KINAHAN ISLAND ON BRITISH COLUMBIA'S NORTH COAST

—AP Photo.

The ship ran aground around noon yesterday, heading south at 17 knots in clear weather

Ferry Taku Rescue Try To Be Attempted

PRINCE RUPERT, B.C. — (AP) — An attempt was scheduled early today to pull the Alaska ferry Taku from the rocky foreshore of West Kinahan Island where she piled up yesterday with 342 persons aboard.

Meanwhile Canadian Department of Transport and other officials were studying means of dealing with the problem of cleaning up hundreds of gallons of oil spilling from the 352-foot vessel's ruptured tanks and threatening to pollute the harbor of this northern British Columbia deep-sea port of 16,000 persons.

Disaster struck the Taku almost at the end of a southbound run to Prince Rupert from Juneau, Alaska. Steaming at a brisk 17 knots, she apparently missed the turn into the harbor and slammed into West Kinahan,

one of a group of four islands near the harbor entrance and about eight miles west of the city. The midnight watch was taking over from the night watch at the time.

She hit with "an awful jar" and ended "right up in the trees," one member of the crew recounted.

No one was seriously injured. Within minutes an oil tanker, a pilot boat and fishing boats were on the scene. Passengers were taken off the stricken ferry by lifeboat to the waiting ships, then on to Prince Rupert where emergency quarters were set up in the Moose Hall.

Throughout yesterday the Taku remained high and dry on the beach, almost half her length tightly jammed on rocks and her bow nudging the trees covering the island.

An oil slick more than three miles wide spread slowly outward from the stranded vessel.

The Taku had taken on fuel at Ketchikan, Alaska, less than 100 miles northwest of Prince Rupert only hours before. With her tanks carrying a near capacity 137,096 gallons of oil, port officials feared they might be facing a major oil pollution problem.

But yesterday afternoon, the huge oil slick was observed to move away from the vessel, indicating that probably only one tank containing some 19,000 gallons of medium-weight bunker fuel had been ruptured and that

the oil flow had stopped. Officials were keeping a close watch on the slick.

The harbor master and other officials remained at the scene of the wreck throughout the day and were not available for comment.

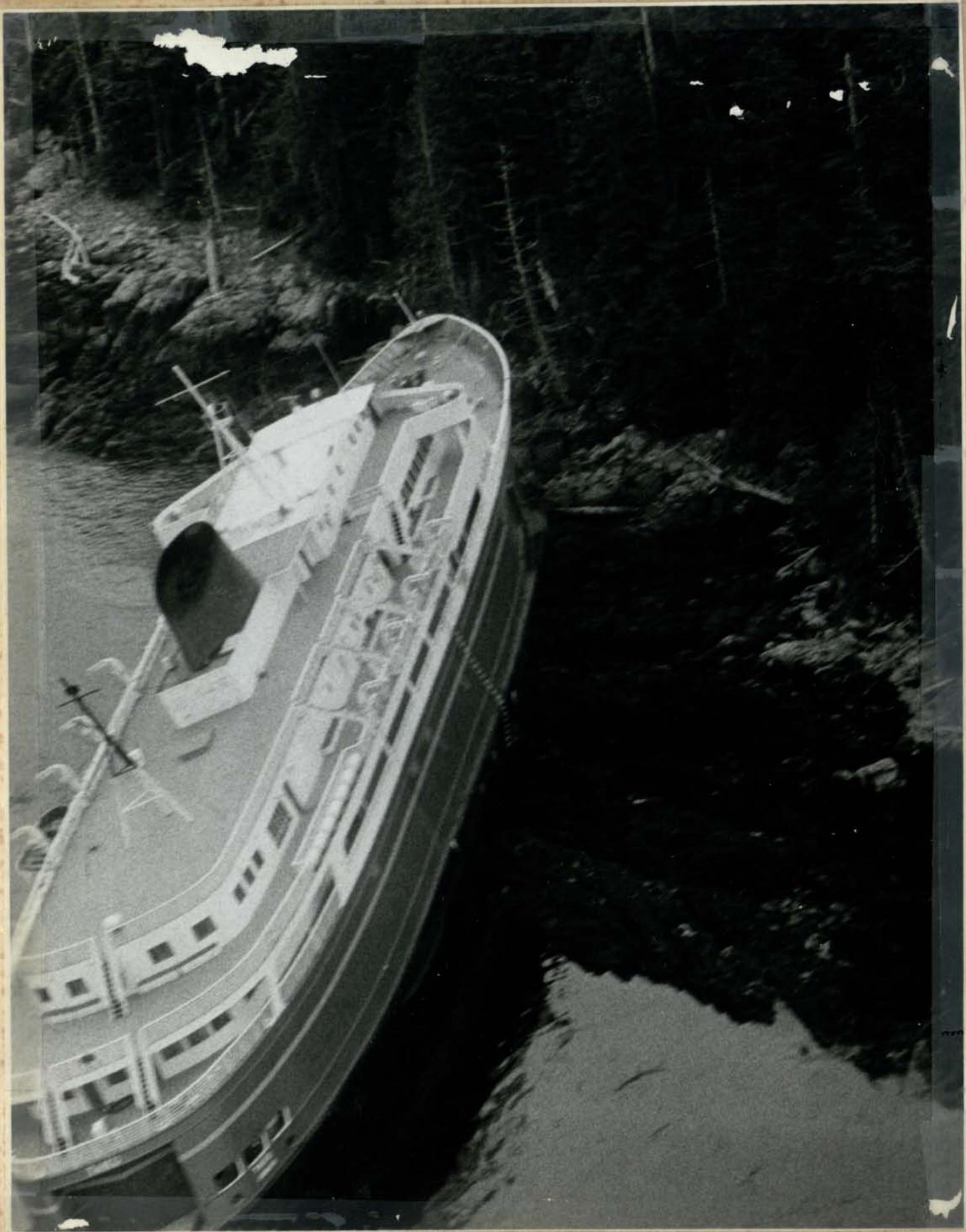
However, a spokesman for the harbor master's office said the slick appeared to be moved seaward and did not pose an immediate threat to the harbor although there was a danger it might be carried landward on an incoming tide later.

"We're lucky the fuel isn't black oil," the spokesman said. "Light diesel fuel is much easier to control."

He said the transport department had dispatched a helicopter to spray the slick with an emulsifying agent known as Sea-Clean. An oil tanker began pumping out the remaining fuel at 1 p.m. PDT.

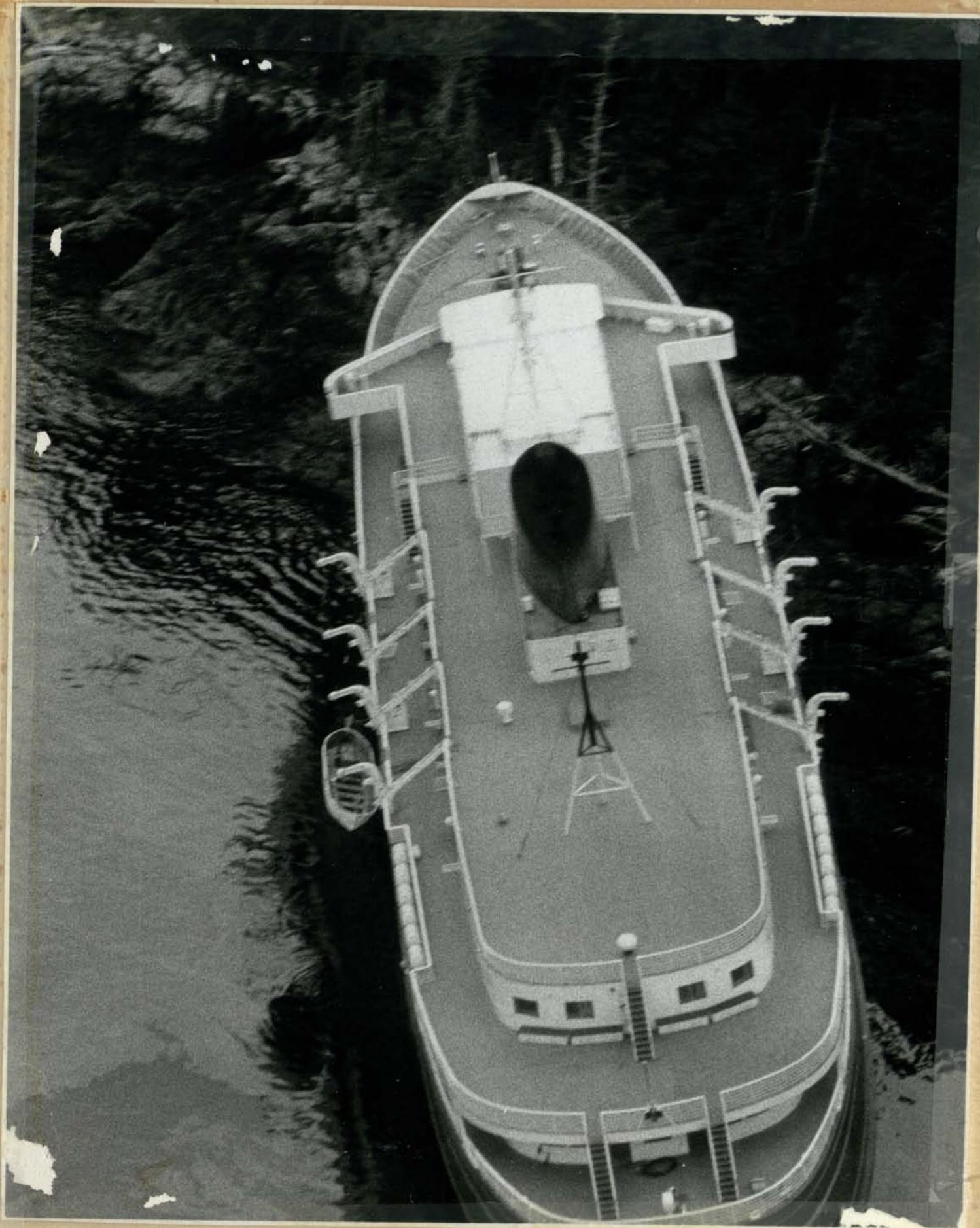
For a time, the Taku listed heavily to port and reporters attempting to approach her were warned off, being told the vessel was in "a dangerous, unstable condition." But a rising tide shortly after noon yesterday allowed the vessel to partly right herself.

Yesterday afternoon the B.C. ferry, Queen of Prince Rupert, backed up to the stranded vessel, tied up stern to stern and quickly began taking aboard the 73 vehicles and baggage aboard the Taku.



1980 The Alaska State ferry Taku is high and dry today after she ran aground shortly after midnight on the north side of West Kinahan Island, about eight miles from the mouth of Prince Rupert harbor. A reliable source at the scene said the ship apparently missed a channel marker buoy by about half a mile.

The stranded vessel, which is well up on the island and is leaning to port on about a 45 degree angle, began leaking oil shortly after the incident and reporters flying over the scene early this morning said a three-mile wide oil slick was spreading from the punctured main tanks of the 352-foot long ship.



State Ferry Goes Aground

One of the state's large auto ferries, the Taku, sustained major damage when it went hard aground just out of Prince Rupert, B.C. Loss of the ferry from service dealt a crippling blow to the state ferry system at the peak of the summer tourist travel season.

The ferry piled up on a rocky island just about midnight while inbound to Prince Rupert with 297 passengers, 45 crew members, and 73 vehicles aboard. Cause of the accident was still being investigated by the Coast Guard and the state ferry system.

There were no injuries as the passengers and vehicles were evacuated with the aid of a British Columbia ferry. But the Taku had to limp to a shipyard in Seattle for major repairs.

Meanwhile the ferry system broadcast an alert to travel agencies that southbound motorists without confirmed reservations would face extremely long delays if they attempted to travel via the ferry route.

RECEIVED

AUG 8 1970

DIVISION OF
MARINE TRANSPORTATION

TAKU AGROUND

FOUR HURT; NONE SERIOUS

57th year



Wednesday, July 29, 1970

PETERSBURG PRESS

PRINCE RUPERT (AP)--The Alaska state ferry Taku ran aground today with 342 persons aboard eight miles west of Prince Rupert.

Four of the 297 passengers and 45 crewmen were taken to hospitals here but none of the injuries were serious.

A crewman aboard the southbound 352-foot craft said the \$5 million ferry "is right up in the trees" near the mouth of Prince Rupert harbor.

The Taku was headed south for Prince Rupert at 17 knots when the accident occurred.

(Editor's Note: Petersburg residents aboard included Mr. and Mrs. Palmer Pederson)

Help was on the scene within minutes of the accident. The oil tanker Imperial Nanaimo put a pilot boat alongside to take off the injured.

Fishing boats and tugs and lifeboats were used to take the passengers and crewmen to shore.

Reporters flying over the stricken craft after daylight reported she was on the rocks with about half her length and was listing 45 degrees to port. Damage to the bow plates was clearly visible and a heavy oil slick covered three-fourths of a mile and was spreading.

The harbor captain at Prince Rupert said the ferry appeared to have missed a marker buoy by half a mile when turning to enter Prince Rupert harbor. He said it was dark but clear when the accident occurred.

motels, hotels and homes. The rest of the crew returned to the ship when it got light.

Capt. Herbert (Red) Lockert, director of the state Department of Marine Transportation was in Prince Rupert today, arriving by chartered aircraft. Efforts were being made to refloat the craft on the high tide.

A crewman aboard the ferry said she went aground with "an awful jar."

"There were holes in her all right," said the crewman, who declined to be identified.

Divers Go Down To Inspect Taku's Hull

Divers went below water near Prince Rupert, B.C., today to check the extent of hull damage to the Alaska ferry Taku before she makes a trip to Seattle shipyards for repairs.

The 352-foot vessel was pulled off a small island at the mouth of Prince Rupert harbor at high tide early today by four tug boats.

She is anchored at a nearby cove and has a three-degree list to starboard and is slightly down by the bow.

A spokesman said if the divers don't find any serious damage to the ship's bottom plates, the Taku will steam south under her own power for repairs.

The ship ran aground while traveling at about 20 miles per

hour early Wednesday morning.

Deputy Commissioner of Public Works David Peterson said today the main question "is whether we can move her without spilling more oil."

The Taku's outer hull was opened and some of her tanks broken when she ran aground, creating a reported three-mile wide oil slick which was subsequently controlled.

Peterson said traffic personnel in the Division of Marine Transportation are currently re-examining schedules and reservations.

Present plans call for the Taku runs to be lined out, while other runs continue as scheduled.

State Ferry Taku Runs On Rocks

First Major Ferry Mishap Occurs Near Peak Of The Travel Season

By ALLAN ADASIAK
Empire Staff Reporter
Compiled from Associated
Press and Empire Reports.

The Alaska ferry system was dealt a crippling blow early today as the ferry vessel Taku, with 342 persons aboard, steamed onto the rocks of East Kinahinden Island, eight miles west of Prince Rupert, B.C.

RELATED STORY PAGE 6

It was the first major mishap—requiring the removal of passengers and crew—since the Alaska Marine Highway began operations in 1963.

Four of the 297 passengers and 45 crew members aboard the state-owned ferry were treated for minor injuries at a Prince Rupert hospital and released.

A member of the ship's crew said the 353-foot Taku "is right up in the trees" on the island, situated near the mouth of Prince Rupert harbor.

The sailor, who refused the use of his name, said the Taku was steaming at 17 knots southbound for Prince Rupert and Seattle when she ran aground.

"There was an awful jar," the sailor said. "There are holes in her all right."

Commissioner of Public Works Harold Strandberg said the ship had sustained hull damage and was listing "at about 25 degrees," but according to early reports was not leaking any water through both hulls.

"We were off course. There's no question about that," Strandberg said.

An attempt to pull the Taku off the island without removing any of the cars or fuel from her was to be made during high tide at about noon today, he said.

The sailor said he didn't know what caused the accident, but "there will be an inquiry by the United States Coast Guard." He said the grounding occurred as the midnight watch was being changed.

David Rothwell of New Zealand, a passenger, said that following the grounding passengers were directed to the lower decks, where they were handed lifejackets, then put aboard small vessels and taken to Prince Rupert.

The passengers were first taken to the Moose hall in downtown Prince Rupert, where they were given coffee, then taken to hotels and rooming houses for the night in this community of about 16,000. Twelve spent the night at the hall.

Capt. Jim Sande stayed aboard with a skeleton crew of six. The remainder of the crew returned to the vessel after dawn.

The Taku, which has a capacity of 500 passengers and 100 automobiles, was carrying 73 vehicles on the trip.

The sailor said the Taku has a double bottom with fuel stored between.

"There is a hole ripped in the side," the sailor reported. "She must have hit the main tanks midships. There is heavy oil

pouring out all over everything."

The sailor said things "spilled all over" when the Taku crunched on to the island. "It's an awful mess."

Passengers reported there was little panic.

P. G. Gamertsfelder of Namberville, Ill., returning home with his wife after an Alaskan tour, said they were in the vessel's middle lounge when she went aground.

"The luggage was beside me on the floor and it kept going but nothing happened. Some little kids were sleeping on the floor and they didn't even wake up. There wasn't the least bit of panic. One or two folks got excited but most were very calm."

Noting that damage information was still incomplete, Strandberg said, "I'm just guessing, but probably the ship will be out all the month of August" for repair work in a shipyard.

The four state ferries plying Southeastern waters were booked at or near capacity for southbound trips during August.

"This is going to hit us pretty hard," Strandberg said.

With the Taku disabled, "we will lose about a quarter of our capacity," he said.

Southbound vehicle traffic has been bottle-necked at Haines, where people without reservations have had to wait up to four days on standby before space opened up on a ferry.

Asked about the effect of the Taku grounding on standby time at Haines, Strandberg said: "There's no question there are going to be a lot of disappointed people who are not going to make the trip south."

"I estimate that after people have to wait a certain length of time...if they can't get a ship, I assume they would go down the highway."

Capt. Herbert J. Lockert, di-

rector of the state Division of Marine Transportation, left Juneau early today to take a first-hand look at the vessel and coordinate operations.

Strandberg said that information received prior to Lockert's arrival in Prince Rupert indicated "there is some hull damage, but as far as we know the ship is not leaking any water."

The commissioner said preliminary reports were that damage was "just in the fuel tanks and second bottom. There is no question the damage is of such a nature the ship will have to go to the shipyards."

If the noon attempt to pull the Taku off the rocks is unsuccessful, then "we will remove the cars and ballast and make another try at the next high tide, about midnight," Strandberg said.

In the event of a second failure, he said, "there's an even higher tide at midnight tomorrow."

"The Taku will go to Seattle, where we will get a survey made in order to estimate how long it will be out of service," the commissioner said.

"As it stands just now, we have no intentions of doing anything but notifying people that there will not be any sailings on those days when the Taku was scheduled," he said.

Strandberg said the remaining vessels "might be able to handle the northbound traffic, which at this time of year does start to drop off."

Southbound traffic, however, is expected to continue heavy.

The two other ferries of the Taku class that travel the waters of Southeast Alaska are the Matanuska and the Malaspina.

The Wickersham makes trips as far south as Vancouver, B.C., but cannot haul passengers or cargo between two American ports since she is of foreign manufacture.

A news release issued by Strandberg Tuesday said ferry traffic is up 15 per cent for the first six months of the year, with 51,935 passengers carried on Southeastern vessels, compared to 45,351 for the same period last year.

In June 21,175 passengers were transported, an increase of 1,042 that occurred in spite of capacity limits being reached during the latter part of the month.

"Preliminary traffic figures for July indicate July and August will once again operate at capacity," the release said.

Traffic back-ups generally have occurred because persons with vehicles did not have reservations.

Taku Sailings Cancelled

Commissioner of Public Works Harold Strandberg said that the only contemplated change in the ferry scheduling as the result of the accident is that sailings of the Taku will be cancelled.

Strandberg said that the service to Seattle will continue because of the commitment to persons using the run. He said that northbound traffic is dropping off so handling that traffic may not be too difficult.

The Seattle-bound ferry may stop in Prince Rupert southbound to assist in handling the southbound traffic volume.

The state administration, Strandberg said, has wired Sen. Ted Stevens in Washington, D.C. urging that the department of transportation grant a temporary waiver to the Jones Act so the ferry Wickersham can handle intraport traffic in Alaska while the Taku is off the run.

Strandberg said he expects the Taku to be out of service for at least two months.

Ferry Waiver Urgently Needed, Says Candidate

Mike Wade today urged Alaska's U.S. Sens. Mike Gravel D, and Ted Stevens, R, "to call upon their colleagues in the Senate to release Secretary of Interior Hickel from his commitments which prevent him from issuing a waiver of the Jones Act for the state ferry Wickersham."

The candidate for the state House of Representatives said the grounding of the ferry Taku Wednesday "makes it imperative that a waiver be obtained, if only on a temporary basis."

Wade also urged the state to revise the ferry schedule to eliminate the Seattle run until the Taku is back in the fleet.

"Let's not force any summer visitors to bypass Southeastern Alaska unless it is absolutely necessary," he said.

THE TAKU CRACEUP TOOK AN UNTIMELY TWIST yesterday when a P-I picture outline writer had the Alaska State ferry running aground "around noon." Actually, of course, she hit the rocks around midnight. The outline man misread 12:30 a.m. Not a rare sort of mistake, and it reminds us how much more efficient the Navy system is, with a day that runs from zero to 2400 hours. When you write the time, for instance, "1300 hours," nobody has to stop and figure whether you mean



"Right Up in the Trees"



THE TAKU, ITS BOW OUT OF THE WATER, was joined at 12:30 this afternoon by the Canadian ferry, Queen of Prince Rupert, whose open bow met the open stern of the stricken Taku. Men walked between the two ships, but as of 1 p.m. no attempt had been made either

to remove the Taku from the rocks of the small island near Prince Rupert, or to unload the Alaska ship's vehicles, which could be seen aboard from the air.

—Ketchikan Daily News Photo
by Normand Dupre

PRINCE RUPERT, B.C. (AP)—The Alaska ferry Taku, with 342 persons aboard, crashed hard aground on West Kinahan Island early Wednesday and oil spilling from her ruptured tanks threatened to pollute the harbor of this north coastal British Columbia port.

The ferry, southbound from Alaska for Prince Rupert with 297 passengers, 45 crew members and 73 vehicles aboard, piled up on the rocky island just as the midnight watch was being changed. All were taken off without incident except for a skeleton crew that remained aboard overnight.

The Taku ran half of her 352-foot length onto the rocks and was reported listing at a 45-degree angle in "a dangerous, unstable condition."

No one was seriously injured as she rammed aground at 17 knots, coming to rest in what one member of the ship's crew described as "right up in the trees." Four persons were treated in hospital for minor injuries, then released.

Port officials were concerned about the pollution danger from a heavy oil slick, more than three miles wide, spreading from the side of the stranded vessel.

West Kinahan is one of a group of four small islands situated eight miles west of dock facilities in Prince Rupert Harbor. Officials said the incoming tide could sweep the oil into the

harbor, resulting in a serious problem.

A member of the ship's crew, who declined use of his name, said the Taku was steaming at 17 knots when she hit with "an awful jar."

"There are holes in her, all right," he said.

The sailor said he didn't know what caused the accident, but there will be an inquiry by the United States Coast Guard." He said the grounding occurred as the midnight watch was being changed.

David Rothwell of New Zealand, a passenger, said that following the grounding passengers were directed to the lower decks, where they were handed lifejackets, then put aboard small vessels and taken to Prince Rupert.

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Capt. Jim Sande stayed aboard with a skeleton crew of six. The remainder of the crew returned to the vessel after dawn.

The Taku, which has a capacity of 500 passengers and 100 automobiles, was carrying 73 vehicles on the trip.

The sailor said the Taku has a double bottom with fuel stored between.



Lockert Flies to Scene

At 12:03 a.m. July 29 the MV Taku inbound to Prince Rupert ran aground on East Kinahan Island. All 265 passengers were sent ashore.

Because of an 18 degree list Capt. James Sande removed the crew and stood by the vessel in a pilot boat. Capt. Sande and necessary crew members are now back on board and surveying the damage. An attempt will be made to refloat the ship at noon today. If this is unsuccessful, vehicles will be removed by barge and the ship further lightened by removal of fuel.

Tidal conditions are more favorable with each successive tide higher than the tide at the time of the incident.

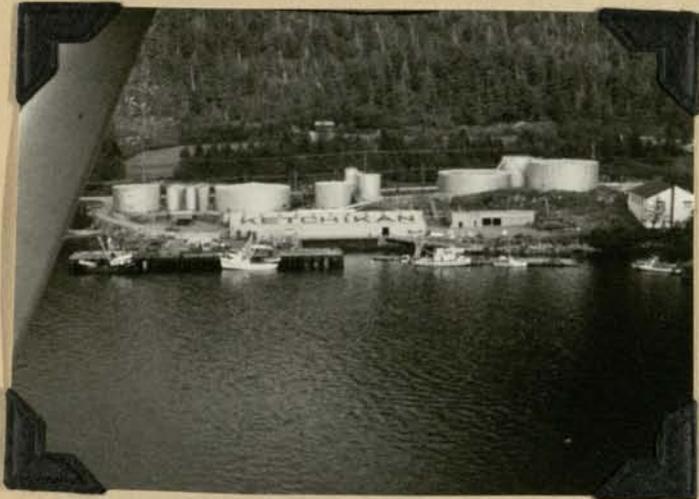
Capt. Sande reported the ship is not taking on any water and

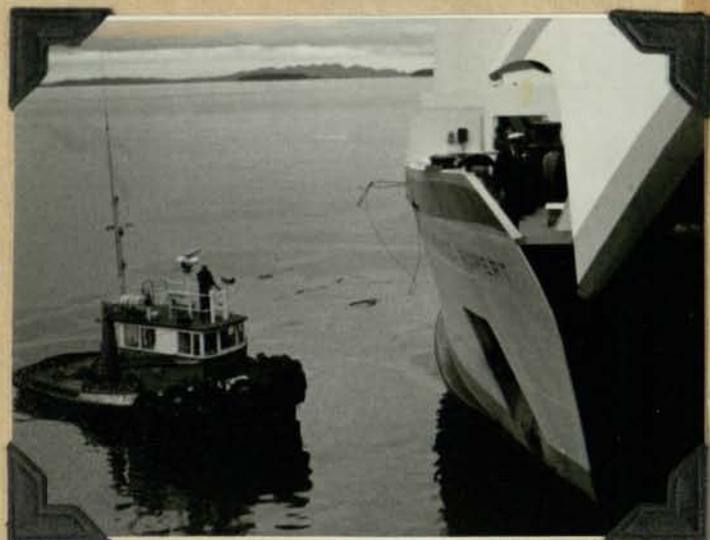
preliminary investigation indicates damage is limited to punctured fuel tanks.

Dept. of Public Works Commissioner, Harold D. Strandberg, stated that Capt. J. J. Lockert, director of the division of Marine Transportation, accompanied by Capt. Ben Dixen, Marine Superintendent and Joel Rockstead, port engineer, are en route by charter plane to assist the situation and oversee operations for refloating the vessel.

SHIP TO DRYDOCK

Commissioner Strandberg told the Daily News this morning, "We know the ship will have to go to drydock and will probably be out of service most of the month of August. We've been able to establish that much."





Passengers Criticize Evacuation Procedure

Special to the Daily News

PRINCE RUPERT — David Rothwell of New Zealand, a passenger aboard the Taku when it went aground near Prince Rupert today, gave the Prince Rupert Daily News this version of the accident:

"I was sitting in the front lounge on the right hand side of the ship just looking out occasionally. I saw what I thought was an island and I said to my friend that we are getting awfully close.

"I thought we were in a narrow channel or something. I could see rocks and trees.

"Suddenly I knew we must be going ashore. I stood up and yelled, 'We're going to hit!' I felt a bit foolish, but instantly we crunched up on the rocks.

"There were about 50 passengers in the lounge. Everybody sat there dazed for a second.

"Then, when people realized what had happened, they began standing up and milling around. It was like a dream. They took awhile to get hold of themselves.

"Everyone appeared very calm. It seemed several minutes before any word came over the intercom.

"People were wandering about looking over the side, still dazed.

"Passengers were then told to move to the lower deck where they were handing out life jackets. Most seemed quite jolly. It was at least 10 minutes before help arrived.

"The first vessel on the scene was the Esso oil tanker Imperial Nanaimo. She was able to stand off about 50 feet from the grounded ship. Later, Pilot Boat 3 arrived at the accident scene."

Rothwell added, "Nobody seemed to know what to do. The group I was in was shuffled back and forth. We finally got into a life raft in the back of the ship which the crew lowered away from the Taku. We were then taken into the oil tanker.

"Later some of the rescued passengers were transferred from the Imperial Nanaimo to the pilot boat."

Wallace Otto of Forest Grove, Ore., was also in the forward lounge with his wife and a friend when Rothell called the initial warning.

"My wife and I were sitting reading maps when we heard somebody yell 'We're going to hit,'" he said.

"And about this time it was obvious we had hit.

"The ship was shaking, vibrating and there was a loud

noise. It was followed by a short lull and then there was another thud.

"I heard several screams, but don't know where they came from. It was unreal, unbelievable, something that just doesn't happen these days.

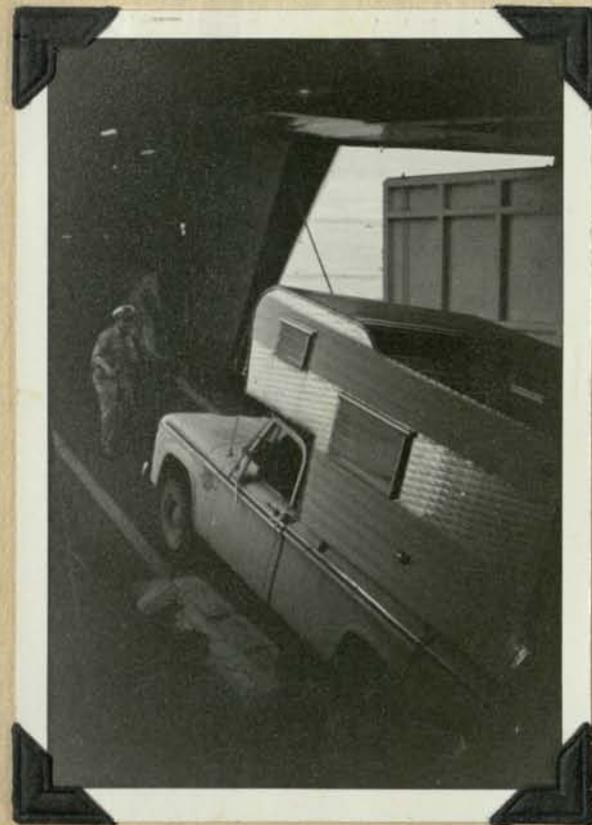
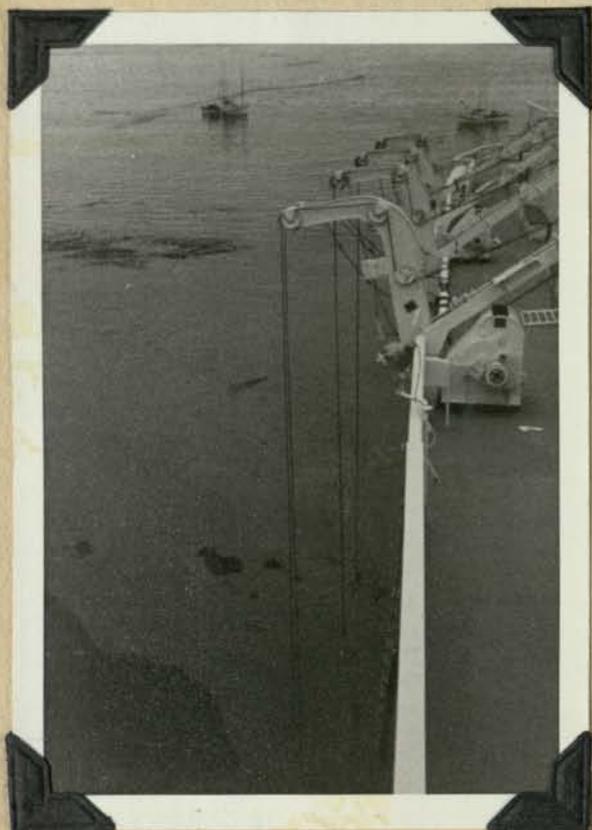
"Everything was stopped, then they flipped on the big lights. We could see where we were.

"I felt that it (removal of the passengers) was a little disorganized. First of all, nobody knew what to do.

"At first, it was a matter of a minute or two before any announcement came over as to what procedure was to be taken. At first, people were wandering around putting on life jackets and not knowing what to do.

"One crewman would tell us to go here, another would tell us to go somewhere else. We were told not to worry, but it was more than an hour before I got into the oil tanker, and I was not one of the last to get off.

"I felt the lack of organization and time involved in getting off ship, if there had been an extreme emergency, could have meant extreme trouble for all of us. I feel very fortunate that there was another ship there," he said.



DON PAGE

22

Thurs. July 30, 1970

Seattle Post-Int



Alaska Ferries Had Good Record

It's finally happened. A serious mishap in the Alaska State Ferry system, the first in 7½ years, since the Malaspina made the cruise that inaugurated state ferry service over the 679 lovely, sometime twisting miles of the Inside Passage run from Prince Rupert to Skagway via Sitka and way ports. Most of us on that first cruise wondered how long the ferries could make it, at top speeds of 18 knots, without a crackup.

We've got the answer. The Alaska ferries were able to maintain service, like streetcars through fog, snow, rain and various mixtures, for 7½ years before the Taku piled up on an island off Prince Rupert before dawn yesterday. We're still not sure how bad the Taku is damaged. We do know that, even after 7½ years, and we don't know how many million miles, Alaska State Ferries never has had a fatal passenger accident.

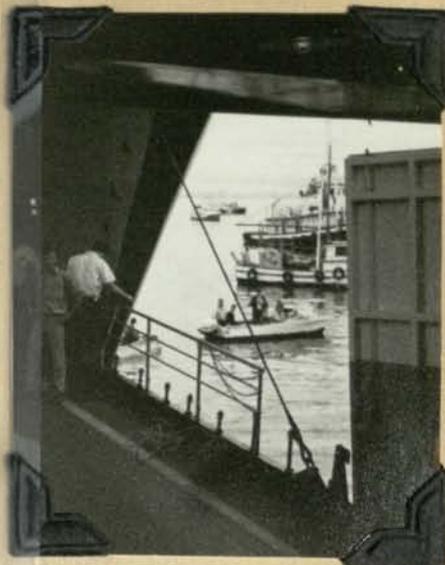
WE TAKE OUR HAT OFF to the men and ships that can build a record like that. How do they do it? "Just luck," one Alaska ferry man tells us, "and good seamanship."

Marine

THERE'VE BEEN MINOR GROUNDINGS. In fact, the Taku has experienced two — both in Wrangell Narrows. Another time, in 1963, two mischievous boys slipped into the Taku's wheelhouse, slammed the controls full ahead and almost cleaned out the dock at Petersburg. But no real crackups. Alaska State Ferries has proved itself, even if it doesn't wait another 7½ years to run a boat on the rocks.

EARLY ERRONEOUS REPORTS tabbed the Taku as Seattle-bound. She wasn't. The Taku is on the Prince-Rupert-Skagway run. Her sister, the Malaspina, is the Seattle vessel, and she's due here tomorrow morning on schedule.

THE TAKU CRACKUP will throw the Prince Rupert-northbound schedule into a mess, at season's peak. Vehicle deck space and passenger cabins are booked solid. No other vessel available to handle the Taku's reservations. The Wickersham and Matanuska will keep running, of course, but Alaska State Ferries is advising motoring travelers with Taku reservations, "Keep going, up the Alcan Highway. There's no way we can put you aboard for the Marine Highway ride."



MARINE LIFE DAMAGE LI

Oil slick contained

The Taku was pulled off the rocks early this morning and is now anchored in a bay just south of West Kinahan.

Captain Ed Harris of the Department of Transport said the vessel does not appear to be taking on water nor does anymore of the 90,000 gallons of Bunker "B" it was carrying seem to be leaking.

Divers are examining the vessel, Harris said, and there are no immediate plans to move it from the area.

Most of the 17,000 gallons of Bunker "B" that leaked from the Alaska State ferry Taku, which grounded on West Kinahan Island midnight Wednesday, has been contained within log booms thrown around the vessel and poses no large scale threat to marine life, Fisheries protection officer Jim Connor said this morning.

That portion of the light-medium fuel which escaped into tidal currents was treated with Sea Clean, an emulsifying agent which sinks the oil to the bottom.

It was reported that the Department of Transport used 10 barrels of Sea Clean Wednesday on slicks drifting toward the harbor entrance and Metlakatla Pass.

Connor said the only significant amount of oil now floating outside the boom containers is on the west side of Digby Island.

Connor was on the scene Wednesday and flew out to Kinahan at 9 this morning, as officials continue to assess the best method of dealing with oil contained in the boom.

TAKU PASSENGERS—Some slept, others drank coffee and chatted, and still others sat around stunned. This was the scene this morning at 4 at the Moose Hall where passengers from the grounded Alaska ferry Taku gathered after they were brought into Prince Rupert. There was a lineup at the telephone as many phoned their distant homes to tell friends and relatives the news. Many still wore their lifejackets. "Guess I just didn't think to take it off," one remarked. They were mostly Americans, and the question uppermost in their minds now is, "How am I going to get my car off that ferry?"

"There is a hole ripped in the side," the sailor reported. "She must have hit the main tanks midships. There is heavy oil pouring out all over everything."

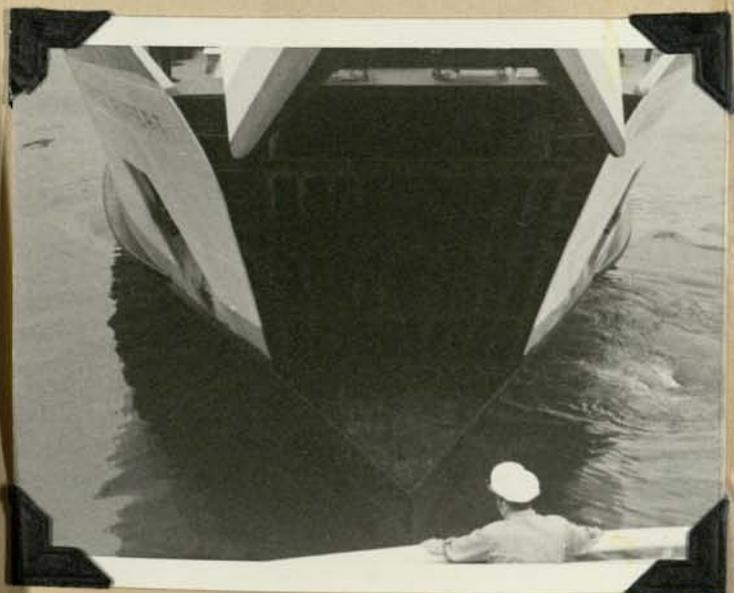
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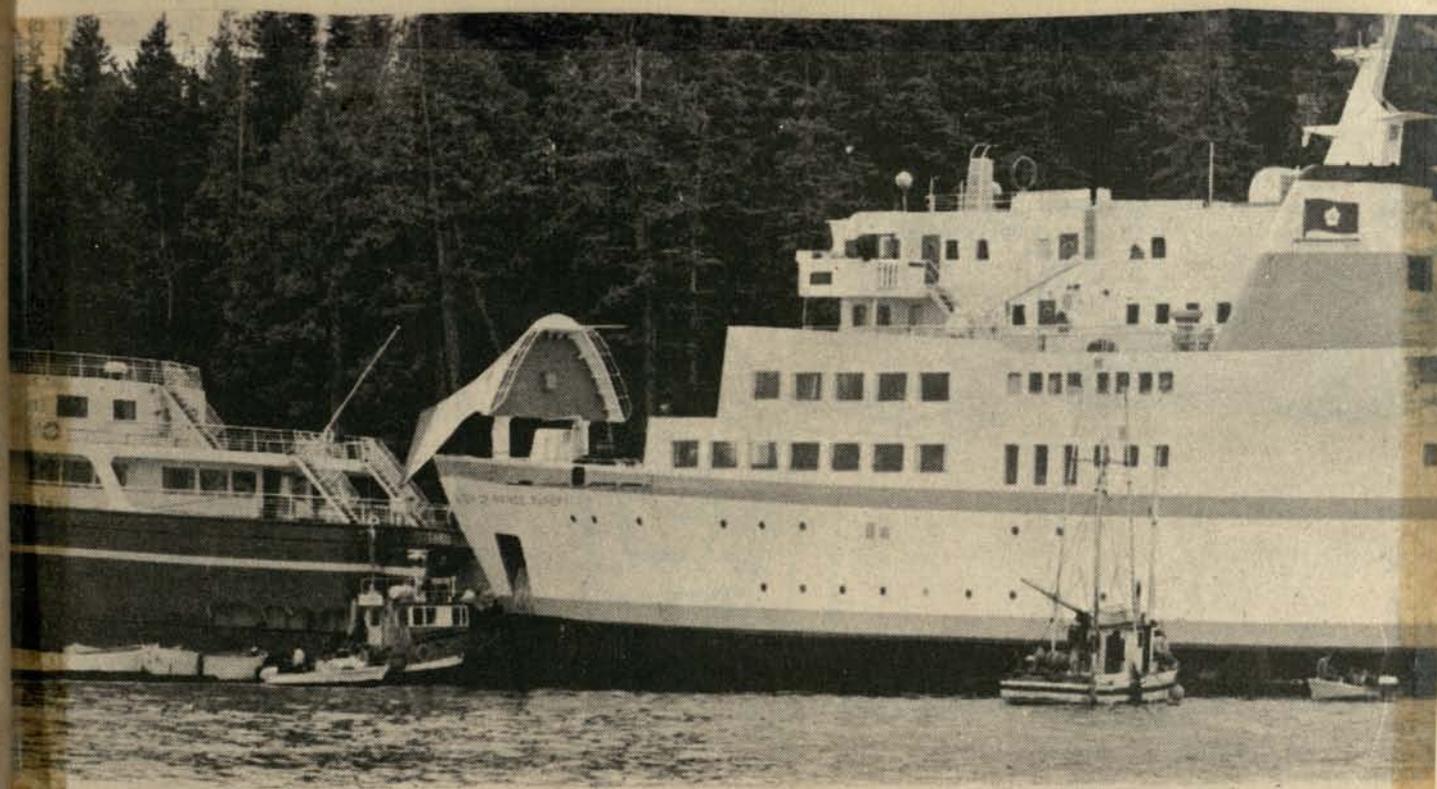
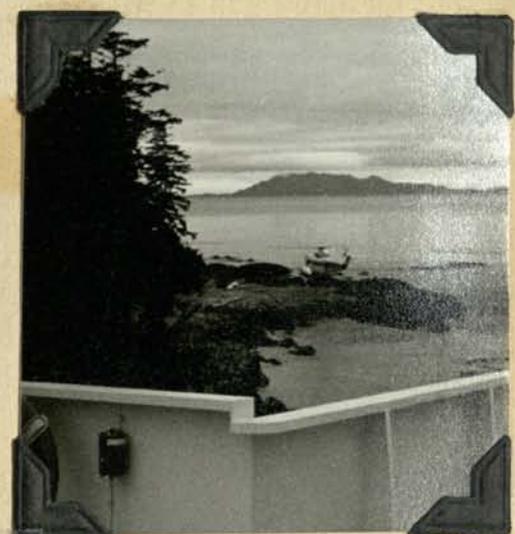
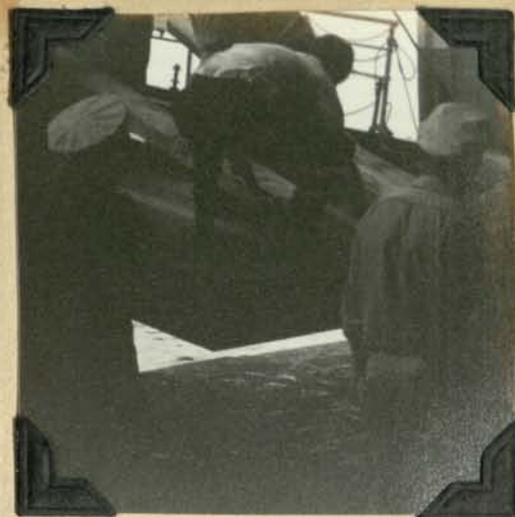




WEARY PASSENGERS — They chatted, tried to sleep and drank gallons of coffee early Wednesday morning. These were passengers off the grounded Alaska ferry Taku as they gathered at the Moose Hall. Some still had their lifejackets on a few hours after arriving in town. "It was memorable, to say the least," one said.



6-11



QUEEN TO THE RESCUE — The B.C. ferry Queen of Prince Rupert is shown unloading the Alaska State ferry Taku early Wednesday afternoon. The Queen took the Taku's vehicles so that the Taku could be yanked off Kinahan Island early this

morning. The Taku went aground about midnight Tuesday while southbound for Rupert. The small island is about eight miles from here.

— Vern Ciccone photo.

TAKU LAST WEEK'S FERRY TAKU grounding as a quarter-million-dollar accident. And at that, the Alaska ferry's not so badly gouged as people had feared. Main damage lies at her stem, to starboard. She's caved in for about 70 feet of her hull's 350-foot length. The Lockheed Shipyard has put two shifts on the Taku. Hopes to have her back running in two weeks.

Taku On The Rocks

Disaster Averted

For all the damage to the state ferry Taku and the havoc its removal from the marine highway system will play with ferry schedules at this peak time of the travel system, the state may thank its lucky stars that a tragedy of major proportions was averted.

The Taku crunched bow on into West Kanahan Island near Prince Rupert shortly after midnight last Wednesday and hung up on the island, giving ample time to remove all passengers safely.

Had the vessel rammed the island, then veered into deep water again, a potentially disastrous situation could have developed.

Fortunately, there were other vessels near by to come to the Taku's assistance — and, equally important, the seas were calm.

No one perished or was seriously injured.

It remained only to lighten the vessel, pull her off the island, and send her on her way down the coast to a Seattle shipyard for repairs.

But for the favorable circumstances attending the grounding, another story might have been written about it. Accounts by passengers of the incident, carried in the Ketchikan Daily News, indicate procedures were inadequate for coping with the emergency.

"Nobody seemed to know what to do," said one passenger. "The group I was in shuffled

back and forth. We finally got into a life raft in the back of the ship which the crew lowered away from the Taku. We were then taken to the oil tanker."

Said another passenger: "I felt that it (removal of passengers) was a little disorganized. First of all, nobody knew what to do. At first, it was a matter of a minute or two before any announcement came over as to what procedure was to be taken. At first, people were wandering around putting on life jackets and not knowing what to do."

"One crewman would tell us to go here, another would tell us to go somewhere else. We were told not to worry, but it was more than an hour before I got into the oil tanker, and I was not one of the last to get off."

"I felt the lack of organization and time involved in getting off ship, if there had been an extreme emergency, could have meant extreme trouble for all of us. I feel very fortunate that there was another ship there."

The state is very fortunate too. From this experience it has undoubtedly learned important lessons and will carefully reappraise its emergency procedures to make sure they would be adequate in any future ferry system mishap.

—G.E.B.

Daily News Reporter Describes the Scene

By NORMAND DUPRE

"I'm sure you picked the biggest hole in the water," said Webber. "I met Ken Linder as we first left the Taku, from about 10 miles away, with its bow nearly in the water."

The Taku was lodged on an island about eight miles south of Prince Rupert at the mouth of the harbor. The island, West Kanahan, is about three-quarters of a mile long. Two other ferries were entering and one leaving the mouth of the harbor, the wide loops as they approached the island. The Taku appeared to have missed making the loop and ran into the island almost head-on.

The Taku rested at an oblique angle to the small tree-covered island, listing slightly when we reached there late this morning. At several feet of the bow be-

low the water line were visible at high tide and the thrust propellers on the bow could be seen.

No damage was visible from the air even though our Cessna 180 dipped to within 100 feet of the surface. Several small boats were at rest about the ferry and two large wooden barges were towed out to the site from Prince Rupert about 11:30 this morning. Two planes floated nearby, and one other circled with us for a while.

The first and most eye-catching sight as we first approached the stricken ferry was the slick of fuel from the ship's tanks. The slick spread out in long arms as far as nine miles north of the accident scene. It appeared quite thick in some places nearer the small island, and it reached well into Prince Rupert Harbor and about one mile north of Digby Island. In total,

about five square miles of sea was covered with the fuel.

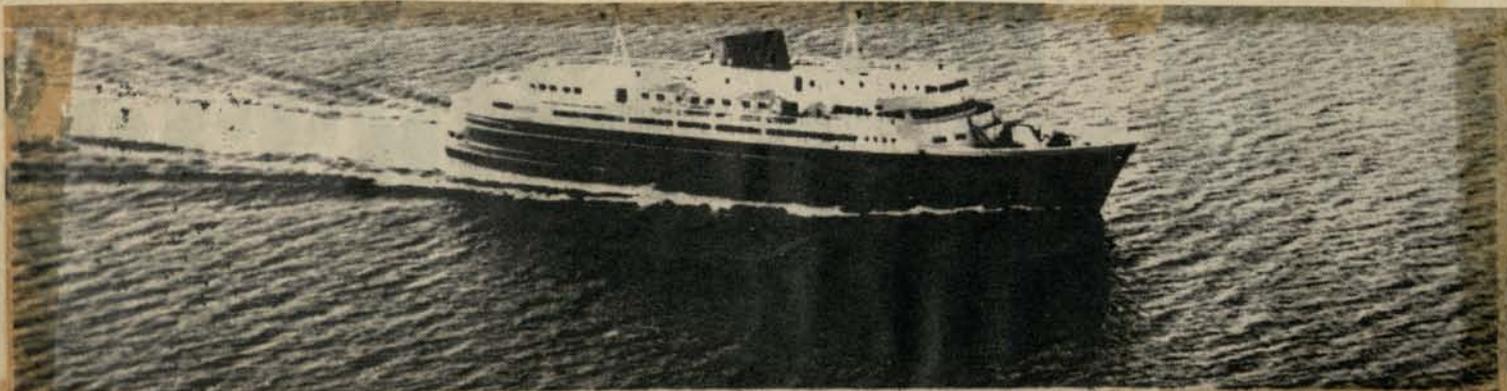
Shortly after 12:30 p.m., the Canadian ferry, Queen of Prince Rupert, whose bow opens for vehicles, moved to the stern of the Taku. The Canadian ship sat with its open bow against the open stern of the Alaska ferry, and men moved back and forth between the ships. Two camper pickups were visible in the stern of the Taku, but as of 1 p.m. when we left the scene, no effort had been made to remove the vehicles.

The Taku's four white lifeboats lay tied up at the stern.

No rocks were visible beneath the ferry other than those under the bow. The Taku's stern was somewhat lower in the calm water than usual. Roughly, 20 to 25 feet of the rust-colored bow below the water line was visible.



Oil Slick Spreads



TAKU IN TROUBLE—The ferry Taku ran aground early today near Prince Rupert.

Taku Wrecked, Refloated Near Rupert; 4 Are Hurt

PRINCE RUPERT (AP)— Divers today were inspecting the damaged hull of the Alaska state ferry Taku following its grounding Wednesday morning.

The ship, which went aground on an island eight miles west of here, was refloated on the high tide about midnight. The ship was anchored off the island.

Officials of the Alaska Department of Marine Transportation said if the damage was not too serious the ferry would probably head south under her own power or be accompanied by a tug.

The Taku ran aground with 342 persons aboard.

Four persons were reported injured. It was not immediately learned if any Wrangell residents were aboard the ship.

Help was on the scene within minutes of the accident. The oil tanker Imperial Nanaimo put a pilot boat alongside to take off the injured. Fishing boats and tugs and lifeboats were used to take the passengers and crewmen to shore.

Reporters flying over the stricken craft after daylight reported she was on the rocks with about half her length and was listing 45 degrees to port. Damage to the bow plates was clearly visible and a heavy oil slick covered three-fourths of a mile and was spreading.

The skipper of the Taku, Jim Sande of Ketchikan and six crew members stayed aboard during the night. In town, passengers were lodged in motels, hotels and homes.

A crewman aboard the ferry said she went aground with "an awful jar."

"There were holes in her all right," said the crewman, who declined to be identified.

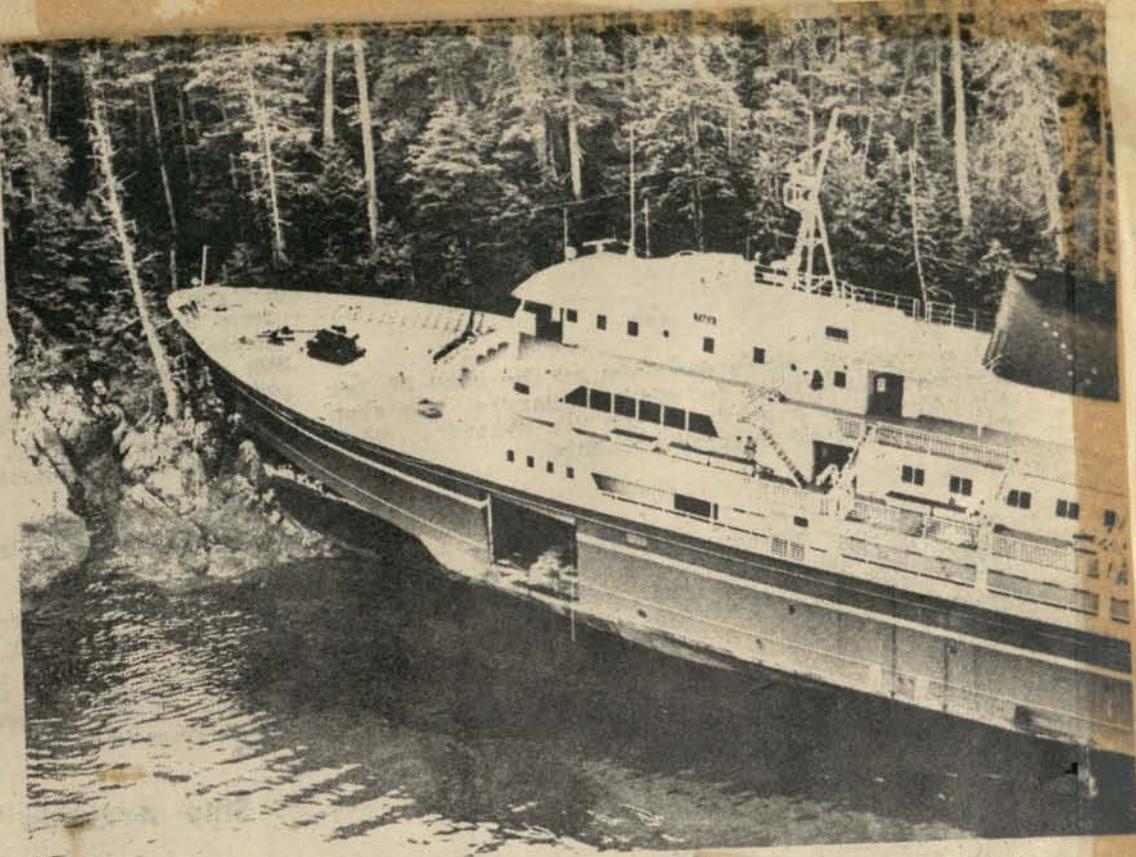


Photo from scene shows Alaska state ferry Taku on rocks where she rammed aground early Wednesday near Prince Rupert. Damage to bow is visible.

Sources at the scene said Taku ran half of her 352-foot length ashore in the mishap, which occurred as the ship steamed south for a scheduled docking at Rupert.

Major oil leak spreads as vessel lists to port

The Alaska State ferry Taku is high and dry today after she ran aground shortly after midnight on the north side of West Kinahan Island, about eight miles from the mouth of Prince Rupert harbor. A reliable source at the scene said the ship apparently missed a channel marker buoy by about half a mile.

The stranded vessel, which is well up on the island and is leaning to port on about a 45 degree angle, began leaking oil shortly after the incident and reporters flying over the scene early this morning said a three-mile wide oil slick was spreading from the punctured main tanks of the 352-foot long ship.

The Taku, commanded by Captain Jim Sande, was carrying 297 passengers, approximately 40 crewmen and 73 vehicles when she slammed into the island, one of a group of four situated near the mouth of Prince Rupert harbor.

Four passengers aboard the state-owned ferry were taken to hospital for treatment of minor injuries but were later released. An unidentified crewman said the accident occurred as the midnight watch was being changed.

The sailor said the Taku was steaming at full cruising speed of 17 knots southbound from Ketchikan to Prince Rupert when she ran aground.

"She's right up in the trees," he said.

"There was an awful jar," he said. "There are holes in her all right."

The man said he didn't know what caused the accident but "there will be an enquiry by the United States Coast Guard."

"She must have hit in the main tanks midships. There is heavy oil pouring out all over everything.

STAYED ON BOARD

The captain and several officers stayed with the grounded ship. Other crewmen returned to the stricken vessel this morning.

Captain Sande has been with the line since its inception in 1963. He worked his way up from second mate to first mate and then captain.

Only visible damage from the air is to the bow plates on the bottom of the ship which are bent noticeably.

David Rothwell of New Zealand, a passenger on the ship described the accident as follows:

"I was sitting in the front lounge on the right hand side of the ship just looking out occasionally.

"I saw what I thought was an island and I said to my friend, that we were getting awfully close. I thought we were in a narrow channel or something. I could see rocks and trees.

"Suddenly I knew we must be going ashore. I stood up and yelled 'we're going to hit'. I felt a bit foolish, but instantly we crunched up on the rocks.

"There were about 50 passengers in the lounge. Everybody sat there dazed for a second. Then when people realized what had happened they began standing up and milling around."

'LIKE A DREAM'
"Everyone appeared very calm. It seemed several minutes before any word came over the

inter-com. People were wandering around, looking over the side, still dazed.

"It was like a dream. They took awhile to get hold of themselves.

"Everyone appeared very calm. It seemed several minutes before any word came over the inter-com. People were wandering around, looking over the side, still dazed.

"Passengers were then told to move to the lower deck where they were handing out life jackets. Most seemed quite jolly.

"It was at least 10 minutes before help arrived."

First vessel on the scene was the oil tanker, Imperial Nanaimo. She was able to stand off about 50 feet from the grounded ship. Later, Pilot No. 3 arrived at the scene.

Rothwell added, "Nobody seemed to know what to do. The group I was in was shuffled back and forth. We finally got into a life raft in the back of the ship which the crew lowered away from the Taku. We were then taken into the oil tanker."

TRANSFERRED

Later some of the rescued passengers were transferred from the Imperial Nanaimo to the pilot boat.

Wallace Otto of Forest Grove, Ore., was also in the forward lounge with his wife and a friend when Rothwell called out the initial warning.

"My wife and I were sitting reading maps when we heard somebody yell 'we're going to hit', and about this time it was obvious we had hit. The ship was shaking, vibrating and there was a loud noise. It was followed by a short lull and then there was another thud.

"I heard several screams, don't know where they came from. It was unreal, unbelievable — something that just doesn't happen these days.

"Everything was stopped, then they flipped on the big lights and we could see where we were.

"I felt that it (the removal of passengers) was a little disorganized. First of all nobody knew what to do. It was a matter of a minute or two before any announcement came over as to what procedure was to be taken.

In Prince Rupert, Alaska ferry terminal agent, Arnold Assman, was awakened at 1 a.m. by a long distance phone call from Red Lochheart, traffic manager of Alaska Ferry System in Juneau.

Lochheart was seeking information about the grounding. Following his call, Assman contacted city RCMP and was told that two vessels were on, or heading to, the scene.

Alderman Vern Ciccone, flying over the Taku after first light reported the vessel was on the rocks for more than half her length. Canadian Pilot boat 23 and two tugs are standing by at the scene, but others approaching by water have been warned to keep off, being advised the Taku was in a "dangerous, unstable condition."

Tugs yank Taku off; check damage today

Four powerful tugs yanked for more than an hour late Wednesday night before pulling the Alaska ferry Taku off the rocky shoreline of Kinahan Island during high tide.

Divers were expected to go down sometime today to inspect underwater damage to the 352-foot vessel that ran aground early Wednesday morning while southbound to Prince Rupert with almost 300 passengers.

Two large tugs — Rivtow Lion and Rivtow Rogue — and the smaller tugs Haro and Glendevon finally pulled the vessel free after she had been lightened with the removal of passengers' 70 vehicles by the B.C. Ferry Queen of Prince Rupert Wednesday afternoon.

The operation was carried out under the direction of Ray Montgomery of Armour Salvage.

The Taku is now anchored on the south side of Kinahan and a log boom has been put up to prevent spread of an oil slick leaking from her ruptured fuel tanks.

An eyewitness said there doesn't appear to be any more fuel leaking.

An official said that if damage is not too extensive the vessel will head south, likely to Seattle, under her own steam for repairs. It is expected a tug will accompany the crippled ferry.

Since being re-floated, the Taku has a three-degree list to starboard and is "down a bit at the nose". She also appears to be punctured in two places.

Meanwhile, a three-mile wide oil slick that flowed from the Taku's tanks Wednesday appears to be headed seaward. About 17,000 gallons of light diesel fuel poured from the bow tanks between the inner and outer hulls before the spill was brought under control.

The Taku has a reported oil-carrying capacity of 137,000 gallons and had taken on fuel at Ketchikan, 90 miles northwest of Prince Rupert, only six hours earlier.

There were 297 passengers and 45 crew members aboard the ferry.

It was first believed she missed a marker buoy by about half a mile and steamed onto the mile-long island at a speed of 17 knots.

However, a reliable source said the buoy appeared to be somewhat out of position. "The buoy could have been dragged out of position by a passing log boom," the source said.

Hearing Thursday On Taku Grounding

SEATTLE (AP) — A formal investigation will begin here Thursday into the grounding of the Alaska State Ferry Taku, the Coast Guard said Tuesday.

The Taku ran aground July 29 on a rocky island off Prince Rupert, B.C. The ferry is in dry-dock in Seattle being checked for damage.



HIGH AND DRY—Alaska state ferry Taku sits high and dry on West Kinahan Island, near Prince Rupert on British Columbia's north coast. Ship, with 297 passengers, 45 crew and 73 automobiles aboard, ran aground on the island about 12:30 a.m. last Wednesday. She was heading south at 17 knots for Prince Rupert in clear weather. Four persons were injured slightly. AP Wirephoto.



Taku Pulled Off Kinahan Island

PRINCE RUPERT, B.C. (AP) —Four powerful tugs pulled the 352-foot Alaska Ferries vessel Taku off the rocky shoreline of Kinahan Island early Thursday.

The Taku ran aground on the north coastal British Columbia island Wednesday with 324 persons aboard. There were no serious injuries.

A radio operator aboard the 3,200-horsepower tug Rivtow said the Taku, lightened by removal of passengers, most of the crew and 71 vehicles, was pulled free at high tide and then was anchored off shore for inspection of possible damage.

"She's got two holes in her as far as we can see," the unidentified radio operator said.

Meanwhile, a three-mile oil slick afloat flowed from the Taku's ruptured oil tanks appeared to be headed seaward. Canadian Department of Transport planes dumped the detergent Seaclean over the slick in an attempt to break it up and officials ordered a log boom around the stricken ship to keep any more oil from flowing away.

The Taku has a reported oil-carrying capacity of nearly 137,000 gallons, and had taken on fuel at Ketchikan, Alaska, less than 600 miles northwest of Prince Rupert, only hours earlier.

The Taku's outer hull was punctured and light diesel fuel poured from the bow tanks between the inner and outer hulls. Ferry officials said, however, that the spill was brought under control after only 17,000 gallons had escaped.

None of the 297 passengers or 45 crew members was seriously hurt when the ferry, enroute to Prince Rupert from Juneau, Alaska, apparently missed a market buoy by a half-mile and

steamed onto the mile-long island at a speed of 17 knots.

Kinahan Island stands between the open sea and this northern British Columbia port of 16,000 people.

The Taku remained high and dry all day Wednesday, almost half its length jammed tightly on the rocky shore and its bow nudging trees on the island. It was listing to port about 18 degrees and rocking with the tides.

The British Columbia ferry Queen of Prince Rupert nosed up to the stranded Taku Wednesday afternoon and took aboard 58 of the 73 vehicles aboard. Commercial barges took another 13.

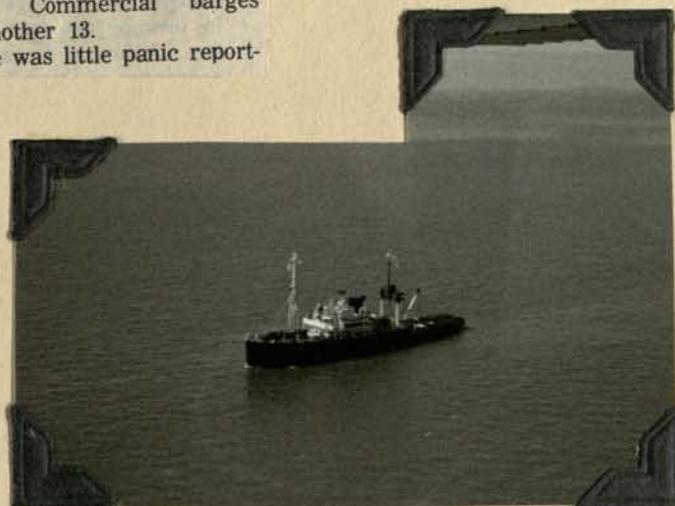
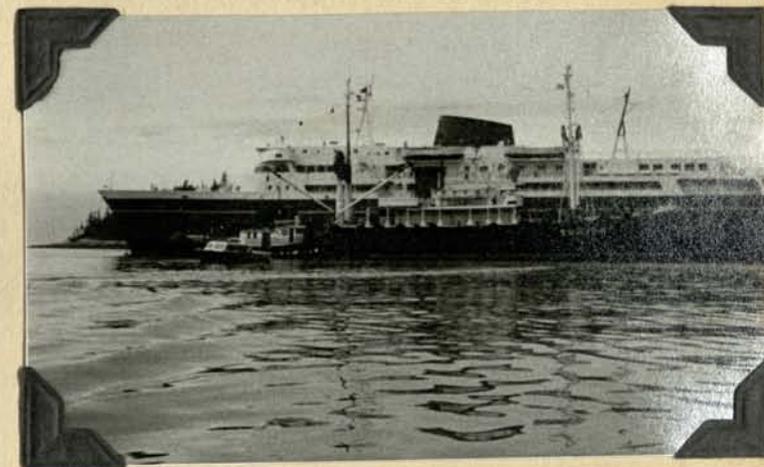
There was little panic report-

ed among the passengers, who were transported in life boats and gangplanks to rescue craft that were on the scene quickly.

About 200 passengers were taken aboard the Imperial Oil Co. tanker Nanaimo, close behind the Taku when it hit the island.

"We could see she was headed straight for it," said Bill Krasikoz, captain of the tanker. "She hit it about the middle. I don't know how it happened, but it was pitch black out there."

Four passengers were taken to hospital for treatment of minor injuries or shock and then released.



Taku Limping Down The Coast Toward Seattle

PRINCE RUPERT, B.C. (AP) — The Alaska Ferries vessel Taku was to start limping down the coast to Seattle Friday accompanied by the British Columbia tugboat Sudbury II. She will go under her own steam or under tow, Alaska Ferries agent Arnold Assman said Thursday night.

Pollution danger caused when the 352-foot ferry slammed aground on Kinahan Island early Wednesday and released 17,000 gallons of light diesel fuel appeared to have disappeared. No more oil was escaping from the ship, and the slick was not so extensive as previously feared, a Canadian Department of Transport spokesman said Thursday.

The Taku struck the island while approaching Prince Rupert on a voyage from Juneau, Alaska. There were no serious injuries among the 342 persons aboard.

Assman said the ship, pulled off the island and anchored nearby early Thursday had a three-degree list to starboard and was slightly down by the bow but was not taking water.

Divers surveyed the damage Thursday, but their findings were not released immediately. Two holes were visible near the bow.

(In Juneau, State Commissioner of Public Works, Harold Strandberg said all vehicle traffic scheduled for Wednesday's sailing northbound from

Prince Rupert on the MV Taku was absorbed on the MV Matuska Thursday.

(Strandberg said, "We tentatively have space to accommodate a minimum of 12 additional standard vehicles on each presently scheduled sailing from Prince Rupert and Haines, in addition to existing confirmed reservations.")

(Passengers holding vehicle reservations will be honored, he said.

(The travel situation through Aug. 5, according to Strandberg, is as follows:

(Southbound from Haines there is a backlog of 60 units and standby is poor with a probable delay of 5 to 6 days.

(The standby situation northbound from Prince Rupert is reported fair with a probably delay of 2 to 4 days.

(Interport traffic, including those holding reservations on the MV Taku will be delayed 2 to 4 days.

(As usual during the summer peak, stateroom space is very limited.

Taku Limping Toward Seattle

PRINCE RUPERT, B.C. — (UPI) — The Alaska ferry Taku left the Kinahan Island group yesterday and limped slowly toward Seattle, where repairs are to be made on her damaged hull.

A Department of Transport official here said the 350-foot Taku was proceeding under her own power, but the Victoria, B.C., salvage tug Sudbury II was standing by to offer any assistance.

The ferry damaged its hull when it ran aground on East Kinahan Island early Wednesday while steaming toward Prince Rupert harbor at a speed of almost 17 knots.

None of the 265 passengers or 45 crewmen aboard were seriously injured.

Meantime, the Transport Department official said a three-mile wide slick, caused when 17,000 gallons of light diesel fuel poured from the crippled ferry, has disappeared at sea.

THAT WAS A TRAGIC PICTURE IN THE P-I Thursday, showing the beautiful Alaska Ferry Taku high and dry on the rocks of a small island.

Once when I was riding on an Alaska ferry it scraped over a reef in Peril Strait near Sitka.

Immediately after arriving in Sitka, I called Associated Press to give a report of the accident. Later the ferry captain issued me a bitter reprimand, and threatened to put me off the vessel, because Alaska radio stations were broadcasting reports of the accident before the captain had found time to notify his superiors in Juneau about it.

The moral of this story is if you ever run aground on an Alaska ferry, don't tell anybody before the captain does.

What would Bill Egan do with the Wickersham if he were to become governor? Since Egan has been critical of the purchase of the controversial foreign-built ferry, it's a logical question, and Egan provided an answer here Sunday night. He would not automatically sell the big ferry, he said. There must be an American-built replacement for the Wickersham before it could be disposed of, Egan said. The federal Jones Act prohibits the use of foreign-built ships between American ports, and the Wickersham consequently cannot carry passengers from one Alaska port to another. It can only run from a Canadian to a U.S. or U.S. to Canadian port.

Repair Work To Proceed On State Ferry Taku

Following drydock examination of the MV Taku, underwriters and state Division of Marine Transportation authorities have requested Lockheed Ship Building Construction Co. to proceed with damage repairs. The actual work of removing damaged parts began yesterday, according to the division.

A definite date for the MV Taku to resume scheduled service has not been established, the division said.

The approximate date for completion of repairs based on available information calls for the work to be completed in 15 to 20 working days, it said.

Department of Public Works Commissioner Harold D. Strandberg stated, "We are pleased to report damage is not as serious as first estimated."

Crewmen Of Taku Win Commendation

JUNEAU (AP) — Public Works Commissioner Harold Strandberg has come to the defense of the skipper and crew of the Alaska ferry Taku, which ran aground last week near the entrance to the Prince Rupert harbor.

Strandberg said the skipper, Capt. Jim Sande, and the crew have been complimented by several sources for their handling of the ship's evacuation and salvage.

In news reports from Prince Rupert shortly after the

grounding, several passengers were quoted as saying there appeared to be confusion, and the evacuation of passengers was slow.

"I don't take pride in finding us on the rocks, but I do take pride in the handling of the situation afterwards," Strandberg said. "We were able to have all of the vehicles aboard the ferry back in the hands of their owners within 14 hours of the incident. The fact that over 300 persons were safely taken off the ship in less than 15 minutes is a credit to the efficiency of the operation."

He continued, "We have been told by the Coast Guard that the evacuation was handled in an excellent manner."

Strandberg said the crew also did an excellent job of salvaging the ship from the rocks within 24 hours and controlling the oil escapement problem. He said the actions of the crew have brought several complimentary letters to his department from passengers.

Merle Adlum, business agent for seamen on the state ferries, sided with Strandberg in defense of the skipper and crew. He said in Seattle today, "To move 350 people off the ship in less than an hour with the tide falling should earn the captain a medal, not criticism."

Taku Will Head Here

PRINCE RUPERT, B.C. — (UPI) — Four powerful tugs yesterday pulled the 350-foot Alaska Ferries vessel Taku off East Kinahan Island, where it ran hard aground early Wednesday.

It is expected to start limping for Seattle today.

None of the 262 passengers or 45 crewmen aboard were seriously injured when the ferry steamed onto the mile-long island at a speed of about 17 knots.

More than half the ferry was jammed tightly on the rocky shoreline, but a spokesman for Armour Salvage said they had no trouble pulling the crippled Taku free.

"The tugs just hooked up to her and pulled. They zig-zagged around a little and the ship slid off the shore," he said.

The Taku then proceeded under her own power to a small bay on the south side of the island and anchored for a damage survey.

"On completion of this inspection a decision will be made concerning departure for Seattle," said Alaska Public Works Commissioner Harold Strandberg in Juneau.

TAKU HEARING IS POSTPONED

SEATTLE (AP) — The Coast Guard has granted a continuance to two ship's officers charged with negligence in the grounding of the Alaska ferry Taku. A hearing for the two will reconvene in Seattle Sept. 9.

Thomas Aspinwall — 34-year-old chief mate — and Cornelius Norden — 52-year-old second mate — have pleaded innocent to the charges, which were filed in Seattle after a Coast Guard hearing into the July 29 grounding.

The Taku went ashore near Prince Rupert, British Columbia.

If the Coast Guard finds the two were negligent, their licenses will be suspended or revoked.





DON PAGE

Bad Week for Alaska, B.C. Ferries

This has been a disaster week for a pair of great safety records — by Alaska State Ferries and the B.C. Ferries. The Taku is in drydock here now, nursing the wounds she opened up on an island off Prince Rupert Wednesday, in the worst crackup of Alaska Ferries' 7½-year record. And the Queen of Victoria is nursing a huge gash amidships from a Sunday cruise when she encountered too much activity in Active Pass, and too little passing. Worse, the B.C. Ferries count three dead in the first major accident of its run from Tsawassen to Vancouver Island.

Marine

WE MADE THE INAUGURAL RUNS on the B.C. and Alaska ferry systems. They're both wild and wonderful. We wondered, on both trips, how long crews would be able to keep up express ferry service without major accidents. The answer — 7½ years for Alaska ferries, 10 years for the Tsawassen run. And strange that the two long safety records should go to pieces in the space of four days.

RUSSIAN TRAWLERS are making Canadian fishermen see red off B.C. And back east, as a P-I picture shows today, an occasional Soviet snoop ship plays "chicken" with our fleet. But a Canadian pilot officially was calling the shots on the bridge of the Soviet freighter Sergey Yesinen when she plowed into the B.C. ferryboat. The Sergey is a FESCO ship, sister of Russian freighters that have called here this year and last. And Vancouver agent Bent Sorenson says:

"The pilot is terribly upset, of course. So are the captain and his crew."

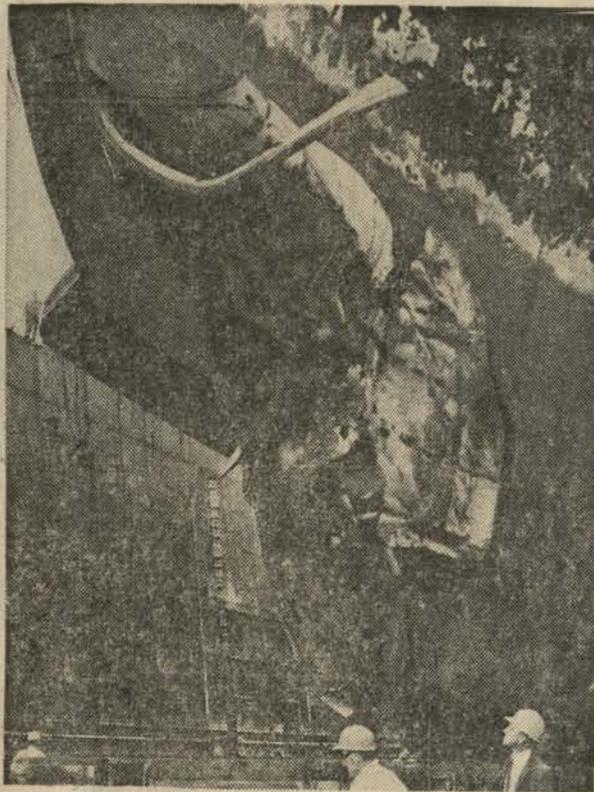
EVEN WASHINGTON STATE FERRIES drew a share of the ferryboat jinx. The Hyak lost a propeller blade coming out of Winslow Sunday night, and she'll be out of action pending a drydock date. Come to think of it, our Evergreen State ferry boats have spun a fine safety record, for a fleet of vessels that regularly speed over traffic patterns that take them directly across the course of major Puget Sound shipping.

FEW DETAILS SO FAR about this first major accident in Alaska ferries' seven and a half years. Mates were changing to the midnight watch when the Taku overran a buoy and piled up on an island. The night was clear, they were on radar. The mates usually exchange information about their position. The master doesn't pull watches, but that close to Prince Rupert he might have been coming up to the bridge to make the landing.

A Coast Guard hearing will tell us a lot more.

THE TAKU'S TROUBLE could cost Alaska ferries a record year. In spite of economic slowdowns, Alaska ferry traffic was up 15 per cent the first six months.

ONE EXPERIENCED SKIPPER'S COMMENT on the Taku affair — "I don't know why it is, but more ships seem to get in trouble under ideal weather conditions than in rain and snow. And you make better landings in the wind than in a calm."



Alaska Ferry Taku in Drydock

ALASKA STATE Ferry System vessel Taku, which ran aground July 29 on West Kinahan Island on British Columbia's north coast, was in a drydock at Lockheed Shipbuilding & Construction Co. in Seattle yesterday for repairs. In photo at left, a shipyard worker looked

at Taku's smashed bow. In photo at right, water streamed from a hole in the ferry's hull. Workmen were making measurements as a means of locating the vessel's main hull frames. For other details, see Don Page's column, Page 19. —(P-I Photos.)

Two Officers Face Loss Of License

SEATTLE (AP) — Possible suspension or revocation of licenses is faced by two officers of the Alaska ferry Taku which ran aground near Prince Rupert, B. C. July 28, the Coast Guard reports.

The agency will open a hearing Monday for Second Mate Cornelius Norden and Chief Mate Thomas Aspinwall in Seattle. They are charged with negligence.

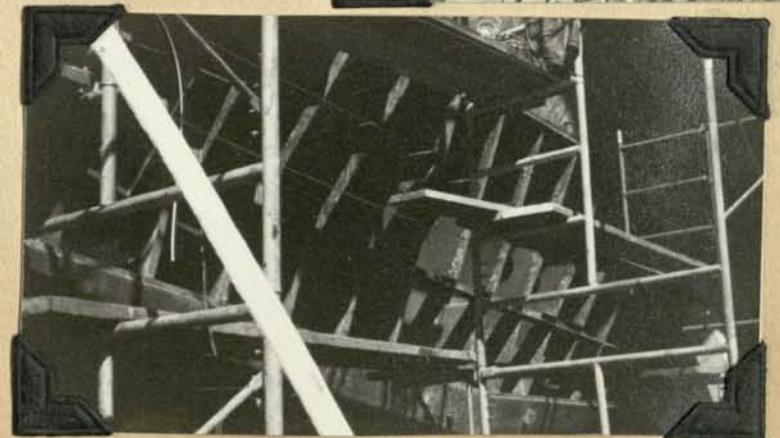
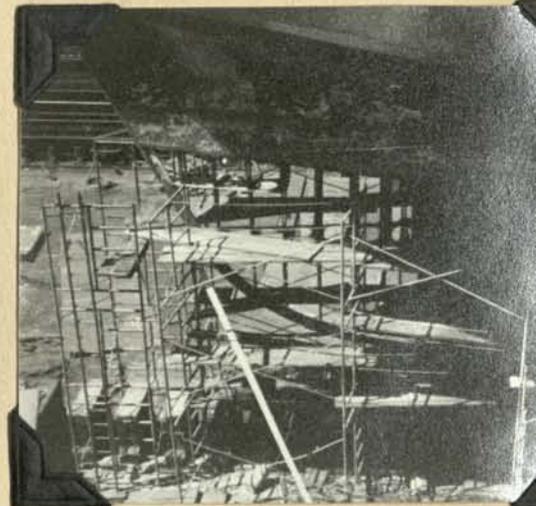
The action is the result of an investigation by Coast Guard Cmdr. A. L. Olsen, Seattle.

Norden relieved Aspinwall as duty officer aboard the vessel a few minutes before it rammed an island at the mouth of the Prince Rupert harbor, the Coast Guard said. The ferry was southbound to the Canadian city.

None of the 297 passengers and 45 crewmen aboard was hurt seriously, authorities said,

but four were treated for minor injuries.

The ship was pulled off the rocks of West Kinahan Island the next day by four tugboats. After damage was inspected, she limped south under escort to Seattle for a survey of damage in drydock.





Keeping Passengers Happy Is Out

Where do you draw the line — between keeping the passengers happy and keeping a \$10 million ship out of trouble? That's one of the questions at Coast Guard hearings into the ferry Taku crackup. And you can bet that, from now on, Alaska State Ferries is going to give the ship more attention, even if it's hard on public relations.

First mate Thomas Aspinwall is a cleancut, forthright young officer, and we're sure he was telling the truth about a lot of passenger ships — particularly ferryboats — when he testified about letting passengers on the Taku's bridge — "I know we don't condone it, but everybody does it. Sort of a public relations thing."

BUT THE FERRY SYSTEM'S marine superintendent, Capt. William Bendixen, was seething as he listened. In the interest of keeping other boats off the



CAPT. JAMES SANDE



CAPT. WM. BENDIXEN



CORNELIUS NORDEN

beach, we can forecast that the old friendly, sociable freedom of the bridge for Alaska ferry passengers is about to be cut down.

BENDIXEN AND COAST GUARD CMDR. A. L. OLSEN also were disturbed that officers posted the lookout on the bridge, instead of on the bow, as far forward as he could be stationed. Even after Aspinwall told them that under these circumstances, he thought a lookout could see more from the bridge than he could from the bow.

THERE'S NO REGULATION about how long officers spend together when they're changing the watch. Aspinwall testified that he had full confidence in Norden's ability to take over the watch. When Cmdr. Olsen asked him, "Did you feel your vessel was standing in any danger when you left the bridge?" Aspinwall replied, "None whatsoever." But when we asked Bendixen later if it was normal procedure for watch officers to spend less than five minutes together, he told us, "No, absolutely not! Particularly when there's a new man."

DON'T GET THE IDEA that Mate Norden was a greenhorn, taking the conn without experience. He's been to sea for 15 years, principally aboard bigger ships. In standard Alaska Ferries practice, he'd sailed a few months as observer-pilot before he joined a crew. He'd conned a ferryboat landing at Prince Rupert northbound. But never southbound.

THE TAKU NEWS TODAY is good news. Capt. H. J. (Red) Lockert, Alaska's Director of Marine Transportation, reports that the Taku should be out of the Lockheed yard Friday and get set to sail north from Pier 48 about midnight Monday on an extra Alaska ferry voyage out of Seattle. We can use the extra trip. On its five Seattle trips last month, the ferry Malaspina carried 967 passengers inbound, 1,055 outbound. With a cabin capacity of 100 berths, this means that half the Malaspina's passengers must have been riding chairs in the lounges.

NO HYSTERIA among the Taku's passengers when she rambled ashore, according to Capt. James Sande. These Alaskans are stout people. And tourists! They have to learn to take it. "The only thing the matter," Sande testified, "was that a few of the passengers wanted to take a lot of luggage with them when they abandoned ship. We resolved that."

THE TAB for the Taku crackup is rising, by the way. A quarter-million was the guesstimate the other day, but Capt. Bendixen tells us repair costs may run nearer \$400,000. And he hopes the Lockheed yard isn't overoptimistic in thinking it can get the boat back to him by August 19.

TWO GENERATIONS of Coast Guard experience lie behind the hearing officer on the Taku case. Cmdr. Albert L. (Ole) Olsen Jr. came to Aberdeen with his mother 41 years ago, just long enough to be born and hustle back to Westport, where his father was stationed. Olsen did most of his growing up at Point Adams, Ore., where his father was stationed later. The elder Olsen retired as a chief motor machinist's mate, and Junior is proud that his dad qualified in 1938 for a Silver Lifesaving Medal.

As a Coast Guard legacy, the younger Olsen enlisted at 19. And by 1956, when he went to officers candidate school, he was a chief bosun's mate, in charge of the Cape Disappointment station. He's now senior investigating officer with the Marine Inspection Office here, and a commander as of last July 1. But he's still thankful for his years as a Coast Guard "brat" and a whitehat. "It helps a lot," he says, "to know what really happens in the foc'sl when you give an order."

APPROPRIATE READING for a long wait was brought along yesterday by one member of the Taku crew. Seaman James Karrarr was lookout on the ship. He's an alert young guy, and as he waited outside the hearing room, he leafed through the paperback book, "A Long Night of Watching."



CMDR. A. L. OLSEN

Taku Case Extended

A Coast Guard hearing on negligence charges against two officers of the Alaska ferry Taku was extended yesterday to Sept. 9.

Civilian hearing examiner James M. Donahue granted counsels' plea that they need additional time to prepare defenses for Cornelius Norden and Thomas Aspinwall.

Norden was second mate of the Taku. He was on watch when the 352-foot vessel ran aground a few minutes after midnight July 29 on West Kinahan Island, in the outer harbor area of Prince Rupert, B.C.

Aspinwall was the first mate when Norden relieved

at the midnight change of watch.

Norden was charged that the ship was off course when he accepted the conn from Aspinwall.

The Coast Guard accuses Norden of "wrongfully allowing the Taku to ground on West Kinahan Island."

Charges against Aspinwall specify that he "failed to accurately determine the vessel's position, contributing to the grounding."

The Coast Guard preferred charges against the mates last Friday, at the conclusion of a two-day hearing on the accident. The charges could lead to suspension or revocation of the officers' licenses.

The Taku is in the Lockheed Shipyards here, undergoing repair of damages estimated as high as \$400,000.

THE FERRY TAKU HEARING chugged to a conclusion yesterday with filing of charges against two deck officers. But with strong differences of opinion as to whether lookouts were posted properly the night of the crackup. The ferry system's marine superintendent, Capt. William Bendixen, charged Thursday that lookouts should be posted on the bow, by federal law. However, Coast Guard officers said yesterday that "positioning of a lookout is highly discretionary." Some court decisions have penalized shipowners for failing to post lookouts up forward at periods of low visibility, they say. However, they know of no federal regulations on this. When visibility is good, they say, the bridge may be the best location for the lookout.

Bendixen agrees that a lookout has better communication with the deck officer when he's on the bridge, but Bendixen still thinks he's seen federal requirements that lookouts be posted "as far forward and as low as possible."

PASSENGERS ON THE BRIDGE of Alaska ferryboats got more discussion yesterday. Bendixen objected violently to word that a passenger was on the Taku's bridge shortly before the pileup, and he says such passenger visits to the bridge are out of order, except on organized tours. But second mate Cornelius Norden testified that the passenger (who left about the time he took the watch) did not interfere with changing of the watch or other ship operations. The lookout the helmsman agreed.

TAKU OFFICERS AND CREW drew a pat on the back, incidentally, from an earlier investigation of their accident. Canada's Board of Transportation staged a full day's hearing before the ship sailed south for repairs. The Canadians didn't comment officially on cause of the pileup, but they DID compliment Capt. James Sande and his men for the seamanlike way they evacuated passengers and handled themselves while their ship was propped up on the beach.

ANOTHER, WORSE FERRY CASUALTY — collision of the Russian freighter Sergey Yesinen and the B.C. ferry Queen of Victoria — still leaves a lot of questions unanswered. Some callers ask why the Soviet ship and her officers can be held responsible when a Canadian pilot was on the bridge. We're not hep on Canuck admiralty law, but we assume the situation's much like the one down here—the pilot is considered the ship owner's agent, and the ship still is liable to damage claims.

Taku To Go Back In Service On Monday

The Alaska state ferry Taku will be released from a Seattle shipyard Friday and will resume service next Monday, the Office of the Governor has announced.

The 352-foot vessel has been in the shipyard undergoing repairs for damage received when it ran aground near Prince Rupert on July 29.

The office said that the Taku will be prepared for passengers and vehicles over the weekend and will leave Pier 48 in Seattle about midnight Monday. It will arrive in Prince Rupert on Aug. 19 and resume its regular schedule to Skagway 10 a.m. the same day. All original confirmed reservations on the Taku will be reinstated and honored beginning with the northbound trip on Aug. 19, the Department of Public Works announced.

The Taku ran aground on East Kinahan Island shortly after midnight, July 29, and was pulled off by tugs. All 324 persons aboard the ferry were removed safely. The vessel entered Lockheed Shipyards Aug. 4 for repairs to the hull.

Alaska State Ferries Plan Crackdown

BY DON PAGE
P-I Marine Writer

Alaska State Ferries will crack down on enforcement of regulations as a result of last week's stranding of the MV Taku, the system's marine superintendent said yesterday.

After hearing the first day's evidence at Coast Guard hearing on the Taku mishap, Capt. William Bendixen said, too, that the accident might cost some crewmen their jobs.

Capt. Bendixen was perturbed to hear testimony that passengers were allowed on the bridge of the 352-foot ferryboat during

maneuvers and that the lookout was not posted in his prescribed location.

Yesterday's testimony revealed that the officer on watch when the Taku rammed into West Kinahan Island July 29 a few minutes after midnight had never before conned a ship into Prince Rupert on this course.

It also revealed that second mate Cornelius Norden had taken the watch only a few minutes before the grounding, after a brief exchange of information with first mate Thomas Aspinwall.

Capt. James Sande, the Taku's skipper, was not on the bridge at the time of the

crash. The ship was seven miles out of Prince Rupert when she hit the beach, he testified. He was in his cabin, preparing to take over the bridge for the landing when the Taku shuddered ashore.

The night was clear, witnesses testified. Navigation equipment, including compasses and radar, was in good order. All buoys were properly illuminated, including the high-intensity intermittent green light that marked the Petrel Reef buoy, where the Taku should have started her swing right, from 128 degrees to 102.

The log shows that the Taku made the course change one minute before she

rammed the island that she should have passed almost half a mile on her starboard beam.

The Taku came to rest along a steep, rocky bluff, Capt. Sande said. She was not listing, but he saw that she had no support on the port side, and he was afraid she would roll over.

The Taku quickly evacuated its 270 passengers by small boat and a gangway from the stern to one of three Canadian vessels that came to the rescue.

As the tide fell, the Taku canted farther and farther to port. Sande ordered the crew to leave. When he and the chief engineer abandoned ship about 3 p.m., he said, she was listing 18 degrees and the two officers climbed down the starboard side to avoid being trapped if the vessel heeled all the way over.

Rising tide brought the ship back to a relatively safe position. The crew returned and, with the help of tugboats, refloated her a little less than 24 hours after she ran aground.

Norden did not testify yesterday, but Aspinwall told the Coast Guard that the second mate seemed satisfied with conditions when Aspinwall turned the watch over to him about 11:52 p.m. Norden asked him about making the turn at Petrel Reef, Aspinwall said, and he gave him instructions.

Previously, the first mate said, he had adjusted the course by one degree to bring the Taku slightly left.

The lookout was on the bridge, Aspinwall said. This is common practice of the ferries, he testified, although federal regulations call for stationing the lookout forward.

(A big question in the Coast Guard hearing is where do you draw the line between ship safety and passenger public relations, according to P-I Marine Columnist Don Page. Page 25.)

Bendixen Says Some Taku Crewmen May Be Fired

SEATTLE (AP) — The Alaska State Ferry System will more rigorously enforce regulations and may fire some crewmen of the MV Taku as a result of last week's grounding of the vessel, the system's marine superintendent said here Thursday.

The superintendent, Capt. William Bendixen, listened to testimony at a Coast Guard hearing probing the accident which saw the 352-foot ferry rammed into Kinahan Island July 29 seven miles out of Prince Rupert, B.C.

He said he was disturbed to hear that passengers were allowed on the bridge of the vessel during maneuvers and that the lookout was not posted in his prescribed location.

Testimony Thursday, the first day of the hearing, disclosed the officer on watch at the time of the accident had never before conned a ship into Prince Rupert on that course.

The Taku's skipper, Capt. James Sande, testified he was in his cabin preparing to take over the bridge for the landing when the Taku hit the shore.

The captain of the Alaska ferry Taku, James Sande, said Thursday he ordered 270 passengers to abandon the ship because he "feared" for the ferry when it ran aground July 18.

Sande said he also ordered a distress signal sent at the same time, minutes after the ferry had run aground 45 miles from Prince Rupert on its voyage from Ketchikan, Alaska.

"I feared for her (the Taku) when I looked over the port side and my fear continued because the starboard shore was steep and there appeared to be nothing to support the Taku on the

port side," he said in the opening of a Coast Guard investigation here.

Sande said passengers reacted without panic and that all emergency equipment operated properly. A Canadian tanker arrived within minutes of the accident and helped remove passengers.

Damaged Taku Arrives At Seattle Shipyard

The M.V. Taku arrived at pier 48 last night at 11 after an uneventful voyage, the state said today. Prior to entering drydock at Lockheed Ship Building Yards at noon today, there was to be a second diver examination to survey damage.

Joel Rockstead, port engineer, who traveled with the ship, will be joined by Capt. William Bendixen, state marine superintendent, to work with yard personnel during the evaluation of damage, cost and time involved.

The Alaska ferry ran up onto West Kinahan Island near Prince Rupert, B.C. early last Wednesday.

Department of Public Works Commissioner Harold D. Strandberg stated, "I cannot express enough gratitude to the Canadian authorities and the crew of the Queen of Prince Rupert for all the help they afforded us. The effort they made in getting the vehicles ashore and the owners in less than 12 hours is truly commendable. All Alaskans thank them."

Sande told the board that if the vessel had taken one more slip it would have overturned.

He told the board that all navigational equipment on the ship had been functioning well.

The hearing is to continue Friday with testimony from crew members.

The Director of the Division of Marine Transportation, Capt. H.J. Lockert, reported he is well satisfied with the efforts of Capt. James Sande and his crew during the emergency. "They were a credit to themselves and the Alaska Marine Highway in executing safety procedures with quiet efficiency," he said.

Passengers with reservations aboard the Taku have all been accommodated on other vessels, a spokesman for the Division of Marine Transportation said today.

The current backlog of vehicles at various ports is only of those without reservations.

The division provided these figures on the number of cars waiting at various ports: Juneau, six northbound and 13 southbound; Skagway, two southbound; Petersburg four, no direction indicated; Ketchikan, 39 southbound; Prince Rupert, none.

The division did not provide current figures for Haines, the southern terminus of the Alaska highway system. Friday's figures showed a backlog of 60 units at Haines, with standby chances poor and a probable delay of five to six days.

The spokesman said today the number of days delay in the various ports was the same as Friday. Then, other than Haines, interport traffic was to be delayed two to four days.

TAKU HEARING HINTS AT NEGLIGENCE; COSTS HIGH

SEATTLE — Reports from Lockheed say now that the repairs to the bottom of the ferry Taku from its unfortunate bout with rocky West Kinahan Island may amount to some \$400,000.

This news did little to soothe the nerves of Alaska State Ferry principles as the hearing was held last week in Seattle into the stranding of the big blue 352 foot ferry.

Capt. James Sande, the Taku's skipper was not on the bridge at the time of the crash. The night was clear, witnesses testified, navigation equipment was all in good working order including compasses and radar. All buoys were properly illuminated, including the high intensity intermittent green light that marked Petrel Reef buoy where the vessel should have begun her starboard swing from 128 to 102 degrees. There apparently was no excuse for the stranding had all officers and crewmen involved been tending strictly to business.

Cornelius Norden, second mate, had taken the watch only a few minutes before the stranding, after a brief exchange of information with first mate Thomas Aspinwall.

No More Bridge Visits

One of the things brought out at the trial was the frequent fa-

vor to passengers in letting them visit the bridge. Capt. William Bendixen, marine superintendent for the ferries, was visibly shaken by the fact that this was done so freely; in the future the practice will come to a direct halt while the ferries are underway. Bendixen and Coast Guard Cmdr. A. L. Olson, the latter in charge of the hearing, were also miffed that officers had posted the lookout on the bridge, instead of on the bow.

Aspinwall testified that he had full confidence in Norden's ability to take over the watch. When Commander Olsen asked Norden, "Did you feel your vessel was standing in any danger when you left the bridge?" Aspinwall replied, "None whatsoever."

TAKU TO SAIL AGAIN

SEATTLE — Capt. H. J. Lockert, Alaska's director of Marine Transportation, said this week that the damaged ferry, Taku, was due out of the Lockheed yard early this weekend and should be pressed back in service by Monday to help ease the overflow burden caused by the influx of tourists and vehicular trucks and cars to and from S. E. Alaska.



NOSE BUMPER—The Alaskan ferry Taku, its metal prow smashed from its collision with rocks when the ferry ran aground on an island near Prince Rupert, B.C., is in dry dock in Seattle, Wash., for repairs. It reached Seattle Monday under its own power. (AP Wirephoto)

Taku to return to service next week

The Taku, Alaska State ferry which ran aground near Prince Rupert, B. C., July 29, will return to service Monday, Capt. H. J. Lockert, Alaska's director of marine transportation, said today.

The ship is being repaired at the Lockheed Shipbuilding & Construction Co. yard.

"We have been informed that she will be out of the yard no later than Friday night," Lockert said. "That's very happy news, as we had been afraid she would be in much longer."

"She will leave Seattle with paying passengers Monday night, go to Prince Rupert and then take her regular place in the schedule."

Taku Case Extended

A Coast Guard hearing on negligence charges against two officers of the Alaska ferry Taku was extended yesterday to Sept. 9.

Civilian hearing examiner James M. Donahue granted counsels' plea that they need additional time to prepare defenses for Cornelius Norden and Thomas Aspinwall.

Norden was second mate of the Taku. He was on watch when the 352-foot vessel ran aground a few minutes after midnight July 29 on West Kinahan Island, in the outer harbor area of Prince Rupert, B.C.

Aspinwall was the first mate when Norden relieved

at the midnight change of watch.

Norden was charged that the ship was off course when he accepted the conn. from Aspinwall.

The Coast Guard accuses Norden of "wrongfully allowing the Taku to ground on West Kinahan Island."

Charges against Aspinwall specify that he "failed to accurately determine the vessel's position, contributing to the grounding."

The Coast Guard preferred charges against the mates last Friday, at the conclusion of a two-day hearing on the accident. The charges could lead to suspension or revocation of the officers' licenses.

The Taku is in the Lockheed Shipyard here, undergoing repair of damages estimated as high as \$400,000.

Charges Dropped Against Taku Mate

Thomas Aspinwall, chief mate of the Alaska ferry Taku at the time the vessel grounded on West Kinahan Island near Prince Rupert on July 29, heard the charges against him dismissed shortly after a hearing opened in Ketchikan today. The charge asked that the mate's license be revoked as the result of the incident.

James M. Donahue, federal hearing examiner, granted motions to dismiss a charge that Aspinwall failed to accurately determine the vessel's position and a specification that the failure contributed to the vessel's grounding.

Thomas Paul, Seattle attorney defending Aspinwall, moved for dismissal at the opening of the hearing.

Today's hearing was the continuation of an inquiry in Seattle that recessed August 10. The examiner has under advise-

ment the charge against Cornelius Norden, second mate of the Taku, who was on watch when the ferry went aground. The hearing on the charge against Norden was completed in Seattle.

Commander A. L. Olsen Jr., senior investigating officer of the 13th Coast Guard District, was investigator.

Donahue granted the motion for dismissal before either side presented any witnesses.

Aspinwall, 34, is a Juneau resident. He is married, the father of one child, and served in the Coast Guard from 1953 to 1961.

Aspinwall had turned the conn over to Norden and left the bridge 18 minutes before the Taku grounded.

James Sande, captain of the Taku, was not charged in connection with the accident.

Taku Hearing Is Under Way In Seattle

SEATTLE (AP)—Two ships' officers aboard the Alaska ferry Taku, which ran aground near Prince Rupert, B.C., July 29, began their defense Wednesday to charges of negligence.

Cornelius Norden, 52, second mate on the Taku, testified briefly. His attorney, Harold F. Vhugen, said Norden had just gone on watch and had not had time to verify the vessel's position as given him by Thomas Aspinwall, 34, the chief mate, who also is charged with negligence.

Taku Case Goes to Alaska

Coast Guard civilian hearing examiner James N. Donahue took the case of Cornelius Norden under advisement wed after a Seattle hearing on charges of negligence against the former second mate of the Alaska ferry Taku.

Donahue will go to Ketchikan Sept. 24 to hear similar charges against Thomas

Aspinwall, the chief mate.

Norden was the officer on watch when the Taku ran aground at Prince Rupert, B.C., July 29. Aspinwall was the officer he had just relieved.

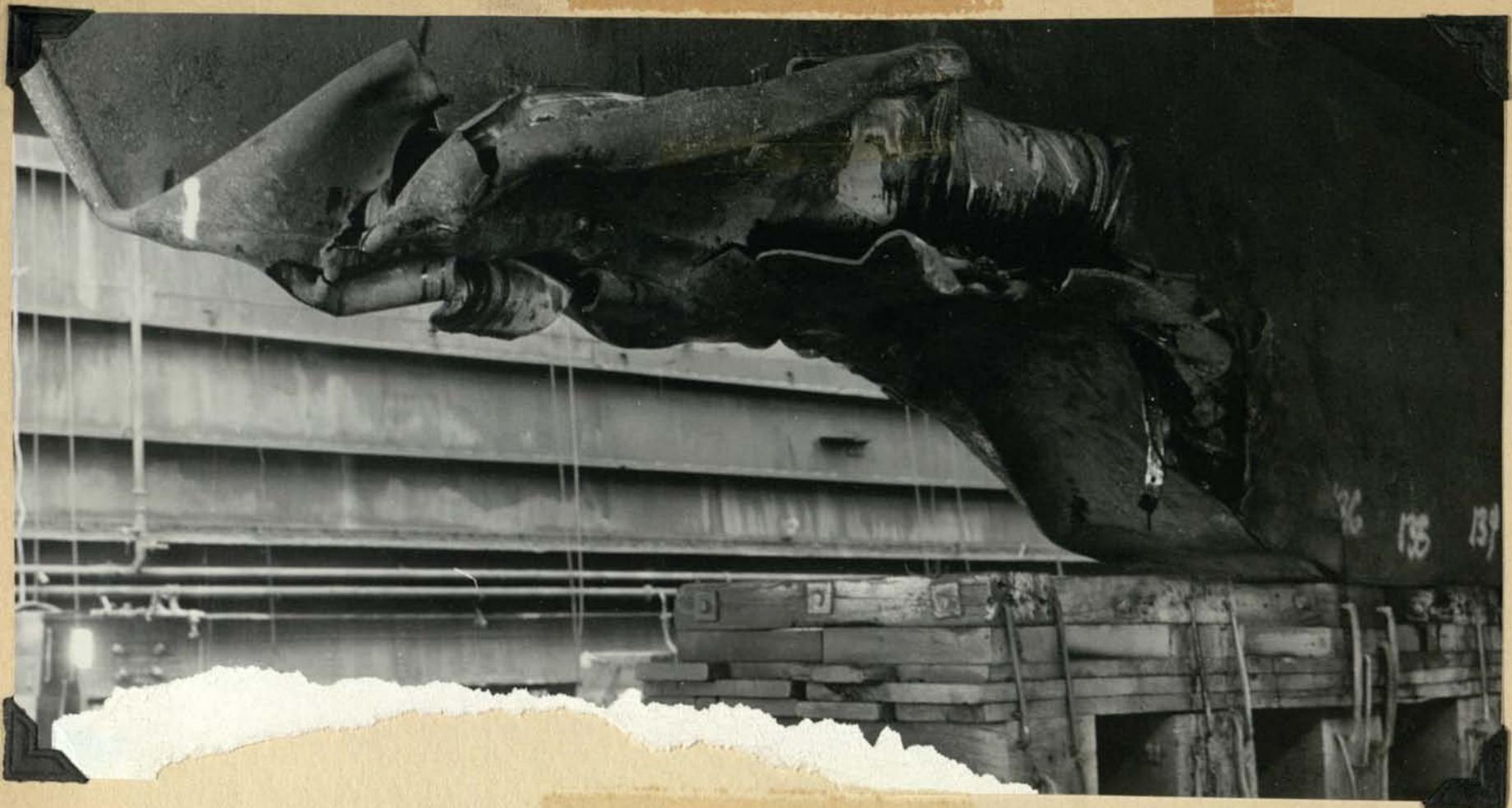
If charges are sustained against the mates, they could face revocation or suspension of their licenses or be placed on probation or given reprimands.



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Cost Of A Ferry System

Dear Bud:

How does the Wickersham compare with the other three (Malaspina, Matanuska and Taku) as far as original cost, alterations, operating costs and revenues?

Was the Jones Act set up to protect American shipping? Does it?

R.S.
Soldotna

Dear R S:

The original purchase price for the Wickersham was \$6.9 million. Alterations to date have cost \$600,000. Original price for the other three was \$4.7 million each, with alterations running approximately \$300,000 apiece. Herbert Lockert, director of the Division of Marine Transportation, says that to replace one of these vessels would probably cost more than \$12 million while replacement of the Wickersham would be quite a bit more.

The annual cost of operating one of the three smaller ships is \$1.9 million while expenses for operating the Wickersham are \$2.4 million. Revenue is about \$1.7 million per vessel for all four. The Wickersham is capable of bringing in more revenue but is limited because of the Jones Act.

According to Lockert, "The Jones Act was enacted to protect the American Merchant Marine and ship-building interest. Opponents of the Jones Act believe that it does protect American shipping but there is evidence that this is accomplished to the detriment of other segments of our economy."

Bud

"To the tourist Prince William Sound means hundreds of islands glimmering in the blue waters of one of America's most spectacular bodies of water . . . the white-capped wake of an Alaska Marine Highway ferryliner slicing through a deep, blue-green fjord.

"And to the resident, this part of Alaska means rich catches of silver salmon, endless miles of dark foreboding stands of spruce, and the lusty cry of "Timber!" echoing through the woods.

"Yet, in spite of its beauty Prince William Sound remains largely untouched by civilization. It is an area rich in history and legends — of miners who were lost here in the gold rush of '98, carrying thousands of dollars worth of nuggets . . . and of prohibition-era stills where fur farmers carried on a double business — and fed the mash to their foxes."

What Jay says is true. The area is largely untouched at the present time. It still qualifies as off-the-beaten-path.

But it won't much longer. The time to see this region is now. And the way to see it best is by auto, rail, and ferry. Here is how you do it.

You board the train, with your car or camper, at the little station called Portage, forty miles south of Anchorage on the Seward Highway. And that's right, you board

OTHER VIEWS

Ferry Volume Up, Up, Up

(from the Ketchikan Daily News)

In discussions of how to promote passage of ferry bonds Nov. 3, the question is asked, how do we convince the northern part of the state to support the bonds?

It shouldn't be too hard if the state ferry system publicizes the impact of the ferries on the most populous southcentral area of the state.

The ferries Tustamena and Bartlett allow residents of the Anchorage area and northern parts of the state to reach Kodiak, Whittier and Cordova by connecting at road terminals in Seward, Valdez, Homer or Anchorage.

In fiscal 1969, before the Bartlett joined this northern section of the ferry system, 12,637 passengers and 4,340 vehicles were hauled by the Tustamena and the little Chilkat. In fiscal 1970, with the Bartlett operating its first full year and the Chilkat retired, these sections of the ferry system hauled 21,481 passengers and 6,389 vehicles. Gross revenue for that part of

the system climbed from \$373,345 in fiscal 1969 to \$641,174 in fiscal 1970.

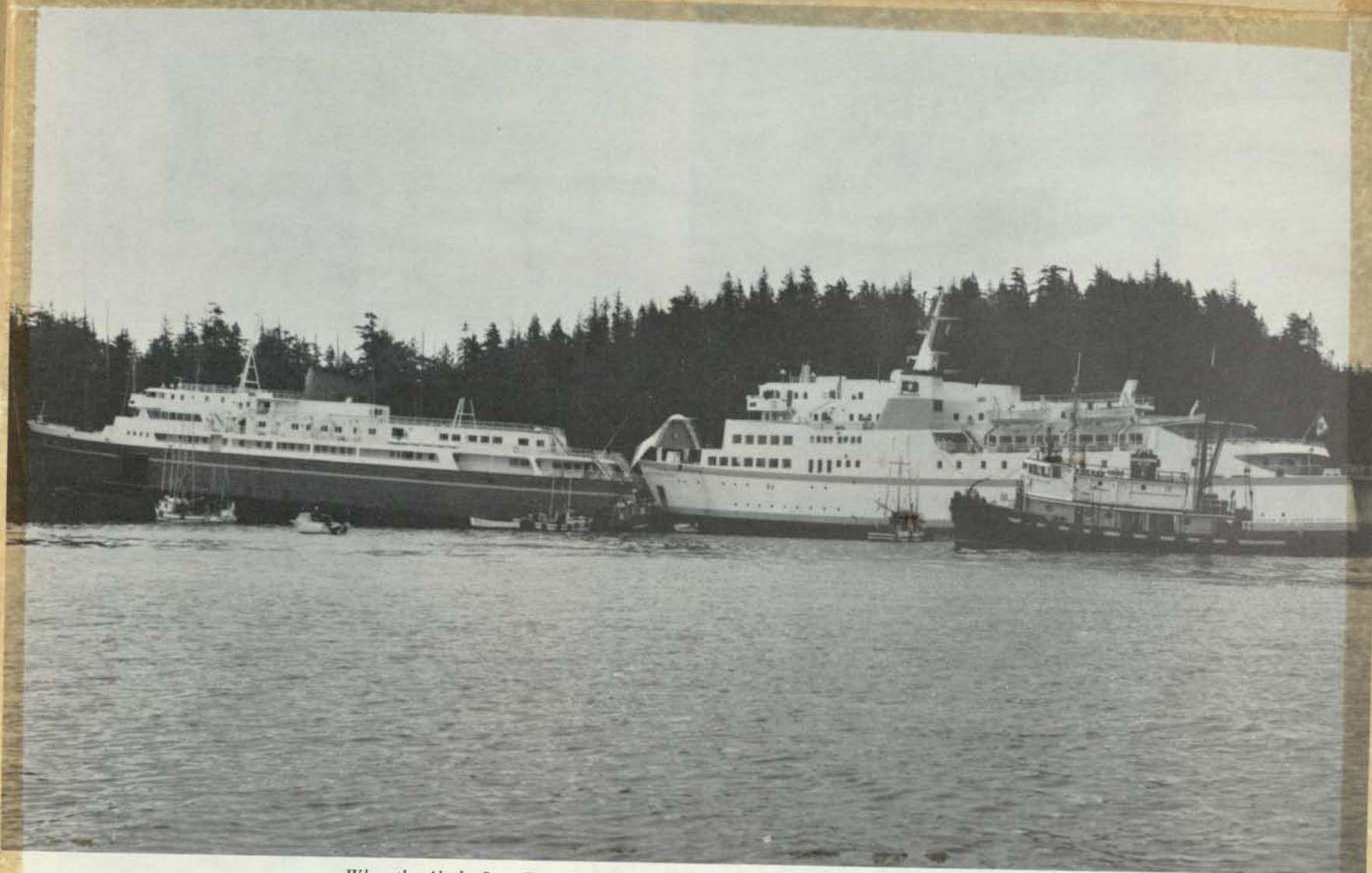
This is the history of the ferry system throughout Alaska. As soon as a ship is added to the run or capacity increased traffic develops. In fact, in the southeastern area the traffic is developing faster than the ships because of the defeat of a bond issue two years ago.

Our regret is that the last legislature did not authorize a bond proposition for a large ferry to connect Southeastern Alaska and the south-central and southwestern parts of the state.

But what they did authorize to put before the voters is \$21 million to increase the capacity of existing ferries in southeastern and add two ships to the southeastern section of the system.

If this issue passes, the next legislature could concentrate on authorizing the larger ship and consider expansion of the system in other areas.

LMW, Jr.



When the Alaska State Ferry M.V. "Taku" ran aground recently on the north side of West Kinahan Island, about 8 miles from the mouth of Prince Rupert Harbour, the British Columbia Ferries M.V. "Queen of Prince Rupert" was able to assist in the refloating by removing 70 vehicles and passengers. Here M.V. "Queen of Prince Rupert," bow to stern, receives vehicles from M.V. "Taku" in the transfer operation.

Spaulding to design state's new ferries

Philip F. Spaulding & Associates, Seattle naval architects, were named yesterday by George H. Andrews, director of Washington highways, to design the new Puget Sound ferries.

Seven firms originally submitted design concepts for the new vessels. Three finalists, including Spaulding, were selected last month.

The concept submitted by Spaulding is for vessels similar in size to the four super-ferries now in the fleet, but has provisions for expansion to meet growing traffic problems.

The basic criteria for the design features were developed by a committee of marine-transportation experts and ferry users.

John Graham of Seattle was chairman of the committee.

Other members were M. F. Aldous of Victoria, general manager of the British Columbia ferries; Jon Lindbergh of Ocean Systems, Inc.; Capt. H. J. Lockert of Juneau, director of Alaska's Division of Marine Transportation, and J. Eldon Opheim, general manager of the Port of Seattle.

OTHER VIEWS

Great For Ferries

(From the Ketchikan Daily News)

The Civil Aeronautics Bureau of Operating Rights has endorsed the recommendation of CAB counsel and recommended a backward step in air transportation in Alaska.

Thanks to earlier CAB rulings, service, particularly to Southeastern Alaska, has deteriorated drastically in the last few years.

CAB ruled Pan American World Airways out of service between Seattle and Southeastern Alaska about five years ago for a period of five years. Ketchikan residents and Pan Am have been pushing for the last year to assure that Pan Am comes back into Southeastern Alaska when the suspension is up.

But the CAB? It has ruled that Pan Am's authority to serve Southeastern Alaska be permanently suspended and that Pan Am's service to Fairbanks be suspended for five years. In addition, the bureau of operating rights recommends that Western Airlines' service to Southeastern Alaska be suspended for five years.

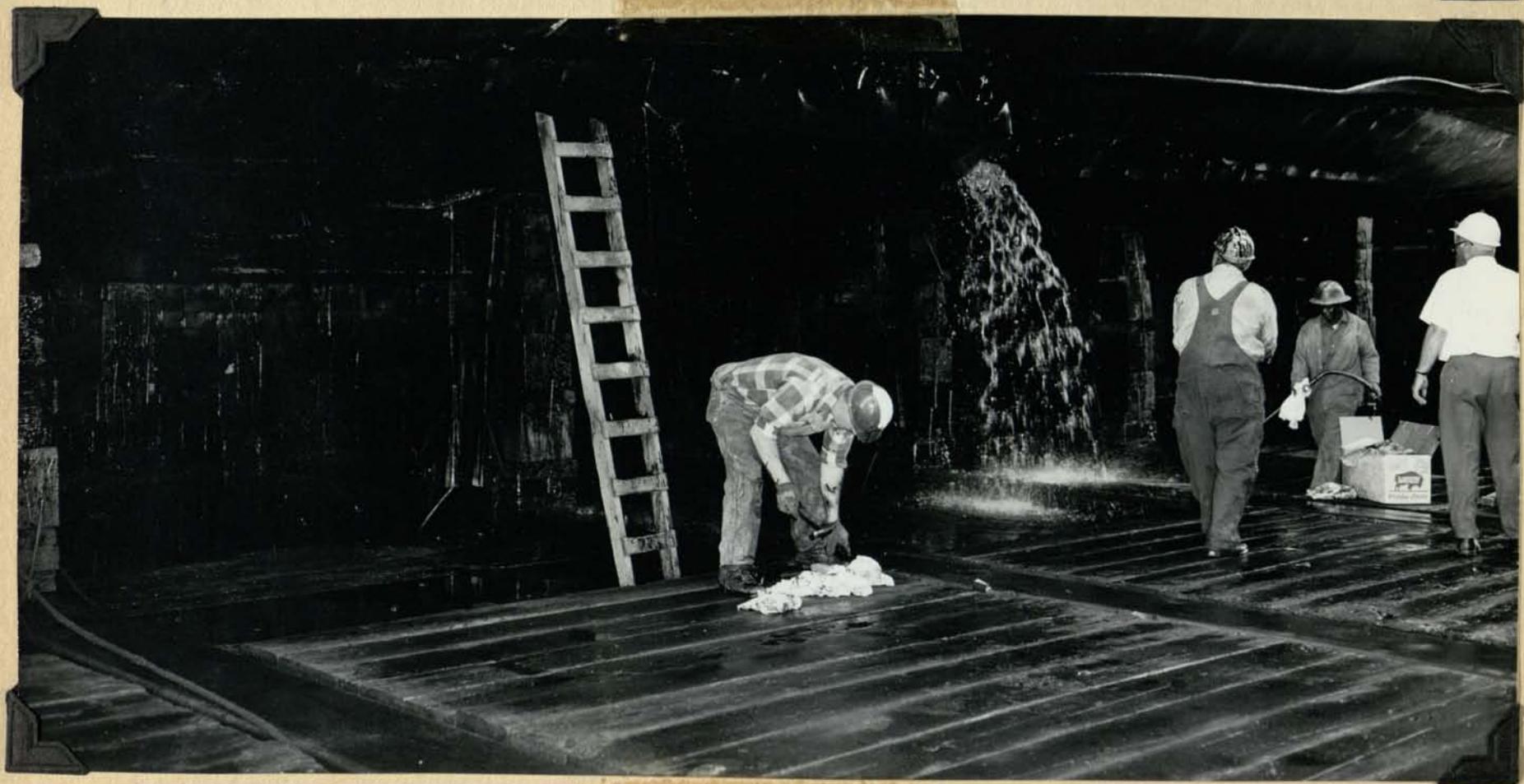
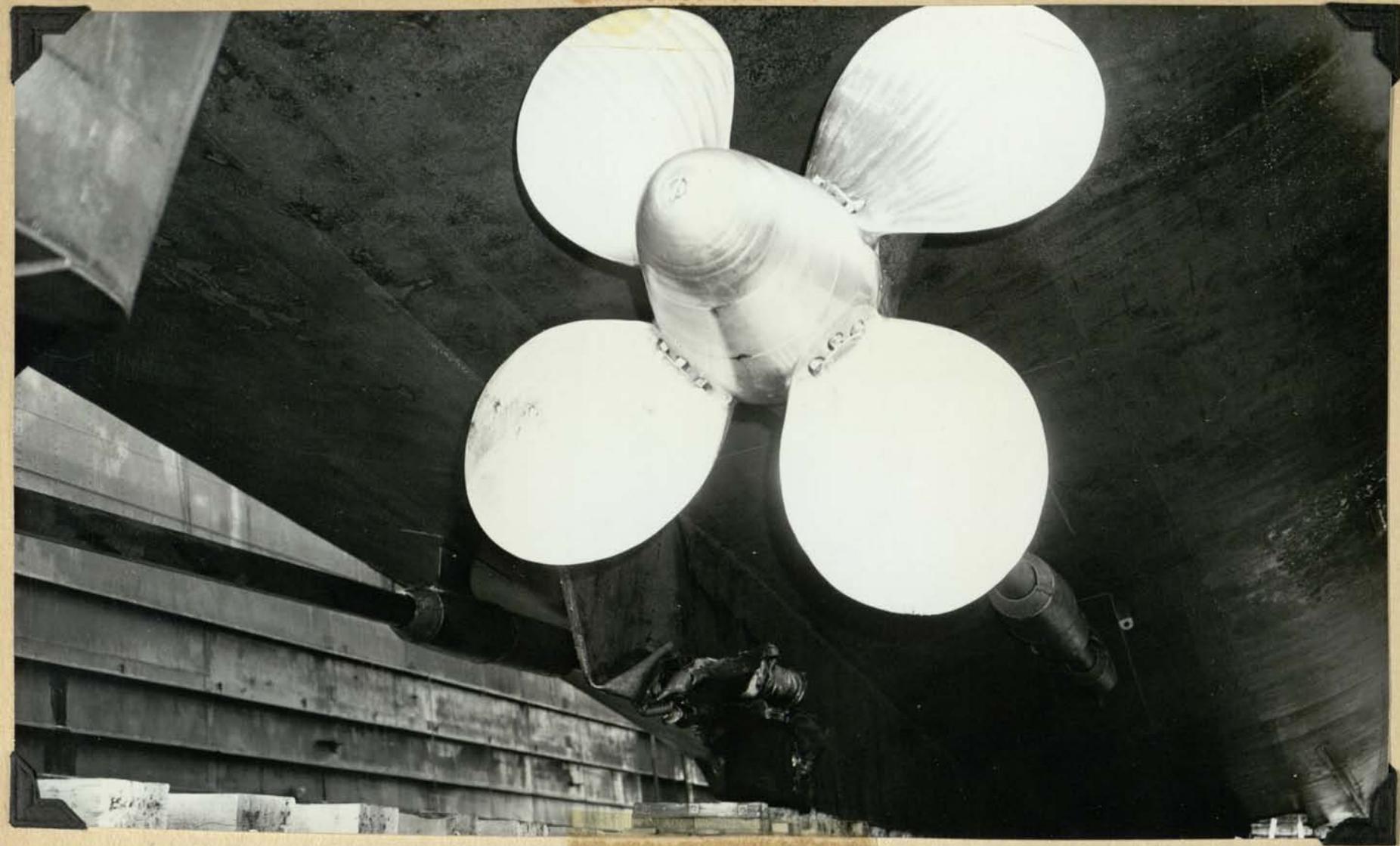
We can assume the next recommendation in five years would be to make the suspension of Western permanent.

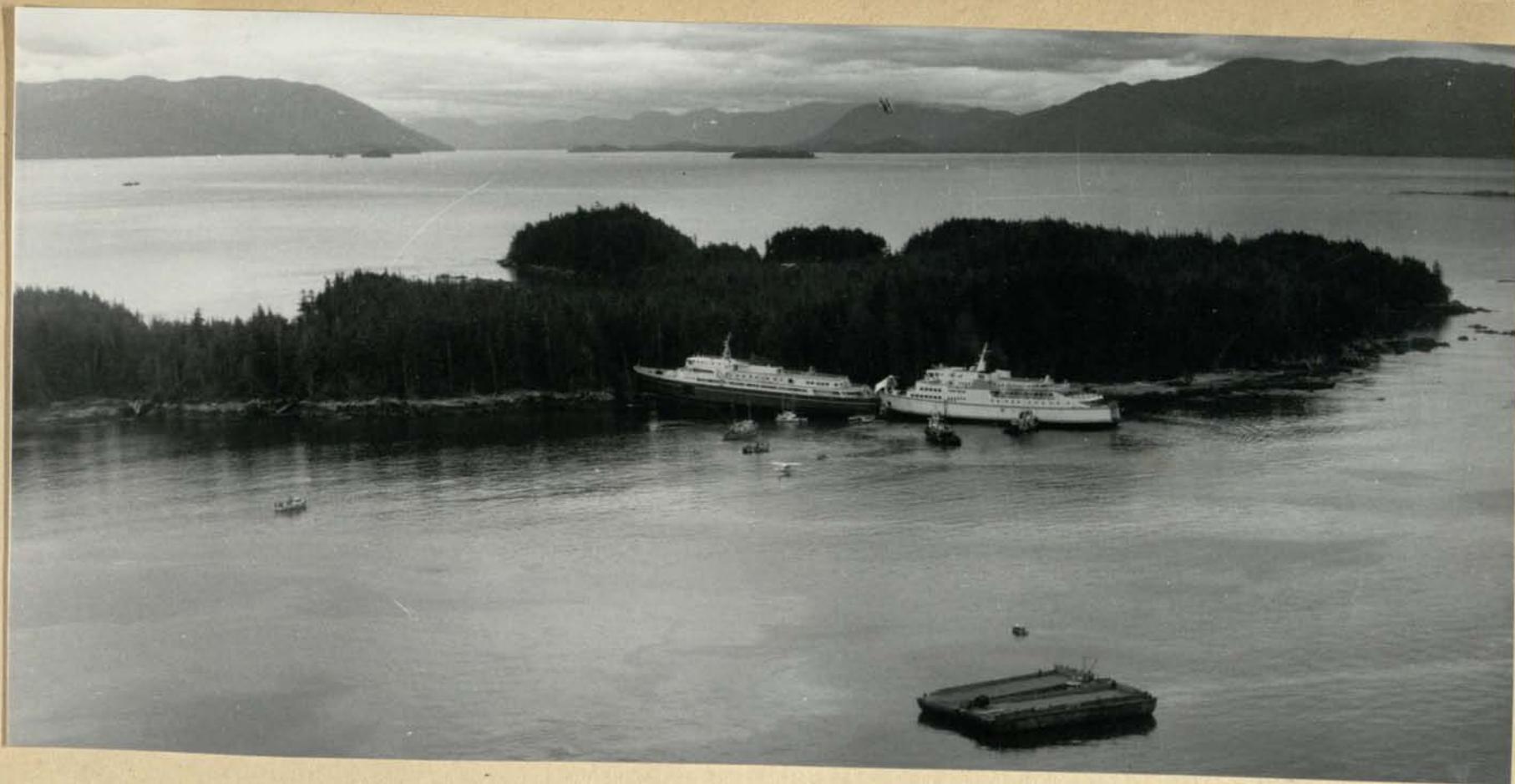
This will leave Alaska Airlines with a monopoly on service to Southeastern Alaska. The reason for this recommendation is to reduce the federal subsidy to airlines in the area. The theory is that if only one Company has all the business it might make money and need less subsidy.

CAB officials obviously do not consider whether or not a company is capable of providing service; whether an airline has the equipment, the finances and the manpower to do the job. On the basis of past service, we do not believe Alaska Airlines has demonstrated it has the resources to provide the service envisioned by CAB. This means the traveler, the same taxpayer CAB alleges it is protecting, will be further inconvenienced. When he buys an airline ticket, he will not be buying modern, fast, convenient service. He will be waiting longer for less frequent flights.

The only bright spot we can see if CAB persists in its regressive rulings on Alaska air routes is that there will be stronger support for more ferries.

LMW Jr.



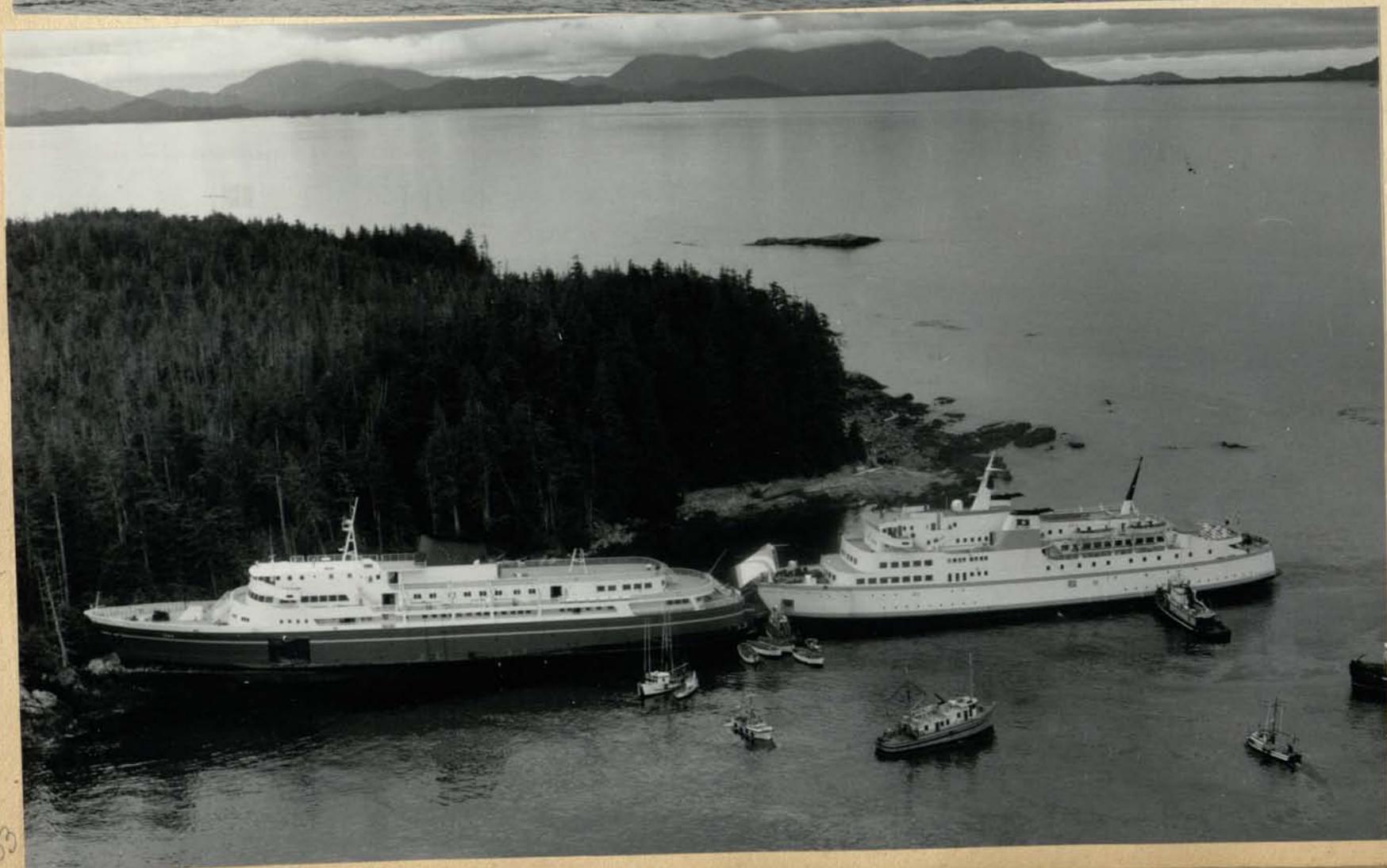


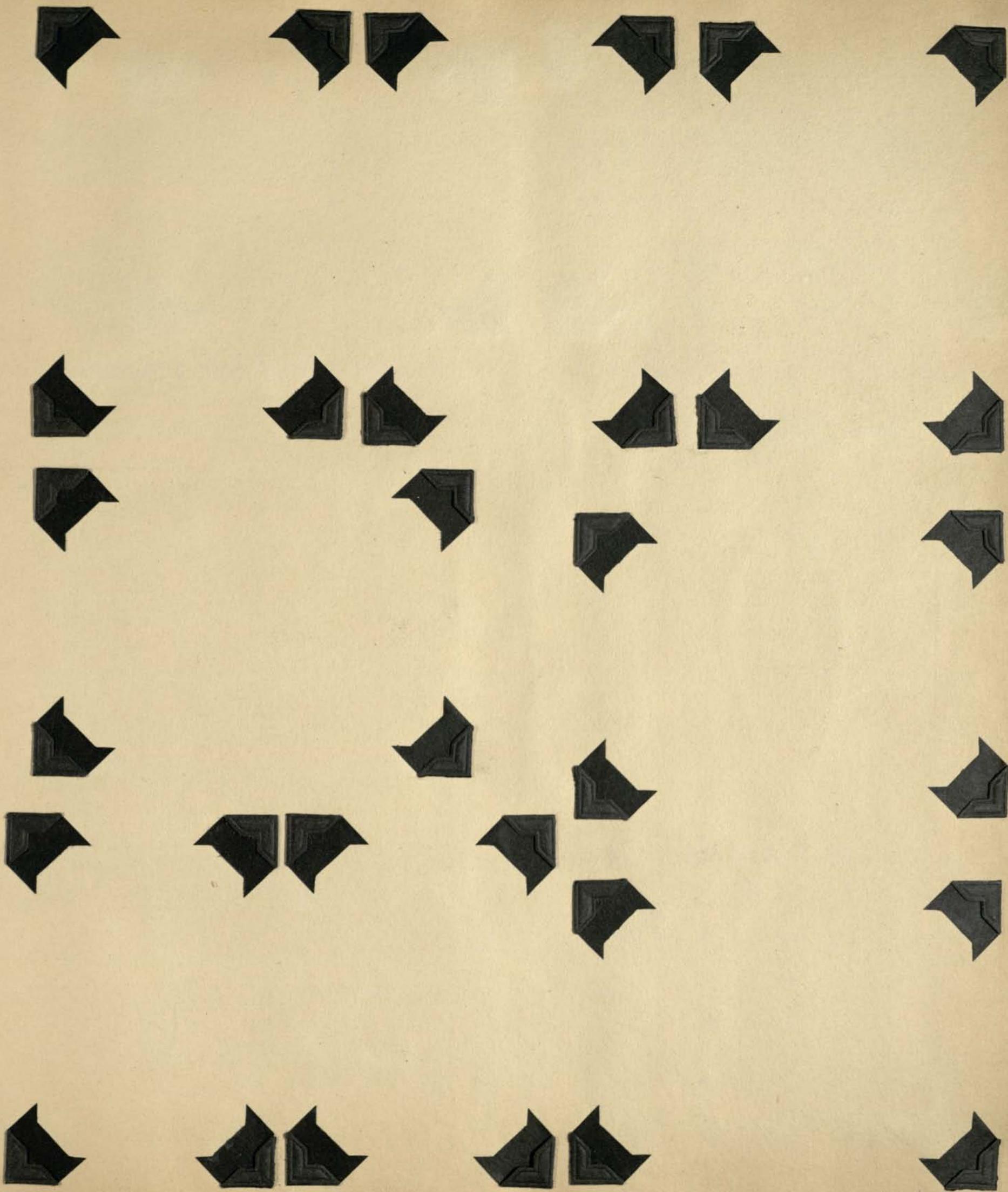
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Page 2 Alaska, Ketchikan Daily News, Tuesday, June 16, 1970

No Simple Answer

We regret to hear that the state ferry Wickersham probably will be a campaign issue again this year. This again makes obtaining a waiver for the ship almost impossible.

It makes it even more impossible when Alaska's lone congressman, Howard Pollock, expresses the opinion that a waiver is impossible and that if he is elected governor he will consider selling the ship.

The problem with the Wickersham goes deeper than the question of shall the state sell it or keep it. The problem is what will the state ferry system replace it with if the ship is sold? The state legislature has not proposed any bond issues for replacement.

Without the Wickersham, the state would have to give up the profitable Seattle run and would be unable to handle the summer traffic out of Haines and Prince Rupert—that happened before the Wickersham.

The ferry which arrived in Ketchikan this week from Seattle carried a record 278 passengers and 78 vehicles. The car deck was crowded and at least 178 passengers sat up the entire trip. This is not a run to be abandoned.

The legislature did approve putting a \$21 million bond issue before the voters. It will provide money to lengthen each of the original ships of the ferry system by 60 feet. This adds 20 per cent to its car deck capacity and increases the berths from 100 to 300—just about what each ship needs now to handle the current traffic volume. But it will take three years to lengthen all the ships. With the record of increasing traffic this means that the system still will be short space when the lengthening is complete.

Two smaller vessels are proposed in the bond issue to serve smaller ports along the mainline, to improve Sitka service and to take part of the load off of the mainline ferries. But the legislature forgot to include funds for terminals in the small ports.

Despite this, we hope the ferry bond issue passes. If it doesn't the ferry system will be in real trouble. And any politician who is elected to office with the promise to sell the Wickersham is going to find himself eating more than his words—unless he has a magic wand to produce instant American-built ferries.

LMW, Jr.

ANCHORAGE DAILY TIMES - Tuesday, June 23, 1970

Troubled Waters?

SOUTHEASTERN Alaska communities are worried these days about the state's ferry system.

Some candidates in this election year already are making an issue of the Wickersham, Alaska's fancy foreign-built ferry that can't carry passengers between ports in its home state because of the federal Jones Act.

These politicians are saying the Wickersham, bought by former Gov. Walter J. Hickel and used now on the route from Seattle to Prince Rupert, B.C., should be sold.

Naturally, no such talk is coming from candidates from the Panhandle area of the state. They like the Wickersham, regret that the big white ship is becoming a campaign issue, and instead are hoping for approval of a \$21 million ferry bond issue that will be on the ballot this year.

BUT THERE IS no assurance at all that the rest of the state will go for that bond sale, designed to raise money to permit the addition of 60 feet to the length of each of the

original ships of the Alaska ferry fleet, and to finance two new ferries.

One big factor against approval of the bond issue is a deflation in the tourist business, primarily traced by the travel industry people to the severe cut in employment in Seattle.

With huge reductions in the work force in the Puget Sound area, largely through layoffs at the Boeing Co., business just isn't booming in Seattle. And travel to Alaska has been affected by decisions of potential tourists to skip any fancy vacations this year.

Hopefully, this is a temporary thing.

And supporters of the bond issue are quick to point out that the job of adding new car deck capacity and new staterooms to the old ferries will be a three-year job.

But not many people in this part of the state ride the ferries. And there appears to be strong feeling this year that all bond issues are in trouble, ferries among them.

Stevens Asks Use Of The Wickersham

ANCHORAGE (AP) — Sen. Ted Stevens, R-Alaska, has asked the federal government to allow the state to use the foreign-built ferry Wickersham as a temporary replacement for the damaged ferry Taku, his Anchorage office reported today.

The request apparently seeks temporary relief from the Jones Act, which forbids foreign-bottom vessels such as the Swedish-built Wickersham from carrying cargo and passengers between U. S. ports.

The 352 foot Taku, carrying 324 persons aboard, ran aground on some rocks Wednesday near Prince Rupert, B. C.

Stevens said he directed the request to the departments of Transportation and Treasury at the request of Gov. Keith H. Miller.

"Gov. Miller's request to utilize the Wickersham on a temporary basis until the Taku is repaired is an important one to many Alaskans", Stevens said in a statement released in Anchorage. "I have asked the Transportation and Treasury departments to review the urgent situation of the stranded travelers and others dependent on the Taku and hope that the unique circumstances involved will permit their favorable consideration."

From the Ketchikan Daily News: "We learned last week that Alaska's former governor, Interior Secretary Walter J. Hickel, was heckled in Sweden by an anti-U.S. crowd. The crowd wasn't irritated over Hickel buying the ferry Wickersham from a Swedish company and moving it to Alaska. The demonstration was in protest of U.S. involvement in Vietnam — probably led by a few U.S. deserters. To the relief of Alaskans, we learned that although Hickel took a ride between Finland and Sweden on a ferry, he didn't buy another one." Amen.

Alaska Empire, Juneau, Alaska, Wed., July 29, 1970

How Long Must You Wait For A Ferry South?—Call The Public Works Commissioner

By ALLAN ADASIAK
Empire Staff Reporter

When a state ferry runs aground, minor officials of government apparently are struck with fear and lose any normal powers of communication if they are asked a question by a newspaperman.

Perhaps average citizens will have better luck, but this is what happened when the Empire telephoned the reservations and information section of the Division of Marine Transportation today:

We dialed the appropriate number, secure in our belief that "reservations and information" was the right place to call for day-to-day travel information, and a voice answered.

Empire: Hello. This is Al Adasiak from the Empire. What with the Taku out of commission as of this morning, I was just wondering how long a person in Juneau without reservations would have to wait to go south with a car."

Voice: Well, the majority of the other sailings are booked. The first open space we actually have is on the 24th of August southbound. Say, are you going to use this to write something?

Empire: That's why I called. We just thought people would like to know if they're going to be stuck here for a few days.

Voice: (Imploring) Why don't you call the commissioner's office?

Empire: I didn't want to bother him with day-to-day routine things that he probably doesn't know in detail. I thought you could help me.

Voice: You'll have to get that from the commissioner. Let me transfer you. I can't tell you anything.

Empire: I just talked to him about the Taku and I thought I could get this information here and not bother him.

Voice: (hastily) Let me give you the traffic manager.

Empire: This is Al Adasiak from the Empire calling. I was just wondering, with the Taku out of commission how long would a person in Juneau without reservations have to wait to go south with a car?

Second Voice: About a day or so, if you're in Juneau... You're not writing a story, are you?

Empire: Well, yes.

Second Voice: I can't give you any information. (imperatively) Call the commissioner.

Empire: Well, aren't you supposed to know about this?

Second Voice: Call the commissioner. I won't tell you anything.

Empire: What is your name?

Second Voice: Call the commissioner.

Empire: You mean you won't tell me your name?

Second Voice: No, I won't.

Empire: You're the traffic manager, aren't you?

Second Voice: (apparent panic) No. I just answered the phone.

Empire: I don't know who you are, but I sure feel sorry for you (genuine compassion for a poor, timorous bureaucrat)

We hung up and dialed the commissioner's office, which is apparently recommended procedure for other citizens who find themselves frustrated by lack of information.

Empire: Hello, Harold? Don't bother you again. I was trying to find something out from reservations and information, but they got all tongue-tied. With the Taku out of commission, how long would it take me, if I had a car and no reservation, to get a ferry south?

Strandberg: I don't know the exact amount of traffic between Haines and Juneau. What you're actually asking is how much standby time will there be in Juneau. We have to know the traffic between Haines and Juneau for that. Normally the traffic here moves out of Juneau without too much problem.

Empire: Would you try to find out exactly how we're affected, please, so that the people in town can have some idea?

Strandberg: Certainly, I'll get back to you with that information as soon as I can.

The commissioner of public works, as is to be expected, is a busy man, with many things to do besides fiddle around chasing up travel information to telephone to the local newspaper himself. Regrettably, we did not hear from him by our deadline today.

Marine Highway Funds

JUNEAU — Sen. Mike Gravel, of Alaska, has introduced a bill which would make the Alaska Marine Highway System, including ferries and terminals, a recipient of federal aid in the same manner as mainland interstate highways (from the highway trust fund).



alaska marine highway

Wine List



alaska!

FOR THE SECOND TIME THIS YEAR an Alaska Travel Division poster has won first place in international travel poster competition. A poster showing one of the vessels of the Alaska Marine Highway System plying its way through forest-rimmed waters won out over 200 other competitors in an exhibit organized by the Pacific Area Travel Association. The exhibit and competition took place during the recent annual PATA conference held this year in New Zealand. Previously another Alaska Travel Division poster won similar honors during the national conference of the American Society of Travel Agents.



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CHILDREN-HALF FARE
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Berth for the trip: Same as one way
Juneau to Haines



SEE YOUR
LOCAL TRAVEL
AGENT OR

phone ferry
586-3405

RESERVATIONS LIMITED — CONFIRMED ONLY WITH PURCHASE OF TICKET

MV WICKERSHAM ALASKAN OWNED; REGISTERED IN PANAMA

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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 new 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.

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The Chamber cited the growing Southeastern communities

with their increasing needs for communication and transportation services.

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State of Alaska is losing many tourist dollars because of inadequate carrying capacity leading to an undesirable reputation among the Alaskan travelers," the statement by Chamber President William H. James said.



Berth for the trip: Same Juneau to Haines

SEE YOUR LOCAL TRAVEL AGENT OR phone ferry 586-3405

RESERVATIONS LIMITED MV WICKERSHAM

HAWAIIAN FERRY



Two ferries planned for the 1970s. The above artist's drawing. The ferries are operated by the Alaska Marine Ferries, Seattle.

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M.V. TUSTUMENA

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

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. We are more than happy to tell you all the information on the various services which you'll dock.

AND ABOUT THOSE BELLS

The bells you will hear aboard the Tustumena are a ship's system of timekeeping. In the Fifteenth Century when the ship was first developed, an up-to-date clock available to the crew was divided into six watches, and a bell system was devised to tell the crew the time for work. The end of each watch is marked by eight bells. The beginning of each watch is marked by eight bells. From then on, the number of bells increasing by one bell each hour. At 1:30 - 3 bells; 2:00 - 4 bells; 3:30 - 7 bells; and 4:00 - 8 bells. An hourglass had to be turned over at the bell sounded for each running of the hour. In the passing of a full hour. In the modern day, the bells are used more for timekeeping. The mariners rely upon . . . but

NAUTICAL — BUT NOT

Like every profession, mariners have their own. Here's just a portion of the nautical terminology to the left of the ship is "port" and to the rear "aft;" the floorboards are "overheads;" the door may be "open" and the round windows are "ports."

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NA

wish — your crew will be more about life at sea and give you s points you'll pass and ports at

BELLS . . .

ringing throughout your cruise lling time. It dates back to the the hourglass was the most e. Since the mariner's time is four hours each, the bell system ew the time — time for rest or of a four-hour watch is always hus, at midnight you will hear on, starting with one bell and a half hour, a four-hour watch is eific — 12:30, 4:30 and 8:30, be one bell; 1 o'clock - 2 bells; ls; 2:30 - 5 bells; 3:00 - 6 bells; - 8 bells. In ancient times the d over every half hour and the . Therefore, two bells meant the oday's era of watches and clocks, as tradition than as a method it remains a wonderful tradition.

CE SHIP JARGON . . .

ners have a special vocabulary all tion of it for your use on board: ort;" to the right is "starboard," or is the "deck;" the ceilings are be either a "hatch" or a "port;" holes;" the window pane is the

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"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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with their increasing needs for communication and transportation services.

It also said that demand for tourist transportation is increasing each year and cannot be met by present facilities. "The

State of Alaska is losing many tourist dollars because of inadequate carrying capacity leading to an undesirable reputation among the Alaskan travelers," the statement by Chamber President William H. James said.

Meeting On Ferry Operation

On August 15th, Harold Strandberg, Commissioner of Public Works, met with representatives of the City, Chamber of Commerce and those who serve the visitors using the ferry system. In a preliminary statement, the Commissioner pointed out scheduling transportation services were difficult, it was impossible to please everyone. The present use of the Whittier to Valdez run and the return trip is over 50 per cent Alaskan travelers.

One question those attending felt should be considered was the laying over for an hour at Columbia Glacier. Some felt this was in direct competition with private enterprise. Tours are available and those who are making a round trip on the M/V Bartlett arrive in Valdez at 9:00 PM and depart at 5:00 AM the following morning. This does not give any time to see the many attractions in the area. One improvement suggested was an earlier departure from Whittier.

The ferry system operation is presently a subsidized operation. Commissioner Strandberg said they had received few complaints from the traveling public, most had been from Cordova and Valdez. He said he felt the schedules could be improved, was open to suggestions from those who were interested but wanted all to bear in mind that the communities served should consider the



Among those present for the meeting on Ferry Schedules were Jim O'Sullivan, Commissioner Harold Strandberg, Representative Richard Borer and Mayor Walter Day.

problems of each other as well as the travelers.

There was some discussion of a commercial trip (with no passengers) between Valdez and Cordova to allow the transportation of inflammables.

Richard Borer, Representative of District 6, was with Strandberg. He told of some

of the problems the people of Cordova were experiencing. Strandberg discussed the operation of the Valdez Airport, explaining some of the pros and cons of the City

taking it over and also, monies available for improvements. Dale Cutler, Valdez City Manager, told of some suggestions made by the City for improvements.

CHOICE OF ARCHITECT ON NEW STATE FERRIES DUE

SEATTLE — It's down to the nitty-gritty on who will design the new super-ferries for the Washington State Ferry System. The proposals are to be turned in to the Toll Bridge Authority and the ferry system committee before Sept. 10.

The final three in the running are W. C. Nickum & Sons, designer of many of the former new ferries; Philip F. Spaulding & Associates, designers of several coastal ferries and John Case of Victoria, B. C., well known naval architect in Canada.

The new ferries will have an even greater capacity than the present four super-ferries in the vehicular department. They will be designed to carry 200 cars, 50 more than the present "supers" and 1,700 passengers. The big demand has been for more car space to handle the overloads on busy weekends and to provide adequate provision for the future of the ferry system.

Ferry System Lauded

Alaska State Ferry System
Juneau, Alaska

Dear Sirs:

After having spent a delightful week (Aug. 14-21) on the Malaspina and seeing a little of your enchanted land, my sister and I handed our stateroom key to the pursuer with a few words of appreciation, for which he thanked us, saying "I wish you will write what you told me to the Office of the Ferry System—it will please them to get it instead of complaints." So thus inspired, I consider it a privilege to write to you.

My sister and I had ordered tickets for a trip to Denmark via S.A.S, which we had to cancel since I in July underwent major surgery. Although I am past 70 I recuperated quickly, so we decided to take a trip to Alaska instead. The staterooms on the ferry as well as on the Canadian cruise boats were taken up till October, but being determined, we bravely faced sleeping on the reclining chairs on the ferry, which we did for three nights. When my name

was called on the ferry, it has never sounded so good, and we enjoyed the comfort and privacy of a clean stateroom the rest of the trip. A family of five unable to get a stateroom, appreciated my insisting the mother and four year old child daily taking a couple of hours rest in my bed also . . .

Now for a few words of appreciation for our last trip. The beautiful, clean majestic Malaspina, with its competent captain, other officers and crew, was like a floating hotel, meeting our needs, attending to our comfort and pleasure in every way. The meals were delicious, generous servings, well prepared and beautifully served. Although my doctor had warned me about fried foods, I ate and enjoyed every kind of fish the menu offered, including the black cod, which was out of this world, truly the best I ever ate. I had no discomfort whatsoever and gained two pounds.

It gave a secure feeling, to have the watchman faithfully

check for fires nite and day...

My only complaint, was the few passengers there claimed ownership of the front row chairs, even putting their belongings in them while they went for meals or to see the slides, thus preventing others to enjoy the good view. I know if it was children, you would have a way to amend the situation.

May I congratulate you on your very fine Ferry System and service to the public. Thanking you kindly and wishing you continued success, I am,

Respectfully yours,
Mrs. Lydia Gullikson
Deming, Wash.

"Good Morning, Alaska" is the title of a new 24-minute color film produced and photographed by Chuck Keen for the state's Division of Marine Transportation.

The film, a winner, according to reports from Juneau, where it was shown last week before the Chamber of Commerce, was designed to give the rest of Alaska more awareness of Southeast's ferry system, and to promote the system throughout the Lower 48 as a means of traveling here.

Photographer Keen has interwoven animal life with the narrative. When it is explained that marine transportation is vital in southeast Alaska because travel is possible only by water and air, one sees an enormous bear swimming a river, and then birds in flight. A flock of birds takes flight at the mention of the phrase "go for progress." At a reference to foot passengers, who need no reservations to ride the ferries, two gulls are seen alighting on a ferry guardrail, taking their ease as it steams along.

The sight of a leaping whale is shown near the end.

The title of the film comes from the concept, stated in the opening narrative, that "the state is still in the early morning of development."

Gov. Keith Miller speaks in support of expansion of the ferry service, specifying that the southeast and southwest portions of the system must be expanded.

Bert Esmond, deputy director of the Division of Marine Transportation, 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 the 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 Tustumena, and now she rides 4½ inches higher and has gained half a knot in speed, Esmond reported. The lengthening would increase the number of berths per ship from 100 to 300, and add 20 percent more space to the car decks.

Keen's opening shots are reported to be beautiful — the face of Leconte Glacier breaking up, Mt. St. Elias at sunset, a rising sun silhouetting workmen unloading pipe at Valdez. Juneau is shown in an aerial shot, and called "America's most scenic state capital."

Esmond said the film has been produced for nationwide TV showings, still to be booked. It is scheduled for an Anchorage airing late this week.

WICKERSHAM TROUBLES FOR LOGGERS

ANCHORAGE (AP) — Some 200 persons arriving for a meeting of the Pacific Logging Conference got a sample of the federal Jones Act when they were held on the chartered state ferry Wickersham for more than an hour for lack of a customs agent.

Because the foreign-built Wickersham departed Vancouver, B. C., with its load of delegates and guests, passengers were required to clear customs before departing the vessel at the Port of Anchorage Tuesday morning.

But when the ferry arrived, about 15 minutes early, no customs agent was present.

Neither were Miss Alaska, Anchorage Mayor George Sullivan or a wheeled dog sled, all scheduled to be part of a welcoming ceremony.

The Jones Act bars foreign-built vessels from carrying passengers or cargo between U.S. ports. So the Wickersham — with a load of delegates from Washington, Oregon, California, Idaho, Montana and British Columbia — departed Vancouver, B. C., for its trip north.

An Army band played on in a cold rain while someone was dispatched to Anchorage International Airport, 10 miles away, to fetch a customs agent. A rousing cheer went up from the vessel when the agent arrived about an hour after the ferry docked.

Convention registration began Tuesday afternoon. About 1,000 logging executives are attending the 61st session of the logging congress.

Charge Dropped In Ferry Mishap

KETCHIKAN —(AP) — A charge against Thomas Aspinwall, chief mate of the Alaska ferry Taku, was dismissed yesterday at a Coast Guard hearing in Ketchikan.

Aspinwall, who was aboard the Taku when it ran aground near Prince Rupert, B.C., July 29, was

charged with failing to correctly determine the vessel's position.

Federal Hearing Examiner James M. Donahue said he was dismissing the charge against Aspinwall because it had not been determined at what point the vessel got off course.

Aspinwall reportedly had left the bridge several minutes before the grounding occurred.

Yesterday's hearing was a continuation of an inquiry in Seattle that recessed Aug. 10. Heard in Seattle was a charge against Cornelius Norden, the Taku's second mate, who was on watch when the vessel went aground. That charge has been taken under advisement.

Gruening Proposes Use Of Ferry To Alleviate Shortage Of Housing

City-Borough Assemblyman Hunt Gruening proposed last night that an oceangoing passenger vessel be obtained for use here as "immediate and instant housing" pending construction of conventional housing.

A number of housing projects are in the works now but can't get under way until next year, and the housing need is so great that something must be done immediately, said Gruening.

He suggested perhaps a cruise ship or state ferry (he indicated he was thinking of the state ferry Wickersham) could be obtained to meet the need for temporary housing here this winter.

Gruening moved that the new city manager who is to arrive Sept. 14 be directed to begin immediately a study on the feasibility of his proposal, and the

assembly approved his motion.

"This would be instant and temporary, truly temporary, housing," Gruening said. "This wouldn't be permanent, which is something we wouldn't want."

He said housing is needed immediately for new school teachers, Coast Guard families, and new government employees who would be coming here in the near future. The vessel or vessels that would be used would not accommodate persons who are visiting and would normally stay in hotels, he said.

The new city manager would determine where vessels could be obtained and where they could be moored, he said.

There are a number of promising housing projects on the drawing board now, a number of which are expected to get under way next spring, he said.

Among these Gruening said,

are 150-200 units of low and medium-income housing sponsored by the Federal Housing Administration, which would subsidize the interest on mortgages; 35 units to be constructed by the Alaska State Housing Authority; 108 condominium and rental units proposed by the Salmon Creek Development Co. at Salmon Creek; a 35-unit condominium apartment building to be constructed near the city cemetery by John Rader.

Gruening added that the Model Cities program is now organizing a housing development corporation and that \$800,000 in federal funds is still available for critically-needed sewer and water systems here.

Trucks to Pay Less on Puget Sound Ferries

OLYMPIA — (UPI) —

The State Toll Bridge Authority yesterday approved a ferry rate reduction for trucks in an effort to offset an apparent increase in the practice of trucking goods from the Seattle area to the Olympic Peninsula by highway.

The TBA took the action on an emergency basis, effective Oct. 1, for the remainder of the fiscal year to determine if the move results in an increase in truck traffic on the ferry system.

Specifically, the authority granted a 20 per cent basic rate reduction for trucks on the Seattle-Bremerton run, which has carried a higher weight charge than other runs, and approved a system-wide increase in the discount rate permitted for trucks who use the ferries repeatedly during a one-week period.

The TBA also received the recommendation of a special design study committee on selection of a de-

sign consultant for construction of new 200-car superferries for the Puget Sound fleet.

The five-man study team recommended that the Highways Department and TBA select the Seattle naval architecture firm of Philip F. Spaulding and Associates as the design consultant firm for construction of the ferries.

Highways director George Andrews told the TBA the final decision on a design consultant would be made "in about two weeks" after certain aspects of the firm's design competition proposal are checked out.

In another action, the TBA reclassified pickup trucks of under 8,000 pounds as passenger cars, instead of trucks, on toll bridges. The move will mean an annual loss of \$22,000 on the Evergreen Point Bridge, \$3,150 on the Vernita Bridge and \$2,850 on the Biggs Rapids Bridge, Andrews said.

But he indicated the move was needed to provide for uniformity in the classification of trucks around the state.

Legislative Newsletter

By Rep. Clem Tillion

The ferry system in western Alaska is being misused. After Wally Hickel was elected, Captain Mangun, who had been in charge of the ferries under Governor Egan, stayed on and we worked out an arrangement where we would have a shuttle ferry connecting the village of Port Graham and the City of Seldovia to the end of the road at Homer. At the time we thought of bringing over the Chilkat. This was administratively vetoed and since a change of governors the present Commissioner of Public Works saw fit to run TUSTUMENA connecting the end of the road at Seward and Homer to the Kodiak area and Anchorage. Wally Hickel did not allow this when he was governor and I feel it should be stopped now. It is ridiculous to use a state ferry to parallel over 200 miles of road. The purpose of the ferry system is to connect the ends of the road to those communities in Alaska that would have no road service if it was not for this. When you start looking at the ferry system as an extension of the highway it starts making some financial sense but as soon as you run one parallel to a highway there is no way that a ferry system can be justified; its cost is just too high.

In this coming session I would like to work towards acquiring a shuttle ferry. This could be something like the LCM (used

in World War II and common throughout Alaska today for hauling freight), which would work out very nicely shuttling from Homer across to Seldovia with weekly trips into Port Graham. This would be capable of handling several vans so that seafood production in the Port Graham and Seldovia area would have an outlet. If it was a small number of vans they would go on into Anchorage for trans-shipment to the states. In the case of a fairly large production being gathered, say, in the Homer area on up towards Kenai from sea-food plants, we might be able to get Sea-Land to make a stop. At one time they said they were willing to make a stop at any port that had six vans waiting for a back shipment. As long as the cargo remained consistently in the six-van category they would make a stop. I am in hopes we could work out something where we would have direct shipment onto the Kenai Peninsula on at least an every other trip basis with Sea-Land and I feel a shuttle ferry is necessary for this. Now this would not, in any way, take the place of the TUSTUMENA; the TUSTUMENA would still have to remain on the run for direct connection between Homer, Kodiak, and Seward because a shuttle ferry working in the Kachemak Bay area would not be of a size necessary to reach out.

Hickel Has Luncheon On Ferry

Walter J. Hickel relaxed in the dining room of the state ferry M. V. Wickersham Wednesday, lunching with some friends from Anchorage and from the logging industry. He had addressed the 61st session of the Pacific Logging Congress that morning.

"I'm proud of this boat, and that's why I'm having lunch here," Hickel remarked. He was governor of the state when the Swedish-built ferry was purchased for the Alaska Marine Highway System. Since then he has resigned to become the secretary of the Interior in the Nixon Cabinet.



M.V. Wickersham ... sailing from Anchorage Oct. 12



CONVENTIONEERS ARRIVE IN CITY ABOARD STATE FERRY

Some 200 delegates and guests to the Pacific Logging Congress which opened today at the Anchorage-Westward Hotel arrived en masse Tuesday aboard the 384-passenger state ferry Wickersham. The Ft. Richardson Army Band was on the Port of Anchorage dock, center photo,

to welcome the ferry passengers who then had a rainy walk to a bus, left photo, which took them to the hotel. First, however, the ferry arrivals had to be checked by a U.S. Customs official, right photo, since their journey started from a Canadian port. While the convention will wind up

Friday, the trip south aboard the ferry won't begin until Sunday to give the conventioners a little more time to look over the area. Or perhaps more time for Anchorage to look over those involved in the logging industry which for Alaska is centered in Southeastern.



IF THE TRUTH WERE KNOWN....about who really did the work of Wickersham registration, it was Mrs. Javanne Beitinger, wife of the nominal chairman.



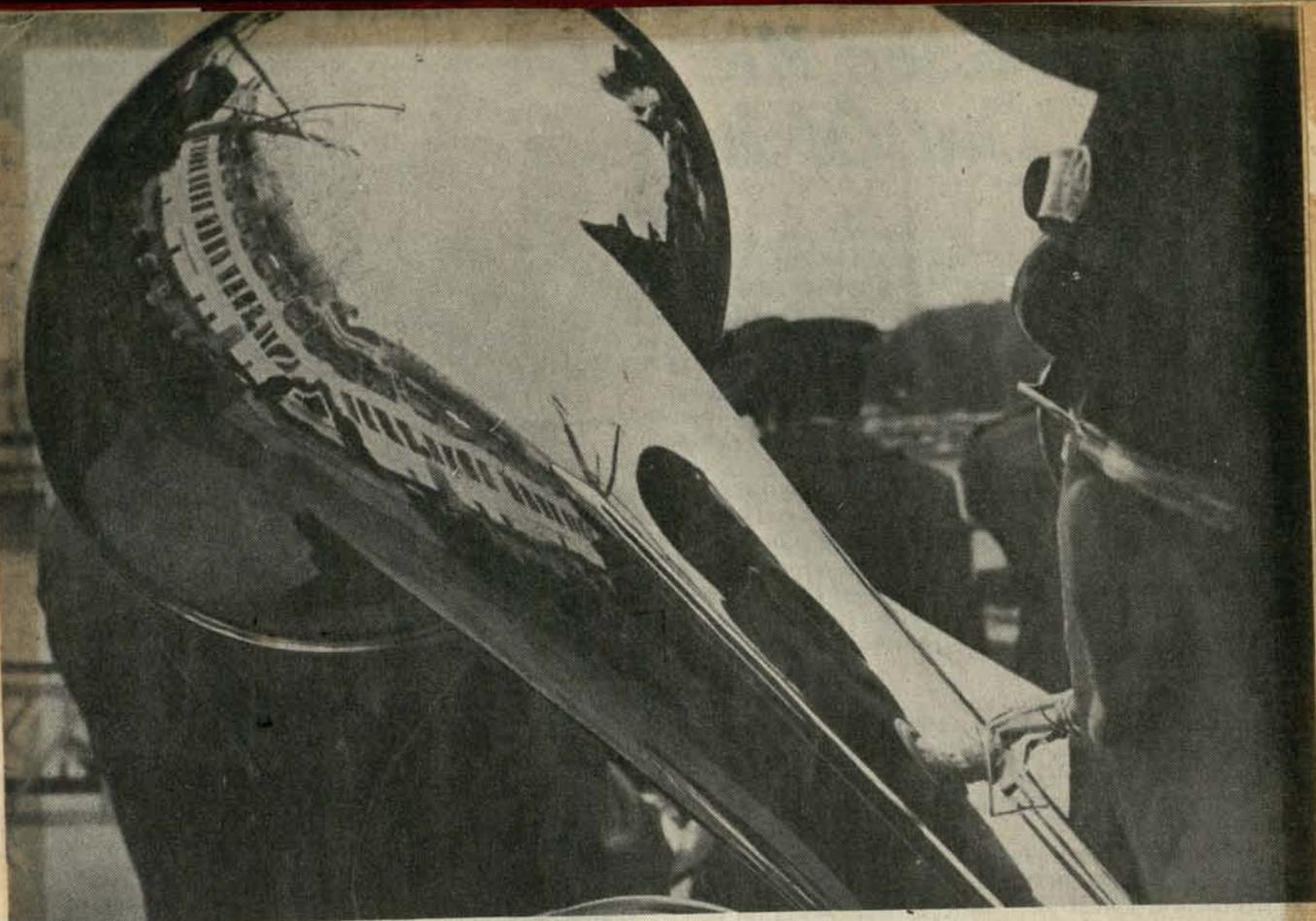
WATCHING HIS GUESTS....Wickersham Chief Steward Jack Santos surveys the situation. Jack must be credited as principal architect of the success of the cruise. His excellent food and service contributed immeasurably to the event.



Daily News: Melinda Auge

The 49th annual conference of the Western Association of State Highway officials will begin here Saturday with a cruise down Cook Inlet aboard the Alaska ferry M/V Wickersham. The state ferry will leave the city dock at 2 p.m. and return Sunday afternoon. Work sessions begin at 9 a.m. Monday with a chief administrators meeting. WASHO is composed of state and federal highway offi-

cial from all 144 western states. In addition, officials of the Forest Service, Bureau of Indian Affairs, Bureau of Land Management, National Park Service and some Canadian provinces are expected to participate in the meeting here. The meeting will conclude on Friday with a trip to the North Slope aboard a chartered Wien Consolidated Boeing 737 jet.



A DIFFERENT VIEW OF THE WICKERSHAM

The state ferry Wickersham has stirred some lively debate from time to time since it was purchased from Sweden but this view of the vessel now in the Port of Anchorage is something completely different. Reflected in the shiny horn of an Army bandsman who greeted delegates to

the Pacific Logging Congress when they arrived here for their convention is a rather distorted version of the ferry. In fact, it's more likely to remind Anchorage residents of buildings shaken up by the 1964 earthquake.



HICKEL MEETS CHILDREN AND LOGGERS

Interior Secretary Walter J. Hickel, in Anchorage to address the 61st session of the Pacific Logging Congress, had lunch on the state ferry M.N. Wickersham with some of the loggers Wednesday. A tour of schoolchildren came by and got an unexpected greeting from the secre-

tary, at left. At right, Hickel talked with several loggers. They are, from left, Cliff Reeves, Reeves Logging, Haines; Hickel; Leo Gellings, Wrangell Logging Co., Ketchikan, and Clarence Kramer, Alaska Lumber and Pulp Co., Sitka.



MV CHILKAT-NEW SCHEDULE

PLEASE PURCHASE TICKETS AT MAIN OFFICE IN ADVANCE WHEN POSSIBLE
BOARDING TIME 1/2 HOUR PRIOR TO DEPARTURE TIME

PORT ARRIVE LEAVE	DATE	DAY	TIME	UNLOAD CARS
LV AUKE BAY ARR HOONAH	OCT. 23 OCT. 23	FRI FRI	10:30 A.M. 3:30 P.M.	9:45 P.M.
LV HOONAH ARR AUKE BAY	OCT. 23 OCT. 24	FRI SAT	10:15 P.M. 3:15 A.M.	11:00 A.M.
LV AUKE BAY ARR HOONAH	OCT. 25 OCT. 25	SUN SUN	10:15 A.M. 3:15 P.M.	
LV HOONAH ARR AUKE BAY	OCT. 25 OCT. 26	SUN MON	11:15 P.M. 4:15 A.M.	10:15 A.M.

CAPACITY: 59 Passengers—15 Vehicles (Approx.)

NOTE: Schedule will be posted weekly

For further information contact:

DIVISION OF MARINE TRANSP. 586-3405



Off Season Ferry Cruises Are Popular, Expanding

Commissioner of Public Works Harold D. Strandberg has announced that the Division of Marine Transportation is actively planning additional off-season non-scheduled cruises for the 1971 season, beginning with the Wickersham's New Years Eve turn-around at Skagway.

Passengers will be able to board the Wickersham at any way-port for the round trip, the

only restriction being that they do not go ashore other than at their original port of embarkation, Strandberg said.

Last year's cruise from Auke Bay to Glacier Bay demonstrated the popularity of these cruises when a complete manifest of 1,300 people signed up for the all-day trip, with many others being turned away, he said. This year a capacity crowd out of Juneau toured

Tracy Arm on Sept. 13, and two days later another successful cruise was made to Glacier Bay, Strandberg added.

In the Ketchikan area a few days later, the Wickersham embarked the entire Alaska Visitors Association convention group and their friends and spent the day going completely around Revillagigedo Island, passing through and into the many bays on that route, Strandberg continued. The following day, limiting sales to 810 passengers for greater enjoyment, the residents of Ketchikan repeated this trip, and a great deal of public interest was expressed in additional cruises whenever possible, he said.

Other ships of the fleet are also getting used by various groups for conventions. The Alaska Association of Insurance Agents, Inc., held meetings aboard the Matanuska on Oct. 6 between Juneau and Skagway and return.

The Tustumena has several times taken bowling tournament participants from Seward to Cordova on special trips. Other trips have been made to accommodate special events on Kodiak Island. Strandberg said the Bartlett attempts periodically to handle special trips for basketball tournament players and fans between Valdez and Cordova.

On Sept. 29 the Bartlett made an unscheduled round trip, Whittier to Columbia Glacier and return, with 165 members and friends of the Association of Local Transport Airlines. "We were delighted to have Mrs. Vide Bartlett aboard for this occasion," stated Captain H. J. Lockert, director of the Division of Marine Transportation. "As this was her first voyage aboard the ship since she christened the vessel in honor of her husband the late Senator E. L. (Bob) Bartlett.

Lockert voiced his concern over the system's ability to handle present traffic and the need for passage of the bond issue to proceed with planned expansion of the fleet.

By Herb Rhodes

BON VOYAGE. The announcement that the white queen of the State's ferry fleet, the MV Wickersham, would leave Anchorage October 12 for a season-closing voyage to Vancouver, B. C., brings back fond memories... a never to be forgotten cruise through Alaskan waters.

If you feel like living it up, try this one... at least treat yourself to the finest scenery and the greatest luxury Alaska can offer.

Despite the red hot fight that raged over the white hot Wickersham, she is a gracious and charming lady—wherever she was built. And she is fitting of the northland, a real queen offering a splendid bar, a huge dining room complete with white linen and gold-braided stewards, fine accommodations and, of course, Alaskans themselves toss in the frosting by being the world's top traveling companions.

There is something about residents of the northland. Within 15 minutes on board you have met half the travelers, by dinner time you eat with most of them, by bedtime you've drunk (or are drunk) with the rest. We won't continue on past bedtime.

But getting acquainted is no trick and it all adds to the fun.

My son, Chris Rhodes, who is the office manager of the

Anchorage Printing Company, sprung a surprise with our trip three years ago. And then was carried away to find the old man thoroughly enjoying himself. One can do little else on the Wickersham.

Most of the water is smooth and the Wickersham rides like Intrepid. But she can perform, too, in the toughest of seas. The Gulf grabbed at the white queen and huffed and puffed away with 85-mile winds. For a time the Captain chose to hide behind Hinchinbrook Island, while most passengers stuck close to their bunks. Then it was full steam. And in the roughest of seas the Wickersham rode supreme.

Sea-sickers have little worry. The dash across the Gulf is a quick one and offers the only threat. The rest of the trip is through sheltered waters—great tree-lined shores and islands of green, dotted by storybook fishing and logging villages and waterfalls that tumble from high peaks.

Marine life adds to the adventure. Seals are common, but you can count on seeing a score of whales and dolphins at close range. They love the challenge of the moving ferries and fun for a day is splashing in the wake from the ship.

When Chris and I went on the Wickersham, short stops were made at Kodiak, Seward, and Ketchikan before heading south to Vancouver, B. C. That

latter city is something else again, too. Now a thriving metropolis of Seattle vintage, the Canadian port of destination is beautiful. High rise buildings flank a fantastic port and the residential area abounds in manicured yards and flowers. How come, we asked, so many flowers and neatly-kept homes?

A unique plan, a Canadian told us. Taxes are lowered in Vancouver instead of increased on homes that are well-kept... a bonus, rather than a penalty, for those taking good care of home and garden.

A quick trip to Seattle, onto the jet, and you are home again with a memory of a cruise that won't quit in one lifetime.

If there is a shocker, it is perhaps that everyone has so much fun... even the Captain, and apparently all the crew, led bar celebrants at night while the Wickersham slipped through channels no wider than a knitting needle.

It was better if you didn't think about it, or go up and look at the bridge. Automatic pilots, perhaps.

Now is a glorious time too to see Vancouver Island and the Northwest. Warm autumn suns still prevail as at the Washington-Michigan football game last weekend.

While Alaska has much going for it, so does the Pacific Northwest. Nearly 58,000 fans watched their stubborn Huskies

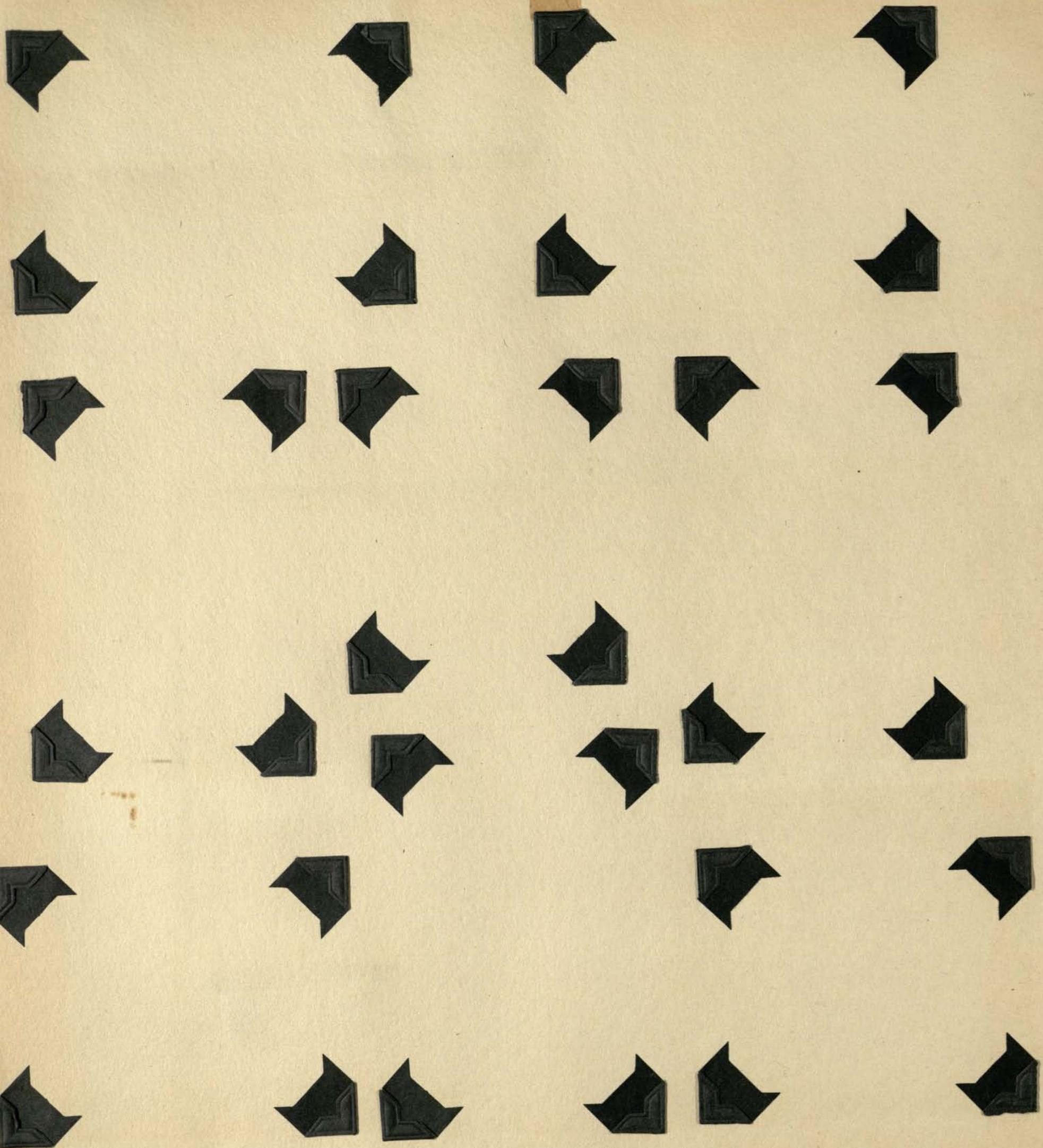
lose to the big and powerful Wolverines, but the setting was fantastic at the Washington stadium. Many fans come to the game in their yachts through Lake Washington.

"I have a 45-foot cruiser," one old-timer said in an elevator. "I can't see anymore and I have to have someone else drive it. I don't know why I keep that thing—just to go to the football games, I guess," he concluded.

Imagine the Wickersham sailing up to the open end of the stadium? Well, no. But imagine it sailing through the Panhandle of Southeastern Alaska and you are there... sipping white wine with prime rib as the exotic panorama of Alaska slides by, heralded by the occasional salute of a killer whale or porpoise.

Mr. Alaskan... that's living in this lifetime.





6-45 [blank]

State Ferry Tustumena Runs Aground Near Kodiak

KODIAK (AP) - Coast Guard officials reported the Alaska ferry Tustumena was refloated and returned to the Kodiak city dock early today after running aground just after midnight.

Lt. Dave Andrews, information officer for the Coast Guard, said a Coast Guard inspection team was enroute from Anchorage to begin an investigation of the incident.

The Tustumena, carrying 33 passengers and a 25-man crew, went aground on rocks just after midnight less than a mile from her berth in Kodiak. No one

was hurt.

Andrews said a preliminary inspection indicates the vessel sustained damage to its forward "peak" tanks and to its forward double-bottom area.

The mishap occurred less than a half-hour after low tide this morning. Andrews said it was refloated with the incoming tide and assisted by a tug in returning to Kodiak.

Donald J. Oldow, skipper of the Tustumena, told the Kodiak Mirror the grounding was caused by a failure in the electrical system which cut communications between the bridge and the engine room below decks. The lack of communications

caused the vessel to veer toward the beach just after departing Kodiak, Oldow said.

The Tustumena, which has a capacity for 50 cars and 250 passengers, was enroute to Homer at the time of the mishap. Its passengers were evacuated by the Coast Guard cutter Citrus.

The ferry also carried seven autos and two vans.

It was the second Alaskan ferry to become grounded this year. On July 28, the ferry Taku ran aground near Prince Rupert. None of its 297 passengers or 45 crewmen were hurt seriously, but the vessel sustained serious damage.

FERRY REFLOATED AFTER GROUNDING

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HIGH AND DRY IN KODIAK

When the state ferry Tustumena ran aground near Kodiak Tuesday, Kodiak photographer Roger Page was there, using car headlights as a spotlight to take this picture. The string of lights in the air is the result of a time exposure of the

scene as a Coast Guard helicopter hovered above the area. The ferry, which suffered slight damage to a ballast tank and hull area, resumed a normal schedule today.

Tustumena Undergoing Inspection

JUNEAU (AP) — The State Public Works Department said Tuesday it is still assessing damage to the Alaska ferry Tustumena, which ran aground early Tuesday near Kodiak.

A department spokesman said the department and the Coast Guard will cooperate in determining whether the damage is minor enough to enable the vessel to continue to operate until its regular annual overhaul. It said it was hoped a decision could be reached by Wednesday.

The department is to determine at that time how it will continue to serve the Kodiak area. The Tustumena normally is the only state ferry running between Kodiak and other points.

Public Works Commissioner Harold D. Strandberg said Joel Rockstead, port engineer of the marine highway, flew to Kodiak Tuesday from Seattle to survey the situation. He had been in Seattle with the Alaska ferry Malaspina, which is undergoing annual overhaul.

Strandberg said the Tustumena ran aground as a result of mechanical failures which incapacitated the main engines and the steering engine.

Ferry Tustumena aground at Kodiak

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It was the second Alaskan ferry to become grounded this year. On July 28, the ferry Taku ran aground near Prince Rupert. None of its 297 passengers or 45 crewmen were hurt seriously, but the vessel sustained serious damage.

Guard Frees Grounded Ferry Tustumena

KODIAK (AP) — Coast Guard officials reported the Alaska ferry Tustumena was refloated and returned to the Kodiak city dock early Tuesday after running aground just after midnight.

Lt. Dave Andrews, information officer for the Coast Guard, said a Coast Guard inspection team was en route from Anchorage to begin an investigation of the incident.

The Tustumena, carrying 35 passengers and a 25-man crew, went aground on rocks just after midnight less than a mile from her berth in Kodiak. No one was hurt.

Andrews said a preliminary inspection indicates the vessel sustained damage to its forward "peak" tanks and to its forward double-bottom area.

The mishap occurred less than a half-hour after low tide this morning. Andrews said it was refloated with the incoming tide and assisted by a tug in returning to Kodiak.

Donald J. Oldow, skipper of the Tustumena, told the Kodiak Mirror the grounding was caused by a failure in the electrical system which cut com-

munications between the bridge and the engine room below decks. The lack of communications caused the vessel to veer toward the beach just after departing Kodiak, Oldow said.

The Tustumena, which has a capacity for 50 cars and 250 passengers, was en route to Homer at the time of the mishap. Its passengers were evacuated by the Coast Guard cutter Citrus.

State Ferry Heading South For Repairs

JUNEAU (AP)—The Alaska ferry Tustumena is en route to Seattle for drydocking and permanent repairs, the State Public Works Department reported Monday.

The Tustumena ran aground last week at Kodiak in a mishap the department said was caused by electrical failure of the steering gear. No one was injured in the accident.

Temporary repairs were made afloat at Kodiak after the six-hour grounding, and service was restored for one voyage to relieve a backlog of traffic caused by the mishap.

However, the department said

that "further consultations between U.S. Coast Guard inspectors and Division of Marine Transportation officials led to agreement that waiting for the vessels's normal drydocking in February might entail unnecessary risks of reopening the ruptured plates."

The public works department said the Tustumena would arrive in Seattle Thursday, and "informal bids will be invited to effect repairs with the least delay."

The department hopes to restore service about Nov. 10, said Commissioner Harold Strandberg.

Ferry to resume regular schedule

ANCHORAGE (AP) — A spokesman for the State Public Works Department said final repairs are being made on the state ferry Tustumena and the vessel will resume her regular runs at midnight Wednesday.

The vessel ran aground near Kodiak Tuesday, causing slight damage to a forward ballast tank and a double-bottom hull area.

The department spokesman said the ferry will be running two days late on its regular schedule when it resumes service, but should be back on schedule by next week.

The Tustumena normally is the only state ferry running between Kodiak Island and other Southcentral Alaska points.

Public Works Commissioner Harold D. Strandberg said Joel Rockstead, port engineer of the marine highway, flew to Kodiak Tuesday from Seattle to survey the situation. He had been in Seattle with the Alaska ferry Malaspina, which is undergoing annual overhaul.

Strandberg said the Tustumena ran aground as a result of mechanical failures which incapacitated the main engines and the steering engine.

Airport Meeting

Commissioner of Works Harold Strandberg, director of the division of aviation Harry Wakefield and ferry system traffic manager Capt. Red Lockert are scheduled to appear at a special noon meeting at the Elks Club Thursday. Wakefield will speak on the airport program in the state and on the projected impact of the Ketchikan airport. The public is invited to attend.

The three men will meet with city officials and with others on the ferry system scheduling for next year.

Tustumena Returns

JUNEAU (AP) — The State Public Works Department said today the Alaska ferry Tustumena has returned to her regular Seward to Kodiak run.

The vessel arrived in Seward Sunday after repairs in a Seattle shipyard, and is resuming her Kodiak run today. The vessel had gone to Seattle for work after sustaining damage to her hull when she ran aground at Kodiak Oct. 20.

Ferry To Go Back On Run

ANCHORAGE (AP) — A spokesman for the State Public Works Department said final repairs have been made on the state ferry Tustumena and the vessel would resume her regular runs at midnight Wednesday.

The vessel ran aground near Kodiak Tuesday, causing slight damage to a forward ballast tank and a double-bottom hull area.

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The Tustumena normally is the only state ferry running between Kodiak Island and other Southcentral Alaska points.

Assembly To Meet Tonight

Tonight's agenda for the City-Borough Assembly meeting includes the first report of new City-Borough Manager Ronald Usher.

Three resolutions, two ordinances, and a public hearing are also slated.

The resolutions: one endorsing the \$21 million bond issue for expansion and renovation of the Alaska Marine Highway, one authorizing application to the state for grant funds to assist in establishing an alcoholism rehabilitation program and facility, and one setting new rates for the municipal boat harbors.

Miller Urges Campaign For Ferry Bonds

State House of Representatives nominee Mike Miller urged today that southeast Alaskans write to friends, relatives, business associates and organizations in the more northerly portions of the state, urging passage of \$21 million in ferry bonds which will be on the ballot for voter approval Nov. 3.

The ferry bond proposal, Miller noted, is one of eleven separate bond propositions. They total more than \$146 million.

The Democratic nominee said he was hopeful the state administration would — in the very immediate future — issue releases and background data indicating where these monies will be spent and why these projects are necessary. "Otherwise," said Miller, "with so many proposals and so many millions of dollars at stake, I'm afraid the public will reject virtually the whole package of propositions. And if the whole package goes, so will our chances for ferry expansion, sewer and water development, and educational projects vital to the well being of Juneau and southeastern Alaska."

In particular the Juneau Democrat endorsed the ferry expansion proposition. He hailed the proposed addition of two 200-foot "Bartlett-class" vessels to the panhandle fleet and the lengthening of the ships Malaspina, Matanuska, and Taku as "progressive, exciting developments which will be of great value not only for visitors but, more important, for those of us who live in Alaska."

In reference to his suggested letter-writing campaign, Miller urged that "when you communicate with friends and associates to the North, remind them that the ferries are, for our portion of the state, what highways are elsewhere."

Council Delays Action On Annexation Plan

The city council by a four-three vote last night deferred approval of the annexation of five acres of land which is the site of the proposed Habitat West middle income housing development.

George Anderson's motion to delay final action on the ordinance also asked for determination of costs of extending a water main to the area.

KPU Manager Elmer Titus and City Manager Jim Eide explained that the feasible route for the water pipe crosses property that belongs to Jay Coon.

Coon had planned immediate development of his property and preparation of the pipeline route so the city would have to pay only for the difference between installing a 10-inch pipe and installing the six-inch pipe that would be adequate if the annexation and housing development was not contemplated.

Councilmen were told, however, that Coon had given up the plan for immediate development and would instead develop his property in stages over a four-five year period.

George Michaud, representing the Habitat West developers, said his group expected to complete negotiations with FHA about Nov. 5, and he did not know whether or not the delay would jeopardize the financing for the housing.

The council approved an application for federal funds for continuation of the Gateway Community Mental Health Center program, after some complaint that communities that are supposed to share the costs were not doing so, and comment that a staff of eight persons seems excessive for the number of patients — 469 — reported.

Harold Strandberg, Alaska commissioner of public works, accompanied by Harry Wakefield, director of aviation and H.E. Lockert, director of the marine highway, were introduced by

Rep. W.K. Boardman. Strandberg told councilmen he expects to start advertising for bids for the next phase of Ketchikan airport Nov. 12.

Copies of the books containing the audits of KPU and city accounts were distributed.

The council also voted to appropriate \$5,000 for the fire department, needed because of the number of fires and the rate of volunteer turnout.

Purchase of 40 poles, costing \$2,593 from Cascade Pole Co., and of telephone cable costing \$1,380 from Pruzan Co. was approved.

City Manager Eide displayed preliminary drawings for the new city warehouse to be built beside the diesel generator site on Tongass Avenue.

Titus reported that one of the two 1904 vintage generators at Beaver Falls had "given up the ghost," and that power demands are averaging 800-1100 kilowatts heavier than last year. The first of the new diesel generators is expected to be ready for trial by the middle of November.

Councilman Art Mill suggested remodeling of the council chambers and of the former library area in the KPU-city building be undertaken on a piece-meal basis. He asked for preparation of cost figures.

Norma Green, a new council member, suggested agenda items be mentioned in radio broadcasts in advance of meetings so interested citizens would know what issues would be discussed.

Mayor William Hamilton appointed Mrs. Green to represent the council on the harbor advisory board, and named Clark Cochrane, Mike Woods, Doug Torell, Dick Ortiz, Bill Oliver and Phyllis Hulse to the parks and recreation board.

TUSTEMENA RUNNING

JUNEAU (AP) — The state Public Works Department said Monday the Alaska ferry Tustumena has returned to her regular Seward to Kodiak run.

The vessel arrived in Seward Sunday after repairs in a Seattle shipyard, and resumed her Kodiak run Monday. The vessel had gone to Seattle for work after sustaining damage to her hull when she ran aground at Kodiak Oct. 20.



Welcome

to the

Anchorage - Westward

May your visit with us be

most pleasant

John L. Stevens
General Manager

KEITH H. MILLER
GOVERNOR



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

August 19, 1970

Mr. H. J. Lockert
133 Behrends Avenue
Juneau, Alaska 99801

Dear Mr. Lockert:

This is a note to thank you for your generous contribution to my gubernatorial campaign. I welcome your continued interest and support.

Your generosity is sincerely and deeply appreciated.

Best personal regards.

Sincerely yours,

Keith H. Miller
Keith H. Miller
Governor



SEC	ROW	SEAT	
40	K	17	
TUNNEL 42A			
Washington vs.			
HOME UCLA COMING			
Est. price \$5.83, City tax .17 Total \$6.00			
NOV. 14 1:30 p.m.			
NO REFUNDS			

UCLA
VS.
WASHINGTON

NOVEMBER 14, 1970

The honour of your presence is requested
at a Testimonial Dinner
honoring
Congressman Howard W. Pollock
Thursday, October eighth
at eight o'clock in the evening
in the Gold Room of the Baranof Hotel

NO HOST COCKTAIL HOUR
7:00 P.M.

COUPLE: TWENTY-FIVE DOLLARS
INDIVIDUAL: FIFTEEN DOLLARS

You and Your Lady, Business Associates
and Friends
are cordially invited to attend

**THE GREATER JUNEAU CHAMBER OF COMMERCE
ANNUAL MEETING AND BANQUET**

honoring
Our New City Manager and City-Borough Assembly
and
Featuring our Keynote Speaker

Mr. FLOYD HYDE

Assistant Secretary, Housing and Urban Development
and Director of Model Cities . . . United States of
America, Washington D.C.

Saturday, November 21, 1970

Cocktails 6:30 p.m.

Dinner 7:30 p.m.

Dancing until 1:00 a.m.

At
MIKES PLACE

R.S.V.P.
586-2201

\$25.00 per couple
Semi-Formal



The Governor and Mrs. Keith H. Miller
request the pleasure of the company of
Capt. & Mrs. H.J. Lockert
at a thank you party
on *Saturday, November 28, 1970*
at *eight o'clock*
Governor's Mansion

Regrets Only
Mansion Secretary
586-2100

Please Present
This Card at Door

Greater Juneau Chamber of Commerce ²³³
Annual Meeting & Banquet

**JUNEAU
Today - Tomorrow**

Saturday — November 21, 1970

MIKE'S PLACE

6:30 Cocktails

7:30 Dinner

Admission: \$12.50

Greater Juneau Chamber of Commerce ²³⁴
Annual Meeting & Banquet

**JUNEAU
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Admission: \$12.50

KEEP OUR HIGHWAY FLOWING!

Our Alaska Marine Highway . . . it opens our state to the whole world. It provides the vital travel link between our isolated cities in Southeast and Southcentral Alaska. It opens up the magnificent Inside Passage to tens of thousands of Alaskan visitors bringing their cars and campers to drive, fly, and go by rail throughout our entire state during their Alaskan vacations. Visitors who spend dollars in virtually every Alaskan community.

Today our ferry liners are operating at full capacity, unable to meet peak demands during our tourist season. Our Marine Highway must keep pace! The proposed Marine Highway Bond Issue granting \$21 million over a four-year period should be a priority

item on your November 3rd ballot. It will provide the needed funds to commission two new Bartlett class vessels with docking facilities to connect smaller communities not now receiving service with the main line. They will also relieve the backlog of peak season passenger delay at the critical main-line segments. The Alaska Marine Highway Bond also provides for urgent lengthening of our three Malaspina class vessels and past-due renovations. Car deck capacity will be expanded by 20%.

These improvements will return an additional half million dollars per ship in revenues each year, with the entire \$21 million recovered from revenues in nine years. Keep our Marine Highway flowing.

VOTE YES ON PROPOSITION 10 (Ferry Bond Issue) NOV. 3



Paid for by friends of the Marine Highway Committee, Phil Zarro, Chairman.

... "KEEP OUR HIGHWAY FLOWING"

Alaska Marine Highway

4 col. x 14" ad

Anchorage Times

Anchorage News

Great Lander

FAIRBANKS News Miner

Tundra Times

Kodiak Mirror

Valdez Copper Basin News

Cordova Times

Nome Nugget

Palmer Frontiersman

Kenai Cheechako News

Kenai Cook Inlet Courier

Engstrom Plugs For Armory, Ferry Bonds

State Sen. Elton Engstrom, R-Juneau, said today that he fully supports the resolution of the Alaska National Guard Officers Association's Southeast Chapter for the expenditure of funds to build a new armory outside the civic center complex.

"I intend to ask for funding for this project in the coming budget year," Engstrom said.

"If a new armory can be built outside the civic center area, then the existing armory can be used for community needs; it can serve as the nucleus for a civic center development."

Engstrom, seeking reelection to the Senate, also put in a plug for the ferry bond issue to come before state voters next month.

"The ferry bond issue is very important for the people of our area," Engstrom said.

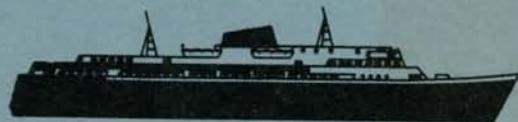
"If it is approved by the voters we will have the funding to construct two Bartlett class ferries for Southeastern Alaska, plus we will be able to lengthen the Matanuska, Taku and Malaspina to provide more stateroom and car space. In addition we will be able to improve docking facilities in many of our Southeastern communities," Engstrom added.

"Two years ago the ferry bond issue was not approved by the voters," Engstrom explained, "and we have been unable to get general funding approval for the construction of new ferries."

"The two new Bartlett class ferries will be used to provide service to the many communities presently without service, including Metlakatla, Craig, Klawock, Kake, Angoon, and improved service to Hoonah," Engstrom said.

"This will really give us a complete transportation system in Southeastern Alaska," Engstrom concluded.

alaska marine highway



Is That So . . . ?!

We want to congratulate the Friends of the Marine Highway Committee, Phil Zarro, Chairman, for a very impressive bit of campaigning on behalf of the ferry bond proposition to be voted on next week. It has appeared in newspapers around the state and includes a photo of one of our ferries moving through a narrow passage and a white center line such as is seen on a regular highway and a highway sign, Alaska State Highway No. 1, imposed on the photo to drive home the point that the ferry system is indeed part of our highway system and should be improved as such. "Keep Our Highway Flowing!" is the ad's message. "Our Alaska Marine Highway . . . it opens our state to the whole world."



Conferring with Wrangell City Mgr. Kester Dotts, right, about state plan to expand ferries are, from left, Harry Wakefield, state director of

aviation, Commissioner of Public Works Harry Strandberg, and Marine Transportation Director H. J. Lockert.

Marine Highway

WHEREAS the Alaska State Marine Highway System is the only interconnecting transportation system in Southeastern Alaska, and

WHEREAS the smaller communities of Southeast Alaska are not presently served by adequate surface transportation and

WHEREAS these smaller communities are growing in population and have increasing needs for better communication and transportation services, and

WHEREAS the demand for transportation of tourists through Southeastern Alaska is increasing each year and cannot be adequately served by present facilities and

WHEREAS thousands of Alaska visitors use the Marine Highway System from Prince Rupert to Haines, Alaska en route to such destinations as Western and Interior Alaska, and

WHEREAS the State of Alaska is losing many tourist dollars because of inadequate carrying capacity and is leading to undesirable reputation among the Alaskan travelers,

Now therefore be it resolved that the Greater Juneau Chamber of Commerce does hereby endorse the proposed Marine Highway bond issue in the amount of \$21,000,000 (twenty-one million) for the purpose of:

(1) Construction of two (2) Bartlett Class 220-foot ships to serve the smaller communities of Southeastern Alaska (capacity - 191 plus 49 vehicles).

(2) Lengthening of the three Blue ships (Taku, Malispina, Matanuska) to 408 feet which will increase their capacity to 300 berths with bath facilities plus a 21 percent increase in the car deck.

(3) Building dock facilities at Metlakatla, Hoonah, Angoon and Gustavus and other needed locations for the two Bartlett Class ships.

Adopted this 7th day of October, 1970 by the Greater Juneau Chamber of Commerce.

(Continued on Page Four) William H. James
President

The plan to expand Alaska's state ferries includes addition of a second funnel, for eye-appeal only. The funnel actually will be a bar where patrons can sit and get a gull's-eye view of majestic Alaska while they suck up the brew. Harold D. Strandberg, commissioner of public works for the state, is thinking over a suggestion by a Wrangell resident that a special drink be devised and served in a funnel-like glass to add class to the high place. The menu could read something like this: "Have a refreshing 'Funnel on the Rocks' — guaranteed to blow smoke out your ears and wet your whistle."

FACTS you should know about PROPOSITION 10

What improvements will be made to the Alaska Marine Highway System if Proposition 10 is approved by the voters on November 3?

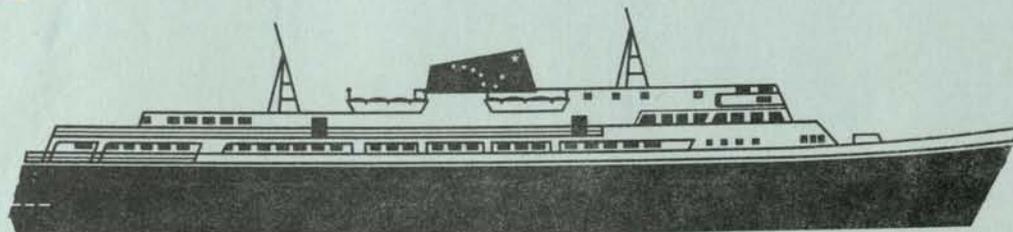
Passage of Proposition 10 will provide for the issuance of general obligation bonds in the amount of \$21 million which funds will be utilized to:

- (1) Lengthen the *MALASPINA*, *MATANUSKA* and *TAKU* by 56 feet, thereby increasing vehicle space by 20 percent and stateroom accommodations by 200 percent. Public spaces and crew quarters would also be expanded and refurbished. Increased revenues from this expansion are projected at \$514,000 per vessel during the June-September season.
- (2) Construction of two *BARTLETT*-class vessels, approximately 235 feet long, to serve communities including: Gustavus, Juneau, Haines, Sitka and Angoon; Metlakatla, Hollis, Ketchikan and Prince Rupert.
- (3) Construction of docking facilities at those communities where new service is implemented.

Urges Bond Support

JUNEAU (AP)—State House of Representatives nominee Mike Miller urged last week that Southeast Alaskans write to friends, relatives, business associates and organizations in the more northerly portions of the state, urging passage of \$21 million in ferry bonds which will be on the ballot for voter approval Nov. 3.

The ferry bond proposal, Miller noted, is one of eleven separate bond propositions that total more than \$146 million. In particular, the Juneau Democrat endorsed the ferry expansion proposition.

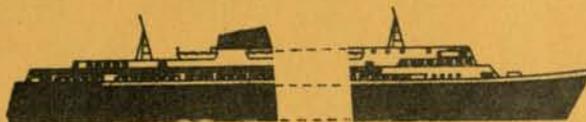


WHY

You Should Vote "YES" On

PROPOSITION 10

Lengthening of the three MALASPINA-class vessels



will bring \$514,000 additional revenue to each ship during the June-September season by providing 20 percent more vehicle space and 200 percent more stateroom space. These ships carry capacity loads during the summer seasons; therefore, an increase in available space means an increase in revenues.

This method of increasing capacity is preferable to building another ship since new construction would require three years. Operating expenses for a new ship would be approximately \$2 million per year, whereas additional operating costs for the modified MALASPINA-class vessels would be minimal.

The increased revenue to the system from the proposed modification would allow the expenditure for the modification to be recovered in only nine years. Furthermore, the Southeastern portion of the Marine Highway will operate at a profit approximately one year after the third vessel is modified. Shipyard schedules now indicate that one vessel per year, beginning in 1971, can be modified. It is hoped, however, that this schedule may be compressed.

Construction of two BARTLETT-class vessels



will further increase capacity and revenue from the mainline ships by relieving traffic demands between Haines-Juneau and Ketchikan-Prince Rupert. In addition, it will be possible to provide service to isolated communities such as Hoonah, Gustavus, Angoon, Metlakatla and Hollis, as well as more frequent service to Sitka.

Seattle has stake in Alaska vote



Maritime Editor

Phil Spaulding, who designed five of the seven Alaska State ferries, has whipped up a new set of drawings of what he thinks the Alaska fleet of the next few years will be like.

He doesn't know yet whether Alaska will provide the money to expand the fleet. If it does, he doesn't know whether he will be commissioned to do the designing.

But Spaulding has been so close to the Alaska fleet in all its development that just the mere thought that ships are going to be built or enlarged is enough to send him to the drawing board.

Spaulding's newest plans were shown yesterday at a meeting of Seattle waterfront men at the Rainier Club. Present were people from industries and unions directly involved with building, crewing and maintaining the Alaska fleet.

THE MEETING was arranged by Spaulding and E. David Thomsen of De Laval Turbine, Inc., to talk about what Seattle has at stake in Alaska's state election November 3. One thing the Alaskans will vote on is a \$21 million bond issue to begin expansion of the Southeastern Alaska ferry fleet.

This fleet has become well known to Seattle, which the ferries visit regularly, either in their normal service or for repairs and overhaul. Two of the ships, the Wickersham and the Malaspina, were in Seattle today and another, the Taku, will be here on her weekly visit tomorrow.

If the bond issue is approved next month, Seattle can expect more shipyard work and will be more certain that Seattle will continue to be served by the Alaska vessels.

If the bond issue loses, Seattle will be adversely affected.

THE PROBLEM is that the traffic carried by the Alaska ferries has developed too fast for the fleet to handle it.

"The system doesn't have enough capacity in the summer to meet its requirements," Spaulding said.

"In Haines, cars sometimes have to wait two or three days to get aboard a ship."

Haines is the port at which the ferries, known to Alaskans as a marine-highway system, link up with the highway system on land.

Spaulding, emphasizing that there's no way of knowing whether his plans will ever be used, showed what he thinks might be the logical way to expand the capacity of the Southeast Alaska fleet.

The three American-built vessels in the Southeastern fleet — the Matanuska, Malaspina and Taku — would be jumboized by inserting 56-foot sections in each vessel. Then two smaller vessels would be built for feeder service to Sitka and smaller places.

That would make it possible for the bigger vessels to provide daily service between ports on the "main line" — Prince Rupert, B. C., Ketchikan, Petersburg, Juneau, Skagway and Haines.

THE JUMBOIZING of the three present vessels would increase their present stateroom capacity from 100 passengers to 240. The staterooms also would be finer.

The staterooms in the present vessels might be described as "austere," but in the rebuilt ships they would equal the standards set by the Wickersham, which is limited in the service it can offer because it was built in Norway and therefore is prevented by the Jones Law from carrying passengers or freight between United States ports.

The jumboized vessels also would carry 154 cars; they now carry 50.

The vessels also would have several new features. One would be an "eagle's nest" atop a false funnel, where passengers could take pictures of Alaska's wonderful scenery.

Other additions would be a solarium, a forward lounge, more accommodations for eating and drinking, and a playroom aft for children.

"One of the problems is kids running wild," Spaulding said. "Parents can cram them in playrooms, go away and forget them and they won't wreck the ship."

THE PROPOSED feeder vessels would be strictly day boats. Making short runs, they would have no overnight accommodations.

The November 3 election on which the expansion plans hinge is complicated by the fact that most Alaska voters are in the Railbelt, including Anchorage and Fairbanks, which the Southeast ferries do not serve.

Southeast has the boats; the Railbelt has the votes.

The Bond Issues

There are eleven bond issues before state voters Nov. 3 and all candidates for public office in this area advocate support of the bond issues. An examination of the issues shows why.

Proposition one, \$20,300,000 for school construction, is being eyed by Metlakatla residents as a solution to completing their high school. Funds appropriated in the last legislative session are not enough to replace the building destroyed by fire.

Proposition two calls for \$3 million for remote housing construction. Improving housing conditions in rural areas of the state is a motherhood issue and unlikely to be vocally opposed. If it loses on the ballot it will appear before the legislature for a direct appropriation and meet no opposition.

Number three calls for \$2.3 million for recreational facilities. What area of Alaska does not need these, including Ketchikan?

Number four asks for \$29.2 million for highway construction and number eight calls for \$5.5 for highway maintenance facilities. The Ketchikan area participates in the highway programs. The bond monies are needed to match federal aid funds. If we want highways we vote yes.

Bond proposition five calls for \$8.6 million for construction of health, welfare and correctional facilities in the state. With the need in Ketchikan and Southeastern Alaska for more adequate juvenile detention facilities, Ketchikan voters should ballot yes.

Proposition six will raise \$5.6 for medical facilities. Actually it raises the state's share of matching funds for the Hill-Burton program of hospital construction. Ketchikan has shared generously in this program in the past and we believe Ketchikan should support this for the benefit of towns that want hospitals like ours.

Number seven authorizes \$11 million for water and sewer system construction. It is not much money considering the need in the state but it is a start.

Number nine raised \$10 million as the state's share for the airport construction program. This money is matched by federal funds. Ketchikan airport money as been approved for the major stage of construction but is not yet complete. Airport improvements also are needed at Wrangell, Petersburg and Sitka to improve service to Ketchikan. An airport is planned for the west coast. These bonds should be approved.

Number ten is the \$21 million bond request for improvements to the ferry system. Regardless of a voter's view on the Wickersham or plans for expanding the system, all agree that the ferry system must expand. The only way it can be accomplished is with money. Vote yes.

The final bonding issue asks \$29.7 million for construction for the University of Alaska. If we want to double the size of Ketchikan Community College at an estimated cost of \$750,000, we vote yes.

With the state's credit, thanks to oil revenues, with its need for facilities and programs in all areas, it is hard to find one reason to oppose any of the bond issues. Many reasons, all needs, dictate support for the bonds.

LMW, Jr.

Public Works

Rep. Boardman says the legislature should give the governor authority to try running the state ferry Wickersham between Alaskan ports. The vessel is banned from running between U.S. ports because of the Jones Act. Boardman sees little chance of amending the act.

But he says, the ship belongs to Alaska and "I don't know what the federal government could do about it if we ran our own ship within our own boundaries."

He also is a "100 per cent supporter" of plans for expanding the ferry system and urges support for the ferry bond issue.

"The system needs more ships, and off-season ship uses can be developed," he says.

He believes that a fast ferry is the immediate solution to access to the Gravina airport site.

He sees the need for another boat moorage basin at Ketchikan and advocates construction of the Schoenbar highway and ex-

Public Works

The two Democrats favor expansion of the ferry system but not particularly along the lines advocated by the state administration.

Whittaker said he favors the two smaller ships planned for extending service to other communities in Southeastern Alaska but instead of spending money to lengthen the three blue ships he believes one or two more ships should be constructed.

He said that he favors a change to the Jones Act to allow the shipment of natural gas from Alaska to other American ports in special foreign-built carriers but he is not optimistic about obtaining any waiver of the act for the ferry Wickersham. If the state would not take too great a loss he believes the Wickersham should be sold.

Peratrovich also advocates

selling the Wickersham and putting the money toward an American built ship. But he does not believe the proposed two smaller ships are the answer for Southeastern Alaska. He advocates construction of two large ships, instead of the lengthening project.

Both men favor special fares for cultural or educational or other groups traveling on the ferry system.

Whittaker also suggests that a shuttle ferry be operated between Prince Rupert and Ketchikan and that all the maintenance work on the ships be done in Alaska in the off season.

Both recognize the need for access to Gravina Island—Whittaker favoring a cost study toward an eventual bridge or tube as more valuable in developing the adjacent land around the airport. Peratrovich said that the ferry will probably be the most feasible start but advocates that local legislators encourage a legislative committee to introduce legislation for the eventual permanent crossing. Such committee measures usually have better support, he said.

Both men stand for expanding harbor facilities in the area.

tension of the Harriet Hunt Lake road to George Inlet and Beaver Falls to create a full loop.

Fader was the leader in establishing the sea education program in the school district.

and though he supports the expansion plans for the ferry system, he had additional recommendations. He believes the state should plan for a large ferry to run to the westward, and he believes the state should go beyond the recommendation of doing the ship maintenance in Alaska and establish a maritime academy in Ketchikan.

Re-built Ferry May Be Ready For Next Season

The ferry system could have its first lengthened blue ship on the run in May, Capt. Red Lockert, traffic manager for the ferry system, said in Ketchikan, according to a report in the Ketchikan Daily News.

Lockert was quoted as saying that the shipyard which built the ships, and which provided a record 10-day repair to the Taku this summer after it hit the rocks, has assured the state that it can lengthen one ship in time for next summer's traffic. This is provided the shipyard has the ship and the plans by January 1.

Lockert told his audience in Ketchikan, that this is not a problem because the designer of the ships, Phil Spaulding, already has completed a lot of work on the plans for revamping the ships.

The passage of \$21 million ferry bond issue on Nov. 3, provided the funds for lengthening the Taku, the Matanuska and the Malaspina by 56 feet at a cost of \$4.5 million each. It also provides funds for two smaller ships which will be used to serve outlying communities in Southeastern Alaska and to take some of the between-port traffic off the existing run, if the new administration uses the funds as had been planned by the outgoing Miller administration.

Lengthening the ferries is not the only work which will be done on the ships. The extension, midship, will add 20 per cent capacity to the car deck space and the entire remodeling of each ship will add 200 per cent to the cabin capacity, Lockers said. And all the cabins will be deluxe with showers and not the black boxes used as staterooms

now on the vessels.

One promanade deck will be eliminated and the cabins extended to the outside skin of the ship. The top deck, now an open sun deck, will have a solarium, cafeteria and cocktail lounge added. One room will be converted to a childrens playroom with play equipment. An elevator will be added to the ship. In general the ships will be re-furnished and made more luxurious, according to the traffic manager.

Lengthening ferries has proven successful in British Columbia and with the state's ferry Tustumena, Lockert was quoted. The ships actually gain speed with the extra length.

He was quoted by the Ketchikan paper as stating that length-

ening the three ships is more economical than using the funds to build a fourth ship. The fourth ship would require \$2 million more a year for operating funds but the longer ships require only the addition of several men to the steward's department on each ship. The cost of the lengthening job will be amortized in nine years of operation.

The smaller ships, about 225 feet, will not have passenger cabins because they will operate on shorter runs. One, for example, will operate between Ketchikan, Annette, Prince of Wales Island and Prince Rupert. The other will go from Juneau to Sitka and Petersburg with stops at Hoonah, Angoon and Kake. Where they parallel the big ships on the Prince Rupert-Ketchikan and the Juneau-Petersburg runs, they will add additional capacity to the trunk system, Lockert pointed out.

Sen. Ted Stevens, running for re-election, has issued a statement on the Alaska state ferry system. "I have introduced legislation to grant a waiver to the MV Wickersham as an immediate solution to the problem (for additional ferries)," Stevens said. He said he has also proposed tax-deferred construction funds for future ferries and has introduced legislation to have the ferry system made eligible for federal aid highway funds or for mass urban transportation funds.

The Greater Ketchikan Chamber of Commerce's board of directors is coming to Juneau Saturday — or rather, passing through here Saturday. The board is holding its annual planning session aboard the state ferry Matanuska and will arrive here at midnight. In a note to the local chamber, the general manager of the Ketchikan group wrote: "I am sure that you and your directors would not want to meet us at that time so we will be back through Saturday at approximately 5:30 p.m. with a 6:45 p.m. departure. We would appreciate an opportunity to meet with representatives of your Chamber of Commerce." We're not so sure midnight would be inconvenient for local chamber members to get together with their Ketchikan counterparts. The Juneau Chamber is holding its annual banquet Saturday and they could all go down and meet the boat afterwards. And legislative chairmen of other chambers around the state are in Juneau now to work out a legislative program for next year. They could go down to the boat too.

Marine Highway is Healthy, UA Economist Reports

Special to The Daily News

COLLEGE — Alaska's Marine Highway System turned in "a very healthy operating record" during its first six fiscal years despite its failure to meet public expectations as "a big money-maker," a University of Alaska economist reported Saturday in an analytical study.

Professor George W. Rogers said the ferry system was still suffering from this failure, which he attributed to "grossly over-inflated" predictions during the "initial promotional stage."

"TOO MANY Alaskans," he added, "expected (the Marine Highway System) to be self-sustaining in spite of the fact that even private common carriers require subsidies."

Professor Rogers' findings are put forth in the October issue of the Review of Business and Economic Conditions published by the University's In-

stitute of Social, Economic and Government Research.

"Because the Marine Highway System and the Alaska Railroad represent modes customarily provided by private enterprise in the United States," Rogers wrote, "their performance too often is evaluated only by the extent to

which costs are covered by revenues, rather than in terms of meeting public needs.

"OF ALL THE modes of mass public transportation in Alaska, they are the only ones subjected to this type of business enterprise accounting and evaluation."

Ferry Accident

Vehicle service to Hoonah will be suspended for one or two trips due to a mishap which occurred Sunday, the Department of Public Works has announced.

A malfunction of engine controls caused the M-V Chilkat to damage a corner of the dock at Hoonah. The damage is not serious but it will prevent the loading or unloading of the vehicles until repaired, the department said.

The Department of Public Works is dispatching a man from the Division of Water and Harbors to assess the damage and initiate repairs. Foot passenger service will continue uninterrupted.

MV Wickersham

The MV Wickersham is scheduled to come out of dry dock Nov. 30 and begin her winter schedule — calling at Seattle, Vancouver, Prince Rupert, and regular Southeastern Alaska way ports.

Passengers on the Wickersham will be able to take advantage of the popular 20 per cent discount offered during her winter schedule, according to the Department of Public Works. This discount applies to passenger fare, staterooms and vehicles Nov. 30 through May 31.

SOCIETY OF PORT ENGINEERS OF PUGET SOUND

NOVEMBER MEETING

When: Thursday, November 12, 1970

Time: Social 6 p.m. - Dinner 7:30 p.m.

Where: Aboard MV Wickersham at Pier 48

PROGRAM: To be presented by Captain H. J. Lockert, Will feature a short film "Good Morning, Alaska."

This is "Wickersham" night. An exceptional dinner and program -- it will be a thoroughly enjoyable evening. Please return reservation card promptly.

REMEMBER - Thursday - November 12 - Pier 48.



WICKERSHAM TURNS BLUE

SEATTLE — The graceful Alaska State ferry, Wickersham, the only unit of the Alaska ferries to have a white painted hull and superstructure, has lost that distinction. Last week while repairing at Pier 48 in Seattle, the hull was painted the traditional blue.

The vessel, however, is still the only unit to be registered under a foreign flag (Panama), and a foreign-built vessel cannot qualify for American registry. The Wickersham as most know by now was built at Lange-sund, Norway in 1967 and is the former Stena Britannica. While built in Norway, and initially operated under the Swedish flag, the vessel is now owned by the State of Alaska but retains the Panamanian registry



THE NEW VIEW IS BLUE, at adjoining Pier 48, aboard the queen of the Alaska Ferry fleet. The MV Wickersham has been a great white ship since Alaska

brought her from Scandinavia two years ago. But the Wickersham's hull is being painted blue now, like the rest of the Alaska fleet. Still handsome, in either color.



FAST, COMFORTABLE ALASKA FERRIES have now eliminated more than 600 miles of driving for motorists en route to Alaska. This vessel and two identical sister ships provide a new and different route (which Alaskans call their "Marine Highway") to the 49th State, supplementing the fabled Alaska Highway. With cars parked below deck, motorists relax in lounges and on observation decks and study a contrasting panorama of sparkling glaciers, forested fjords, and storied gold rush towns.

ALASKA

LAND OF PROMISE



featuring the new

Land Sea route to Alaska

\$100

Taku Offers Voyage Comfort, Great Scenery

By RICK KIEFER

The night-lit skyline of Seattle, erratic as current economic indicator graphs of the Puget Sound area, faded into the dusk over the fantail — allowing the first moment of concentrated thought in the past four hours.

The trip, this first trip North on the Alaska Marine Highway System, had actually started early in the afternoon with check-in at the ticket counter. Sailing day was accompanied by everything that one expects of a departure by sea — with the exception of bon voyage parties. True, there were groups of well wishers scattered all over the dock — but nary a champagne bottle nor paper streamer could be seen.

Our vessel was M. V. Taku, one of three in the class boasting a 352-foot-length, 100 berths, 500 passenger spaces and room for 100 automobiles. Taku, and her sister ships Matanuska and Malaspina, are not to be confused with ferries in the sense of the San Francisco or Puget Sound ferries and their 30-minute voyages. They are, in every sense of the word, highways. And one can "drive" the Marine Highway from Seattle north as far as Skagway, pausing along the way at Prince Rupert, Ketchikan, Wrangell, Petersburg, Sitka, Juneau and Haines. Taku is not only a highway, but a commercial highway — as witness the loading of nineteen huge vans full of goods, plus a huge mobile home destined to become one-half of what may well rank as one of the largest mobile homes in the state of Alaska.

Once the commercial carriers were aboard and chained to the deck, the automobiles filed aboard in

the order of offloading. The passengers lined the rails waving to friends and relatives on the pier. Lines were singled up, then hauled aboard as the ship's horn snorted departure signals. The Seattle skyline began to recede, finally disappearing completely as Taku took the bone in her teeth and headed North.

The first order of business seemed to be one of orientation — getting to know where things were and which direction was forward. Half of this proved to be a lost battle, as I never did reach the point where I could tell which direction we were going without seeking a nearby porthole to check.

The serving facilities aboard the three "Blue Canoes" — as the sister ships are called — are excellent. For walk-aboard passengers the craft offers coin-operated lockers for baggage stowage, and airline-type reclining chairs for rest.

Cabin spaces, which must be reserved in advance, range from deluxe two-bunk staterooms with full bath facilities, to semi-deluxe two- and four-bunk cabins without shower, to standard accommodations for sleeping quarters alone. They are comfortable, weather-tight, and quite sufficient for voyages much longer than Seattle to Skagway.

After dumping my baggage in a cabin, I took the grand tour. And I found that for a ship only 352-feet-long, Taku had an amazing range of offerings. A large and spacious lounge spanned the vessel up forward above the passenger deck, offering passengers a full view of where the ship was going. A second lounge, smaller but tastefully appointed, looked aft over the fantail so passengers could see where they had been.

The craft also includes a snack shop with very reasonable prices, a gift and magazine counter, and a delightfully comfortable dining room and bar. After spending some happy hours atop a Taku barstool, and eating in both food service areas, I can cheerfully report that food and drink are excellent, served efficiently with a smile, and reasonably priced by Alaskan standards.

The services aboard Taku, however, are merely frosting on the cake. The real charm of the Marine Highway is the passing scenery. After some months of paddling about both the Atlantic and the Pacific aboard the lovely U.S. Navy cruiseship U.S.S. WISCONSIN many years ago, I had concluded that sea voyages consisted of long stretches of visual boredom, punctuated by vast excitement when land finally chugged over the horizon. "Tain't so on the Marine Highway!

The only time one is out of sight of land during the entire passage is during one of the periodic fogs that blanket the route. The rest of the time one can recline and watch a panorama, ever changing, as the vessel negotiates the Inside Passage. In some respects, it is almost an "onland passage," for the craft at times is negotiating very confined straits. The Wrangell Narrows, for instance, requires some 31 course changes in 20 miles. Negotiating these in the middle of the night is worth staying up for.

There are other obvious delights included free on the trip over the Marine Highway. Taku stopped at all the usual communities, generally with enough time for passengers to go ashore for at least a short time.

Ferry Gripe

Mr. Harold Strandberg
Commissioner
Department of Public Works

Dear Mr. Strandberg:

I have enjoyed travelling the Inside Passage on the ferries a number of times and really appreciated the service and general efficiency of all Marine Highway employees. I especially enjoyed "Good Morning, Alaska" that I saw just recently.

But I do have a gripe!

My son who is 23 years old has been confined to a wheelchair for the past three years as the result of a gymnastic accident. He is able to live a full and normal life due both to his own energy and initiative and to a number of agencies such as the Office of Vocational Rehabilitation, which helped pay for his education, the Manpower Center, which helped him get a job, and the Bureau of Indian Affairs which hired him. He drives a car (with handcontrols), has his own apartment and is able to go to work unaided due to the construction of the Federal Building which is accessible to wheelchairs.

But, he cannot travel on the Marine Highway. He wanted to take one of the Wickersham cruises recently and tried to purchase a ticket to make the round trip to Skagway and return. Although there apparently is a freight elevator aboard the ferry, it cannot be used by passengers, no matter what the

circumstances. Since the recent ruling against passengers remaining on the car deck, he cannot even get to Haines or Sitka, much less enjoy the scenery along the way.

It seems that some liberalization of policy might be possible for persons like my son. He and other physically limited persons must seek fulfillment through their eyes and denial to them of one of the loveliest trips in the world is extremely frustrating. It is Federal policy for all buildings to be accessible to physically handicapped individuals. Should our widely advertised and nationally known ferries not also be usable by everyone?

Sincerely yours,

Margaret A. Bartoo

Box 847 - Juneau

cc: Southeast Alaska Empire

Our Readers Write . . .

Reply

Mrs. Margaret A. Bartoo

Box 847

Juneau

Dear Mrs. Bartoo:

Thank you so much for your letter of October 28. We do have a problem on the three MALASPINA type vessels in accommodating individuals in wheelchairs because of the lack of elevators on these three ships.

This is not the case on the WICKERSHAM, as you know, and we are attempting to find out who made the mistake of refusing your son passage on that vessel.

This ship will be back in service on the completion of its annual overhaul in December, and if you or the young man will contact the Traffic Manager for the Division of Marine Transportation, Mr. David Kellogg, he will insure that a ticket will be issued and the elevator will be available for his use.

The lack of elevators on the three MALASPINA type vessels has always been a matter of concern to us; and I feel certain you will be interested to know that the plans for the modernization and upgrading of these ships, as authorized by the electorate in the election, call for a passenger elevator on each vessel.

Thank you for the kind thoughts expressed in the opening paragraph of your letter.

Sincerely,

Harold D. Strandberg

Commissioner

cc: Alaska Empire











PORTRAIT OF A MAN:

Captain H. L. Lockert is no stranger to these waters. This is a man who went direct from school to the Navy Yards to work his way to the top. When World War II broke out he went with the troop ships until an eventual transfer brought him to Juneau, Alaska.

That was 1943, and with the end of the war, Red Lockert went commercial towing . . . Deep Water. It would take a book to cover this man's career as a Master. He was just that for 17 years. Today he is Director of Division of Marine Transportation, State of Alaska. Captain Lockert was confirmed by Walter Hickel in May 1968.

Born in Chicago, raised on Puget Sound (Bellingham).

U.S. Navy 1934-38 discharged honorably as 3rd class P.O.

1938-40 - Salesman, Standard Oil Company.

1940-43 - U.S. Navy Yards - Bremerton, Washington, Long Beach, California - Shipfitter Instructor.

1943-46 - Army Transport Service - Mate and Master - Freight and Troop Carriers (East Coast) (Aleutian Islands).

1946-50 - U.S. Corps of Engineers - Master, Marine Superintendent, Juneau, Alaska.

1950-52 - Mate - Cablesip "Lenoir" Alaska Communication System.

1952-62 - Master - Commercial Deep Sea Tows - Both Coasts - Alaska.

1962-64 - Marine Surveyor - U.S. Salvage Association - Seattle - Alaska.

1964-68 - Marine Superintendent, Alaska Marine Highway, Juneau.

1968 to present, Director, Division of Marine Transportation, Juneau.

Prior to confirmation Captain Lockert had been a part of Alaska's Phenomenal Marine Highway System. He has



Captain H.L. 'Red' Lockert

participated in an era of progress second to none. Since the inauguration of service in January, 1963, a majestic fleet of sleek, new Blue, White and Gold vessels have become part of our highway system. Their beauty is emphasized by the fantastic background of the inland waterways through which they travel.

Let's take a look at one of the newest additions to the fleet, the M/V E. L. Bartlett. She's sort of a "Pet" in the Northern part of the state and her crew of congenial, competent and courteous seamen add to her fine reputation.

From the very start, the Bartlett's delivery trip was unique. Jeffboat, Inc., built the Bartlett at a shipyard along the Ohio River. A news release at the time had this to say: "Gradually the Bartlett took form. Piece by piece, she grew

into the 193-foot-long and 53 foot-wide ship that, while she was still high and dry in the Jeffboat shipyard, presented a handsome profile reaching 56 feet into the air from her keel to the top of her stack through which is emitted the exhaust from her twin 1,700-horsepower engines."

She was a long way from Prince William Sound. It was with keen interest that Captain Lockert followed her trip home. She started by way of the Ohio river, then to the Mississippi, the gulf of Mexico, the Caribbean Sea, the Panama Canal, and - finally - the Pacific Ocean. Quite a shakedown cruise in itself. It was the kind of vessel we wanted.

Today her schedule takes her between the towns of

Cont. on Pg. 17

Whittier, Valdez and Cordova, carrying passengers, automobiles, trucks and trailers. Except for the M/V E. L. Bartlett, travelers either could not reach their destination or they would be faced with many extra circuitous miles of hard traveling. Her particular route offers visitors some of the most spectacular Alpine scenery in the world. One sees Whittier, nestled

between glacier-clad mountains and sea; an awesome sightseeing experience. It's not usual to watch huge icebergs cascade into the sea with a thundering, splashing grandeur. Or historic Valdez which, situated in a magnificent fjord, offers fishing, camping and beautiful scenery; and at Cordova, where chief exports are fish, and where the world's best fishermen - from around the world - become contented outdoorsmen.

This, then, is what Captain Lockert as well as all the others in the department, are extremely proud of directing. It didn't come easy. Slowly, we might say, the Alaskan public has an expanding new highway system that is fast, comfortable, clean, attractive, serviceable. It has fast become the most desirable means of surface transportation. The men in this department have made an incalculable contribution to the economic development of this state. Educating the public to the great need for this service has not been too easy. Nor is it easy to imagine the extensive - and continual - training necessary to provide the finest and most efficient service to passengers. Everyone from deckhands to ticket agents to behind-the-scenes personnel have been oriented to a "Be Better" philosophy. From the moment the purser welcomes you aboard to the moment the passenger leaves the vessel, service and comfort go hand-in-hand.

As our population increases, so does our need for adequate intercity transportation. Marinewise, we have a beautiful highway built by nature. Very little highway maintenance and a highway patrol system second to none . . . THE UNITED STATES COAST GUARD.

It is men such as Captain Lockert, of whom we hear very little, that make the difference.

ALASKA

ADVENTURELAND

VOL. 1

NO. 1

FALL 1970

CONTENTS

- 5 Petersburg . . . The Richest Little City in the World . . . Jimmy Campbell
- 8 A Campaign Promise . . . Bill Egan
- 9 Mummies of Alaska . . . Pettyjohn
- 11 Made in Japan
- 12 Portrait of a Man . . . Captain H. L. (Red) Lockert
- 13 Wien Takes Over
- 18 Canadians Are Friendly, Too . . . Jim Duncan
- 19 The Alaska Highway . . . A Stop and See Trip . . . George Ahnupana
- 24 Trophy Hunting in Adventureland . . . Mark Travis
- 29 Hunting Dahl Sheep . . . Robert Veazie
- 35 Guest Editorial . . . William B. Moran
- 36 Good Friday - 1964 . . . Audrey E. Kraft
- 41 One Strange Winter . . . Pettyjohn
- 44 People at Work in Alaska

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Spaulding To Design Washington State Ferries

George H. Andrews, director of Washington State Highways, has named Philip F. Spaulding & Associates, Seattle naval architects, to design the new ferries for the Washington State Ferry System.

Spaulding submitted a concept similar to the four superferries presently in the fleet, but has made provisions for expansion to handle growing traffic problems. Seven firms were originally in the running for the design contract, but this was later reduced to three—two Seattle firms and one British Columbia firm.

The legislature has approved the use of three-eighths of one percent of gas tax money for acquisition of new ferries during the next six years, and it is hoped by the state that this will make possible the building of four new ferries costing about \$8-million each. The former superferries cost \$5-million each, but rising costs have skyrocketed.

The basic criteria for the design features of the new ferries were set by a committee of marine transportation experts.

Recent grounding accidents involving two of Alaska's ferries have revived some old jokes about the State's Marine Highway System, when such mishaps were sometimes pretty common. For example: What's blue and gold and crushes rocks? (Ha! Ha!) And: In Southeast Alaska one of the Coast Guard's main duties is to protect the coast from the ferries. (Ho! Ho!)



FERRY AGROUND — The state ferry Tustumena was back in service again following shipyard repairs made necessary by an accidental grounding at Kodiak. The vessel with 31 passengers aboard had just departed for Homer when it ended up in this embarrassing position. The midnight photo — taken with the aid of car headlights — is by Kodiak photographer Roger Page.



**FERRY BOND ISSUE
PROPOSAL SUGGESTED**

SEATTLE — Voters are going to the polls in the State of Alaska this Tuesday to vote on a \$21 million bond issue for the Alaska Marine Highway.

The maritime industry of Puget Sound will be watching the outcome of that bond issue. More ferries for the Alaska ferry fleet means better service for Alaska and more generated business for this area in ship design, ship repairs, supply, dockage and business in general.

Greatly interested in the future of the Alaska ferry system, Philip F. Spaulding & Associates of Seattle (naval architects) have submitted an informal proposal which is felt would answer many of the existing problems of the system in utilizing the money in the most economical way, providing the bond issue passes.

Jumboizing Plans

Spaulding recently made his plan public in suggesting the jumboizing of the three vessels on the Southeastern Alaska run. The Malaspina, Taku and Matanuska would be given new 56 foot mid-sections which would increase the automobile capacity of each to 154, 116 staterooms for 240 passengers, and the overall passenger capacity to 1058.

Also, two new smaller feeder vessels could be built, Spaulding suggests, one to serve Sitka, Juneau, Wrangell and Petersburg to join the main route and



BOND ISSUE

Continued from page 6

the other would operate between Prince Rupert and Ketchikan. These craft would be 235 feet in length with a 57 foot beam and a draft of 12.9 feet. They would each carry 48 vehicles, have no staterooms but an overall capacity for 250 persons.

This, Spaulding feels, would solve the immediate problems of the system. Further studies of Spaulding's plans will be made by Alaska ferry authorities.









OFFICE OF THE MAYOR · CITY OF SEATTLE

WES UHLMAN MAYOR

November 27, 1970

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

Dear Capt. Lockert:

As you well know, Seattle at the present time is in great need of assistance in alleviating its economic problems. However, the one bright spot in our economy is our maritime industry. Its important role is due to the strong leadership of the Port of Seattle, and I believe that we must do all we can to help maintain and develop the maritime activities in this region.

I, therefore, am asking for the reformation of the Mayor's Maritime Advisory Committee and would like to have you serve as a member.

The next meeting of the group will be held on Thursday, December 10 at 2:30 p.m. in the Mayor's Conference Room, 1200 Municipal Building.

I look forward to a favorable reply.

Sincerely,

Wes Uhlman
Mayor

WU:p

RECEIVED

DEC 4 1970

DIVISION OF
MARINE TRANSPORTATION



ALASKA MARINE HIGHWAY GOOD MORNING JUICES

Small . . .40 Large . . .55

ORANGE JUICE GRAPEFRUIT JUICE TOMATO JUICE
APPLE JUICE

1 HAM, BACON or SAUSAGE
with Two Eggs
cooked to your order
Hash Brown Potatoes, Toast, Butter,
Jelly, Coffee or Tea
2.75

4 HAM, BACON or SAUSAGE
with One Egg
cooked to your order
Toast, Butter, Jelly, Coffee or Tea
2.25

2 HAM, BACON or SAUSAGE
with Two Buttermilk Hotcakes
Maple Syrup, Honey or Jam, Butter
Coffee or Tea
2.00

5 FLUFFY OMELET
Cheese, Ham or Jelly
Hash Brown Potatoes, Toast, Butter,
Coffee or Tea
2.25

3 HAM, BACON or SAUSAGE
with Two Buttermilk Hotcakes
and One Fried Egg
Maple Syrup, Honey or Jam, Butter
Coffee or Tea
2.35

6 TWO EGGS - Any Style
Hash Brown Potatoes, Toast, Butter,
Jelly, Coffee or Tea
1.75

TOAST • PASTRY • HOTCAKES

CINNAMON TOAST60 FRESH SWEET ROLL60
FRENCH TOAST1.25 TOAST50
with syrup or honey
BUTTERMILK HOTCAKES - Two 1.00 Three 1.25
(All served with butter and jelly)

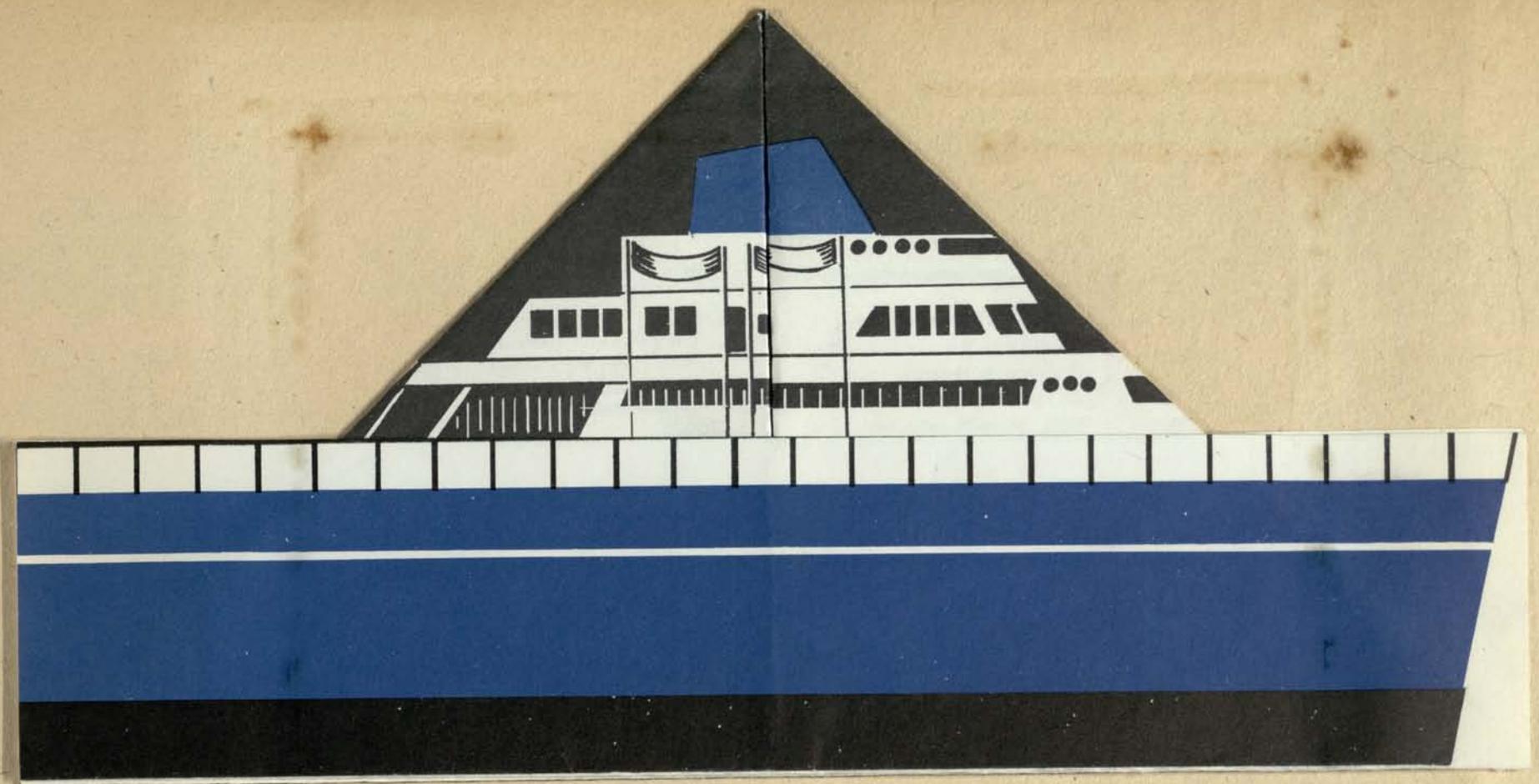
CEREALS

HOT CEREAL75 COLD CEREAL75

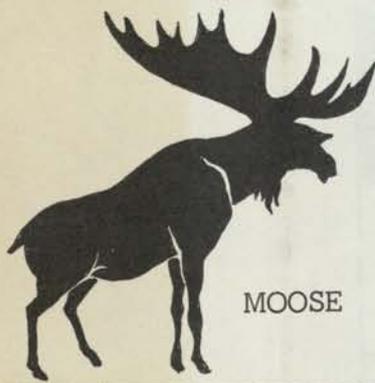
BEVERAGES

Coffee .25 Tea .25 Milk .30 Sanka .25
Hot Chocolate .30

Minimum service in the dining room . . . 1.50



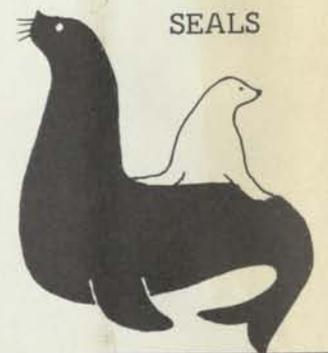
FOR OUR LITTLE BUCCANEERS
YOUR OWN SPECIAL MENU



MOOSE

1 THE MALASPINA
Soup of the Day
1/4 Lb. GROUND ROUND
French Fries
Fruit Jello
1.75

2 THE TAKU
Apple Juice
GOLDEN DRUMSTICK
Whipped Potatoes
Garden Fresh Vegetable
Applesauce
2.00



SEALS

BEAR



3 THE MATANUSKA
Tomato Juice Cocktail
DEEP FRIED SHRIMP
Mashed Potatoes
Garden Fresh Vegetable
Ice Cream (Assorted flavors)
2.25

4 THE WICKERSHAM
Soup of the Day
PAN FRIED
HALIBUT CHEEKS
Mashed or French Fried
Potatoes
Garden Fresh Vegetable
Ice Cream or Sherbet
2.50



MOUNTAIN SHEEP



ALASKA
MARINE
HIGHWAY



A NOTE FROM THE GOVERNOR



Dear Friend and Passenger:

As Governor of Alaska, it is a privilege to extend to you my personal good wishes and hope that your voyage through Alaska's beautiful scenic route will be a thrilling never-to-be-forgotten experience.

Whether you are a visitor to Alaska or a regular patron of the Alaska Marine Highway system, it is the goal of the officers and all our personnel aboard the ship that you leave with the knowledge that every possible courtesy has been extended in your behalf.

Much thought has been given to your comfort and pleasure. Our objective is to make your voyage as pleasant as possible by providing good food and service.

We trust that it will be our pleasure to have you aboard again in the near future.

William Egan
Governor

LUNCHEON

All entrees served with potatoes, fresh frozen vegetables, hot rolls and butter, coffee or tea.

DEEP FRIED PRAWNS 3.50

SMOKED BLACK COD 3.50

CHOICE CUT LADIES' STEAK 4.00

GROUND ROUND STEAK 3.50

OPEN FACE HOT TURKEY SANDWICH 3.00

HOT ROAST BEEF SANDWICH. 3.25

SOUTHERN FRIED CHICKEN 3.50

SHRIMP OMELET with French Fries . . . 2.75

Pan Fried
HALIBUT CHEEKS
Tartar sauce, lemon wedge, French fries, cole slaw, hot luncheon rolls and butter, coffee or tea.
3.75

Fresh Grilled
FILLET of SALMON
Tartar sauce, lemon wedge, whipped butter potatoes, fresh frozen vegetable, hot luncheon rolls and butter, coffee or tea.
4.00

Dungeness
CRAB SALAD
Your choice of dressing, ship-made hot rolls and butter, coffee or tea.
3.50

Minimu

PETERSBURG SHRIMP

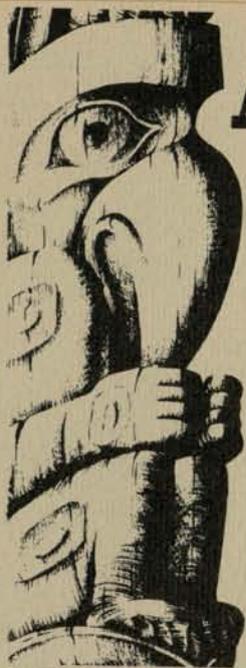
dressing, ship-fresh hot luncheon rolls and butter, coffee or tea.

BI 3.25

Coffee .25

Tea
Hot

n Luncheon Service . . . 3.00



ALASKA MARINE HIGHWAY

SOUPS

By the Cup50 By the Bowl75

DINNER

Fresh Grilled FILLET of HALIBUT

Tartar sauce, lemon wedge,
baked potato, fresh frozen vegetable,
hot dinner rolls and butter,
coffee or tea.

4.00

Fresh Grilled FILLET of SALMON

Tartar sauce, lemon wedge,
baked potato, fresh frozen vegetable,
hot dinner rolls and butter, coffee or tea.

4.00

SIDE ORDERS

Potatoes .50
Tossed Green Salad .60
Vegetable .50
Sliced Tomatoes .60

All entrees served with baked or
French fried potatoes, fresh frozen
vegetable, hot dinner rolls and
butter, coffee or tea.

FRESH ALASKAN
OYSTERS 3.75
Pan fried in butter

DEEP FRIED PRAWNS
or SCALLOPS 3.50

SIZZLING
NEW YORK STEAK . 6.50

RARE ROAST
BARON of BEEF . . . 5.00

GRILLED GROUND
ROUND STEAK 3.50

KODIAK KING CRAB LOUIE

Fresh from Alaskan waters, a meal in itself!
Your choice of dressing, hot dinner rolls and butter,
coffee or tea.

4.00

Minimum Dinner Service . . . 3.50



*The Inaugural Committee
requests the honor of your presence
at the
Inauguration*

*of
Governor William Allen Egan*

and

*Lieutenant Governor Henry A. Boucher
Saturday, the ninth of January
One thousand nine hundred and seventy-one
Juneau, Alaska*

*Inaugural Committee
Chairman
Felix J. Toner*

*Honorary Inaugural Committee
Co-Chairmen
Alex Miller
Alice Harrigan*

INAUGURAL ACTIVITIES

Calendar and Information

GOVERNOR'S OPEN HOUSE

Friday, January 8th Governor's House
4:30 to 6:30 P.M.

Open to the Public

INAUGURAL DINNER

Friday, January 8th Selected Dining Rooms
7:00 to 9:00 P.M.

Admission by ticket only (see reverse side)

INAUGURAL PARADE

Saturday, January 9th 10:00 A.M.

INAUGURAL PAGEANT

Saturday, January 9th High School Auditorium
12:00 Noon to 1:30 P.M.
and 3:00 to 4:30 P.M.

Open to the Public

INAUGURAL CEREMONY

Saturday, January 9th High School Gymnasium, 2:00 P.M.
By Invitation Only

RECEPTION FOR OUT-OF-TOWN GUESTS

Saturday, January 9th 5:00 to 7:00 P.M.
By Invitation Only (see reverse side)

INAUGURAL BALL

Saturday, January 9th Selected Ball Rooms, 10:00 P.M.

Admission by ticket only (see reverse side)



The Inaugural Dinner *Juneau, Alaska*

FRIDAY, 7:00 TO 9:00 P.M.

January 8, 1971

TEN DOLLARS PER PERSON

★
The Baranof

Nº 872



The Inaugural Ball *Juneau, Alaska*

★
SATURDAY EVENING AT TEN

January 9, 1971

★
TEN DOLLARS PER PERSON

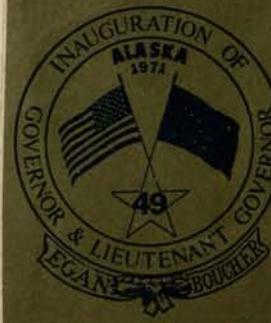
Nº 143

The Inaugural Ball

Juneau, Alaska

January 9, 1971

Nº 143



The Inaugural Dinner *Juneau, Alaska*

FRIDAY, 7:00 TO 9:00 P.M.

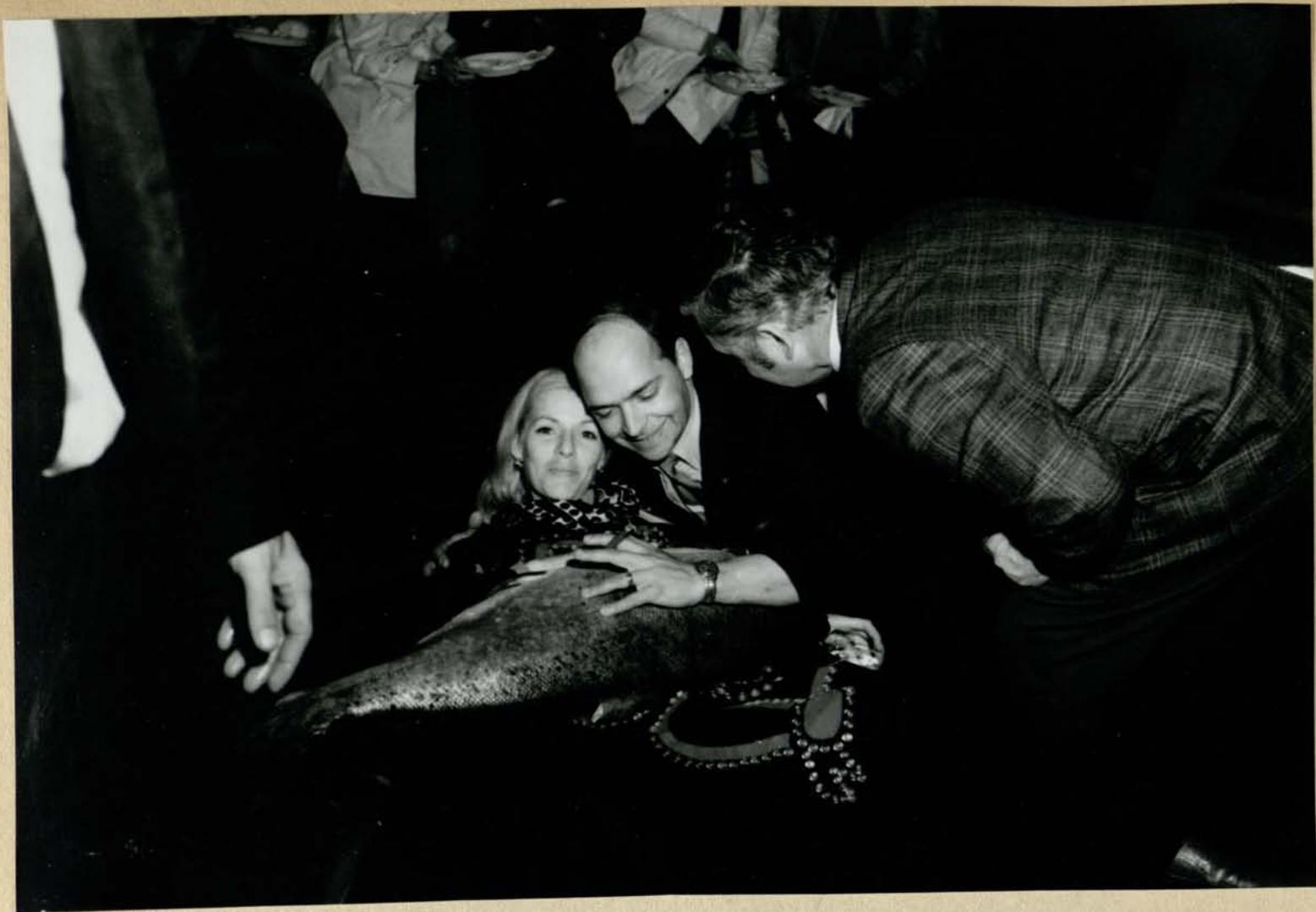
January 8, 1971

TEN DOLLARS PER PERSON

★
The Baranof

Nº 873





An aerial photograph showing a massive glacier in the background, with a large body of water in the foreground. A 193-foot ferry boat is visible in the lower portion of the image, moving through the water. The water is filled with numerous icebergs of various sizes. The word "ALASKA" is printed in large, bold, black capital letters across the middle of the image.

ALASKA

The awesome Columbia Glacier and its house-sized icebergs make the 193-foot ferry look like a toy.



of objective studies of the comparable costs and benefits of the several modes available and within the framework of a truly integrated plan for total transportation service to the citizens of the state. Numerous transportation studies by and for federal and state agencies have been made in the recent past, but in all cases these are under the sponsorship of agencies with built-in biases for particular modes of transportation, generally pro-highway. Their findings must be used with a clear recognition of these

distortions in objectivity. As the requirements for, and technology of, mass public transportation change over time, there is need for continuously reviewing and evaluating the existing, proposed, and alternative systems and combinations available. Such studies and comparative analysis would be more than merely guides to planners or academic exercises. They could provide a better understanding on the part of all Alaskans of their transportation needs and the most efficient and economic means of meeting them.

PROJECTED CONSTRUCTION AND IMPROVEMENTS

In the November 3, 1970 elections, Alaskan voters passed 11 general obligation bonds totaling \$146.2 million, the greatest statewide expenditure approved to date. Of these, Proposition 10, which provides \$21 million for the Alaska Marine Highway System passed by the narrowest margin. The proposition provides for lengthening the *Matanuska*, *Malaspina*, and *Taku* by 56 feet from 352 feet to 408 feet. These vessels serve the Southeastern system, along with the *Wickersham* and *Chilkat*, and have a current capacity of 500 passengers and 128 standard vehicles each. The cost is estimated at \$4.5 million for each vessel, but stateroom accommodations will double, according to the Division of Marine Highways, and thereby increase revenues, particularly during the tourist season. Space for vehicles will also be increased considerably and the ferries will be generally more comfortable and luxurious. It will be less expensive to lengthen the three *Malaspina* class vessels than to buy a fourth for several reasons, not least among which is the fact that in the next three years the existing ships would need considerable renovation anyway. The modifications will increase the life expectancy of the ships another 20 years, and operating expenses will be less than the estimated \$2 million per year for a new ship, even though more stewards will be added to the existing ferries. Finally, the added cost is expected by the Division of Marine Highways to be returned in about nine years and the lengthening has already proven technologically sound in such cases as the *Tustumena* and some British Columbia ferries.

The proposition further provides for two additional smaller vessels, each 225 feet in length, which will increase shuttle service on the Southeastern system. According to Captain Red Lockert, traffic manager for the ferry system, one will run between Prince of Wales Island, Ketchikan,

Annette, and Prince Rupert and include Metlakatla and Hollis and the other will include Hoonah, Gustavus, Angoon, and Kake on a run from Juneau to Sitka and Petersburg (*Ketchikan Daily News*, Oct. 31, 1970). Both ships will carry 150 to 175 passengers and 35 to 40 standard vehicles, but will not have cabins because they are not necessary on short runs. They will also supplement the main line traffic between Haines and Juneau.

Funds for constructing terminal facilities at Gustavus, Metlakatla, and Hollis, that are being added to the ferry system are also provided for. In fact, facilities near Hollis will link the ferry system to the island road system that includes Craig and Klawock and thereby add two more communities to the network. Some existing facilities will be improved or expanded.

A noteworthy omission from the bond proposition is a provision for a large ferry about the size of the *Wickersham* to operate between Cordova and Seattle and in effect connect not only Alaska ports directly to Seattle, but also the Southwestern and Southeastern ferry systems. There is a well-known need for such a vessel because of the foreign-built *Wickersham's* ban from operating directly between United States' ports. The Alaska Senate failed to pass a bond request for such a vessel because of inadequate financial projections, however, and there remains considerable controversy over this issue although plans have been made to implement the linking of the two systems to each other, to the land highway system in Alaska, and to Seattle. There is some indication that as the need increases for more adequate service, federal funds may be forthcoming. Sen. Stevens has taken a step toward having the Marine Highway System included in the highway or Urban Mass Transportation federal aid programs.

DIRECTOR



A solitary power boat leaves a wake for the E. L. Bartlett in Prince William Sound.

INDIANA IN

IN THE DAYS before bridges linked the shores of Kentucky and Southern Indiana, ferryboats were familiar sights along the length of the Ohio River between the two states. Today, all but a few of these river ferries have chugged off into history. Still very much alive, though, is the boat-building tradition of the valley. Even today it is supplying, in a much more modern form, that picturesque mode of transportation to areas where frontiers remain. In 1969, down the ways at the Jeffboat Inc. shipyard in Jeffersonville, Ind., went the E. L. Bartlett, a \$2½-million, 1,500-ton ferryboat. Its destination: the Prince William Sound along Alaska's southern coast. She first was towed down the Ohio and Mississippi rivers to New Orleans. From there she went under her own power—through the Gulf of Mexico, the Caribbean Sea, the Panama Canal, up the Pacific Coast of Mexico and the United States, through the Puget Sound and finally the Inland Sea to the 49th state. The 7,000-mile trip took the better part of a month. Once there, she replaced an older vessel on a run that connects the cities of Whittier, Cordova and Valdez, all about 100 miles apart. Powered by two 1,700-horsepower diesel engines and 193 feet long, the Bartlett carries 165 passengers and 35 automobiles on its year-around runs. Streamlined, her blue and white colors blend well with the giant, crackling glaciers, huge

icebergs and deep, glistening waters. Two observation decks provide excellent viewing for the passengers, many of whom are tourists from the "Lower 48." In addition to the sweeping landscapes, the passengers may occasionally see black bears, sea lions and deer. Hunting and fishing are favorite attractions in this wild area. Jeffboat's ties to Alaska are long-standing. During the middle of the last century, she sent shipbuilders there to construct vessels. This year the company completed 12 heavy, ocean-service barges for use in the North Shore oil boom. □



Beginning of the journey on the Ohio.

KELLY COCANOUGH is a Louisville Times reporter who has written a number of articles on riverboats.

By KELLY COCANOUGH

Ferry Renovation

The Division of Marine Transportation has announced plans to remove snack bars on the three Malaspina class ferries. The M-V Malaspina is now operating with this modification and the work will be completed on the other two vessels prior to the summer season.

New equipment including a full grill, French fryer, new soft ice cream machine, beverage dispenser and steam table will be installed to increase the variety of food available and make it possible to serve a luncheon special. A refrigerated display case will also be installed which will have a variety of pies, salads and sandwiches. These products will be prepared fresh daily.

This is an improvement over the previous method of using prepackaged products and provides the passenger with a wider variety of fresh products from which to choose, the division said.

Ferry Expansion Held Up

Action on plans to expand the state ferry system in Southeast Alaska has been held up so that Gov. William A. Egan can analyze the program, Harold Strandberg, commissioner of public works, said today.

In November, voters approved a \$21 million bond issue which former Gov. Keith H. Miller said would be used to lengthen the three Malaspina-class ferries on the Southeastern run and construct two smaller vessels that would link outlying points to the system.

"The governor wants to go over the whole program," Strandberg said, "and we are in the process of working with him, analyzing it. No final decisions have been made."

The commissioner denied unconfirmed reports that Egan had given orders to halt work on the ferry-lengthening.

"We held up on it, right after the election, to discuss it with him. There has been absolutely no go-ahead on anything, nor any architectural contracts issued at all," he said.

Various capital sources have said that Egan is considering construction of an ocean-going vessel that would ply between Seattle and major Southeastern and Southcentral cities as an alternative to the plans developed by the previous administration.

Re-built Alaska ferry may be ready in May

JUNEAU. — The Alaska State Ferry System could have its first lengthened "Blue Ship" on the run in May, Capt. Red Lockert, traffic manager for the ferry system, said in Ketchikan.

Lockert was quoted as saying that Lockheed Shipyard, Seattle, which built the ships and provided a record ten-day repair to the Taku this summer after it hit the rocks, has assured the state that it can lengthen one ship in time for next summer's traffic. This is provided Lockheed has the ship and the plans by Jan. 1.

Lockert said in Ketchikan, that this is not a problem because the designer of the ships, Philip F. Spaulding & Associates, Inc., Seattle, already has completed work on plans for revamping the ships.

The passage of a \$21 million ferry bond issue Nov. 3 provided the funds for lengthening the Taku, the Matanuska and the Malaspina by 56 ft. at a cost of \$4.5 million each. It also provides funds for two smaller ships which will be used to serve outlying communities in Southeastern Alaska and to take some of the between-port traffic off the existing run, if the new administration uses the funds as had been planned by the outgoing Miller administration.

Lengthening the ferries is not the only work which will be done on the ships. The extension, mid-ship, will add 20% capacity to the car deck space and the entire remodeling of each ship will add 200% to the cabin capacity, Lockert said. And all the cabins will be deluxe with showers and not the black boxes used as staterooms now on the vessels.

One promenade deck will be eliminated and the cabins extended to the outside skin of the ship. The top deck, now an open sun deck, will have a solarium, cafeteria and cocktail lounge added. One room will be converted to a children's playroom with play equipment. An elevator will be

added to the ship. In general the ships will be refurbished and made more luxurious, according to the traffic manager.

Lengthening ferries has proved successful in British Columbia and with the state's ferry Tustumena, Lockert was quoted. The ships actually gained speed with the length.

He was quoted as stating that lengthening the three ships is more economical than using the funds to build a fourth ship. The fourth ship would require \$2 million more a year for operating funds but the longer ships require only the addition of several men to the steward's department on each ship. The cost of the lengthening job will be amortized in nine years of operation.

The small ships, about 225 ft., will not have passenger cabins because they will operate on shorter runs. One, for example, will operate between Ketchikan, Annette, Prince of Wales Island and Prince Rupert. The other will go from Juneau to Sitka and Petersburg with stops at Hoonah, Angoon and Kake. Where they parallel the big ships on the Prince Rupert-Ketchikan and the Juneau-Petersburg runs, they will provide additional capacity to the trunk system, Lockert pointed out.

DON PAGE



Alaska Ferries Changes Rumored

Changes in the wind for ships of the Alaska Ferries fleet? Could be. Though probably not all the changes that have been rumored around here and the Northland.

A new governor for Alaska touched off those reports. Gov. Bill Egan is, naturally, allergic to some of the changes Gov. Wally Hickel made between Egan's terms in the Juneau governor's mansion. Egan's been particularly hot about Hickel's purchase of the Wickersham, the \$7 million, 1,200-passenger glamour-ferryboat that Hickel bought from Scandinavia for Alaska service. A great ship, but, sailing under a foreign flag, the Wickersham hasn't been able to do all the things Alaska would like.

EGAN HAS BEEN REPORTED READY to take the \$21 million ferryboat bond issue that Alaskans voted at the last election and invest it in one big, beautiful ship to replace the Wickersham. The \$21 million had been earmarked to "jumbosize" the three Matanuska-class "blue ships" of the fleet and build a pair of smaller feederboats. But the governor in power can change those decisions.

THERE'VE BEEN FURTHER REPORTS that Egan was considering an end to the Seattle link of Alaska State Ferries. Egan will have to take credit as a founding father of Alaska's ferry system. But he dragged his heels about extending the system south to Seattle. It was Hickel in 1968 who added the 560-mile link from Prince Rupert to Seattle.

EGAN, HIMSELF, tells his good friend, Capt. Merle Adlum of Seattle, that he hasn't come to any decision on changes for the ferry system.

IMPORTANT!!!

Please complete the reverse side of this card and return it AT ONCE, if it is your intention to attend the Inaugural Ceremonies for Governor Egan and Lieutenant Governor Boucher. We need this information to insure that everyone attending the ceremonies has the proper reservations and will be adequately housed. If it is your intention to stay with personal friends and this has been arranged, please advise us of the details under Item 5. Some housing will, of necessity, have to be provided in homes throughout the community. For this there will be a nominal charge.

INAUGURAL COMMITTEE
BOX 1109
JUNEAU, ALASKA 99801

12 5 Thurs., Dec. 24, 1970 Seattle Post-Intelligencer

Kings Point cadet to sail on ferry

For years, cadets in the Merchant Marine Academy at Kings Point, N. Y., have obtained training at sea aboard ships subsidized by the federal government.

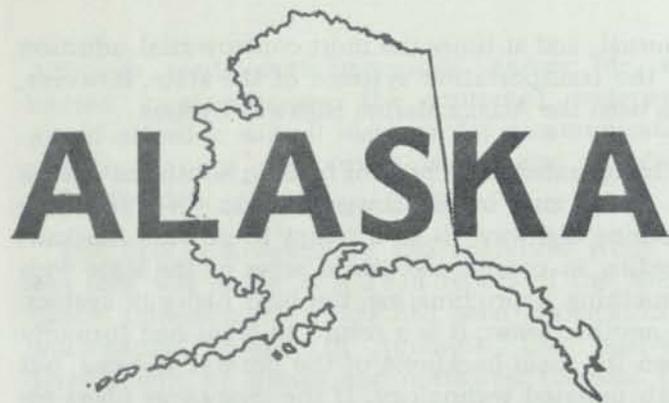
But now, for the first time, a berth has been obtained for a cadet aboard a non-subsidized vessel, Capt. Frank Huxtable, area representative of the Maritime Administration, said today.

Robert Japinga, Jr., will sail Friday from Seattle aboard the Malaspina, Alaska State ferry.

Japinga is the son of a retired United States Army colonel now in the shipping business in Vancouver, B. C.

Kings Point cadets spend their second year aboard ship. They then return to the academy for the last two years of training.

Marine



REVIEW OF
BUSINESS AND ECONOMIC
CONDITIONS

UNIVERSITY OF ALASKA, INSTITUTE OF SOCIAL, ECONOMIC AND GOVERNMENT RESEARCH OCT. 1970, VOL. VII, NO. 5

THE ALASKA MARINE HIGHWAY SYSTEM

Transportation systems reflect the state of a region's economic development, the requirements of the population it serves, and the technology available. Alaska on the brink of World War II was, for all practical purposes, an island that could only be reached by sea. Passengers and freight were moved either by Canadian cruise ships operating between Vancouver, B.C., and Skagway or by means of a motley fleet of American relics salvaged for the most part from other maritime trades. There were no land links with the rest of the continental United States and Canada, and the only air link was provided by a pioneering "flying boat" operated by Pan American Airways between Seattle and Ketchikan and Juneau. Bush pilots provided air communications elsewhere, but it was not until after 1937 that the first once-a-week-only air mail service was provided from Juneau to Whitehorse, Y.T., and on to Fairbanks. Planes landed on water or cleared strips surfaced with local gravel. To serve a land mass of 586,400 square miles there was a total of only 2,500 miles of dirt and gravel road and trails. The Alaska Railroad, operating since 1923 but never quite completed, hauled passengers and freight along a single track 470 miles from Seward to Fairbanks, using coal burning locomotives and wood-frame cars salvaged from the Panama Canal construction. The journey took two days with an overnight mid-way at Curry Hotel. Movements within Alaska, therefore, were very much as they had been before the coming of the Europeans and Americans—by water through the Inside Passage of Southeastern Alaska, along the coast, and on the major river systems of the Interior, and in winter over a wider area by dog team.

This primitive system served the needs of the colonial economy of pre-war Alaska. Resident Alaskans were either Natives (approximately half the total population in 1939), who followed their traditional ways with minor modifications, or non-Natives, who had their own fishing boats or river boats to serve their local needs or who could book passage on one of the through steamers for longer trips. For the most part, people simply stayed where



Evergreen Sentinels watch silently as one of the new ferryliners of the Alaska Marine Highway System passes on its journey through the "Inside Passage" of Southeastern Alaska.

The Dying Embers Of Alaska Steam

(Continued from Page 5)

bound with the daily needs of the people can be loaded southbound with a commodity that will fit into that boxcar or that container, that's when there will be a dramatic adjustment, in my opinion."

What can that return cargo be?
"As power is generated up north — by whatever means, whether it's hydroelectric or natural gas or oil or whatever — it seems to me there's a good chance of products being manufactured up there, by taking advantage of natural resources that exist in the ground."

"This is a pretty broad statement. I'm not pointing my finger at any specific item, but if that happens, that product can be packaged in such a way that it can be carried south in either a completely refined or partially refined condition and brought to the States for further refinement."

A hopeful prediction. It bears out Skinner's affirmation of faith in Alaska.

"In writing to Governor Egan of Alaska the other day," he recalled, "I wanted to make sure he didn't interpret this decision on our part as one that stemmed from any lack of faith in the future of the State of Alaska. I don't at all. I think the future is probably better today than it has been in my lifetime."

And what does President Skinner look back on with the most satisfaction from his company's years of service?

There were a lot of satisfactions to select from. Skinner recalled, for instance, Alaska Steam's pioneering development of

container vans and other new cargo-moving techniques.

And scientific developments. He recalls:

"Right after the war we had seen the value of radar in operating ships in Alaska during the war. That trade, if any, certainly needed radar to improve its schedule, so we had a strong incentive . . . Then our big problem was to convince the officers that it would do the job the scientists said it would do. You know the general reluctance a lot of the old-timers had to paying any attention to 'that damn box,' or whatever they called it."

Skinner is proud, too, of "the ability of our crews to provide the kind of service under the weather conditions that exist in Alaska, during the years prior to radar . . . They were the unsung heroes of the state and waterfront transportation. What those people put up with, day in and day out throughout the year, very few people will ever appreciate."

Skinner likes to remember "the willingness on our part to continue to provide service to many communities knowing full well that the ship was going to lose money. One likes to feel a little comfortable about it."

And finally he remembers "the role that the company played in being a part in the history of the land, of the Territory. You're talking about a role that the company played in a region one-fifth the size of the United States for over seven years."

"Not many companies, and not many families ever have an opportunity to play that role."

"You just have to be born at the right time and the right place, and we were and we did."

TUSTUMENA TAKES ON FUEL AT STANDARD



SEATTLE — Fill 'er up, but don't bother to check the tires. Alaska ferry system's MS Tustumena takes on fuel at the Standard Oil Dock in Seattle before heading north. Photo by Ed Delanty, marine photographer.

Ferry traffic 'right on' in Alaska

JUNEAU. — Traffic and revenue reached all time highs during fiscal 1970, spurred by the enthusiastic reception of the M/V Bartlett on the Prince William Sound route, and the tariff increases initiated in the spring of 1969.

Year to year comparisons indicate passenger traffic volumes increased nearly 14% system-wide; from 139,000 boarding passengers in F. Y. 1969, to 159,000 in F. Y. 1970. The largest increase occurred as a result of the addition of the M/V Bartlett to the fleet. This vessel boarded more than 10,000 passengers during the year, nearly doubling the year earlier figures for the M/V Chilkat, which was then on the run.

The southeastern fleet also showed an increase in traffic, as nearly 138,000 passengers boarded vessels of this segment. This is up nearly 9% from the 127,000 of a year earlier. The M/V Tustumena also showed a healthy increase; however, year earlier figures were hampered as a result of the vessel being removed from service for three months during the spring of 1969, while she underwent modifications. Vehicle traffic was up, averaging 10% system-wide.

Earned revenue was aided by both the increase in traffic and the 1969 tariff increase and advanced nearly 18%. Record revenues approaching \$8,000,000 were received.

Although not occurring during F. Y. 1970, it is worthy of note that the Alaska Marine Highway welcomed aboard passenger "One Million," sometime between August fifth and twelfth, 1970, and is now working on its second million.

STEWARDS DEPARTMENT

On Feb. 1, 1970 the Division of Marine Transportation took over active management of the Steward Service. Prior to this take-over, the Stewards Section was maintained on a management contract basis. The Stewards Section provides passenger services such as food, beverage, and quarters. This take-over was effected to increase the efficiency and quality of these duties by an organization within the Division has resulted in improved communication and increased efficiency of operation.

UNION CONTRACTS

The Division of Marine Transportation employs approximately 400 men and women during the winter and 500 during the summer on the operating vessels. These men are represented by three unions: the Inlandboatmen's Union; Masters, Mates & Pilots Union, and Marine Engineer Beneficial Association. The contracts between management and the unions expired June 30, 1970. Negotiations for the new contracts started in the fall prior to the expiration date. Management and union officials made every effort to reach an early agreement. New contracts were agreed upon before expiration of the old contracts and they became effective July 1, 1970.

HAINES PARKING

The large volume of vehicle traffic waiting to board southbound vessels at Haines terminal necessitated improvement of the parking area. And the Division, in cooperation with the State Highway Department, provided additional roadside parking.

M/V CHILKAT

The M/V Bartlett was delivered to Prince William Sound to relieve the M/V Chilkat on the Cordova-Valdez-Whittier run. The removal of the Chilkat from this schedule made it possible to expand ferry service to the community of Hoonah. On May 1, 1970, the Chilkat began bi-weekly service between Juneau and Hoonah. This provides more frequent service for passengers and bulk commodities. This schedule has been well received.

The Alaska legislature approved putting before the public a \$21 million bond proposal for expansion of the Alaska Marine Highway. In the November general elections the bonds received voter approval. These funds will be put to use after a complete review of the Alaska Marine Highway by the governor and staff of the Division of Marine Transportation. The passage of this bond was mandate from Alaskans for the improvement and expansion of their ferry system.

DRYDOCK FOR ALASKA?

JUNEAU — Sen. Mike Gravel of Alaska has suggested that Ketchikan begin thinking about getting a drydock capable of repairing Alaska state ferries, Coast Guard cutters and other ships that could be serviced in the state. He indicated that the state is losing considerable money to the Puget Sound area because of its lack of drydock facilities.

Gravel also suggested the Coast Guard's icebreaker, Glacier, be stationed in Alaska instead of Long Beach, Calif.

Sale of Ferry OKd

JUNEAU — (AP) — The Alaska Senate voted 18-1 during a quiet morning session yesterday to sell the Alaska ferry Wickersham. It would allow sale of the

ship by the public works department "for a sum that is in the best interests of the State of Alaska." It would be subject to approval by the governor.

DON PAGE

Don't Miss The Boat

... and an age that are mourning the demise of the American passenger ship, Seattle is a particularly interesting place. Every Monday a modern passenger liner leaves here on a six-day cruise of the protected ocean waters along one of the most picturesque routes in the

Marine

...er is the MV Wickersham. One of the Alaska State Ferries fleet, and she rates as a ferryboat, partly because of the way she handles automobiles on her cardeck. She also is a fine example comparable to the best in service anywhere, and is reminded on a visit aboard her last week. She is 36 years old, 363 feet long, with berths for 380 and pleasant public rooms.

...WICKERSHAM is with us only in the Alaska. Her last round trip out of here will be May 24. She goes back to her summer job of hauling passengers to Prince Rupert, B.C., and Southeast Alaska.

...le she's here, the Wickersham offers probably the best ocean cruise bargain in the Western World. Make the round trip for as little as \$124. That includes berth. Meals are extra aboard the Wickersham. For the couple that wants to live high off the ground, a deluxe four-berth stateroom and dining table for all meals in the ship's dining room, and the tab for two at around \$500.

...CRUISE will carry you from Seattle to Skagway, Juneau, via Vancouver, Prince Rupert, Ketchikan, Petersburg, Juneau and Haines. This isn't the Alaska tour. At some of those ports the ship will tie up for only perhaps an hour, in the middle of the night when town touring isn't at its best. Hours touring at other ports, we understand, and the chances for layovers at Vancouver, Juneau

...ORGANIZED FUN of some ocean cruises is on the Wickersham — no dance bands, hula hoop, deck tennis, though there is a dance floor in the ship. You have to figure it as a relaxed voyage, making fun with other passengers, sitting in one of the sunbaths or the topdeck solarium, watching Alaska's scenery slide by. The Wickersham cruise isn't so much a "private ride on a luxury yacht" as it used to be. It has picked up. We understand the Wickersham is loaded up to 200 passengers at Vancouver. Passing through Canada can ride north, get off at an anchor and resume their trip later. Peculiarities of our passengers from taking anything but the best out of Seattle. When we hear so many people talk longingly about cruising, then hear that the Wickersham had couples aboard for the round trip out of Seattle, it makes us think that maybe some are missing the boat.

Where's The Fire?

...fire on the south end of Douglas Island yesterday was reported by the Alaska Marine Highway ship MV Taku to the Coast Guard. Somewhere the ship got twisted and came into the State Troopers erroneously a fire aboard the MV Taku.

"DREAM CRUISING" aboard the Wickersham may be even a better bargain for Seattleites than the round trip north. The Wickersham holds informal open house here every weekend. She comes into Pier 43 about 8 a.m. Sunday, heads for the old dock as soon as she unloads passengers and usually returns to the pier before noon.

From then until shortly before she sails at 1 p.m. Monday, the Wickersham is open to anybody who strolls up the gangplank to inspect her public rooms and assorted Alaska art that decorates them. Not many ships left here where you can do that. We recommend it to fill a piece of your next sightseeing Sunday afternoon.

ALASKA FERRY PASSENGERS here formed part of a prosperous partnership incidentally. In addition to the off-season Wickersham run, "blue ships" of the Matanuska Class sail out of here every Saturday year-round. Last year no less than 11,031 Alaska passengers boarded or debarked at Pier 43. A fair number, even if it's overshadowed by the 458,000 passengers who flew between Alaska and our Sea-Tac International Airport.

The Port of Seattle estimates that Alaska and Seattle exchanged \$1.1 billion worth of goods last year and that trade added \$100 million to Seattle area payrolls. Even taken with the grain of salt that should be sprinkled on all estimates, that's a round, impressive figure.

Almost as pretty as the yacht lines of the MV Wickersham when she slips in and out of Elliott Bay on her Seattle calls.

VIEWPOINT

OTHER NEWSPAPERS' OPINIONS

Goodbye Wicky

IT LOOKS like the days are numbered for the Wickersham, the big white ferry that was the pride, joy and headache of the Republican administration of Gov. Walter J. Hickel.

Democratic Gov. William A. Egan has made it clear that the sale of the Wickersham is a high priority item as far as he is concerned.

He would like to get \$7 million for the fancy queen of the Alaskan navy, which cost the state \$6.9 million in 1968 when Mr. Hickel bought the Norwegian-built vessel from Swedish interests.

Mr. Egan wants to put the money from the sale of the Wickersham toward another ferry of like status — but one built by American labor in an American shipyard, and thus able to serve on passenger runs between American ports.

THE FOREIGN heritage of the Wickersham has always been its albatross.

Because it wasn't a born American, and because its Alaskan citizenship was strictly naturalized by the edict of the Republican governor, the Wickersham to this day can't fully function the way it should.

A federal law known as the Jones Act bars foreign-built vessels from interstate commerce. Thus

the Wickersham can't pick up passengers in Seattle and deliver them to Juneau, for example.

The state has pleaded with Congress for an exemption from the law for the state-operated ferry, but powerful protection interests in Congress turned a deaf ear.

Now Mr. Egan is attempting a new course.

In exchange for a promise to sell the Wickersham, he is seeking a temporary congressional authorization for the Wickersham to oper-

ate on an inter-state basis until such time as a new American-built ferry can be completed to succeed it.

SO FAR, WE haven't heard that Congress is putting this request at the top of the list of things it plans to work on right away.

Furthermore, we haven't heard of any foreign nation — or anybody else — rushing to Juneau with a certified check for \$7 million, wild-eyed and eager to take the Wickersham off our hands.

We have no doubt, however, that when the time comes Mr. Egan will be able to come up with a buyer.

The real problem is a matter of logistics — how to match the income from the anticipated \$7 million with the proposed expenditures the administration has in mind for new ferry services.

Mr. Egan has proposed a \$37 million expansion program for the ferry lines, including the addition of three more vessels to the fleet and extensive alterations to two other existing ships.

SOUTHEASTERN Alaska is beating the drums wildly to get the ferry program pushed through the legislature without a hitch.

The rest of the legislature seems resigned to the fact that what is asked in the name of ferries is granted.

The ferry boats have become a motherhood issue in the legislature, it seems — and a key matter on which the Panhandle lawmakers do their wheeling and dealing when it comes time for other parts of the state to try to get airport funds, university appropriations, highway money and the like.

But that's the way the whistle blows.

Note to Marine Highway Division—How come the "Welcome to the Great Land" signs are placed on both ferry terminals here so that practically the only tourists that see them are the ones leaving? Why not put the signs out on the seaward side to welcome people TO Alaska instead of welcoming them goodbye?

'Proving' Sailings Resolution Introduced

Three legislators, two Democrats and one Republican, introduced legislation Wednesday which directs the Division of Marine Transportation to conduct feasibility or "proving" sailings by the ferry Tustumena between the Kenai Peninsula and Southeast Alaska. The resolution was sponsored by Representatives Keith Specking, (R-Hope), Mike Miller, (D-Juneau), and Helen Fischer, (D-Anchorage).

The resolution, HCR No. 37, notes that although the Southeast and Southcentral ferry systems have proved "of great and continuing value not only as basic transportation for Alaskans but as a favorite means of transport for hundreds of thousands of dollar-spending visitors," there nonetheless exists a sizeable gap in service between

the two areas. As a result, says the resolution, "Alaska and Alaskan visitors are forced to travel great distances through a foreign nation in order to proceed from Southeastern to Southcentral Alaska."

The resolution directs the Division of Marine Transportation to initiate during the summer season of 1972, feasibility or "proving" sailings once a month between the Kenai Peninsula port of Seward and a panhandle port such as Skagway, Haines or Juneau.

The test sailings, according to the sponsors, should either prove or disapprove market acceptance and value of such service. If feasibility of such routes is proven, the resolution noted future vessels may be planned and more frequent service scheduled between these ports.

RETURNING BANKER GREEN'S KISS, with interest, was Sharon Zivanich, Miss Maritime of 1971. Petite

— five-foot-two, blonde, green eyed — Sharon has been unofficial Miss Maritime to a lot of ship crews the past three years since she started boarding ships to handle sign-ons, payoffs and other chores as the Coast Guard's — and the country's — only female deputy shipping commissioner. Sharon was the Coast Guard's entry, naturally.



MISS MARITIME

Princesses to Queen Sharon will

be Peggy Del Giorgio, sponsored by the Alaska State Ferries, and Barbara Heinrichs, sponsored by Olympic Steam. The Coast Guard's big in the Miss Maritime court this year. Peggy's father is a Coast Guard lieutenant commander — coming up in a month, she brags, for full commander.

MARITIME WEEK SHOULD BE A FROLIC, incidentally. As sparkplugged by Chairman Frank Huxtable, it will feature open houses aboard ships like the icebreaker Northwind, the freighter American Mail and Army Engineers' Preston, the last active sternwheeler on this coast. Free harbor tours during the week, by land and by water. Free tickets, they tell us, from Ye Olde Curiosity Shop, Trident Imports, Pirates Plunder and Seattle Marine & Fishing Supply.

A Maritime Week luncheon at the Olympic May 21. Speaker — Warren Magnuson. And maybe a little urging will persuade Josh Green to demonstrate again how well a fellow can learn to kiss, with 101 years' practice.

Joyce and Owen Freeman, recent Anchorage visitors, toured Southeast Alaska on their bikes. They left their car in Haines and traveled leisurely in our part of the state. The Freemans are a young couple who have been working for the state and arranged to take vacations at the same time for this purpose. Joyce works with high school dropouts who wish more education, while Owen is an accountant. This was their first visit to the Panhandle although they have been seeing Alaska via bicycle for the past four years. Their only complaint was that food on the ferry was not adequate and the prices were too high for the average tourist.

"Alaska on the Inside" reported this week that some preliminary design work is underway unofficially for the new Alaska ferry to replace the Jones Act-hampered Wickersham, according to sources in Juneau. But, don't look for a quick sale of the Wickersham. Governor Egan is saying privately that it will be two years or more before the state is ready to peddle the Norwegian-built Wickersham. Even then, there is a question as to whether the state will be able to attract enough buying interest to get its money out of the Wickersham.

gateway to alaska

Ketchikan



m. v. wickersham
newest addition to
alaska marine highway
system

Welcome Aboard

We, the Captain and Crew of the M. V. WICKERSHAM, wish to show our appreciation to our friends and supporters. The best way we know of is to have a MINI-CRUISE. So with the assistance and cooperation of the Alaska Division of the Seattle Chamber of Commerce, we are sponsoring a No-Host Mini-Cruise on Sunday May 23, 1971, which will be as follows:

Depart Pier 48, Seattle at1:00 PM
Cruise off Victoria, B. C. at4:00 PM
Cruise San Juan Islands until9:00 PM
Arrive back at Pier 48 at11:00 PM

In addition to the MINI-CRUISE, the fare of \$15.00 per person also features a Champagne Punch and a Smorgasbord Dinner from 4:00 P. M. to 9:00 P. M.

BARS OPEN AT ALL TIMES WITH PIANO ENTERTAINMENT

YOU AND YOUR FRIENDS ARE MOST WELCOME

Additional Charges will be made for Stateroom & Snack Bar
If desired and available.

Please make reservations and purchase tickets in advance of May 18, 1971, at our Alaska Marine Highway ticket office on Pier 48, Seattle, phone number MA3-1970.

\$40 Million Dollars

A-La Gravel

During our Democratic U.S. senator's one-day visit in the capital city we had an opportunity to chat briefly with him after he had addressed a joint session of the legislature. A detailed report on that late afternoon speech is elsewhere in today's paper.

We had not seen the text of his speech before we visited with the senator. Later, we realized answers to most of our questions had been well-rehearsed for his legislative presentation so we don't have much to add about current topics.

However, his eyes lit up proudly when we congratulated him on his successful effort in obtaining \$40 million from the federal Highway Trust Fund and appropriations to be used in almost any way the state wishes, as long as it is in conjunction with its State Ferry System.

He has a sincere right to be proud. U.S. senators and representatives before him, have for years, worked toward getting Alaska's "water highway" concept fully understood in Washington. Now the results of their efforts, coupled with Gravel's determination to see the problem through, "brings to the state the largest single sum of federal money ever obtained for assistance, not connected with a disaster," Gravel says. He refers to, the Anchorage earthquake and the Fairbanks flood as exceptions.

The money is a two year appropriation for \$20 million per year. "My status in the Public Works committee certain-

ly won't diminish. So I'm confident we will be able to continue receiving federal monies for our ferry system when this appropriation is used up," Gravel said.

States receive money from this fund based on miles of highways. (land-highways only prior to this)

Gravel's Convincing story in Washington which resulted in this mammoth appropriation, somehow got 'lost in the shuffle' when it was announced — receiving only minor publicity in the news media through the state about a month ago.

But, now, today, there is even more to tell: Bernard Poirier, Gravel's executive advisor, told us the Senator's bill has been passed by the senate and the house and signed by the president and is included as a part of the 1971 budget. He said there is no revenue sharing involved.

Poirier said word was received from Washington yesterday afternoon by phone from Gravel's office that "the Bureau of Budget announced the first \$20 million can begin to be drawn on by the state, as of today."

The senator's bill included ferry systems for all states, but we know of no other state — and neither did he — that has a network of ferries comparable in size or service to ours.

The money means a great step forward in Southeast and all Alaska. How it is used to better the system is now in the hands of the state. We watch with eagerness.



4—Thursday, April 22, 1971

Editorials

Sell the Wickersham

The Wickersham, pride of the Alaska ferry fleet, is on the block — and the state probably will be better off for it. The controversial Norwegian-built ship looked like an attractive buy when then Governor Hickel purchased it for \$7 million three years ago. But the "Wicky" quickly ran afoul of the Jones Act. That law, it will be remembered, prohibits the use of foreign-built vessels between American ports. Efforts to obtain an amendment to the act or a special waiver for the Wickersham proved futile. As a result, the vessel has been confined to running between Canadian ports and Skagway — at a revenue loss to the state estimated at \$500,000 a year.

Consequently, Governor Egan feels — as do we — that the only sensible long-term solution is to sell the ship and order a much more expensive (\$17 million) American one which can operate between Alaskan ports unhampered by the Jones Act. The Legislature has cleared the way by passing and sending to the governor a bill authorizing sale of the Wicky.

And there are indications that quiet negotiations in Washington may secure a temporary Jones Act waiver allowing full operation of the Wickersham between American ports until an American substitute can be ordered and constructed — a period of perhaps three years.

The Wickersham is a fine ship, but her foreign ancestry limits her usefulness to Alaska. We believe the Legislature and Administration have acted wisely in preparing to replace her.



Glen Carter



Tugmen work in -3 cold

Times Waterfront Columnist

(Glen Carter is aboard a Seattle tug on an Alaskan voyage. This is the sixth in a series.)

ABOARD THE RICHARD FOSS — We're out of Juneau's three-below-zero deepfreeze, that capitol with a glacier at its back door and a junior-high-size capitol building.

We're in our sixth day aboard the ice-sheathed Richard Foss towing a barge to Sitka, our fourth place of call on the weekly Foss-Alaska Line run.

The wheelhouse thermometer registers zero degrees outside, but we're warm, thanks to electric heat.

Snow-buried Juneau was a blast of wind called a "taku". It screams down off the white slopes in gusts to 70 knots and makes men shudder with bewilderment at fur-trimmed miniskirts.

We watched the TV set in the galley for the first time since leaving Seattle. It was channel 8 featuring ho-hum soap operas and adolescent give-away contests.

Nobody watched. There was work ahead. Longshoremen unloaded 75 vans and onloaded 72 using two 41-ton forklifts. They worked all night, until 4:30 a. m. Then we shoved off.

We're alone again but within sight of mountainous shoreline, as we have been for about 900 miles. The peaks, islands and landmarks have numbered in the thousands.

We have settled into a routine—four hours on watch and eight off — each time with the skipper or a mate and one seaman. Three men are exempt from four-and-eight — the engineer, cook and myself.

Again, we're in the news blackout condition and read days old Seattle newspapers (25 cents for daily and 65 cents for Sunday in Juneau and Ketchikan). There are broadcast band radios aboard but nobody listens regularly or attentively.

The skipper and mates listen to three radios in the wheelhouse for more important matters—weather and ship movements. The skipper contacts the Seattle office — station KKP, Foss Launch & Tug Co., and occasionally other Foss tugs, two of which, the Dean and the Delores, operate out of Ketchikan.

We met one other Foss tug three days ago—the Claudia, skippered by Paul Peterson. She was southbound from this run. In a few days we should meet the northbound Claudia when we're Seattle-bound out of Ketchikan.

A Foss-Alaska Line tug towing a barge leaves Seattle's Pier 46 each Thursday morning—presently the Richard or Claudia.

Tug skippers and seamen keep in touch, from San Pedro to the Aleutians, through radio eavesdropping and word-of-mouth. The far-flung tugboat community shrinks with a man's years of experience. Aboard this one the men are mostly long-timers. They refer to mutual acquaintances by first names. Word gets around regarding health, travels, ups and downs.

An example:

"Shorty went to the hospital with ulcers."

"You mean the mate on the Star?"

"Yeah"

"When?"

"Last month."

"Sorry about that. How is he?" ... *and so on...*

Did you notice the small craft in the channel Sunday when the Wickersham came in? One person who was in one of the small boats told the Listener "The waves were pretty high already. There were about 6 or 7 of us out there. And when the Wicky came in her wake almost swamped two little boats. I'd swear the wake was 8 to 12 feet high," the source said. "Can't they slow her down a little in that channel? Especially in rough weather. Somebody's apt to get hurt." The Listener certainly can't answer the question. Maybe someone else will.

What do tug skippers do ashore? For one thing, they hunt up other skippers and gossip. In Juneau, George Duchen and I drove a car north to the Mendenhall Glacier, but nothing much was going on. It just sits there.

Back in town, we called on H. L. (Red) Lockert, a former tug captain and now Alaska's Director of Marine Transportation (ferries). That night we were joined by Herb Storey, captain of the Alaska ferry Wickersham. He, too, had been a tug skipper. Our first mate, Bill Iron, had sailed with Lockert and sent his regards.

The cook, John Pinkerton, saw an old buddy from his North Slope days. A seaman, Bill McKenzie, encountered a former shipmate.

As I said, the tugboat community is far-flung but small. Back in Seattle, men at Foss-Alaska told me to look up Joe Williams, the tribal chief and mayor of the Indian community of Saxman at ektchikan. He operates the barge ramps there. The first man I met on the dock at Saxman was Joe Williams. I told him Jack Jeffries and others sent their regards.

Then at Petersburg I encountered Duke Miller, the terminal agent, who's the longest-time resident of the town of 2,000. His older brother and sister were the first white children in the all-Indian community in yesteryear, he said.

I told Miller I had been in these parts many years ago and mentioned the name of Squeaky Anderson. Miller had known Squeaky, so we talked about him.

So up and down the line, from Seattle to Amchitka, the guys on the tugs and the waterfronts keep in touch, one way or another.



FAREWELL RECEPTION SET FOR CMDR. LEADBETTER



Cmdr. Bill Leadbetter, USCG.

SEATTLE — Beginning 11:30 a.m. at the Officers Club, Pier 91, Friday, May 14, five Coast Guard personnel will be hosted at a farewell party before transfer to other posts. All had had vital roles with the merchant marine inspection office here.

At the top of the list is Cmdr. J. W. "Bill" Leadbetter, executive officer in charge of the merchant marine inspection office, Seattle Zone. He will go to Washington, D.C., as assistant to the head of the licensing policy branch for the merchant marine.

Hosting the farewell party will be Lt. Cmdr. D. R. Kramer, Coast Guard dispatcher in Seattle. Reservations can be made through the Marine Inspection Office, MA 4-2902, ext. 291.

ALASKA ASKS JONES ACT EXEMPTION ON FERRY

JUNEAU — A resolution has been passed by the Alaska House of Representatives asking Congress for permission to have the foreign built ferry, Wickersham, exempted from the Jones Act until it can be sold and replaced by an American built vessel.

The resolution was passed unanimously.

Meanwhile, Gov. William A. Egan introduced bills to authorize the sale of the Wickersham and appropriate \$7 million from the general fund to expand the Marine Highway System.

The Jones Act prohibits the Wickersham from carrying passengers or freight between U.S. ports. Because of the limitation, Egan said the ferry loses about a half million dollars a year in revenue that otherwise would be coming to the state.

The State plans to add an ocean going ferry and two small vessels, lengthen two existing ferries and build new terminal facilities.

THE LISTENER



Anyone who has ever found the State Ferry System less than 100 per cent cooperative should have been aboard the little Chilkat Saturday when some 45 Juneau residents went to Hoonah for a two hour visit and return. The boat had pulled away from the Auke Bay dock and one passenger was left behind. Skipper of the Chilkat, Louie Cavanaugh, spotted the late-comer, Dr. Robert Newton of the Juneau Community College, and suddenly the boat did a 180 and down went the ramp to accomodate Newton and his friends who were aboard disappointed that he had pulled the "absent minded professor" bit and missed the boat. Aboard however, he and the other passengers found the six man crew on the Chilkat to be "the most accomodating bunch of guys to ever set sail" as they prepared meals "out of this world," babysat the passengers' children and pointed out spots of interest along the way. The Listener takes this opportunity to recognize each of them at the request of the folks aboard during that particular trip. They are, Captain Cavanaugh; Stu Jergensen, Able Seaman (serving as First Mate); Fred Whitman, Able seaman; Bud Conner, chief cook; Jack Grabler, chief engineer and Ed Calbreth, oiler. When the ferry returned to Auke Bay late the same evening the happy passengers gathered at the dock and sang "For they are jolly good fellows" ending with a "hip, hip, horrah." So here's a jolly good "tip of the Listener's hat" to the crew of the good ship Chilkat.

'Ferryboat Buff'

My dear Governor Egan:

For many of us arriving in Alaska for the first time, our initial contact with the state and its citizenry is aboard one of the state ferries on the Alaska Marine Highway System. (In my case, aboard the M-V Wickersham from Vancouver to Juneau in mid-March of this year, it was a particularly enjoyable experience made the more so by the accomodating crew.)

Thus, I hope you will not think it presumptuous of this "cheechako" and self-confessed "ferryboat buff" to suggest the appropriateness of some special commendation from you as Governor of the State of Alaska to the Captain of the M-V Malaspina, Harold Payne, and his intrepid crew for their singularly selfless effort in rescuing the passengers of the stricken M-V Meteor in the Strait of Georgia early last Saturday morning. I am advised that the Propeller Club of Seattle already has made a presentation to the ship and its crew through the Director of Marine Transportation.

While I am aware that seagoing personnel are, as a matter of course, expected to meet emergencies on the high sea, it is apparent from comments in the press from among the Meteor's passengers that the Captain and crew of the Malaspina acquitted themselves nobly in the transfer of the passengers between the two ships in an expeditious manner, thus minimizing the possibility of injury, shock or loss of life and maintaining an atmosphere of

calm essential to insure safety in such a situation. A friend tells me that aboard the Malaspina last week enroute from Ketchikan to Juneau there was not one but two fire drills, so it is apparent that the crew of this vessel is exceptionally well trained to meet emergencies.

I am sorry to note the apparent absence of a ceremony to honor the Malaspina on its arrival in Juneau last evening; it occurs to me it would have been a nice gesture. However, I also gather that Juneau does not have a fireboat to play streams of water about the honored vessel (the usual practice in my native San Francisco Bay area), nor did anyone think to bring a band or send an official welcoming party.

To be sure this incident may have been "all in a day's work" aboard the Malaspina; nevertheless, an emergency always requires those involved to extend themselves beyond the usual call of duty, and I am impressed that Captain Payne and his crew did just that this weekend. It occurs to me that some recognition of this fact by the State of Alaska would be appropriate and appreciated by those concerned.

Very truly yours,

Stuart C. Hall

112 Gastineau Ave. Apt. 2
Juneau, Alaska 99801

cc: Herbert J. Lockert,
Director Marine Transportation Division

Bert Esmond, Deputy Dir.
Marine Trans. Division

cc: Editor, Southeast Alaska
Empire

Ferry Rates

Dear Editor:

It seems that the public must speak up on the recent rate changes made by the Alaska Marine Highway system.

Certainly Southeast Alaska, as well as the rest of the state, is forgetting that although we all share in the cost through taxation — the user also pays for a ticket. Do the people using the other, inventional highways pay to drive on them each day?

The ferry is our highway, and particularly by deleting the group rates, the system is only providing a disservice. There are far too many groups, especially of young people, who must rely on this form of transportation to participate in events in other areas in Southeastern, to discontinue the group fares.

I hope everyone will take the time to write the State Marine Highway system and

let them know these group rates are really needed. This is our state, and I know if our needs are made known, corrective action will be taken.

Sincerely yours,
Sandra Wagenius
R.R. 3, Box 3520
Juneau, Alaska

End of the Week

There probably are as many ideas about what to do with the state ferry Wickersham when a new replacement is constructed as there are people in Alaska.

As we all remember, the Wickersham, a foreign-built vessel, is prohibited from carrying U.S. passengers and cargo between U.S. ports. It operates only between a U.S. and a foreign (Canadian) port or, by a quirk of the law, it can take U.S. passengers aboard and leave them at a U.S. port if it is the same port at which the passengers boarded.

One idea proposed for the Wicky is to use it as a school. James Ede, president of the district one education association in Anchorage, suggests the ship be used as a world tour classroom for high school students.

He suggests converting the lounges, "ballrooms" and observation decks into classrooms. From there on he lets our imagination run wild — trips to the South Seas, foreign, exotic ports.

We think it is a great idea, but not for high school students. We are thinking of adult education. Where do we sign up?

Another use for the Wicky came out at a meeting in Ketchikan of state and city officials discussing the progress on the Ketchikan airport.

Use the Wicky as a floating airport terminal building, one small voice offered. That would be great if it could be used as a mobile terminal building and move between the Ketchikan side of the narrows and the Gravina Island airport site. But the Wicky can't haul U.S. citizens between U.S. ports such as Gravina and Revilla, remember?

A salute this week to a man who made such a successful use of the Wicky that he had to leave town.

Pete DeBoer, the personable promoter of F-310, arrived in Ketchikan this week ostensibly on business. The real reason is he had to leave Seattle until the heat was off.

As a Seattle Chamber of Commerce member, he arranged with the state of Alaska to have the Wicky make a special day-long cruise out of Seattle to the San Juans and return — a voyage to nowhere, they call such excursions. So that everyone could be comfortable, they limited the passenger list to 800 persons.

The sailing date was still two weeks off when cruise director DeBoer discovered he had 800 reservations in hand, 500 people had paid their \$15, and reservations were still pouring in.

DeBoer denied our assumption that he stopped in Ketchikan on his way to Juneau to see about chartering the other three ferries to take the overflow. He said he was heading to Pelican to see son John about taking him salmon fishing until things calmed down in Seattle.

We thought Seattle was pretty destitute. Maybe it is. Maybe there are 800 Boeing engineers planning to jump overboard and end it all. But we prefer to think the Wicky cruises are popular with the public.

This one will be popular to the state of Alaska, too. By not pushing a crude kin to F-310 through the cylinders too fast, the state will have a handsome profit.

There are examples of what we can do with the Wicky and a little imagination. One of the first things that should be done, though, is obtain a temporary waiver of the Jones Act for the ship until its replacement can be built. Then the Wicky could operate at full duty on the Alaska run.

Ferry Group Fares Reinstated for 1971

The state ferry system has reinstated the group fares for the 1971 travel season, it was reported to the Ketchikan Daily News today by Capt. H. J. Lockert, director of the division of marine transportation.

The special low fares for groups was discontinued this spring and brought protests from groups such as the Boy Scouts and Girl Scouts who had planned trips to camp.

Lockert said today that the department realizes that discontinuance of the special rates was abrupt and disrupted plans

already made for this summer, so the order discontinuing the rate was modified.

Groups who have planned summer excursions on the ferry system will be allowed to go on the special reduced fare for this summer but they must make application by writing to the ferry system office in Juneau stating they planned the trip for this year and requesting the group rate. Application should be made in advance of the trip and in writing to Dave Kellogg, traffic manager, Division of Marine Transportation, 222 Seward Street, Juneau, Alaska 99801.

Lockert said that the special group fare was discontinued because of the increasing margin between revenues and operating expenses. He also said that the ferry system is going into an expansion program but at the same time, the budget for operating expense was reduced by the legislature.

He warned that although the special low fares will be honored through this season, that travelers should not expect the fares to continue in 1972.

ALASKA FERRY WICKERSHAM OUT OF SERVICE FOR REPAIRS

JUNEAU — The ferry Wickersham, which recently was taken off its run on the Alaska Marine Highway System to undergo repairs to its bow thrusters, will be out of service longer than was originally expected.

Governor William A. Egan said he was informed Thursday by Public Works Commissioner George Easley that repair parts for the Swedish-built vessel have to be flown from Sweden to Seattle, where the Wickersham is in dry dock.

In anticipation that all needed parts are not readily available, Egan said, a factory representative was due to arrive in Seattle last week to supervise repairs and local fabrication of parts not otherwise obtainable.

Bow thrusters are required for maneuverability on the Wickersham, which is heavier than the State's Malaspina-class vessels, to avoid the risk of mishaps during docking.

It isn't possible yet to estimate when the Wickersham will be returned to its run between Prince Rupert and Haines, the governor said.

Marine highway officials decided to take the ship out of service for repairs at this time before the main onslaught of tourist travel is reached, he said.

"The state regrets that the vessel is out of service at this busy time of the season," the governor said, "and asks the patience of travelers during the temporary inconveniences."

Marine Highway officials are considering one or more unscheduled "express" trips between Prince Rupert and Haines to relieve the expected backlog of passengers on that run, he said.

Group Ferry Rates

Dear Governor Egan:

On May 12, 1971, the Ferry Terminal in Ketchikan was notified there would be no more group rates. No reason as to why. I would like to object to this quite strenuously as no notice was given, and many groups have been planning on summer camps, exchange of baseball teams, etc. I am a Scoutmaster and have a group of boys who have planned to attend the Scout Camp in Juneau. This change of rate will eliminate the chance for many of these boys. \$27.00 doesn't seem like much to some people, but to a 12 or 13 year old boy whose parents are already suffering from the costs of inflation, it is a lot. The boy has worked on projects, etc. to earn the cost, and now finds he cannot achieve his goal. The girl Scouts are due to go to Juneau for a Cadette Girl Scout event in June, and this could eliminate that opportunity. This will greatly curtail sports activities in Southeastern, the exchange of the arts such as Ketchikan Theatre Ballet, Band, Chorus Groups, etc. To send a baseball team from here to Juneau this year will cost approximately \$918 rather than around the \$500 it cost in the past. Where is this money to come from? I have lived in Alaska for 24 years and have watched many people leave because they felt their children could not have the advantages offered in the South 48. The introduction of

group fares about three years ago has provided opportunity for a vast number of our youth to travel and learn about this great state of ours.

I would also like to point out the fact that when we voted in the Marine Highway System, it was to replace highways that couldn't be economically built. My understanding of a highway is that it is not to make money, but a method of easing transportation to produce industry which, in turn, through various taxes, does pay for the highway. It seems to me this has been forgotten and now we have to show a larger and larger profit.

I would like to ask your aid in a move to restore the group rates for the youth of our state. As I am sure you know, having worked with children yourself, it can be pretty hard telling a boy who can't always afford a uniform, that he can't have a trip to summer camp because we adults have decided the dollar is of more value than the training and fun he would receive. We are all working toward helping our youth keep out of trouble by keeping them active in worthwhile activities and by curtailing the exchange of these groups from city to city in our state, it just makes sour job and mine that much harder.

Thank you for your kind attention.

Donald J. Haseltine
P. O. Box 648

Ketchikan, Alaska 99901
cc: Southeast Alaska Empire

Wicky Will Be Out For Longer Period

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Marine Highway officials are considering one or more unscheduled "express" trips between Prince Rupert and Haines to relieve the expected backlog of passengers on that run, he said.

Wickersham Is Slated For Repairs

JUNEAU (AP) — The Alaska ferry Wickersham was to sail from Prince Rupert today to a Seattle drydock for emergency repairs to her bow thrusters, which are used in docking.

The division of marine transportation said today the Wickersham would miss one round trip on her Alaska run, but would resume her regular schedule Friday northbound from Prince Rupert.

Capt. H. J. Lockert, division director, said there would be space available for Wickersham passengers and vehicles on other vessels, although some Wickersham passengers would have to sail without stateroom reservations.

REPAIRS NEEDED ON WICKY

Due to a mechanical failure in the bow thrusters, which are used during docking maneuvers, the MV Wickersham will sail from Prince Rupert to Seattle June 15 to undergo emergency repairs in drydock.

After missing one round trip the vessel will resume her regular schedule Friday, June 18 northbound from Prince Rupert.

Captain H. J. Lockert, director of the Division of Marine Transportation said, "with minor adjustments to the travelers' schedules space will be available for Wickersham passengers and vehicles on the other vessels although some Wickersham passengers will have to sail without stateroom reservations. We deeply regret this inconvenience to our traveling public, but these necessary repairs could not be postponed as any further delay would cause greater problems as summer traffic increases."

Air mail special from Sweden . . .

JUNEAU (AP) — Gov. William E. Egan said Thursday the Alaska ferry Wickersham will be out of service longer than originally anticipated because parts to repair the Swedish-built vessel have to be flown in from Sweden.

The Wickersham is in a Seattle drydock for repairs to its bow thrusters, and Egan said it is not possible yet to estimate when the Wickersham will return to its run between Prince Rupert, B.C., and Haines.

JUNEAU (AP) — The Alaska ferry Wickersham has left Seattle after completion of repairs to her bow thrusters.

The Marine Transportation Division said she will proceed to Prince Rupert, B.C., from where she was scheduled to leave Saturday night for an express run to Haines.

The Wickersham is scheduled to leave Haines early Monday for a return to Prince Rupert, with calls at all ports en route except Sitka. She will resume her normal scheduling out of Prince Rupert Tuesday.

Cruise ship afire; passengers rescued

VANCOUVER, B. C. — (AP) — The Norwegian cruise ship Meteor with 150 persons aboard caught fire in the Strait of Georgia about 60 miles northwest of Vancouver early today. There were no reports of injuries.

A number of vessels responded to the Meteor's distress call. Passengers were put aboard lifeboats and were being picked up by other ships.

The Alaska ferry Malaspina, the vessel Alaska, the tug Island Prince, the tanker B. C. Standard and two Coast Guard cutters, the Ready and the Racer, responded.

Two military helicopters and an airplane stationed at the Canadian-forces base at Comox, on Vancouver Island, went to the scene. The helicopters were used to shuttle fire-fighting equipment to the Meteor.

The Malaspina took aboard 66 passengers from lifeboats.

Crew members were battling the fires aboard the Meteor, which had developed a ten-degree list.

A search-and-rescue spokesman said seas were calm for the rescue operation and there was only a slight breeze. "You couldn't ask for anything better" he said.

The first call reached the rescue center here at 3:10 a. m. At that time other ships were receiving the distress call from the burning ship.

Officials said the base hospital at Comox was put on alert in the event any passengers required treatment.

The Meteor was situated near Gillies Bay, off the west coast of Texada Island.

The Meteor, 145 feet in length, is owned by the Bergen Lines and her home port is Bergen, Norway. She makes cruises to Alaska from Vancouver, B. C. She

was the first Scandinavian ship in the Alaska cruise trade.

The Meteor called in Seattle May 12, 1970, for a one-day stop before going to Vancouver to begin her summer cruise schedule.



Passengers from the Norwegian cruise ship Meteor were taken from the vessel in lifeboats yesterday after fire broke out inside the bow of the ship in Georgia Strait about 60 miles northwest of Vancouver, B. C.—A. P. wirephoto.

13 feared dead in B.C. ship fire

VANCOUVER, B. C. — (AP) — An explosion and fire that erupted twice yesterday killed an undetermined number of crew members of the Norwegian cruise ship Meteor, a Canadian Coast Guard officer said. All 70 passengers were rescued without serious injury.

An engine-room helper, Steiner Bottolfsen, 19, told reporters he saw some of his mates die of smoke inhalation and burns as the flames reached

the crew's quarters. He placed the number of dead at 13, but radio messages from the Meteor indicated the toll might be higher.

The ship was six hours northwest of Vancouver when the flames broke out the first time at 3 a. m. Saturday.

Sixty-six passengers were picked up by the Alaska state ferry Malaspina and brought to Vancouver.

A ship's fire crew reported the blaze under control after the second eruption. Crewmen not fighting the

fire rode in life boats tethered to the Meteor's stern.

The 300-foot, 2,856-ton Meteor carried a crew of 91.

A seagoing salvage tug, the Sudbury II, has reached the side of the burning ship, Canadian authorities have reported.

Crew members who had remained aboard to fight flames were taken off as the tug joined two Canadian Coast Guard cutters in fighting the fire.

Ship Of Death In Drydock

VANCOUVER, B.C. — (UPI) — The by the Canadian Coast Guard Cutter Racer-Norwegian cruise ship Meteor, 32 of its crewmen believed killed, steamed into Vancouver harbor yesterday under its own power after an unexplained explosion and fire at sea forced evacuation of all passengers.

The Meteor was escorted to Vancouver by the Canadian Coast Guard Cutter Racer, and the tug Sudbury II, which trained a stream of foam on the 300-foot-long ship to cool it down and prevent recurrence of the fire.

The Meteor arrived in Vancouver harbor at 12:10 p.m. listing at about fifteen degrees. It was placed in drydock and the area was immediately cordoned off by the Royal Canadian Mounted Police (RCMP). An RCMP boat also patrolled the water-side.

The only outward sign of damage was a sheet of canvas draped over one of the forward portholes.

The 17 crewmen who brought the ship in were instructed by lawyers to talk to no one.

The ship, which has a capacity for 130 passengers and 100 crew, carried 66 passengers and 91 crew. Forty-two of the crew and all of the passengers were evacuated safely.

The passengers were taken to Vancouver aboard the Alaskan ferry Malaspina.

Passengers were being served coffee in the dining salon when flames suddenly roared out of control about 3 a.m. Saturday and the abandon ship order was given.

None of the passengers was injured in the scramble for lifeboats, but 14 crewmen were killed in the raging fire in the bow of the 2,856-ton liner and another 18 crew members were missing and feared dead.

The passengers were ferried by lifeboat to the waiting Alaskan ferry Malaspina — the lifeboats had only four men as crew instead of the normal 10 because of casualties — and underwent another roll call.

"The crew was unflappable, steady. There was no sign of panic. Of course this stabilized the passengers.

"And some people had been on this boat for many cruises — some as many as 30 or more — and knew the crew."

An unconfirmed report said 13 crewmen were killed.

All 70 passengers aboard the ship were reported rescued without serious injury. Sixty-six of them were picked up by the Alaska State ferry Malaspina and brought here.

Captain Cited For Role In Sea Rescue

JUNEAU (AP) — Gov. William A. Egan has given an award of commendation to the captain of the Alaska ferry Malaspina for the part he played in rendering assistance to the Norwegian tour ship Meteor May 21.

Capt. Harold Payne responded to a Mayday call from the burning vessel about 60 miles north of Vancouver, B.C., and took 66 of its passengers and four crew members aboard the Malaspina.

Payne received the award during a stop of his vessel at Juneau. Wes Coyner, Egan's executive assistant, presented the award for the governor.

Egan commended Payne and his crew for "exceptional dedication to their profession as mariners in effecting rescue and assistance to the crew and passengers of the Meteor."

He continued, "Such prompt, unhesitating action conceivably saved the lives of 70 people from seven nations. I join other state officials and the citizens of Alaska who are proud to have in the service of the state men of such dedication."

Ferry, Tourship Crews are Praised For Rescue Work

The state ferry Malispina pulled into Wrangell 16 hours late Monday after playing the major role in rescuing passengers off of the ill-fated tourship Meteor, and the Malispina's chief purser and other crewmembers were unanimous in their praise of conduct of passengers and crew on both ships.

"Both crews did wonderfully" said Ernest McConnell, Malispina chief purser. "It was a beautiful operation."

The Malispina was steaming north from Seattle in pre-dawn darkness Saturday with 113 passengers aboard when she received a Mayday distress call from the Meteor at 3:45 a.m. The Meteor was afire and had dead and injured aboard.

Latest count from Vancouver, where the blackened Meteor finally tied up, was 21 crew members dead and 11 missing. All of the Meteor's 67 passengers were taken off and transferred to Malispina. None were reported hurt.

Meteor, a Greek ship, was a frequent visitor at Wrangell last summer but had switched her area port of call to Petersburg this year. She had been due to stop in Wrangell only twice this season, on June 17 and on Aug. 20.

McConnell said Capt. Harold Payne of the Malispina maneuvered the ferry within 100 yards of the blazing Meteor and lowered her four boats, but did not cast them off. Meteor's boats came alongside and passengers stepped into the ferry's boats and were hoisted onto Malispina's decks.

"They were given donuts" said McConnell. Many of them were dressed in nightclothes. Some were barefoot.

"There were no flames on deck but we could see bright flames through the portholes forward and they seemed to flare up and die back down."

Alaskans can take pride in the fact that one of their flag ships, the state ferry Malaspina, was only five miles away and was one of those which answered the distress call and took aboard many of the survivors.

THE RESCUE operations went off so smoothly that the only complaint we saw in the news accounts of the disaster was by a passenger who protested operations by helicopters, which he said stirred up the water and got the passengers wet.

Under the circumstances, that sounds rather petty, indeed.

Crews Praised For Rescue

The passengers and four crewmen left the charred hulk in lifeboats and were transferred to the Alaskan Ferry Malaspina, which was five miles away when it picked up the Meteor's distress call.

The fire appeared to be under control at one point Saturday but flared up again. Thirty-eight crewmen, some of whom had been riding in lifeboats, were then evacuated by tug. The fire burned for more than 40 hours.



—UPI Photo.

CRUISE SHIP METEOR WITH FIRE FIGHTING FOAM RUNNING FROM DECK

The stricken ship arrived in Vancouver late Saturday evening



LEFT TO RIGHT: Mrs. George Easley and Commissioner George Easley of the Department of Public Works; Captain Harold Payne; Herbert J. Lockert, Director, Division of Marine Transportation; Wes Coyner, Executive Assistant to Governor William A. Egan, presenting the award for the Governor.

Ferry Captain Honored

JUNEAU — Captain Harold Payne of the Alaska Ferry Malaspina, has received an Award of Commendation from Governor William A. Egan for assistance rendered by the Malaspina in response to a distress call

from the Norwegian Motor Vessel Meteor on May 21, 1971. The Malaspina responded to a Mayday call from the burning vessel, and stood by to receive 66 passengers and 4 crew members, transporting them to their destination at Vancouver, B.C.

"Captain Harold Payne and the crew of the MV Malaspina are to be commended for exceptional dedication to their profession as mariners in effecting rescue and assistance to the crew and passengers of the Meteor," Governor Egan said. "Such prompt, unhesitating action conceivably saved the lives of 70 people from 7 nations. I join other State officials and the citizens of Alaska who are proud to have in the service of the State men of such dedication," Egan said.

Captain Payne received the engraved award and a certificate commending Captain and crew of the Malaspina during a scheduled stop of the vessel at Juneau. Wes Coyner, Executive Assistant to Governor Egan, presented the award for the Gover-

nor. Commissioner George Easley of the Department of Public Works, Mrs. Easley, and Herbert J. Lockert, Director of the Division of Marine Transportation, witnessed the presentation.

The Malaspina was approximately 60 miles north of Vancouver, B.C., when it received the distress call from the Meteor. At Captain Payne's directions, the Malaspina maintained radio watch on VHF Channel 6 in addition to maintaining a radio watch on the International Distress Frequency. The Meteor broadcast her Mayday on VHF Channel 6. Had only the International Distress Frequency been monitored, as required by law, the distress call would not have been heard by the Malaspina.

Proceeding to the stricken vessel at top speed, the Malaspina stood by to render assistance. Utilizing its lifeboats and boat davits to board the Meteor's passengers, Captain Payne boarded them, many being elderly people, without use of a Jacobs ladder. Food, clothing, and comfort was provided to the rescued passengers whose only possessions were the clothes they were wearing.

Disregarding scheduling and routing of the Malaspina, the vessel was diverted to Vancouver, the intended terminus of the Meteor, in consideration of the safety and well-being of its passengers.

SEATTLE HAD A STAKE, too, in another side of the international drama. The rescue ship that picked 67 survivors from the sea had left here only a few hours earlier, en route to Alaska. She was the Alaska State ferry Malaspina. Skipper — Capt. Harold Payne. The Malaspina carried 98 passengers, and her car deck was almost full Friday afternoon when she pulled out of the same pier where the Meteor had lain on her Seattle visit last year. The Malaspina was practically on top of the Meteor when the Norse ship radioed her Mayday before dawn Saturday, about six hours northwest of Vancouver. Most passengers were in lifeboats. The Malaspina picked them up.

We've heard no heroic sagas about that rescue, but much heroism goes unsung in an ocean tragedy like this one. At the least, the rescue is a tribute to seamanship among Norse and Alaska ship crewmen.

And when you realize that not one passenger died aboard the Meteor — that ship's personnel went methodically about the job of waking passengers and shepherding them to safety, even when crewmen knew of the shambles and death in their own quarters up forward, then you see evidence that the good ship Meteor carried men to match her own strong lines.

mini cruise

For an exciting weekend of fun, scenery and relaxation, make reservations now for a mini-cruise on an Alaska State Ferry to either Kodiak or Valdez.

The majestic M.V. TUSTUMENA departs Anchorage each Friday at 6 p.m. for 600 miles of shipboard romance to Homer, Seldovia, and Kodiak, with colorful tours available. Return to Anchorage Sunday evening.

The M.V. BARTLETT offers four cruises per week connecting with the Alaska Railroad at Portage and departing Whittier at 2 p.m. each Saturday, Sunday, Tuesday and Wednesday. View some of North America's most spectacular scenery between Whittier, Cordova and Valdez, including the great Columbia Glacier.

For details and further information call your travel agent of the Alaska State Ferry Office: 272-7116 or: 272-4482.

M.V. Tustumena and Bartlett are registered in the U.S.



MATANUSKA RESUMES SCHEDULE

The MV Matanuska resumes her regular schedule southbound departint Ketchikan 10:00 p.m. Wednesday, May 26.

The vessel experienced minor mechanical difficulties Monday southbound into Prince Rupert. The Matanuska returned to Ketchikan where repairs were made and approved by the Coast Guard.

Northbound passengers out of Prince Rupert were accommodated by the MV Wickersham and the MV Taku with minimal delay.



The Inaugural Ball

Juneau, Alaska

SATURDAY EVENING AT TEN

January 9, 1971

TEN DOLLARS PER PERSON

No 144

The Inaugural Ball

Juneau, Alaska
January 9, 1971

No 144

DOOR CHECK

5-7 P.M.

Juneau, Alaska - January 9, 1971

PAY TO THE ORDER OF A Very Special Inaugural Guest ^{Free} \$ Admission
to Good Company _____ 00/00 DOLLARS

The Inaugural Committee

Juneau Branch
First National Bank of Anchorage
238 Front Street

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The Inaugural Committee

Juneau Branch
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2—Southeast Alaska Empire, Juneau, Alaska, Mon., Jan. 11, 1971

Meeting The Challenge

Looking back over the wind-blasted Inaugural weekend, we are awed by and appreciative of the tremendous job done, under the most difficult circumstances, by the Inaugural Committee and all those who took part in preparations for the ceremonies, entertainment and social functions.

Things don't always go according to plan and this was especially true of the past weekend. The high winds that raked the area created a number of problems, but the Inaugural Committee under Felix Toner rose to meet the challenge.

With the subzero weather made even colder by the heavy wind gusts, there was no choice but to call off the Inaugural parade. But it was the effect of the winds on the state ferry Wickersham which perhaps caused the greatest problem for the Inaugural Committee, once it had found housing for hundreds of out-of-town guests.

With its high superstructure, the ferry was battered against the city dock by the winds and finally forced to move to the relative shelter of Auke Bay. That took care of the ferry and dock damage problem but then the committee had to find the means of shuttling Inaugural guests

housed aboard the ferry between the Auke Bay terminal and downtown. This crisis was resolved by calling upon the firm which operates the school buses here to set up a schedule to bring the visitors to town and return them to the ferry, and the firm readily agreed to help.

The new Model Cities mini-buses were also pressed into service to promise additional transportation for those aboard the big ferry.

The Inauguration itself came off well and the pageant brought some outstanding talent before its audiences — including the Juneau Symphony, the brightly-costumed New Archangel Dancers of Sitka doing Russian dances, members of the Anchorage Community College's Lyric Opera Theater, the St. Paul's Folksingers of Juneau, First City Players of Ketchikan, Point Barrow Eskimo dancers, and the Anchorage Tailgaters giving out with fine Dixieland jazz.

In all, it was a colorful, exciting weekend in Juneau. William A. Egan formally took up the reins of government once again. When Alaskans get together, there is a warmth generated that goes far to offset the rigors of weather. That was the case here this weekend. —G.E.B.

... High Winds

After the MV Wickersham snapped three of her mooring lines at the City Dock the captain decided to take her down to Auke Bay, a spokesman for the Marine Transportation Division said. Bus transportation was arranged for guests housed on the ship to ease the housing

crisis over the inaugural weekend.

The MV Taku which also housed out-of-town guests was able to remain at her berth until regular departure time at 11:15 last night, the spokesman said. The Wickersham earlier sailed southbound after loading at Auke Bay.



NEWEST COMMISSIONER — NEWEST HOUSE HUNTER. George W. Easley arrived in Juneau this morning and was expected to be sworn in as Commissioner of Public Works this afternoon. Already the new official is looking for a home in Juneau. His wife and two children are delighted at the prospect of the move here, he says. Easley drove from Los Angeles, where he has worked since June 1969, to Seattle, then flew north. Easley is a former assistant city manager and city traffic engineer for Anchorage. (Empire photo)



Major Expansion Of Marine Highway Is Urged By Governor

Gov. William A. Egan proposed major expansion of the Alaska Marine Highway in his Budget Message last night — an expansion providing for the acquisition of three new vessels, one of which would replace the controversial Wickersham when ready for service.

In doing so, he substantially revised plans for ferry system expansion put forward by former Gov. Keith H. Miller.

One of the vessels Egan proposes to have built would be 407 feet long with oceangoing capacity "so that if the need arises it can be used in any type of service, in any waters, at any time of the year," he told the lawmakers.

The new vessel would contain berths for 300 persons and deck space for 175 autos, which would give it a total vehicle capacity "slightly over 70 per cent greater than that of any of the mainline vessels now plying the waters of Southeast Alaska," Egan said.

"The new ship, added to the established three-vessel fleet (in Southeast), will add flexibility. And it will greatly step up the frequency of service which

is critical of the successful growth of the Southeast Alaska system and the region it serves."

It is this vessel which would replace the Wickersham, launched as the Stenna Britannica in Norway, when it is completed in U.S. shipyards.

The Wickersham, named for early Alaska judge and Delegate to Congress James Wickersham, is limited in its service by the federal Jones Act which prohibits the carrying of passengers and cargo between American ports in foreign-built ships. The act limits the ferry to plying between Canadian and U.S. ports — it cannot carry passengers from Seattle to Alaska or from one Alaskan community to another. In the busy summer months it has run between Prince Rupert and Haines.

The former administration had tried in vain since purchase of the Wickersham to obtain from Congress a waiver for it from the Jones Act. Congress traditionally has refused to grant such waivers, hoping to stimulate U.S. shipbuilding.

Egan said last night:

"It is my hope that when the

(Continued on page 8)

Alaska to continue Seattle ferry run

By STANTON H. PATTY

Alaska State ferry service to Seattle will not be altered, Gov. William A. Egan has told The Seattle Times.

"Contrary to rumors that have been published in Seattle, we have no plans to halt the ferry service," Alaska's new governor said.

The Seattle-Alaska ferry link had been established by one of Egan's predecessors in the governor's office, Wal-

ter J. Hickel, and there had been speculation that Egan would sever the service.

Egan said there was "absolutely no truth" to the rumors.

Egan unveiled plans last night for the construction of three new ferries and eventual sale of the foreign-built ferry Wickersham to help finance an eight-year expansion of the Alaska Marine Highway System, the Associated Press reported.

The program would cost \$36 million.

Egan made the proposals in his budget message delivered to a joint session of the Legislature.

Breakdown on the \$36 million was \$17.5 million for a new 407-foot, ocean-going vessel, \$8 million total for two new 235-foot ferries, up to \$9 million for lengthening the Malaspina-class vessels and \$1.5 million for port facilities.

The controversial Wickersham, built in Norway, was purchased by the Hickel administration. Under restrictions of the Jones Act, she cannot carry passengers or freight between United States ports and has to use a Canadian city as the southern end of her Panhandle runs.

... Major Expansion

(Continued from page 1)

Congress ... is convinced of our intent to build a new vessel in America, Alaska will be granted a temporary certificate of exemption from the Jones Act for the foreign-built Wickersham until the new vessel is completed.

"This would allow expanded service within Alaska immediately. The Wickersham could then operate directly between American ports. And plans would be developed for sale of the Wickersham upon completion of the new vessel.

"Because the Wickersham is prohibited from operating directly between American ports, more than \$500,000 of likely revenue escapes us each year. Assuming that we receive the... waiver ... the additional revenue that the state should realize from full utilization of the Wickersham's capability during the time it takes for construction of the new vessel should amount to at least one and one-half million dollars."

Egan told the Empire today his hope for a waiver "isn't just a hope." State officials have made contact with shipbuilders and representatives of shipbuilding unions and been led to believe a waiver might be obtained, he said.

"We have had indications that some of the shipbuilding unions, and shipbuilders too — who have been adamant to a waiver — would remove their objections if the Wickersham were only used until the new vessel was ready for service," he said.

The governor also proposed to construct two smaller ferries which would be 235 feet long, cruise at 15 to 18 knots, and carry up to 200 passengers and 46 autos. One would replace the state ferry Bartlett on Prince William Sound, and the Bartlett would be permanently assigned to the southern and west coast area of Southeastern Alaska, he said.

"This arrangement will not only provide service to the western islands of Southeast Alaska, but it will also enhance the efficiency of the vessels on the

main runs by providing connecting service to the larger vessels in the system," Egan said.

The plan is similar to one he advanced in urging passage of a ferry bond issue in 1966, an issue approved by the voters. Former Gov. Walter J. Hickel scrapped the plan on taking office and subsequently acquired the Bartlett and Wickersham.

Egan last night also recommended the complete renovation and lengthening of one of the existing Malaspina-class vessels to 409 feet through the addition of 56 feet to its midsection, to provide berths for an additional 200 persons and increase total passenger capacity to 750.

A reserve fund of \$4.5 million would be established for lengthening of a second Malaspina-class vessel "if desired," he said.

The large vessel would cost approximately \$17.5 million, the two smaller ones \$4 million each, the ferry lengthening project \$4.5 million, and new port facilities \$1.5 million.

The total \$36 million cost would be met without appropriations from the general fund, Egan said. The ferry bond issue approved by the voters this year would provide \$21 million; \$8 million would be in federal funds available under terms of the Federal Highway Act of 1971, which for the first time provides ferry construction monies; and an estimated \$7 million would be realized from the sale of the Wickersham, Egan said.

"This revised program," said the governor, "should satisfy the predicted needs for improvements for the system in Southeast Alaska for at least the next eight years without further general fund financing except on a short-term loan basis."

The Miller administration, in proposing the \$21 million ferry bond issue last year, had planned to acquire the two small ferries for use in Southeastern Alaska and to lengthen each of the three Malaspina-class ferries by 56 feet.

Reaction To Budget Message Splits Along Party Lines

2—Southeast Alaska Empire, Juneau, Alaska, Fri., Jan. 15, 1971

Substantial Proposals

JUNEAU (AP) — Initial reaction of legislators to Gov. William Egan's \$318 million general fund budget generally was split along party lines Thursday.

One Republican senator sharply criticized \$36 million earmarked for expansion of the Marine Highway System.

"If you like ferry boats, you should be happy," Sen. C. R. Lewi, R-Anchorage, said after Egan delivered his budget message at a joint session of the legislature.

Lewis termed "disproportionate" plans to spend \$36 million for improvement of the ferry system and only \$350,000 for rehabilitation of salmon streams and lakes.

Lewis said Friday he wished "to apologize for shorting" Egan. He said after further study he found \$750,000 was proposed for rehabilitation of salmon streams and lakes.

"It's still a good budget if you like ferry boats," Lewis said, "but instead of spending only 1.3 per cent of the ferry boat appropriation on vitally needed fisheries improvements, he's going to spend about 2 per cent."

"The salmon industry is a mainstay," Lewis said. "If there are any big expenditures, they should enhance the opportunities for increased state revenue. He also criticized the spending of \$100,000 for a center for the administration of justice "to make this an orderly society."

"I wonder what in the world you can do with \$100,000?" he asked. "Aside from that, I would want to study it."

The reaction of Rep. Jalmar Kerttula, D-Palmer, was almost the opposite.

"I was extremely pleased with the educational programs, the University of Alaska budget and the funds for the ferry system," Kerttula said. "I think it took a little adding above the bonds to come up with that new ferry."

Kerttula referred to proposed ferry funds, none of which would

come from the state's general fund.

"Bill Egan is quite the conservative in expenditure of public funds, caricatures to the contrary," Kerttula said.

The Palmer Democrat singled out for praise Egan's proposed new state geophysical division, for which \$500,000 was proposed. It would contract geophysical work to give the state data on geological formations and provide information used in petroleum development.

"No other state really has it," Kerttula said. "In my opinion, the cost is such a small percentage of what we're going to gain. I've fought for the 'right to know,' as I've termed it."

Rep. Clem Tillion, Halibut Cove Republican and house minority leader, said simply, "It was a beautiful budget."

Tillion explained he was very pleased because the proposed fiscal 1972 budget proposal shows very little increase over the previous state budget.

Sen. Lowell Thomas Jr., R-Anchorage, was cautiously pessimistic in his reaction to the governor's budget message.

"How high is it going to go?" he asked. "The legislature never holds the line. We've always increased above the governor's recommendation. Holding the line is incumbent on his party (Egan's) more than ever now."

Thomas also said he was disappointed the governor had no plans for a permanent investment fund of at least \$200 million.

"It's like an individual putting money in a savings account for a rainy day," he said.

Stressing that he wished to withhold more comment until he had a chance to study the budget proposal in depth, Thomas said the governor may be shortchanging the Department of Education, the Department of Health and Welfare and some wildlife programs in his proposals.

Sen. Jos Josephson, D-Anchorage, termed the budget an "excellent message."

"It's obvious that he (Egan) has given a great deal of thought to the problem of the Wickerham

...and programs of human development," Josephson said.

"And I applauded the proposal of environmental controls and the proposed department of environment."

Governor Egan's proposals in his Budget Message last night for upgrading the Alaska Marine Highway were by far the most dramatic of those made to the Seventh State Legislature.

And in his message he made clear that while the state must practice frugality in the years just ahead, it will also do its utmost to meet the needs of Alaskans. People programs, in other words, would take precedence over everything else.

How "needs" are defined by the current administration will, of course, mark the philosophical difference between it and the administration of former Gov. Keith H. Miller.

But Governor Egan did lay to rest the myth of the \$900 million nestegg so much was said about in the recent election campaign. The state could hold onto the nestegg and live off the interest plus recurring revenue, it was said.

But, Mr. Egan emphasized last night, "Despite the investment earnings, the magic figure of \$900 million in oil lease bonuses will have shrunk to approximately \$814 million by the time the appropriations made last year are satisfied. Even while we still talk of the \$900 million, the machinery of financial necessity is in motion to reduce it by some \$85 million. The budget balanced without invasion of the bonus monies was an illusion, built partly on a \$40 million oil lease sale that did not materialize."

"The budget adopted last year is mortgaged to \$16 million in unavoidable supplemental appropriations which you must now provide. Thus, for practical purposes, nearly \$100 million of the bonus money is already committed as I come before you today."

"I do not criticize these expenditures," Mr. Egan continued. "They were largely necessary. But we must plan cautiously the course we are taking."

Now it is laid out for all to see. We won't have \$900 million but \$814 million at the end of

the current fiscal year, based on last year's appropriations. And in the next few years, before the North Slope is brought into production, state needs will require further dipping into the fund.

By the time the oil begins to flow from the North Slope, this nestegg, will have been drastically reduced. But it will have helped us over the rough spots — and it's a cushion this state never had before 1968.

As for the upgrading of the Marine Highway, we find Mr. Egan's proposals timely and imaginative. At long last, if the proposals are accepted by the lawmakers, the very heavy burden of the Wickersham will be lifted. And the state will have dramatically increased the capacity and revenue of the ferry system.

In essence, Mr. Egan plans to have a large, oceangoing ferry built in American shipyards to replace the Wickersham. In the interim, the foreign-built Wickersham would continue to serve, perhaps fully for the first time, if Congress can be persuaded to grant a temporary waiver for it from the restrictive Jones Act. The governor is hopeful the waiver will be granted, if it is for a ferry that would be replaced by an American-built vessel at the earliest time.

In addition to a replacement for the Wickersham, the chief executive proposes to construct two smaller vessels which would establish two-vessel shuttle service from the smaller communities to the ferry mainline in Southeastern Alaska.

We will be following these proposed developments with much interest. They promise to bring the various communities of the panhandle even closer together in the future, which can only improve life here in Southeastern. And it will be a boom for the entire state — greatly expanding the dust free access route to Alaska.

—G.E.B.

Egan Budget Calls For \$318 Million Spending Program

AFFAIRS OF STATE MESSAGE
BY GOVERNOR WILLIAM A. EGAN
TO THE FIRST SESSION OF THE SEVENTH ALASKA LEGISLATURE
JANUARY 14, 1971

Considerable progress is being made on the question of consolidating all the transportation functions of the State into a single Department of State Government, and this Administration is convinced we must move toward creating such a department.

Expanding of the capabilities of the Marine Highway System cannot wait upon the establishment of a Department. I believe we have solved the problems of providing needed additional capacity and all-around improved service in plans worked out during the past few weeks. These plans have been worked out with the Commissioner of Public Works, naval architects, and the Director of the Division of Marine Transportation.

Our plans will be spelled out to you in more detail in the Budget Message which I will be presenting to you later.

We feel sure these improvements will fully meet the needs of the Marine Highway System in Southeast Alaska for several years to come.

In addition to these steps in transportation development already in progress, I will recommend for this year research on the relationship of law in the development of the private sector of transportation.

Gov. William A. Egan presented a \$318,079,800 general fund budget request to the legislature Thursday evening, and urged lawmakers to "hold the line within reasonable limits" during the years until North Slope oil production reaches its full volume.

The budget, which will require \$3,363,500 for a Department of Environmental Affairs, is 1.2 per cent higher than the \$314,230,100 approved by the legislature for the current year.

Egan's budget contains several million dollars for programs he added to the document prepared by the previous administration since he took office Dec. 7.

The governor also unfolded

his plans for selling the state ferry Wickersham after another ocean-going vessel is built to substitute for it, lengthening and renovating at least one Malaspina-class ferry, and providing

Budget Breakdown Table,
Other Stories,
Page 8

two smaller ferries to connect other parts of Southeast to the present system.

He proposed a relatively modest capital improvements program of \$9,413,600, down 84.6 per cent from the \$61,154,100 approved by the legislature for the current year.

Egan estimated today that

authorized bonds, appropriations and other carry-over funds from previous years will allow some \$125 million in state projects to get under construction this year.

Shared revenues to be returned to the local communities from various sources Egan put at \$4,283,500, up 29.7 per cent from the current year's appropriation of \$3,298,500.

The governor also submitted supplemental appropriation requests totalling \$16,501,800, which will be used to help fund current programs and two new ones during the present fiscal year, which ends June 30.

Wage Hikes, New Jobs Are Basis For Request For More Ferry Funds

By ALLAN ADASIAK
Empire Staff Reporter

Wage increases and additional jobs are the two prime factors in the \$1,261,600 supplemental appropriation requested by Gov. William A. Egan to fund ferry operations through June 30.

Capt. H. J. "Red" Lockert, director of the Division of Marine Transportation, said today those two items account for \$983,300 of the total appropriation request.

The wage increases resulted from labor negotiations that took place after the current year's budget was completed, Lockert said.

"Essentially, every one of the items in the supplemental appropriation was something we couldn't predict. All costs are going up," he said.

The \$1.2 million supplemental will boost this year's subsidy for the Division of Marine Transportation to about \$4 million, according to Deputy Director Bert Esmond.

Other major elements in the request for additional money are \$80,700 to repair the Wrangell dock, \$45,000 for repair costs beyond insurance coverage in the Taku grounding, \$88,800 in higher fuel prices, and \$30,000 for shafting on the Tustumena, Lockert said.

Labor negotiations last year produced a three-year contract that calls for a six per cent raise in the second year and wage discussions in the third year if either party desires, he said.

Wage increases this year for current employees came to \$427,686; eight new steward-storekeeper jobs and 12 new maintenance and assistants positions accounted for \$241,105; and reclassifying pursers on the Wickersham cost \$3,150, Lockert said.

Other labor-related costs, he said, include \$17,375 to hire temporary employees for five months instead of four in the summer; \$101,385 for overtime at the new rates; and \$192,594 for benefits.

Lockert noted that in 1964 "there was generally a 25 per cent differential between Seattle and here. That had gone down in some cases to as low as 1.2 and 1.8 per cent."

NAVAL ARCHITECT PHIL SPAULDING had to be pressured into attending Friday's dinner meeting of the Washington Society of Professional Engineers, where he found he'd been named "Engineer of the Year," honoring his years of designing ships for waters in assorted parts of the world. He's best known here for the Alaska State Ferries. Latest project — design of a 407-foot oceangoing ferry to replace Alaska's glamorship Wickersham.

The subsidy for the ferry system "will actually decrease next year because of a tariff hike," Esmond said.

Tariffs, he said, "have not kept pace with costs over seven years of operation."

Esmond estimated the subsidy required for the marine transportation system for the fiscal year starting July 1 would be about \$3.7 million.

New ferries designed for Alaska

JUNEAU — (AP) — The state commissioner of public works said yesterday that design of a 407-foot oceangoing ferry is under way, and design of two smaller vessels for Alaska should begin in a few days.

Commissioner George Easley said that "if everything is approved, we expect to have the large ship operating within three years, and the smaller ones in two years."

He said the department now is analyzing bids for design of the two smaller vessels, each 235 feet long.

Philip F. Spaulding & Associates of Seattle has the contract for the 407-foot vessel, Easley said, as well as for design for the lengthening of one of the Malaspina-class ferries. It will be lengthened to 409 feet by adding a 56-foot portion to the midsection.

BUDGET MESSAGE
BY GOVERNOR WILLIAM A. EGAN
TO THE FIRST SESSION OF THE SEVENTH ALASKA LEGISLATURE
JANUARY 14, 1971
JUNEAU, ALASKA

Mr. President, Mr. Speaker, Members of the Seventh Alaska Legislature, my fellow Alaskans:

Since taking office, I have revised plans for the Marine Highway System. This revised program should satisfy predicted needs for capital improvements for the system in Southeast Alaska for at least the next eight years without further general-fund financing except on a short-term loan basis.

As the key to the program, I have ordered plans for a new Alaska vessel, capable of carrying up to a thousand people, greater in passenger capacity and for all types of vehicles than any of the existing vessels.

The sleek, 407-foot vessel will have full ocean-going capability, so that if the need arises it can be used in any type of service, in any waters, at any time of the year. It will berth 300 persons, and accommodate approximately 175 automobiles or a combination of trailer vans, campers and automobiles numbering 135.

The total vehicle capacity of the ship will be slightly over 70 per cent greater than that of any of the main-line

vessels now plying the waters of Southeast Alaska.

The new ship, added to the established three-vessel fleet, will add flexibility. And it will greatly step up the frequency of service which is critical to the successful growth of the Southeast Alaska system and the region it serves.

In addition, two modern and fully equipped smaller ships will be added. One of the new ships will take the place of the M/V Bartlett in the Prince William Sound area of South-central Alaska. The other will provide service in the Northern Panhandle of Southeast Alaska.

And the Bartlett will be permanently assigned to the southern and west coast area of Southeast Alaska.

This arrangement will not only provide service to the western islands of Southeast Alaska, but it will also enhance the efficiency of vessels on the main runs by providing connecting service to the larger vessels in the system.

The two smaller vessels will measure 235 feet, with a service speed of 15 to 18 knots and passenger capacity of 190 to 200. Vehicle capacity will be 46 automobiles or a combination of units, including campers, totaling 31.

It is my hope that when the Congress of the United States is convinced of our intent to build a new vessel in America, Alaska will be granted a temporary certificate of exemption from the Jones Act for the foreign-built Wickersham until the new vessel is completed.

This would allow expanded service within Alaska immediately. The Wickersham could then operate directly between American ports. And plans would be developed for sale of the Wickersham upon completion of the new vessel.

Because the Wickersham is prohibited from operating directly between American ports, more than \$500,000 of likely revenue escapes us each year.

Assuming that we receive the Jones Act waiver as indicated previously, the additional revenue that the State should realize from full utilization of the Wickersham's capability during the time it takes for construction of the new vessel should amount to at least one and one-half million dollars.

The plans I have ordered also provide for lengthening and complete renovation of a Malaspina-class vessel. Her length would be increased to 409 feet through an addition of 56 feet to her midsection. Berths would be provided for an additional 200 passengers, with total passenger capacity increased to over 750.

Plans also provide for construction of necessary terminal facilities for the new smaller vessels at new ports served. And it includes four and one-half million dollars in reserve for lengthening of a second Malaspina-class vessel if desired.

The costs break down this way:

- * \$17.5 million for the new vessel.
- * \$8 million total for the two new smaller vessels.
- * \$4.5 million for the lengthening of a Malaspina-class

Capt. Donald Wishaar left Seattle this week for Alaska to take over as relief skipper on the Alaska State ferry, MV Bartlett. Wishaar makes his home in Cordova. He's relieving Capt. Dick Hoffstad who is going on vacation.

End of the Week

What a way to end any week — with Reuben Crossett's 10th annual Alaska game dinner. It starts at 6 p.m. today in the Elks lodge hall. It is by invitation to the famous hunters of Alaska and to some of the not-so-famous.

Already on hand for the dinner — they come early to this event — are Pete and Quent DeBoer, Harvey Hildre, Capt. H. J. Lockert, Robert O'Brien, Don Pegues, Art Nelson, Frank Denny, Harry Lucas and a crowd from Juneau.

The food, prepared by Wally Eckardt but furnished by many of the distinguished guests, includes such things as Alaska Migratory Turtle. Pegues, an Alaskan temporarily stationed in American Samoa, is the hunter who captured this delicacy.

The shrimp and crab come from Petersburg with John Engle, Eldor Lee and Shrimp King II, Dave Ohmer. Silent Ben Scott is providing Alaska raised oysters.

Bill Stump's Camp Island companions are providing the ducks and geese. The caribou is coming with Doug Eurers of Tok Junction.

Prime roast of moose has been provided by Dynamite Duke Chase, Wrangell's Angerman brothers, Ted Case, Dr. Gary Floyd, Frank Denny, Dick Taylor and Bill Foreman.

The late Louis Glatz promised a moose roast and some of his tall tales. He will be missed at this year's round table.

Providing genuine Alaska goat and sheep are Cotton O'Dell, Chuck Rohfling, Glenn Barnard, Bob McKinley and Gordie Tate.

Pete DeBoer, king of the ice road, is providing North Slope Prairie Hens, without F-310 in deference to the Sierra Club.

Clams from Cordova are a specialty of Kernel Bob Korn. Victor Rosellini of the Four-10 and 610 restaurants in Seattle is sending a special surprise. Goat cheese comes with Ike Crossett from La-Crosse, Wisc.

Providing deer, Taku pheasant, salmon and other menu staples are Vic Kolse, Win Wilsie, Deadeye Lundeen, Tongass Narrows Weston, Hank Chalker, Art McMahon, John Gilbert, Mel Akers, Totem King Charlie Stene, Howard Lee, Russ Duval, Bill Baker, Ed McLean, Ray Moyer and Doug Roberts.

There are beverages made from secret recipes by Crossett, Whiteside, Ruaro, Winslow and Dohoney, a famous firm of distillers.

There are other contributors and there are those, a majority, who will contribute thirsts and appetites.

But the whole thing is a benefit for the Ketchikan Children's Home. And we best not tell Gov. Dan Evans that his Washington state treasurer Bob O'Brien, is an honored guest. We better not even tell Alaska's Gov. Egan that either.

It may be hard to tell whether Washington money or Alaska money is going to build the new children's home. By early A.M. it should be clear (?), however.

Reuben E. Crossett

REQUESTS THE PLEASURE OF YOUR ATTENDANCE

AT

THE TENTH ANNIVERSARY

OF

"REUB'S ANNUAL ALASKA GAME DINNER"

AT

SIX P.M. SATURDAY, FEBRUARY 6, 1971

AT THE

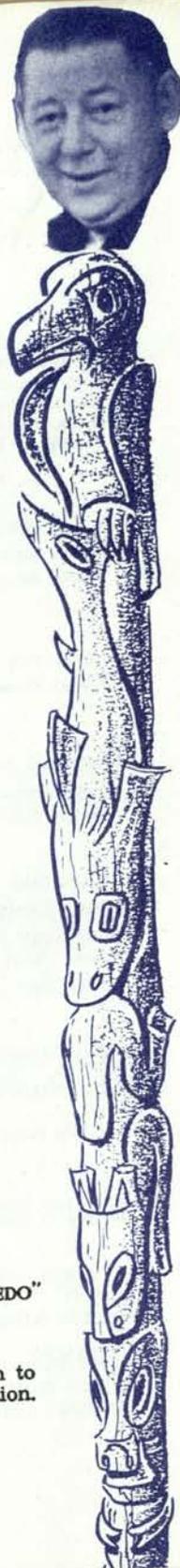
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Box 2693
KETCHIKAN, ALASKA 99901

DRESS
"ALASKA TUXEDO"

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



For The First Time—Baby Born Aboard State Ferry!

Karla Malana Rowland, not yet two days old, made history Saturday night when she was born aboard the northbound Alaska State ferry Malaspina.

Karla made her first appearance in a Malaspina stateroom at 11:05 p.m. weighing 6 pounds 3 ounces.

Her parents, Mr. and Mrs. David Rowland of Ketchikan, named her Karla Malana in honor of her place of birth.

"They couldn't quite hang Malaspina on the baby," said a friend of the family.

It was the first birth ever aboard one of the state ferries, Capt. H. J. Lockert, director of the Division of Marine Transportation, reported.

Lockert said the ship made an unscheduled stop at Prince Rupert at 4:40 a.m. Sunday so that Mrs. Rowland and her new daughter could be taken to Prince Rupert General Hospital. The ship was met by two doctors and an ambulance. "Everything was reported to be in surprisingly good shape," Lockert said.

Speaking to the Empire by telephone from the hospital today, Mrs. Rowland said both she and Karla Malana were fine. "The baby is eating like a hog," Mrs. Rowland said. "She's a little darling. I'm so proud of her."

Mrs. Rowland said her Seattle doctor had not expected the baby to arrive for six weeks while a Prince Rupert doctor estimated she had arrived two weeks early.

The father of the newborn was not aboard the ferry. Mrs. Rowland was traveling with the couple's young son and her grandmother. Both

proceeded to Ketchikan, she said.

Rowland is an employee of Ketchikan Pulp Co. The couple lived in Ketchikan for three years prior to moving south for eight months. Mrs. Rowland said her husband returned north two months ago, and she was on her way to join him.

She plans to leave Prince Rupert Tuesday night aboard another state ferry to continue on to Ketchikan, she said.

The couple live at 604 Marine View Apartments.

Mrs. Rowland said it was possible that her daughter would qualify for both American and Canadian citizenship since the ship was in Canadian waters at the time of the birth. "They are going to register her here in Canada," she said.

Master of the Malaspina on the current trip is Capt. Harold Payne. The ship was due in Haines today on the northbound continuation of its trip.

Mrs. Laura Heidelberger of Skagway, a former nurse, was one of those assisting at the birth. No doctor was aboard the vessel.

Others assisting, according to Lockert, were two passengers and the ship's matron. The passengers were Mrs. Lawson of 2812 West Elmore Place, Seattle, and Mrs. Abelarde, no address available.

The ship's matron was Mrs. Susan Gerencio of Juneau.

Design Work Under Way On Oceangoing Vessel

By ALLAN ADASIAK
Empire Staff Reporter

Design work on a 407-foot oceangoing ferry is under way and design on two smaller vessels will begin "in a matter of days," Commissioner of Public Works George Easley said today.

Design work for the lengthening of one of the state's Malaspina-class vessels to 409 feet by adding a 56-foot portion to the midsection is also under contract, he said.

Phillip Spaulding and Associates of Seattle is the firm working on the two design jobs that have been let, Easley said.

"We should have designs completed on the lengthening by May, and on the big ship by June," Easley said.

Completion of designs for the two 235-foot vessels will depend on which of three bids that are currently being analyzed is accepted, he said.

"If everything is approved, we expect to have the large ship operating within three years, and the smaller ones in two years," the commissioner said.

Easley said he is checking with the Federal Highway Administration before proceeding with design on the two smaller, Bartlett-class ferries, since their construction is to be funded with \$8 million available to the state under the Federal Highway Act.

Gov. William A. Egan has proposed that the state sell the foreign-built ferry Wickersham for an estimated \$7 million to provide part of the funding for the marine highway improvement program he proposed.

Egan said this weekend that he is optimistic that the state will be able to get a congressional

waiver from the Jones Act to allow the Wickersham to carry cargo and passengers between two American ports. As a foreign-built ship she is presently prevented from doing so.

The waiver sought by the governor would apply while a replacement vessel is under construction, with the understanding that the Wickersham would be sold when the new, 407-foot American-built ship is ready for use.

Egan has proposed the following expenditures for the marine highway system:

—\$17.5 million for a 407-foot oceangoing vessel with berths for 300 persons and a capacity of 175 automobiles.

—\$8 million for two 235-foot ferries that could each carry 200 passengers and 46 automobiles. One would replace the M.V. Bartlett on Prince William Sound, and the Bartlett would be permanently assigned to the southern and western portion of the Alaska Panhandle. The other ferry would link communities in the northern panhandle.

—\$4.5 million to lengthen one of the Malaspina-class ferries to 409 feet by adding a 56-foot midsection, providing berths for an additional 200 persons and increasing her total passenger capacity to 750 persons.

—\$1.5 million for new port facilities and improvements.

—\$4.5 million in a reserve fund for lengthening a second Malaspina-class vessel, if and when that is desirable.

The governor proposes to fund the total project with \$21 million in voter-approved ferry bonds, \$8 million from the Federal Highway Act and \$7 million from the sale of the Wickersham.

OL' CHARLIE to the Editor

January 8, 1971

Dear Editor:

On page 5 of your December 24, 1970 edition you published a reprint from the Ketchikan Daily News titled

"Now We Know Why." Following this article you added comments of your own which involved the Marine Highway System. In your last paragraph you stated "Those TUSTUMENA trips to Anchorage cost the State five million dollars."

You rather overestimated our cost of operations. The entire operating budget for the S. W. segment of the Marine Highway System for the current fiscal year, including both the TUSTUMENA and BARTLETT, is \$2,324,200.00. For the sake of this discussion let's say the TUSTUMENA accounts for 60% or \$1,394,520.00 of this amount as she is considerably larger and carries a larger crew than the BARTLETT. For further simplification I will use as a basis for prorating cost the total hours of operations of the TUSTUMENA for the one year period just ending which amounted to 7,288.92 hours on the main engines. All other system costs are relative to the vessels actual hours of operations at sea.

The TUSTUMENA made 33 round trips between Homer and Anchorage between June 3 and September 30 of 1970. Each round trip requires 22 hours running time. Therefore a total of 726 hours were involved in going to and from Anchorage. 726 is approximately 10% of the total running hours of the TUSTUMENA for last year. Applying this

simplified form of cost accounting to the operating budget of the TUSTUMENA of \$1,394,520.00 our cost of the TUSTUMENA's trips to Anchorage would be \$139,452.00 not \$5,000,000.00.

During the past year we did some investigative research on the possibility of utilizing air cushion vehicles for the Knik

Arm crossing. We found that a vehicle capable of carrying both vehicles and passengers have numerous operation limitations, a very high cost of operations, at the very best are in the advance stages of experimental development and cost approximately \$5,000,000.00 each.

As you raised these points in your column we felt your readers would be interested in our comments.

Sincerely,

(signed) Captain H. J. Lockert
Director

Ed. Note - What about the cost to Peninsula taxpayers particularly of Kenai, Homer, Seldovia & Seward, who were not served.

If we could afford \$139,000+, which was apparently surplus why was it not used to construct proper ferry slips at Homer and Seldovia?

Lynden Transport, Inc.

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Open House

at our new terminal

Friday, February 12th, 1971

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Cordially Invite You
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Annual Customer Night Dinner Meeting

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Nineteen Hundred and Seventy-One

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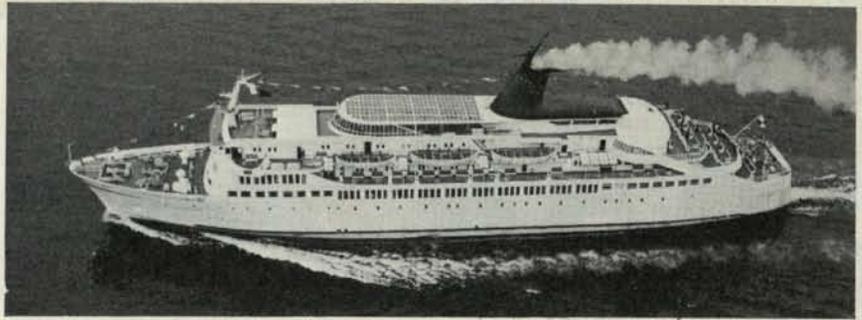
CAPTAIN RED LOCKERT
STATE OF ALASKA



6-100
6-102



SEATTLE-ALASKA FERRY LINK TO CONTINUE



Controversial ferry, Wickersham, will eventually be sold by Alaska Ferry System says Governor Egan.

SEATTLE — The Seattle-Alaska ferry link will continue despite waterfront rumors. According to Alaska's new Gov. William A. Egan, there is no truth to the rumor that the service will end. In fact, Egan unveiled plans last week for the construction of three new ferries and eventual sale of the foreign built ferry Wickersham to help finance an eight year expansion of the Alaska Marine Highway System. The program would cost \$36 million.

In his budget message, Egan broke down the plan as such: \$17.5 million for a new 407 foot ocean going vessel; \$8 million total for two new 235 foot ferries; up to \$9 million for lengthening the Malaspina class vessels and \$1.5 million for port facilities.

The controversial Norwegian-built Wickersham "fancy dan"

of the fleet has been throttled because of the Jones Act, and though it filled an immediate need for the Alaska ferries, its restrictions have hurt the operation financially. She is unable to carry passengers and cargo between two U.S. ports. The Wickersham, ex-Stena Britannica, is presently registered in Panama.

\$34.5 Million Plan For Alaska Ferries

Governor William A. Egan of Alaska recently announced plans for the construction of three ferryboats for a total cost of \$25.5 million. Included in the program is an ocean-going ferry about 405 feet in length at an estimated cost of \$17.5 million, plus two small 235-foot ferries with a total cost of \$8 million.

At the same time, a plan to lengthen the Malaspina class boats at a cost of \$9 million and to sell the Norwegian-built Wickersham, was disclosed.

Wickersham Sale Measure Introduced

JUNEAU (AP) — Bills to authorize sale of the state ferry Wickersham and appropriate \$7 million from the general fund to expand the Marine Highway System were introduced in the House Wednesday on behalf of Gov. William A. Egan.

One measure would authorize the Public Works Department to enter into "any necessary negotiations and contracts with any person . . . or with any foreign or domestic government" for sale of the foreign-built vessel.

The measure does not mention any price for the Wickersham, but would make the sale subjective to approval of the governor. Egan has set \$7 million as a hoped-for sale price.

Provisions of the federal Jones Act prohibits the Wickersham from carrying passengers or freight between U.S. ports. Because of the limitation, Egan said, the ferry loses about \$500,000 per year in revenue that otherwise would be coming to the state.

In a cover letter to House Speaker Gene Guess, Egan said the state hopes to acquire a new ocean-going ferry and two small vessels, lengthen two present vessels and build additional terminal facilities at a cost of about \$37 million.

He said the costs would be covered by a \$21 million bond issue, \$9 million in federal aid and \$7 million from sale of the Wickersham.

"The \$7 million called for in the legislation would have the effect of a supplemental appropriation," Egan said, "but in fact would be a loan from the general fund, offset by carrying the Wickersham at that value as a capital asset. We believe the state will be able to dispose of the Wickersham for at least the amount of the loan."



A 102 POUND SALMON (ALASKAN MINNOW) is one of the featured attractions at the State of Alaska booth, one of the busiest places at Dallas' Southwest Vacation and Sports Show currently underway in Dallas Memorial Auditorium. Juneau resident, Miss Ginger Johnson of the Alaska Marine Highway System shows the big fish to a Texas small fry. Dallas-Ft. Worth residents have an extremely high interest level in Alaska, and especially in an Alaskan vacation according to the Department of Economic Development, who hopes to convert this interest into more Alaskan tourism from the Dallas area.



Tustumena Not Included By Forest Service

With the exception of Kodiak state ferryboat TUSTUMENA, there will be U.S. Forest Service naturalists aboard each of Alaska's state ferryboats to present information to the passengers and help interpret the passing scene and information on various communities visited by the ferry system.

The U.S. Forest Service excluded Kodiak's ferryboat

TUSTUMENA from the otherwise statewide program which includes even the small Prince William Sound ferryboat BARTLETT, added to the fleet last year.

Upgrading of the Agriculture Department's U.S. Forest Service programs and services in the Kodiak-Afognak Islands area would be assured if Afognak Island were declared a National Forest in its own right separate from the far-away mainland Chugach National Forest located mainly in the Prince William Sound area, or if Afognak Island were declared a National Park

under the Interior Department jurisdiction.

You are cordially invited to attend our
THIRTIETH ANNIVERSARY
Celebration.

We are having an
OPEN HOUSE
on Friday, May 21st, 1971.

The Coffee and Refreshment Flag
will be flying all day.

DUWAMISH SHIPYARD, INC.
5658 West Marginal Way Southwest

Erling Lauritz

Malaspina A 'Smart Ferry'

The Alaska State ferry that went on from here to rescue survivors of the Norwegian cruise liner Meteor was selected Monday as one of Seattle's "Smart Ships" of National Maritime Week.

The ferry Malaspina was named "Smart Ferry" for the way she dressed ship and general appearance on her Seattle call last week. The States Steamship Co. freighter Hawaii was named "Smart Cargo Liner" of the week and the Red Stack tug Sea Flyer was named "Smart Tugboat."

