

Stanton H. Patty



ALASKA

Trade fair was very successful

Can Alaska find happiness at a trade fair in Seattle? "Sealaska," the shoestring-budget Alaska travel show that has been brightening Seattle for the past ten days, is suggesting a "yes" answer.



Jack Tripp

The show, a sort of homespun mini-tour of the frontier state, ends today at the Seattle Center.

Already, participants are saying that "Sealaska" has set the stage for the proposed Klondike 72 festival here next summer—and future editions of "Sealaska."

"I think it has gone very well," Jack Tripp, director of Alaska's State Travel Division, said. "I'd like to see something like this in Seattle every year."

"Sealaska," I believe, has done much to improve relations between Seattle and Alaska. That's good."

Tripp, 43, who jestingly describes Alaska as "Seattle's richest suburb," feels strongly about the need for Seattle and Alaska to do a better job of working together for all kinds of economic development.

"You have a stake in our future, even as you had a stake in our past," he said.

"We have the resources and the energy. You have the knowledge and the skill."

TOURISM WAS THE main thrust behind "Sealaska." Seattle is the traditional gateway to the North Country.

But Tripp cited this surprising statistic: Only 3 per cent of those residing in Washington ever have visited Alaska.

If inquiries at the "Sealaska" exhibits are any indication, the percentage is due for a change right away.

Larry Beck, the Alaska showman who coordinated the Alaska end of "Sealaska," put it this way:

"We came down here to whet peoples' appetites for travel in Alaska. And I think we succeeded. We also made a lot of new friends."

Beck was proud of the teamwork shown by the Alaskan communities and the quality of the exhibits and entertainment troupes.

Modest as some of the booths were, they represented considerable expense for the small towns and countless man hours of volunteer labor.

"It was a real team effort," Beck said.

"The Seattle Center facilities were excellent, and the audiences were wonderful. We couldn't have asked for more."

"I feel sure that 'Sealaska' will be repeated."

Not all of the effort originated in Alaska. The Washington State Chapter of the Alaska Federation of Natives was there with an artistic exhibit that took two months to prepare. That display turned out to be one of the most popular in the Flag Plaza Pavilion.

There were some sour notes in the first "Sealaska," as expected.

Unfulfilled promises by some of the Seattle sponsors . . . a lack of signs to guide Center visitors to the displays . . . a few "static" booths the commercial exhibitors failed to man for personal contact.

And there are some who believe that the petroleum industry missed an ideal opportunity to tell its side of the Alaska oil and pipeline story by not joining in the show. Maybe next time.

But on balance, as analysts like to say, the participants will tell you that "Sealaska" was a resounding success. Both for Seattle and Alaska.

There is no estimate on the total attendance. However, the crowd last weekend amounted to perhaps 50,000 persons.

The idea for "Sealaska" emerged from a committee meeting of the Seattle Center staff last August. Louis Larsen, the Center's marketing manager, a veteran of the Seattle World's Fair administration, went to Alaska and began putting the pieces together.

WHAT LARSEN CALLS a "low budget" was allocated for the show. The decision was made to offer exhibit space at no cost and to admit visitors free.

Privately, many of the Alaskans are praising Larsen for his perseverance and thoughtfulness under trying conditions.

Larsen, who admits to being a new Alaska buff, responds:

"We learned a lot about how to make it better next time."

Scenic Homer (population 1,083) on the Kenai Peninsula, was the first community to sign up for "Sealaska."

The mayor herself, Mrs. Hazel Heath, was on hand to help staff Homer's booth.

"Was it worthwhile? I'll say it was," Mrs. Heath says of "Sealaska."

"We came here to get across an image. A lot of people still don't realize that Alaska isn't all ice and igloos."

"IT'S WONDERFUL what a handshake and a smile can accomplish."

Here is what some of the other exhibitors are saying:

Ketchikan — "We found that people are really interested in Alaska, and in traveling to Alaska," said Walt Peterson, a representative of the Greater Ketchikan Chamber of Commerce. "I'd say it has been a great success."

Fairbanks — "It was definitely worth coming here," said Dean Ayres, operator of a gift shop. "I think we've done a good job that will return many dollars to Alaska."

Seward — "We have talked to many people who want to visit Alaska — and some who want to live there," said Mrs. Linne Bardardson, of the Seward Chamber of Commerce. "I definitely feel it was worthwhile."

Juneau — "I believe it will pay off for Alaska," said Hugh (Bud) Wilson, of the Juneau Chamber of Commerce. "There was a lot of interest . . . and I'd like to see us do it again."

Haines — "It was good for Haines, but, more importantly, for the state as a whole," said Carl W. Heinmiller, director of Alaska Indian Arts, Inc. "Some of the people in the travel industry missed by boat by not being here. It was excellent exposure."

Nome — "We found that folks were delighted to see our Eskimo dancers—and they long to come to Alaska," said John Andrews, an airline tour guide from Nome. "I'm proud of what was done here."

Dennis Corrington, a Nome merchant, said there was another dividend: The widespread Alaskans themselves formed new bonds at between-shows gettogethers. "There were good vibrations, you might say," he added.

Sitka — "I think this will help build our tourist trade—and hopefully will help rebuild our (fire-destroyed) St. Michael's Cathedral in Sitka," said Mrs. Alice Harrigan. "I thought everyone did a marvelous job. It took a lot of work to get this all together."

Kodiak — "Anything like this is worthwhile, especially in improving the relationship between Seattle and Alaska," said Mrs. Sharon M. Leasure, formerly of Seattle, now secretary of the Kodiak Area Chamber of Commerce. "The people seemed genuinely interested in Alaska."

The "Sealaska" exhibits will be open from noon to 9 p. m. today before the curtain drops. Meanwhile, on the Food Circus stage, the Chilkat Indian Dancers from Haines and the Eskimo Dancers from Nome, will perform at 12:30, 3:30 and 7:30 p. m.

Next: "Sealaska II."

WAIVER HOPE DIMS

Revision of the Jones Act in any manner to aid Alaska does not look possible in view of recent events.

Since the state administration of Gov. Walter Hickel purchased the state ferry Wickersham and attempted to have it exempted from the Jones Act, the state has bucked heavy weather. The new state administration, under Gov. Egan, has agreed to sell the Wickersham when a replacement has been constructed in U.S. shipyards. The Egan administration would like a waiver of the act, however, so the Wicky can be used to full capacity until the replacement has been built.

The Wickersham, built in a Norwegian shipyard, cannot, under the U.S. Merchant Marine Act of 1920 (the Jones Act) haul U.S. passengers or freight between U.S. ports. This limits the state to operating it between Prince Rupert and Alaskan ports without hauling passengers between Alaskan ports.

The burning of the Norwegian-built cruise ship Meteor in May off Vancouver, B.C., added to arguments against any waiver of the Jones Act. The Meteor fire claimed the lives of about 30 crewmen but no passengers. The rapid spread of the fire was blamed on poor design and varnished wood paneling. The death of the crewmen was blamed on locked passageways.

May 10, Congressman Thomas Pelly of Washington state introduced legislation in Congress that would strike an amendment of the Jones Act enacted during the Korean War. That amendment allowed certain U.S. department and agencies to waive compliance with navigation and vessel-inspection laws during an emergency in order to expedite troop and supply movements. If Pelly's bill passes it will close one more loophole that Alaskans eyed at one time for the Wickersham — having the defense department declare that operation of the Wicky between Alaska ports was in the interest of national defense.

'Wickersham' ferry in Seattle for repairs

The northbound sailing of the Alaska ferry, Wickersham, was cancelled Tuesday morning, as the ship had to go south to Seattle for repairs.

She developed trouble with her bow thruster propellers while in Alaskan waters earlier this week, so proceeded directly for Seattle after unloading her passengers here.

Ferry officials at the terminal here hope the ship will be repaired in time to resume her schedule Friday. She had been due to go north again at 8 a.m.

Tuesday and return Thursday night.

It is estimated the huge liner will take 22 hours to make the trip from here to the Seattle drydock.

The Wickersham, along with the Matanuska and the Taku, are on full summer schedule, with a ferry arriving from Alaska every day, and one sailing every day northbound except on Sundays.

The Alaska Ferry System's other ship, Malaspina, remains on the Seattle-Ketchikan run.

Ferry Bids Requested

The State of Alaska; Department of Public Works, Division of Marine Transportation, jointly with the Department of Highways have announced that they are requesting bids from shipyards on a nationwide basis for the construction of two 235 foot diesel-powered passenger-vehicle ferries to augment their Southeast Alaska Ferry Service.

The vessels are to be steel, transversely framed of all welded construction with a full, complete double bottom fitted within the engine room.

The vessel will be fitted with twin rudders and propulsion will be by twin 2100 SHP diesel engines driving twin fixed pitch propellers through reverse reduction gears. The ships service power will be provided by two 300 KW diesel generator sets, and emergency power will be provided by one 75 KW diesel generator set.

Passenger facilities are to be provided on the Upper Deck and Superstructure Deck. These facilities will include an Observation Lounge, Foyer, Sitting Room, Coffee Shop with cafeteria type food service. A corner cocktail bar will be located in the port side of the Coffee Shop. Public toilets will be provided on the upper deck adjacent to the Observation Lounge.

The starboard gallery deck and navigating bridge deck house will accommodate the crew and officers. An Officers' Messroom and Crew's Messroom will be provided on the Upper Deck adjacent to the galley but

remote from the passenger area. A Solarium will be installed on the Sun Deck to provide a sheltered, panoramic viewing area for passengers. The Solarium will be lighted and provided with infrared radiant heat units for passenger comfort.

Vehicle access shall be through side doors port and starboard in the forward part of the vessel, and by hinged ramps at the bow and stern. A hinged, hydraulically operated "Knight-head Visor" type bow is to be installed. A turntable will be mounted in the main deck located between the two side doors for turning heavy vehicles.

The vessels will have the following Principal Characteristics:
 Length overall, molded 235'-9"
 Length on design load waterline 215'-0"
 Length between perpendiculars 210'-0"
 Breadth, extreme over guards 57'-4"
 Depth, molded, to vehicle deck at side 19'-0"
 Draft, design load waterline 12'-9"
 Service Speed 15.5 knots
 Deadweight and Capacities:
 Certified passenger capacity 250

Crew accommodation capacity 23
 Vehicles: Automobiles 47
 Diesel Oil at 95 percent 52,500 gals.
 Lub Oil 1,440 gals.
 Potable water 26,660 gals.
 Displacement at design load draft 1911 LT

The vessels, with their propelling machinery, will be built under special survey of the American Bureau of Shipping, so as to entitle them to the highest class for ships of this type.

They will comply with all applicable laws of the United States; including the U.S. Coast Guard and the U.S. Public Health Service.

Designers of the vessels are Philip F. Spaulding and Associates, division of Nickum and Spaulding Associates, 71 Columbia Street, Seattle, Washington 98104.

Shipyards interested in bidding on this project are requested to communicate with the naval architect. One complete set of bidding documents including plans and specifications will be furnished upon receipt of a \$100.

PONDERING THE JONES ACT

Should the Jones Act be repealed? Everytime the subject comes up there is furor from interested parties on down the line. Though the Jones Act has been affective through the years, it, like every other binding bill should have frequent re-examination to meet the needs of the times.

It is our opinion that a board should be set up to study individual amendments to the Jones Act without wholly throwing out the entire act. For instance, in individual situations in Alaska and Hawaii where the Jones Act causes a hardship on those states by refusing foreign vessels permission to carry cargo between two domestic ports. In such cases where these two states are isolated from the mainland U. S. special consideration should be given, unless a better substitute is offered.

In the case of Alaska, foreign flag cruise ships also should be made recipient of an amendment in the Jones Act allowing them to carry tourists and selected freight from any or all major U. S. West Coast ports direct to any or all ports of Alaska during the cruise season, one way or round trip.

The Alaska State Ferries would not be hurt on their Seattle-Alaska run by such an amendment as they have been booked solidly with passengers. The

cruise ships do not cater to the utilitarian traffic carried by the Alaska ferries. Because of the Jones Act, Puget Sound and Columbia River ports have been denied millions of dollars in supply, stevedore and terminal money down through the years.

These are but a few of the inequalities the Jones Act has caused. A study of each individual case by a capable board would do much to streamline a bill that has held on with bulldog teeth since 1920.

Maritime unions have fought the hardest to maintain the Jones Act to the letter of the law, yet in many cases it is the maritime unions that have lost a considerable amount of money because of it.

No major maritime nation and but few minor nations allow foreign flag shipping in their domestic trade. Repeal of the Jones Act would, of course, deprive American flag shipping of its protection against foreign flag intervention in the domestic trades, but also would result in severe consequences to all industries and labor related to American maritime affairs.

Again we do not seek abolition of the act—only streamlining and proper amendments at proper times.

There have been some moves in the



IN HONOR OF

REAR ADMIRAL MARK A. WHALEN

COMMANDER, WESTERN AREA, U. S. COAST GUARD

AND MRS. WHALEN

THE COMMANDER, SEVENTEENTH COAST GUARD DISTRICT

AND MRS. PALMER

REQUEST THE PLEASURE OF YOUR COMPANY

AT A RECEPTION

ON MONDAY, THE TWENTY-FOURTH OF MAY

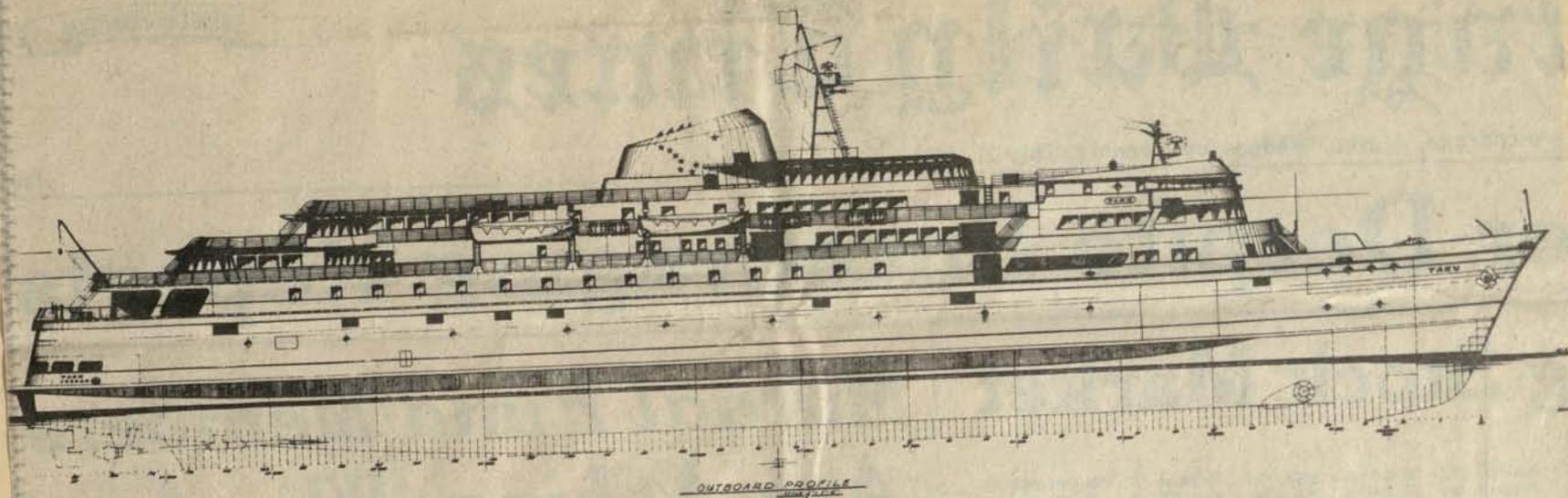
FROM SIX TO EIGHT O'CLOCK

PALMER RESIDENCE, 526 MAIN STREET

RSVP
586-7347

MILITARY: SERVICE DRESS UNIFORM
CIVILIAN: INFORMAL



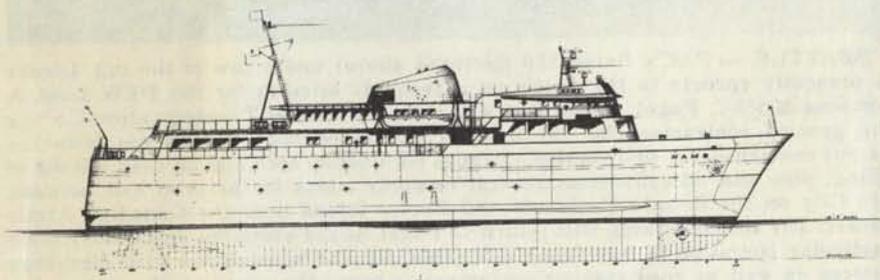


BIDS OUT FOR FERRIES

The state Department of Public Works and the Division of Marine Transportation are requesting bids for the lengthening and upgrading of two state ferries in the 352-foot Malaspina class. The work will consist of lengthening the vessels by adding a new 56-foot midsection. Additional crew's quarters for 20 will be added in the new section. Existing passenger state-rooms will be removed and 90 new modular staterooms will be

installed, sleeping 280 passengers. A new cafeteria, together with a new cocktail lounge and bar, will also be provided and existing public rooms will be modified and redecorated. A solarium will be installed on the sundeck to provide a sheltered, panoramic view area for passengers. The solarium will be lighted and provided with infrared radiant heat units for passenger comfort.

ALASKA CALLS FOR BIDS ON TWO NEW FERRIES



An outboard profile of the new Alaska Ferry.

JUNEAU — The State of Alaska, Department of Public Works, Division of Marine Transportation, jointly with the Department of Highways have announced that they are requesting bids from shipyards on a nationwide basis for the construction of two 235 foot diesel-powered passenger-vehicle ferries to augment their Southeast Alaska Ferry Service.

The vessels are to be steel, transversely framed of all welded construction with a full, complete double bottom fitted within the engine room.

The vessel will be fitted with twin rudders and propulsion will be by twin 2100 SHP diesel engines driving twin fixed pitch propellers through reverse reduction gears. The ships service

power will be provided by two 300 KW diesel generator sets, and emergency power will be provided by one 75 KW diesel generator set.

Passenger facilities are to be provided on the upper deck and superstructure deck. These facilities will include an observation lounge, foyer, sitting room, coffee shop with cafeteria type food service. A corner cocktail bar will be located in the port side of the coffee shop. Public toilets will be provided on the upper deck adjacent to the observation lounge.

The starboard gallery deck and navigating bridge deck house will accommodate the crew and officers. An officers' messroom and crew's messroom will be provided on the upper deck adjacent to the galley but remote from the passenger area.

A solarium will be installed on

ALASKA FERRY

(Continued from page 3)

the sun deck to provide a sheltered, panoramic viewing area for passengers. The solarium will be lighted and provided with infrared radiant heat units for passenger comfort.

Vehicle Access

Vehicle access shall be through side doors port and starboard in the forward part of the vessel, and by hinged ramps at the bow and stern. A hinged, hydraulically operated "Knighthead Visor" type bow is to be installed. A turntable will be mounted in the main deck located between the two side doors for turning heavy vehicles.

The vessels will have the following principal characteristics: length overall, molded 235'-9"; length on design load waterline 215'-0"; length between perpendiculars 210'-0"; breadth, extreme over guards 57'-4"; depth, molded, to vehicle dk at side 19'-0"; draft, design load waterline

12'-9"; service speed 15.5 knots. Deadweight and capacities: certified passenger capacity 250; crew accommodation capacity 23; vehicles: automobiles 47; diesel oil at 95% 52,500 gals.; lub oil 1,440 gals.; potable water 26,660 gals.; displacement at design load draft 1911 LT.

The vessels, with their propelling machinery, will be built under special survey of the American Bureau of Shipping, so as to entitle them to the highest class for ships of this type.

They will comply with all applicable laws of the United States; including the U. S. Coast Guard and the U. S. Public Health Service.

Spaulding Design

Designers of the vessels are Philip F. Spaulding and Associates, division of Nickum and Spaulding Associates, 71 Columbia Street, Seattle, Washington 98104.

Shipyards interested in bidding on this project are requested to communicate with the naval architect. One complete set of bidding documents including plans and specifications will be furnished upon the receipt of a \$100. deposit which is to be returned after the bid award and the return of all plans and specifications.



Maritime

Jay Wells, Editor



Skipper honored

Capt. Frank Huxtable, left, presented a citation to Capt. Harold Payne.

Capt. Harold Payne, master of the Alaska ferry Malaspina, was presented a Department of Commerce citation yesterday for rescuing passengers of the cruise ship Meteor, which had caught fire while bound from Alaska for Vancouver, B. C.

The citation was presented on the bridge of the Malaspina at Pier 48 by Capt. Frank Huxtable, area representative of the Maritime Administration.

The citation was signed by A. E. Gibson, assistant secretary of commerce for maritime affairs. It read:

"It is my privilege to commend you and the crew of the Malaspina for competence and fine seamanship directed to the rescue of 70 survivors of the burning M-V Meteor in the Strait of Georgia.

"In the early morning of May 22, 1971, while en route from Seattle to Ketchikan you received a distress call from the Norwegian cruise ship Meteor stating that she had suffered a violent explosion and was on fire approximately eight miles distant.

"You raced to the given position, called the crew to prepare lifeboats for immediate launching, arrived on the scene in about 25 minutes, and found the passengers of the stricken vessel in lifeboats in the water.

"Your crew, in a state of readiness, quickly lowered their lifeboats to the water's edge, transferred the passengers, many of them elderly, to the Malaspina's lifeboats which were still on the falls, and safely hoisted them aboard in a matter of minutes.

"The crew immediately attended to their needs, providing them with warm clothing and food. This rescue operation was successfully accomplished with no injuries and within two hours from receiving the SOS.

"I congratulate you and your crew upon the performance of a service in keeping with the highest traditions of the United States merchant marine, and I have directed that a copy of this letter be made a part of your official record."

Malaspina's Captain, Mate Honored By USMA

The Captain and first mate of the MV Malaspina have been commended by the U.S. Maritime Administration for their efforts in the rescue of 70 survivors of the MV Meteor which burned last May in the Georgia Strait.

Captain Harold Payne and First Mate Walt Jackinsky were honored in a ceremony in Seattle Friday. Capt. Frank Huxtable of the Maritime Administration read the citation which tells of the State ferry officers' action.

"You raced to the given position, called the crew to prepare lifeboats for immediate launching, arrived on the scene in about 25 minutes and found the passengers of the stricken vessel in lifeboats in the water.

"Your crew, in a state of readiness, quickly lowered the lifeboats which were still on the falls, and safely hoisted them aboard in a matter of minutes . . .

"This rescue operation was successfully accomplished with no injuries within two hours of receiving the SOS."

The ceremony took place in the wheelhouse of the Malaspina shortly before loading for its regular run north.

Two Ferry Officers Cited

Their Boat Saved 70 on Burning Ship in B.C.

BY GEORGE FOSTER

Master and first mate of the Alaska State ferry M-V Malaspina stood before the brass telegraph in the ship's wheelhouse yesterday while Capt. Frank Huxtable of the U.S. Maritime Administration read the citation.

"It is my privilege to commend you and the crew of the Malaspina for competence and fine seamanship directed to the rescue of 70 survivors of the burning MV Meteor in the Georgia Strait," the document started.

The fire that broke out on board the Meteor off the British Columbia mainland the morning of May 22 eventually claimed the lives of 33 crew members.

The streamlined ferry was on her way from Seattle to Ketchikan when the distress call was received.

First Mate Walt Jackinsky of the Malaspina made this notation in the ship's log that morning:

"0326 hours received Mayday of MV Meteor 10 miles north of Sister Islands (Georgia Strait) . . . Proceeding 0347, MV Meteor one mile ahead . . ."

The Maritime Administration's citation to the ferry's skipper, Capt. Harold Payne of Seattle, told the rest of the story:

"You raced to the given position, called the crew to prepare lifeboats for immediate launching, arrived on the scene in about 25 minutes and found the passen-



HAROLD PAYNE

Captain of the Malaspina



WALT JACKINSKY

First mate on ferry

—P-I Photos.

hoisted them aboard in a matter of minutes . . ."

"This rescue operation was successfully accomplished with no injuries within two hours of receiving the SOS."

Capt. Huxtable read the last paragraph of the citation, making reference to "the highest traditions of the United States Merchant Marine" and he and the master and first mate exchanged the customary handshakes.

Passengers, campers and freight trucks were boarding the Malispina as the brief ceremony came to a close. Within an hour the vessel steamed out of Pier 48 into Elliot Bay on another weekly run to points north.

gers of the stricken vessel in lifeboats in the water.

"Your crew, in a state of

readiness, quickly lowered the lifeboats which were still on the falls, and safely



Capt. Harold Payne, master of the Alaska ferry, Malaspina, winner of the "Smart Ship Award" for National Maritime week in the ferry class, poses with Maritime Princess Peggy Del Giorno, sponsored by the Alaska Marine Highway System and an employee of same. Bob Stearns photo.

SPECIAL SAILING

"The M-V Chilkat is making a special sailing from Auke Bay to Haines" announced Captain red Lockert, Director of the Division of Marine Transportation, Department of Public Works.

The Chilkat is making the trip to Haines to relieve the backlog of approximately thirty cars destined for Juneau.

The Chilkat will return to Juneau at 1:00 p.m. Tuesday. If future trips are necessary sailing times will be announced. Service to Hoonah will not be interrupted.

**CAPT. HAROLD PAYNE
HONORED BY GOVERNOR**

JUNEAU — Capt. 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 may-day call from the burning vessel, and stood by to receive 66 passengers and four 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 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," 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 Governor. 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.

Distress Call Received

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.

**3 S. E. Alaska
ferries to be
made bigger**

Southeastern Alaska's three Malaspina-class ferries are going to be enlarged to carry more passengers.

The Division of Marine Transportation of the Alaska Department of Public Works announced today it is requesting bids from West Coast shipyards for the lengthening and upgrading of two of the vessels. The third will be modified under a separate contract later.

The ships, all of which serve Seattle at various times, are the Malaspina, Matanuska and Taku. The Malaspina is on the Seattle run at present, coming here every Friday.

The vessels now are 352 feet long. Under the proposed contracts they will be cut in two and a 56-foot mid-body section inserted.

The certified passenger capacity of each vessel, now 500, will be increased to 750.

Existing staterooms will be removed and 90 new staterooms will be installed, providing sleeping accommodations for 280 passengers. Only 100 can be accommodated now.

At present the ships carry 109 automobiles. Enlarged, they will carry 134.

Quarters for 20 additional crew members will be added. Each vessel now has accommodations for a crew of 42.

A new cafeteria, together with a cocktail lounge and bar, will be added. A solarium will be built on the sun-deck to provide a sheltered, panoramic view area for passengers.

The designer of the vessels is Philip F. Spaulding & Associates, Division of Nickum & Spaulding Associates, Seattle.



WICKERSHAM TALKS—Alaskan officials met with representatives of the Coast Guard recently to discuss the state ferry Wickersham and the Coast Guard's position on it. At the meeting in U.S. Sen. Ted Stevens' office in Washington, from left, were Coast Guard Cdr. T.R. Thompson, Sen. Stevens, marine architect Philip F. Spaulding of Seattle, Capt. H.J. Lockert of the state ferry system, Emanuel Rouvelas of Sen. Warren Magnuson's staff and Coast Guard Capt. William Benkert. Under a bill introduced by Sen. Stevens, the state would be able to operate the Wickersham between Alaskan ports until an American replacement is built.



Special Sailings

Captain H. J. Lockert, director of the Division of Marine Transportation, Department of Public Works announced today that the MV Wickersham will make two special sailings from Juneau in September.

Last year's highly successful excursion to Tracy Arm will be repeated offering the passenger a close view of a valley carved by ice, with steep cliffs, glaciers, floating ice bergs, seals and an occasional mountain goat. The MV Wickersham will depart the Juneau City terminal Sunday, September 12, 9:00 a.m. and re-

turn at 7:00 p.m. the same evening.

The second cruise to Glacier Bay offers a spectacular show of geologic forces in action as water undermines the ice fronts and great blocks of ice up to 200 feet high break loose and plummet into the sea creating huge waves and filling the narrow inlets with massive ice bergs. The MV Wickersham will depart Auke Bay terminal Tuesday, September 14, 9:00 a.m. and will return at 10:30 p.m. the same evening.

The adult fare for these excursions will be \$15.00. Children 6 to 12 are half fare and children under 6 free. Staterooms and berths for the trips will be the same as one way Juneau to Haines. Food and beverage are not included in the fare. However, for the convenience of the passengers a buffet will be served in the main dining room.

Reservations for both excursions may be made through your local travel agent or the Alaska Marine Highway offices.

Reservations will be confirmed by actual purchase of a ticket only.





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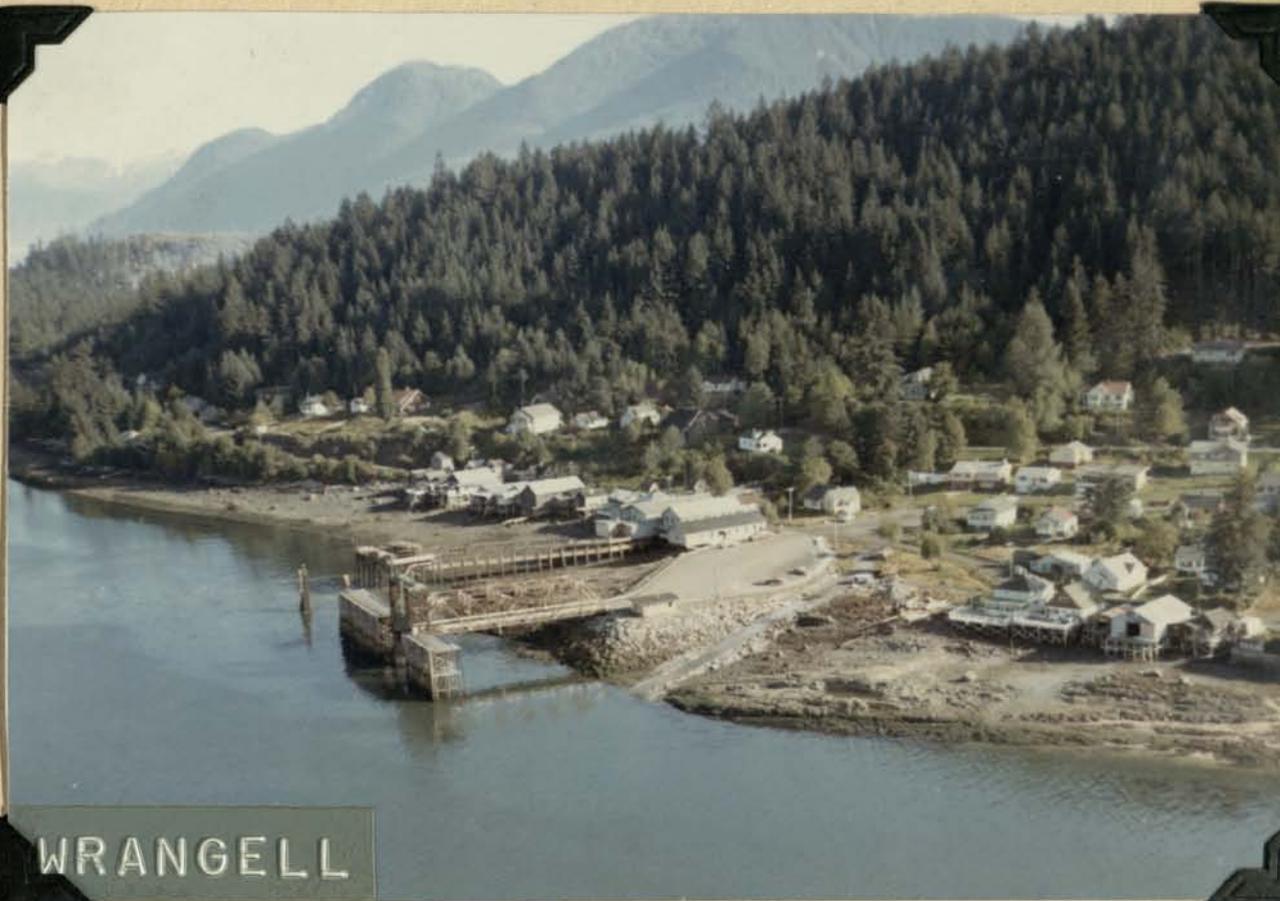


KETCHIKAN



WRANGELL

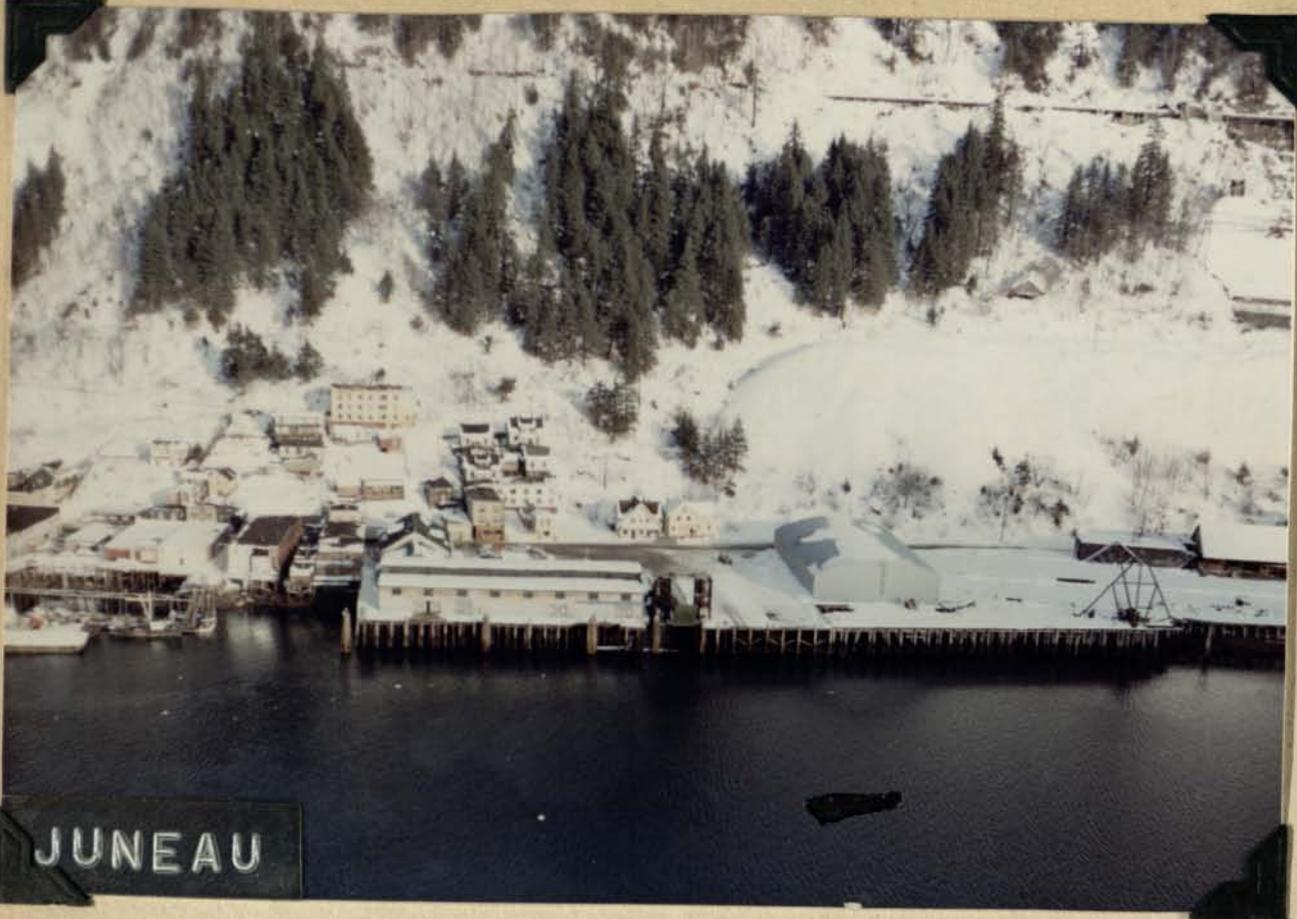




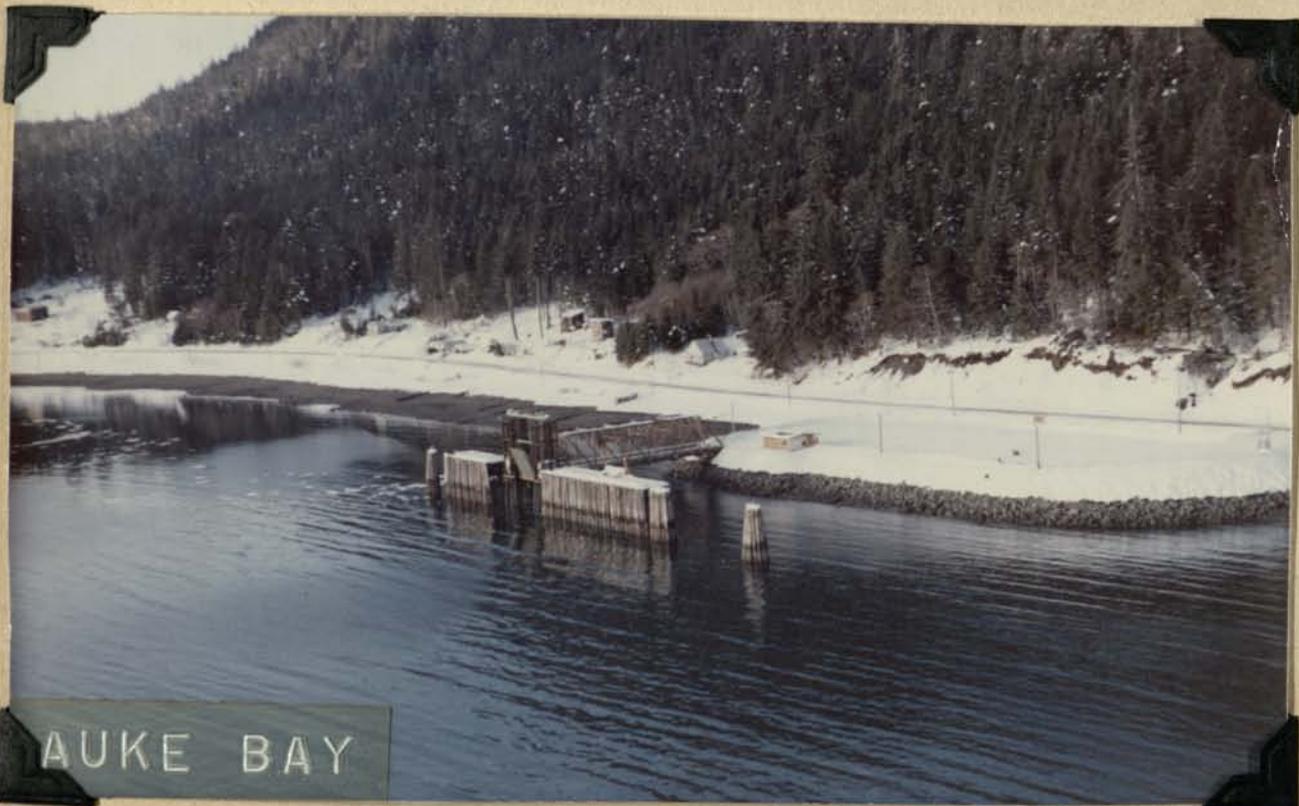
WRANGELL



PETERSBURG



JUNEAU



AUKE BAY





HAINES



SKAGWAY

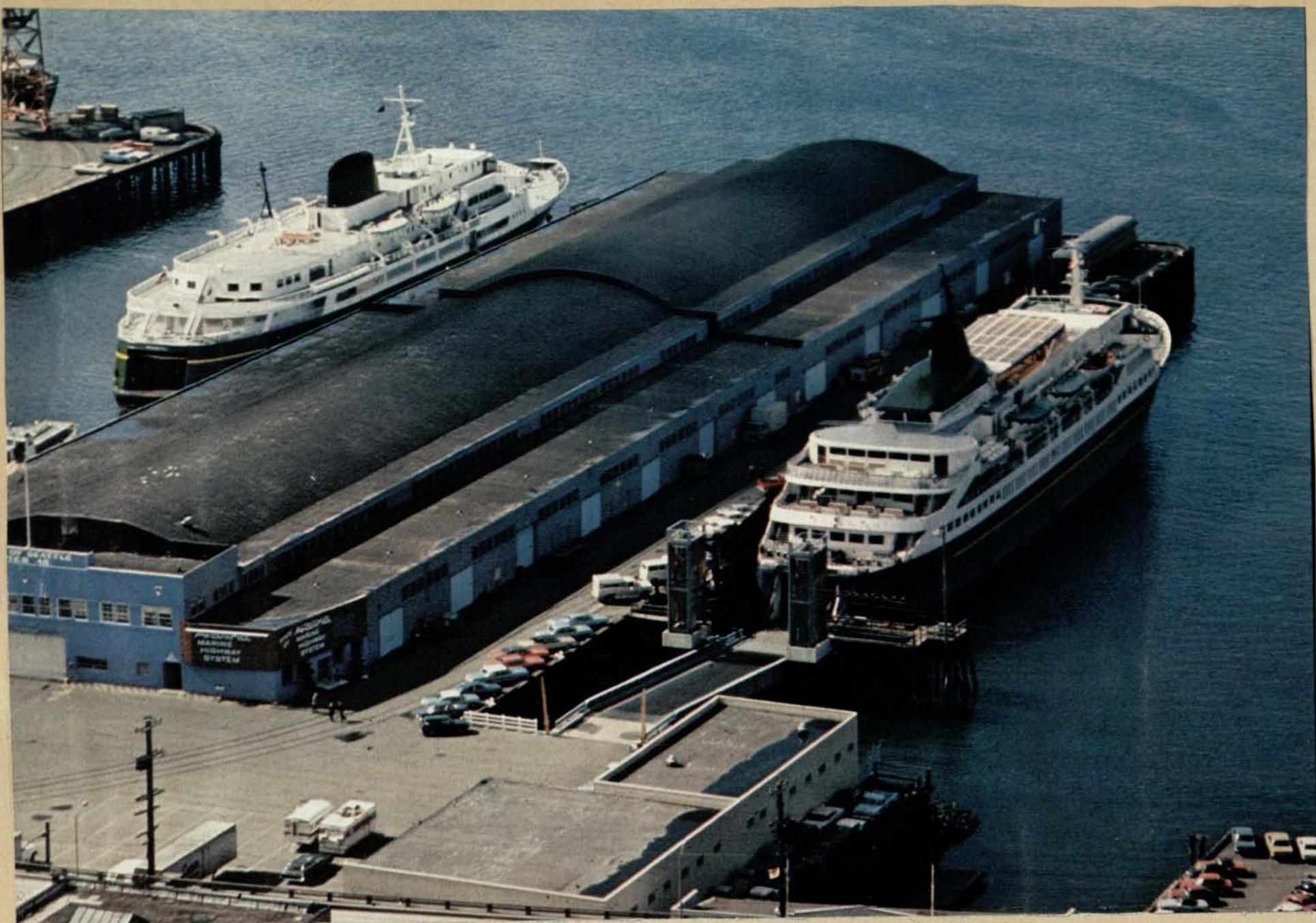
MARINE HIGHWAY REPORT

JUNEAU — The Alaska Marine Highway System director Herbert J. Lockert said recently that an analysis of the state's ferry traffic and future needs by an Anchorage consulting firm won't be completed till mid-January.

Lockert said the delay in receipt of the study by Bomhoff and Associates could lead in turn to slowdowns in planning for expanded facilities in S. E. Alaska.

WISCO ACCEPTS FERRY

PORTLAND — The 352-foot Alaska ferry, Malaspina has arrived at Willamette Iron & Steel Co. to be lengthened by 56 feet to 408 feet under a \$6 million contract. The vessel will be cut in two and a new midsection inserted. Much of the work will be done at the Swan Island docks. Passenger capacity will be increased to 750.





DON PAGE

Bigger, Better Alaska Ships

Bigger and better Alaska ships will be sailing out of Puget Sound, and very possibly they'll be built here under a \$37 million program that Alaska State Ferries is just starting to roll. Alaska's Marine Transportation Division already has called for bids on a pair of new 235-foot ferries for feeder service from towns like Craig, Klowacken and, possibly, Sitka in Southeast Alaska. The state also has called for bids to jumboize two of the three Malaspina-Class "blue boats."

That's probably a \$19 or \$20 million program for starters, before the state gets around to building a 408-foot replacement for the Wickersham, the foreign glamour ship of its Southeast Alaska fleet.

ONE OF THE MALASPINA-CLASS blue boats sails out of Seattle every Friday, from Pier 48 for Southeast Alaska ports. The Wickersham sails out of Seattle only in the off-season, but her successor appears beautifully designed to serve Alaska's tourist trade year-round from a southern pickup terminal at Seattle. Seattle-Alaska service was Gov. Walter Hickel's dream for the Wickersham, but as a foreign-built ship, the Wickersham is tied down by federal laws that permit only U.S. flag ships to carry passengers or cargo between two American ports.

So the new Alaska governor, Bill Egan, plans to sell the Wickersham to raise part of the cash Alaska needs to build a new superferry that can haul passengers anywhere she needs to.

THE WICKERSHAM was practically a new ship when she was purchased in Sweden three years ago as the Stena Britannica, and she's still a fine vessel. Alaska paid \$7 million for the Scandinavian ship and has put another million into improving her. The state hopes to get \$7 million. It will need the cash if it's to build a successor at the estimated cost of \$17 million, plus the rest of its \$37 million program. Alaska residents came up with a big chunk of the budget when they approved a \$21 million bond issue at the last election.

Federal highway funds will help feed the kitty. Like Washington's ferries, Alaska's ferries are logical extension of the state highway systems. In deference to that fact, Alaska call its ferries the "Alaska Marine Highway System." That name sounds sort of ponderous and not so colorful as the Alaska Ferry System. But when \$9 million of highway money is helping support the boats, who can quarrel with whatever the sourdoughs want to call their offshore highway?

FERRYBOAT CONSTRUCTION, overhaul and repair has totaled up the past 10 years to a neat chunk of the support money that we accept gratefully from the 49th state. The blue boats of the Malaspina class were built here in the early 1960s at a total cost of \$10.5 million. Units of the Alaska ferry fleet winter here. Almost all their overhaul and repair is done here.

With a customer like that, the Port of Seattle can't regret splurging a little more money on the Pier 48 Alaska Ferry Terminal than we're likely to get back in revenue for a good many years.

A SOLID SHARE of the genius that ties the Alaska Ferries to Puget Sound lies in the naval architect offices of Nickum & Spaulding Associates at 71 Columbia St. Spaulding's office designed the original Alaska ferries, and since recent merger with the Nickum company, he continues to serve his satisfied Alaska customer. It was Spaulding who designed the 235-foot feeder ferries that went out for bid the first of this month and the jumboized blue boats that went out to shipyards a few days later.

The smaller ferries probably will cost around \$4.5 million apiece. Bidding on them is nationwide, and they'll probably be built on the East or Gulf coast, where costs are lower. Some lucky shipyard probably will earn about \$5 million a vessel for slipping a new 56-foot midbody into the 352-foot Malaspina class boats, increasing passenger sleeping accommodations from the present 100 to 220 and generally spiffing up the blue boats. This "stretch-out" contract is let only coastwide and, historically, Seattle yards will sharpen their pencils to keep this traditional, profitable business.

SOMEPLACE ON SPAULDING'S drawing board are plans for his masterpiece, the 408-foot superferry that will succeed the Wickersham. The new \$17 million beauty which, possible, could be built at a Puget Sound yard and, God and Alaska willing, could call regularly on Puget Sound as the finest passenger vessel ever to sail regularly between Seattle and the "marine highway" ports of Alaska.



From
The

masthead

AT
PRESS
TIME

NEW ALASKA FERRIES?

JUNEAU — The bids were so excessive on the construction of two 235 foot shuttle ferries for the Alaska Ferry System that ferry line officials are evaluating the situation with possible alternatives of only building one or throwing out all of the bids. They will make up their minds within 30 days according to Capt. Wm. Bendisen (Seattle), marine superintendent for the big blue fleet.

It was understood that Phil Spaulding of Nickum & Spaulding, Seattle naval architects, was

in Juneau this week discussing alternatives and revisions with Alaska Marine Highway officials.

Bids were earlier announced on the stretching of the existing ferries.

WISCO LOW BIDDER ON FERRY STRETCH JOBS

JUNEAU — Willamette Iron & Steel Co., Portland, Ore., is the low bidder for the stretching of the Alaska state ferries.

Wisco bid \$6,165,000 on a contract for lengthening one ferry, and \$12,788,000 on a contract for lengthening two.

The lengthening of Malaspina class vessels is part of Alaska State's long range plan for modernizing and expanding the capacity of the state's ferry system.

Alaska's Governor Egan said the project would add 56 feet to the midsection of the vessels, increasing the overall length to 408 feet and increasing by more than 200 the passenger capacity of each ship, bringing them up to 750 and the vehicle capacity from 105 to 183 per ferry.

Other bidders in order for the job were Todd Shipyards Corp., Seattle, \$7,225,000 and \$14,275,000 and Lockheed \$7,499,000 and \$14,964,820.

Marine Highway Bid Deemed Too Costly

Expansion plans for the Alaska Marine Highway System have had to be revised because bids received for the construction of new vessels and lengthening of another overwhelmingly exceeded architect's estimates, Governor William A. Egan said today. The revised plans provide for construction of two vessels, the lengthening and refurbishing of a third, and additional dock facilities at several Southeastern communities.

"Because of the overwhelmingly high bids, we were forced to forego construction of a second smaller vessel in order to carry out the expansion program within available funding approved by voters and the Legislature," Governor Egan said.

"However, we have been able to accomplish other necessary cost reductions mainly by eliminating features which, though desirable from the standpoint of increased luxury, will not diminish the original serviceability of the two new vessels or of the lengthened and refurbished ship."

The large, new, 418-foot vessel will replace the ferry Wickersham, which is precluded by federal restrictions from operating directly between American ports because it is foreign built. Because of this, the Wickersham's use is limited to a run between Prince Rupert, B.C., and Southeastern Alaska ports and it is estimated about \$500,000 a year in potential revenue is lost.

The new smaller ferry, a 235-foot vessel, will be used to increase service to several small Southeastern communities.

The lengthening project will add 56 feet to the midsection of a Malaspina class vessel, increasing it to 408 feet.

Governor Egan formulated the \$37 million expansion program by utilizing \$21 million in bonds ap-

proved by voters in November of 1970, \$9 million in federal aid to highway funds, and \$7 million programmed from eventual sale of the Wickersham after the new 418-foot vessel is completed.

The high bids, received several weeks ago, exceeded architect's estimates for the two 235-foot vessels and the lengthening project by \$5.5 million, and the Wickersham replacement is now estimated to exceed original estimates by \$3 million.

Federal Highway Funds Could Be Made Available

Alaska's Marine Highway System would be eligible for a bigger share of federal funds under a bill that has been co-sponsored by Senator Stevens.

Under the measure—sponsored by Hawaii Sen. Daniel Inouye—non-contiguous states (Alaska and Hawaii) would be permitted to use federal highway funds to meet unique transportation needs.

Alaska was successful last year in obtaining \$20 million in interstate highway funds for the Alaskan ferry system. This measure would allow Alaska to use federal highway and interstate highway funds on a permanent basis.

Stevens said Alaska has many problems that states in the Lower 48 do not. Among them is the maintenance of the state ferry system as a link in its road network.

"Our state's Marine Highways—is truly an extension of our highways," he observed.

"It provides a vital link between the West Coast and Arctic Alaska. In many Southeastern Alaskan communities, the ferry system provides the only method of surface transportation."

Although financed in the main by Alaskans, the Marine Highway System provides a service for travelers and shippers from other states, the Senator said.

"The Marine Highway system is an integral part of Alaska's road network and of the interstate highway system and should be treated as such," he said. "This bill should enable us to do that."

Taku Is Back

The State Public Works Dept. announces that the Alaska ferry Taku is back on its regular run from Prince Rupert following its annual overhaul in Seattle. The Matanuska is now in Seattle undergoing overhaul, scheduled to return to service Dec. 1, and the Malaspina has gone to Portland for lengthening.

Ferry Offers Lively One-Day Tour Of Cook Inlet



CITY AND CHAMBER ARE WELL REPRESENTED

The City of Anchorage and the Greater Anchorage Chamber of Commerce were well-represented on the mini-cruise from Anchorage to the Cook Inlet oil platforms Sunday. Shown are, from left, standing are Russell Hoehn, chamber president and president of Sea-Land for Alaska;

Mayor George Sullivan; and Capt. H. J. "Red" Lockert, director of the state's marine transportation system; seated, Mrs. Claire Banks, Mrs. Hoehn and Claire Banks, executive director of the Anchorage Chamber.

Tustumena Takes 171 To Oil Field

The Alaska state ferry, Tustumena, recorded its 300th cruise Sunday with an eight-hour round-trip excursion from the Port of Anchorage to the Cook Inlet oil platforms.

State and local government officials, plus numerous members of the travel industry, made up most of the 171 passengers. Host for the trip was state commissioner of public works, George Easley.

The Tustumena regularly docks at the Port of Anchorage during the summer when it offers round-trip cruises to Kodiak each weekend. The ship has a glassed-in solarium on the top deck, staterooms, space for vehicles and numerous seating areas including a restaurant and bar.

The day-long excursion followed a charter trip the evening for a shipboard party for members of the Anchorage chapter of the Skaal Club International, an organization for sales executives in the travel industry.

Other passengers not pictured on this page included Mrs. George Easley and her mother, Mrs. Margaret Vollartsen; Rep. Willard Bowman, D-Anchorage, and his wife; Rep. Mike Rose, D-Anchorage; Rep. Genie Chance, D-Anchorage, now married to Bill Boardman of Ketchikan; Mrs. Jack Linton;

Also, Robert Dwyre, new deputy commissioner of public works; Capt. Victor Schmidt, new director of the state Division of Aviation; Jack Peck, director of Anchorage International Airport; Mr. and Mrs. Marshall Lovett; and Carl Matheson, consultant to the public works department.

One feature of the trip was a performance by the singing husband and wife team who appear nightly at the Captain Cook Hotel, Bill Robertson and his wife Danielle.

High ferry bids force revision

JUNEAU (AP) — Construction bids \$5.5 million over architects' estimates have forced revision of expansion plans for the state's marine highway system.

The original expansion plan called for construction of three vessels—two of the 235-foot Bartlett Class, and one 418 feet long to replace the Wickersham, which is unable to operate directly between American ports because of federal restrictions.

It also included lengthening of one Malaspina Class ferry, and construction of additional dock facilities at several southeastern ports.

But Egan said the high bids had forced the state to postpone construction of one of the smaller ferries and cancel addition of features to other vessels "which, though desirable from the standpoint of increased luxury, will not diminish the serviceability" of the craft.

Bids received several weeks

ago for the two small ferries and lengthening project, he said, exceeded estimates by \$5.5 million. In addition, he said, the Wickersham replacement ship now is estimated to exceed original estimates by about \$3 million.

State voters approved \$21 million in bonds for the expansion program in 1970. Another \$9 million was to come from the federal government, with \$7 million acquired through sale of the Wickersham.



POLITICAL FRIENDS GATHER ON SHIP

Rep. Helen Fischer, D-Anchorage, center, and Bruce Kendall, former Anchorage legislator, enjoyed a portion of the one-day ferry cruise with the wives of two Anchorage

legislators — Mrs. John Rader, left, whose husband is a Democratic senator and Mrs. Cliff Groh, wife of a Republican senator.



LEGISLATORS CHAT WITH BOROUGH CHAIRMAN

Rep. Mike Coletta, left, and Sen. Ron Rettig, both Republicans from Anchorage in the state legislature, talk with John Asplund, chairman of the Greater Anchorage Area Borough during the Cook Inlet

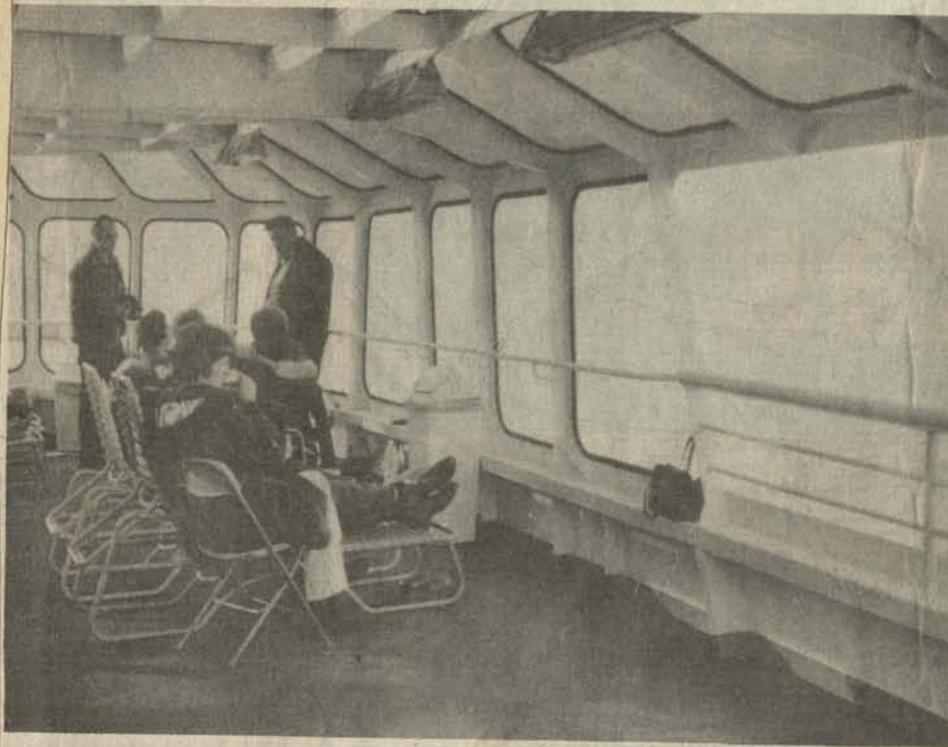
cruise. Rettig was walking with a cane as a result of severely twisting his ankle and pulling many ligaments when thrown from a tracked vehicle about six weeks ago while on a hunting trip.



A LOVELY WAY TO SPEND THE DAY

Launched at 10 a.m. Sunday, the cruise from the Port of Anchorage out to the Cook Inlet oil field offered impressive views of the mountain ranges, buffet luncheon and a singing performance in the

forward lounge. Among the guests were, from left, Mrs. George Sullivan, wife of Anchorage's mayor; Bob Sharp, Anchorage city manager, and his wife, Mrs. Sharp.



GREAT VIEW

Numerous guests on the one-day cruise took advantage of the top-deck solarium where they could view the spectacular Alaskan scenery, including the Inlet oil platforms off to the right. Open on one end, the solarium is kept at a comfortable temperature by overhead heating lamps.

Willamette Iron & Steel Apparent Low Bidder

Bids for lengthening and upgrading two 352-foot ferries for Alaska's Department of Public Works, Division of Marine Transportation, were received last August. The apparent low bid of \$6,165,000 for lengthening one ferry and \$12,788,000 for work on two ferries, was made by Willamette Iron & Steel Co. of Portland, Ore.

WILLIAM A. EGAN
GOVERNOR



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

October 20, 1971

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

Dear Red:

Neva and I are deeply grateful for the part you played in making a wonderful success of the recent celebration of my birthday.

To us, it will be a long and gratefully remembered event. We were very touched and moved by the honor paid us by fellow Alaskans and long-time cherished friends, and it was rewarding to be among so many dedicated people who are working for the good of our State.

Your encouragement and trust are greatly appreciated.

Sincerely,

A handwritten signature in cursive script that reads "Bill".

William A. Egan
Governor





Wickersham sub called tops

KETCHIKAN (AP)—The replacement ferry for the vessel Wickersham has been described by the state Transport Division's director as the "top of the line" of an expanded marine highway system.

Capt. Herbert J. Lockert told the Local Government Conference of the Alaska Municipal League the new 418-foot ferry will cruise at 21 knots on power produced by engines generating 18,000 horsepower along two propeller shafts.

LOCKERT said the ferry, planned as the state's largest, had an actual waterline length of 385 feet, but overhang on the bow and stern produced the longer measurement required by federal agencies.

Lockert and George Easley, state public works

commissioner, outlined for the league modified marine highway expansion plans necessitated by bids totaling \$5.5 million above architects' estimates.

The replacement vessel, Lockert said, would hold about 1,000 passengers, with sleeping accommodations for 324 persons.

A SMALLER vessel of the 235-foot Bartlett class, he said, would be let out on bid in about 10 days. It is planned to

mobiles and 250 persons, and will cruise at 15.5 knots.

Original expansion plans included construction of two of the smaller ferries, Easley said, but the high bids forced temporary scrapping of plans for one craft.

Lockert said a "stretched out" Malaspina would be 408 feet long, with car deck capacity increased by 28 per cent by addition of 56 more feet to her length. Berthage will be

increased from 95 to 288 slots, he said.

EASLEY said feasibility studies conducted for the system before 1963 projected the ferries would be carrying 46,000 passengers and 13,000 vehicles. But he said the estimate was exceeded in the first year of operation when 80,000 passengers and 16,000 vehicles by the fourth year of hicles were carried.

Traffic and revenue in July this year, Easley said, were the greatest of any other single month of operation. About 42,000 passengers were carried during the month, he said.

The \$37 million expansion program is being financed by expected to result in sale of the Wickersham, a vessel precluded by federal regulations from sailing between American ports.

Taku Overhaul

The State Public Works Department says the Alaska Ferry Taku was to resume its regular schedule from Prince Rupert, B.C., following an annual

overhaul.

Spokesman said the ferry Matanuska was to leave for its overhaul in Seattle today for a Dec. 31 return to service, while the Malaspina goes to Portland for lengthening.

Capt. H. J. Lockert said the annual overhaul time had been cut in half this year to enable the system to provide regular winter service while the Malaspina was being expanded.

When completed, the Malaspina will be 408 feet long—an increase of 56 feet—with 28 per cent more car deck capacity and 193 more berths.

Wickie Waiver

KETCHIKAN, Alaska (AP) — A hearing has been scheduled for Dec. 8 in Washington, D.C., on legislation to grant a Jones Act waiver for the Alaska Ferry Wickersham, according to Rep. Nick Begich, D-Alaska.

Begich made the announcement here Saturday during the

first part of a five-day tour of the state. He said Rep. Ed Garmatz, D-Maryland, chairman of the House Merchant Marine and Fisheries Committee, has scheduled the hearing.

Replacement Of Wickersham Is Top Goal Of Transportation Dept.

KETCHIKAN, Alaska (AP) — Capt. Herbert J. Lockert, state Transportation Division director, has described the replacement ferry for the Wickersham as the "top of the line."

Lockert said the new 418-foot ferry, flagship on the state's expanded marine highway system, will cruise at 21 knots with engines producing 18,000 horsepower along two propeller shafts.

He described the vessel Friday at the local government conference of the Alaska Municipal League.

Lockert and George W. Easley, state public works commissioner, outlined for the league modified marine highway expansion plans necessitated by bids totalling \$5.5 million above architects' estimates.

The replacement vessel, Lockert said, would hold about 1,000 passengers, with sleeping accommodations for 324 persons.

A smaller vessel of the 235-foot Bartlett Class, he said, would be let out for bid in about 10 days. It is planned to hold 46 American sized automobiles and 250 persons, and will cruise at 15.5 knots.

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increased by 28 per cent by addition of 56 more feet to her length. Berthage will be increased from 95 to 288 slots, he said.

Easley said feasibility studies conducted for the system before 1963 projected the ferries would be carrying 46,000 passengers and 13,000 vehicles by

the fourth year of operation. But, he said, the estimate was exceeded in the first year of operation when 84,000 passengers and 16,000 vehicles were carried.

Traffic and revenue in July of this year, Easley said, were the greatest of any other single month of operation. About 42,

000 passengers were carried during the month, he said.

The \$37 million expansion program is being financed by state, federal and other funds expected to result in sale of the Wickersham, a vessel precluded by federal regulations from sailing between American ports.

Wicky replacement top priority

accommodations for 324 persons.

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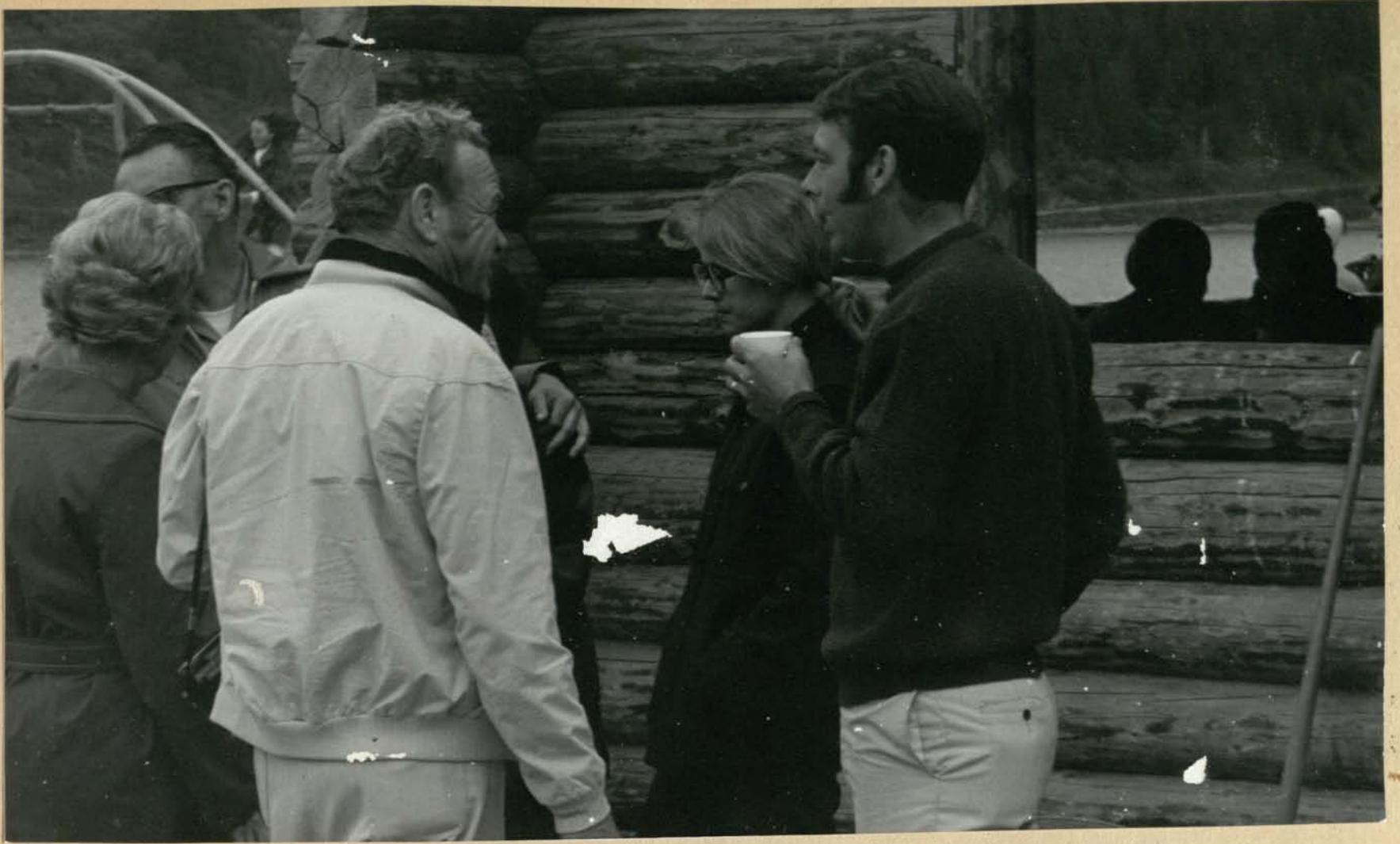
The replacement vessel, Lockert said, would hold about 1,000 passengers, with sleeping



CAPTAIN LOCKERT

DEPT. OF PUBLIC WORKS

STATE OF ALASKA



Alaska Revises Ferry Plans

Expansion plans for the Alaska Marine Highway System have had to be revised because bids received for the construction of new vessels and lengthening of another overwhelmingly exceeded architect's estimates.

The revised plans provide for construction of two vessels, the lengthening and refurbishing of a third, and additional dock facilities at several Southeastern communities.

"Because of the overwhelmingly high bids, we were forced to forego construction of a second smaller vessel in order to carry out the expansion program within available funding approved by voters and the Legislature," Alaska Governor Egan said.

"However, we have been able to accomplish other necessary cost reductions mainly by eliminating features which, though desirable from the standpoint of increased luxury, will not diminish the original serviceability of the two vessels or of the lengthened and refurbished ship."

The large, new, 418-foot vessel will replace the ferry Wickersham, which is precluded by federal restrictions from operating directly between American ports because it is foreign built. Because of this, the Wickersham's use is limited to a run between Prince Rupert, B.C., and Southeastern Alaska ports and it is estimated about \$500,000 a year in potential revenue is lost.

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foot vessel, will be used to increase service to several small Southeastern communities.

The lengthening project will add 56 feet to the midsection of a Malaspina class vessel, increasing it to 408 feet.

Governor Egan formulated the \$37 million expansion program by utilizing \$21 million in bonds approved by voters in November of 1970, \$9 million in federal aid to highway funds, and \$7 million programmed from annual sale of the Wickersham after the new 418-foot vessel is completed. The high bids, received several weeks ago, exceeded architect's estimates for the two 235-foot vessels and the lengthening project by \$5.5 million, and the Wickersham replacement is now estimated to exceed original estimates by \$3 million.

Minor Engine Trouble for Wicky

The ferry Wickersham remained at Ketchikan terminal a couple of hours while the crew remedied an engine problem during its stop en route to Prince Rupert last night, according to Capt. Herbert Lockert of the division of marine transportation.

Capt. Lockert said he did not know the extent of what he believed was a minor leak in a cylinder wall. It was decided to repair the leak while the vessel was here, but he said the Wickersham was on schedule and was expected to leave Prince Rupert at 2 a.m. today. Because Vancouver customs does not open until 8 a.m. Sunday, the delay was no inconvenience.

Ketchikan ferry terminal personnel were not available this morning to provide additional details.

Tustumena Needs Bow Thruster Repair

JUNEAU, Alaska (AP) — Early bow thruster repairs for the Alaska ferry Tustumena will delay an annual overhaul for the ferry Bartlett until the first of next year, the State Public Works Department says.

Spokesmen said Saturday the Tustumena would leave for Seattle Wednesday and was scheduled to return to service by Dec. 31.

The Bartlett, due to return from the overhaul by Jan. 31, will be relieved by the Tustumena on the Seward-Cordova-Valdez run from Wednesday to Fridays.

The Tustumena regularly provides service to Seward, Kodiak, Seldovia and Homer.

Tustumena Gets New King Crab For Display

When the Alaska State Ferry, TUSTUMENA, which serves Kodiak's marine highway needs, arrives in Seattle for its annual overhaul, a brand new mounted king crab will be on display. The crab, which was prepared by Guy Powell of the Alaska Dept. of Fish and Game, was presented to the TUSTUMENA by the Kodiak Area Chamber of Commerce. Captain Aldo had requested a new mounted crab to replace the old one which was originally placed on the Tusty, as it was in bad repair.

Since many visitors come aboard the ferry while it is in Seattle, Kodiak's king crab will be a source of wonder to the Washingtonians who have never seen one of the famous crab.

Off to Drydock

The M/V Tustumena will depart November 24 for Seattle to undergo repairs to the bow thrusters, stabilizers and for general maintenance. The ship will return to service by December 31.

The early departure of the Tustumena will delay the M/V Bartlett's annual overhaul until January 1, 1972.

The Tustumena is scheduled to relieve the Bartlett while she is in drydock. The Tustumena's extended service will cover the Seward-Cordova-Valdez schedule from Wednesday to Friday in addition to the regular Seward-Kodiak-Seldovia-Homer service. The Bartlett will return to regular service by Jan. 31, 1972.

Jones Act Waiver Hearing Scheduled In Washington

KETCHIKAN, (AP) — Rep. Nic Begich, D-Alaska, says a hearing is scheduled in Washington D.C. Dec. 8 on legislation to grant a Jones Act waiver for the Alaska Ferry Wickersham.

The Jones Act bars transportation of United States citizens or freight between U.S. ports on foreign-built vessels. The ferry Wickersham was built in Sweden. A waiver would allow the ferry to carry passengers and goods between Alaska ports until a replacement vessel was ready for service.

Begich said Rep. Ed. Garmatz, D-Maryland, chairman of the House Merchant Marine and Fisheries Committee, scheduled the hearing.

The Tustumena To Repairs Nov. 24; Bartlett Jan. 1

The TUSTUMENA will depart November 24 for Seattle to undergo repairs to the bow thrusters, stabilizers and for general maintenance. The ship will return to service by December 31.

The early departure of the TUSTUMENA will delay the BARTLETT's annual overhaul until January 1, 1972.

The TUSTUMENA is scheduled to relieve the BARTLETT while she is in drydock. The TUSTUMENA's extended service will cover the Seward-Cordova-Valdez schedule from Wednesday to Friday in addition to the regular Seward-Kodiak-Seldovia-Homer service.

The BARTLETT will return to regular service by January 31, 1972.

Taku Back On Routes

JUNEAU (AP) The State Public Works Department says the Alaska Ferry Taku was to resume its regular schedule from Prince Rupert, B.C., yesterday following an annual overhaul.

Spokesman said the ferry Matanuska was to leave for its overhaul in Seattle today for a Dec. 31 return to service, while the Malaspina goes to Portland for lengthening.

Capt. H. J. Lockert said the annual overhaul time had been cut in half this year to enable the system to provide regular winter service while the Malaspina was being expanded.

When completed, the Malaspina will be 408 feet long an increase of 56 feet with 28 per cent more car deck capacity and 193 more berths.

Wicky Waiver Passes

The U.S. Senate today passed the house version of a bill grant a waiver to the Jones Act for the Alaska ferry Wickersham. The bill has gone President Nixon for his signature, according to word to the Ketchikan Daily News from Sen. Ted Stevens, R-Alaska.

The Wickersham, as a foreign-built vessel, has been prevented from hauling U.S. citizens and goods between U.S. ports.

The waiver, which is for three years or until a replacement vessel, now under construction, ready, will allow passengers their cars and personal effects to be transported aboard the Wickersham between Alaska ports and between Seattle and Alaska ports.

Sen. Stevens said that although the senate had a similar waiver bill on its calendar, it adopted the house version which retains the restriction on hauling merchandise between U.S. ports. The senate version had waived the restrictions for merchandise as well as passengers and their personal effects.

Stevens said he estimates that the waiver will mean \$1.5 million in additional revenue for the state ferry system in the three years it is in effect.

The house bill was introduced by Congressman Nick Begich, D-Alaska.

Jones Act Waiver Is Now Possibility

Congressman Nick Begich, Alaska announced today that H. R. 10231, his bill to secure a temporary waiver of the Jones Act for operation of the Alaska ferry WICKERSHAM, has been reported on favorably by the House Merchant Marine and Fisheries Committee. The Congressional bill would permit the full operation of the WICKERSHAM between United States and Alaska ports rather than the present restriction to only run between U.S. port and one foreign port because it is a foreign-hulled vessel.

TUSTUMENA TO RELIEVE BARTLETT

The M/V TUSTUMENA will depart November 24 for Seattle to undergo repairs to the bow thrusters, stabilizers and for general maintenance. The ship will return to service by December 31.

The early departure of the TUSTUMENA will delay the M/V BARTLETT's annual overhaul until January 1.

The TUSTY is scheduled to relieve the BARTLETT while she is in drydock. The TUSTY's extended service will cover the Seward-Cordova-Valdez schedule from Wednesday to Friday in addition to the regular Seward-Kodiak-Seldovia-Homer service.

The BARTLETT will return to regular service by January 31.

All of the space for passengers for the TUSTY trip has been booked but a standby list has been made up. There is a limited amount of vehicle space only left.

Hearing Dec. 8

On Wicky Waiver

5 43

A hearing will be held in Washington, D.C., Dec. 8 on legislation that would grant the Alaska ferry Wickersham a waiver to the Jones act. Congressman Nick Begich, D-Alaska announced the hearing in Ketchikan today. The congressman stopped in the first city Saturday on the first part of a five-day tour of the state.

He said that Rep. Ed Garmatz, D-Maryland, chairman of the House Merchant Marine and Fisheries Committee, had scheduled the hearing on a

measure introduced by Begich to grant the waiver.

The Jones Act, officially known as the Merchant Marine Act of 1920, prevents the transportation of U.S. citizens or freight between U.S. ports in foreign-built vessels. The Wickersham was built in Sweden and purchased by the state of Alaska four years ago. It runs between Prince Rupert and Vancouver in Canada and Alaska ports and Seattle.

The waiver bill, which Begich said was first recommended to him by the late Sen. E.L. Bartlett, would allow the Wickersham to carry passengers between Alaska ports commencing with the signing of a contract by the state for a replacement vessel for the Wicky. The waiver would be in effect until the replacement vessel is ready for service or until the Wickersham is sold but no longer than 36 months.

Begich said that the Coast Guard, by letter to Garmatz, has taken a neutral position on the waiver. The four U.S. unions which oppose any revision of the Jones Act have agreed to the waiver provisions, Begich said.

Three people will testify at the Dec. 8 hearing, the congressman reports. One will be Alaska Commissioner of Public Works, George Easley. The others will be representatives of the maritime service and the Coast Guard.

Begich said that Congress will begin its holiday recess Dec. 16 so he does not expect action on the waiver legislation until the first part of January. Begich said he hopes that Congress can complete action on the measure in time for the Southeastern Alaska high school basketball tournament the first weekend in March so the vessel can relieve traffic congestion at that time.

FERRY CONSTRUCTION PROGRAM

George W. Easley, commissioner of the Dept. of Public Works, made a presentation in Ketchikan recently to the Alaska Municipal League Conference on the current status of the Marine Highway System. Also participating in the presentation were Capt. H.J. Lockert, Director of Marine Transportation and Burton M. Bomhoff, President of Bomhoff and Associates.

Commissioner Easley outlined the departments program for improving service and expanding the system to meet Alaska's transportation needs.

The immediate expansion program calls for the construction of one Bartlett Class vessel to serve in Southeastern Alaska, the lengthening and refurbishing of a Malaspina Class vessel and the construction of a replacement vessel for the Wickersham. The program also provides for additional dock facilities at several smaller Southeastern communities.

Funds for the expanded ferry program will come from the general obligation bond authorized in 1970 in the amount of 21 million dollars.

The first tangible benefits from the expansion program will be realized this spring when the lengthening of the Malaspina is completed and she returns to service.

The stretch out of the Malaspina will increase the length of the ship from 352' to 408'. It will also increase the car deck capacity by 28 percent and the sleeping accommodations from the present 95 berths of various classes to 288 first class berths. The passenger limit will be increased from 500 to 700.

Dec. 8 hearing on Wicky waiver

KETCHIKAN, Alaska (AP) — A hearing has been scheduled for Dec. 8 in Washington, D.C., on legislation to grant a Jones Act waiver for the Alaska Ferry Wickersham, according to Rep. Nick Begich, D-Alaska.

Begich made the announcement here Saturday during the first part of a five-day tour of the state. He said Rep. Ed Garmatz, D-Maryland, chairman of the House Merchant Marine and Fisheries Committee, has scheduled the hearing.

The Jones Act prohibits transportation of United States citizens or freight between U.S. ports on foreign-built vessels. The ferry Wickersham was built in Sweden. A waiver would allow it to carry passengers and goods between Alaska ports, and would remain in effect until a replacement vessel was ready for service.

ALASKA SUPER FERRY

KETCHIKAN — Capt. H. J. Lockert, state of Alaska Transportation Division director, has described the big super ferry planned as a replacement of the Wickersham as "top of the line."

The 418 foot vessel, which is to become flagship of the fleet, will cruise at 21 knots with engines producing 18,000 hp, using two propeller shafts and twin screws.

The ship will hold 1,000 passengers with sleeping accommodations for 324 persons.

4—Southeast Alaska Empire, Juneau, Alaska, Thurs., Dec. 9, 1971

Commissioner Asks Jones Act Waiver For Wickersham

By THE ASSOCIATED PRESS
Alaska's public works commissioner Wednesday asked a House committee to allow the ferry Wickersham to operate between American ports, saying the state had acted in "good faith" in seeking a waiver to the Jones Act.

Commissioner George W. Easley told the House Merchant Marine and Fisheries Committee while a replacement for the Wickersham was being built, an additional \$1.5 million to \$2 million could be gained in revenues if the vessel were allowed to widen its scope.

waiver of the Jones Act were granted for the vessel, the Wickersham would earn additional revenue approaching \$500,000 a year during the three-year construction period.

The Wickersham, originally the "Stena Britannica" of foreign construction, is precluded by the federal act from use between any two Alaskan or U.S. ports without first stopping at a foreign harbor.

Seattle shipyards had modified the Wickersham to exceed safety requirements normally asked of a foreign flag ship, he said. The improvements included a fireproof bulkhead, ventilation ducting with automatic dampers, complete repiping and valving of the septic tank system and remotely operated valves throughout the vessel to prevent progressive compartment flooding.

Easley said the Wickersham now is earning \$1.8 million a year by carrying 29,000 passengers and 5,500 vehicles. Three Malaspina Class ferries, he said, earn \$6.3 million a year with 126,000 passengers and 7,200 vehicles.

Easley said its six lifeboats were motor operated with radios and other equipment exceeding Coast Guard requirements.

At the same time, administrative costs for the Wickersham run \$2.7 million a year, and \$2.4 million a year for the Malaspina ferries. "It just is not possible to operate the Wickersham at full economy with her capacity not being fully utilized," the commissioner said. "A new replacement vessel will be constructed in an American shipyard, and if a

"We feel we have acted in good faith to meet the conditions laid down following earlier meetings with members of this committee," Easley said. "We have taken the designated steps to demonstrate that the Wickersham is acceptable for operation under a waiver of the Jones Act while a replacement is being constructed."

MPA WICKERSHAM MEET

SEATTLE — The Maritime Press Assn. will hold a special pre-holiday luncheon meeting aboard the Alaska State Ferry Wickersham on Monday noon, Dec. 6 at the north side of Pier 48.

Capt. Ron Kutz is master of the Wickersham, and plans are being made to have Capt. H. J. "Red" Lockert, director of the Division of Marine Transportation aboard, says MPA president Glen Carter.

RSVP through Sue MacDonald, at the Port of Seattle.

Taku Overhaul

The State Public Works Department says the Alaska Ferry Taku was to resume its regular schedule from Prince Rupert, B.C., following an annual

overhaul.

Spokesman said the ferry Matanuska was to leave for its overhaul in Seattle today for a Dec. 31 return to service, while the Malaspina goes to Portland for lengthening.

Capt. H. J. Lockert said the annual overhaul time had been cut in half this year to enable the system to provide regular winter service while the Malaspina was being expanded.

When completed, the Malaspina will be 408 feet long—an increase of 56 feet—with 28 percent more car deck capacity and 193 more berths.

Repairs to Delay Ferry's Overhaul

JUNEAU, Alaska (AP) — Early bow thruster repairs for the Alaska ferry Tustumena will delay an annual overhaul for the ferry Bartlett until the first of next year, the State Public Works Department says.

Spokesmen said Saturday the Tustumena would leave for Seattle Wednesday and was scheduled to return to service by Dec. 31.

Delays feared on state ferry repair schedule

WISCO PREPARES FOR JUMBOIZING ALASKA SHIP

PORTLAND — Alaska State's big ferry, Malaspina, is scheduled to come to Willamette Iron & Steel Co., Jan. 3, 1972, for a \$6,165,000 lengthening job under a contract awarded by the Alaska Marine Highway System.

The Portland firm will cut the ferry in two and insert a 56-foot mid-section, increasing the overall length of the vessel to 408 feet and increasing the passenger capacity by 200 to 750 persons. The vehicle capacity will be increased to 183 cars and trucks.

Wisco was low among three Pacific Northwest bidders on stretching one or two ferries, but Alaska decided to award the contract for one job at this time. The work is expected to require 4½ months and will considerably increase the labor force at the Portland shipyard.

Alaska plans a \$37 million expansion of its ferry system by construction of one new, larger vessel, another small 235-foot ferry, and improvement of docking facilities at several southeast Alaska ports. The new 418-foot vessel will replace the foreign-built Wickersham which is not permitted to operate between U. S. ports

JONES ACT WAIVER DELAY PREDICTED

A bill granting a waiver of the Jones Act for the Alaska ferry Wickersham has been reported out by the Senate Commerce Committee, Sen. Ted Stevens, R-Alaska, says.

However, floor action on the measure probably will be delayed until next month, he reports.

The committee approved the bill, Stevens said, to assure the House that the Senate is prepared to act on the legislation.

The House Merchant Marine and Fisheries Committee held a hearing on similar bill Wednesday. Both versions would allow the Wickersham, built in Norway, to carry passengers and goods between American ports.

The Jones Act forbids use of foreign-hulled vessels between American ports.

Stevens said final Senate

action on the waiver would be delayed because Congress was preparing to recess early next week, probably Tuesday.

He said the Federal Maritime Administration, the Department of Transportation and the Coast Guard indicated they would not oppose the waiver.

State officials told the House hearing the Wickersham had been modified to meet international safety specifications and could earn \$500,000 more each year under a waiver.

Senate Okays House Bill for Wicky Waiver

KETCHIKAN, Alaska (AP) — The U.S. Senate has passed a House version of a bill to grant a waiver to the Jones Act in the case of the Alaska Ferry Wickersham, Sen. Ted Stevens, R-Alaska, said Wednesday.



PUGET SOUND

MARITIME PRESS ASSOCIATION

November 23, 1971

TO: Members of the Maritime Press Association

You, and the guests of your choice, are invited to a pre-Christmas luncheon aboard the luxurious M/V "Wickersham," pride of the Alaska Marine Highway System:

MONDAY, DECEMBER 6, 1971

12:00 NOON

NORTH SIDE OF PIER 48
(Parking Available)

Holiday cheer in liquid form will be our gift to you. The lavish buffet luncheon will be your gift to yourself -- and well worth the \$3.00 price tag.

You will meet Captain Ron Kutz, master of the "Wickersham" and, if luck is on our side, Captain H. J. "Red" Lockert, Director of the Division of Marine Transportation, State of Alaska Department of Public Works, will be on hand to talk about the Ferry System and its plans for the future.

See you there...

Glen Carter
President

R.S.V.P. -- Susan MacDonald 587-4978 before Wednesday, December 1.

Ferry Bid Lower Than Estimate 'For Once'

The apparent low bid for a contract to construct a 235-foot Bartlett Class ferry for Alaska's marine highway system was "for once," about \$300,000 lower than the state's estimate for the job, according to Herbert J. Lockert, director of marine transportation.

A Wisconsin firm, Peterson Builders of Sturgeon Bay, offered the apparent low bid of about \$5.38 million. Martinac Shipbuilders of Tacoma, Wash., bid \$5.99 million.

The division asked for bids on two small ships in September but rejected all offers after the lowest for one ship was about \$1.5 million over its expectations.

Ferry In Drydock

During the month of January, while the M/V E. L. BARTLETT is in drydock, the M/V TUSTUMENA will serve the ports of Cordova and Valdez each week in addition to making its regular schedule to Kodiak, Seldovia and Homer. It will depart Seward for Cordova/Valdez each Wednesday at 10 p.m., returning to Seward on Fridays at 10:30 a.m. Reservations and information may be obtained from the Seward Central Office of the Alaska Marine Highway at CA 4-5486. The M/V BARTLETT is expected to resume service to the Prince William Sound ports on Monday, January 31.



PUGET SOUND

MARITIME PRESS ASSOCIATION

December 8, 1971

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

12-13-71
JOL

Dear Captain Lockert:

I wish to thank you and the many people who worked so hard behind the scenes for the fabulous luncheon aboard the "Wickersham" on December 6.

The ship is beautiful, the hospitality of the Alaska Marine Highway System unequalled, and the food was a total delight - in taste and design. I continue to hear "ooohs" and "aaahs" from those who were lucky enough to be present. We even signed up a new member!

Thank you, thank you, thank you. We had a wonderful time.

Sincerely,

Susan MacDonald
Secretary-Treasurer

cc: Capt. Ron Kutz
Marsh Chanasyk

Senate okays bill allowing 'Wicky' to visit U.S. ports

Seattle 'Waterfront People' Urging Better Alaska Docks

JUNEAU (AP) — Seattle port and shipping officials vitally interested in construction of the trans-Alaska pipeline have urged Gov. William A. Egan to investigate federal funding of expanded dock facilities.

Seattle Port Commission President Merle Adlum, who doubles as president of the Inland Boatman's Union of the Pacific, said Thursday that most Alaskan dock facilities "with the exception of the ferry system are run down."

Adlum said a multimillion dollar project funded in part by federal economic development funds could bring the state much more "pure money" from tourism.

The Seattle officials and 35 other "waterfront-type people" met with Egan as part of an annual goodwill tour of the state. Adlum said a number of the party planned to be in Anchorage Friday.

Expansion of tourist facilities, he said, would be secondary to construction of the 800-mile pipeline from the North Slope to Valdez.

"When pipeline construction begins, it will put several thousand people to

work almost immediately in Seattle," Adlum said. "There will be from 4,000 to 5,000 pipeline jobs in Alaska, and just to support that many people means an awful lot of economy through Seattle."

"The pipeline is probably just as important to the Puget Sound community as it is to the Alaska community," he said.

While Adlum rates Alaska as the Seattle port's biggest customer, he said the city "must think competitively rather than acting like we are taking the state for granted."

The pipeline, he said, would be built and tankers carrying petroleum to Puget Sound would travel safely.

"We've had tankers in the area for over 50 years, and a few years ago there were a lot more tankers coming into the sound than today," he said. "Even with the Alaska oil, we'll still have less tanker

traffic than we had a few years back because the ships are larger now."

Adlum said the port was embarking on a \$45 million expansion program for sea-land facilities and had made other improvements for the Foss-Alaska barge line.

"As Alaska grows, we get a reflected benefit in almost everything that happens," he said. "This is why we sincerely—or even selfishly—can be all out to help Alaska in every way we possibly can. We are the major port and the banking center, and there are many ways we get benefits from the good things that happen to Alaska."

Ferry Bill To Nixon

Times Washington Bureau
WASHINGTON — The Senate today passed and sent to the White House a bill to waive the Jones Act and permit the Alaskan ferry Wickersham to operate between U.S. ports.

Ferry Analysis Will Be Completed In Mid-January

The director of the marine highway system says an analysis of the state's ferry traffic and future needs by an Anchorage consulting firm won't be completed until mid-January.

Herbert J. Lockert, director of the Marine Transportation Division, said Monday a delay in receipt of the study by Bomhoff and Associates could lead in turn to slowdowns in planning for expanded facilities in Southeast Alaska.

Lockert said: "The report will dictate just where and how big our facilities will be at certain points. We want to have the report in hand before we go into hearings on the expansion plans, because it will help us tie the terminals into our new ships."

Two preliminary reports already have been submitted by

the firm. The original report, submitted in September, outlines plans for a \$9.35 million terminal expansion and renovation program at nine southeast communities from Metlakatla in the south to Skagway in the north.

A supplement one month later revised recommendations for four of the communities.

Here's what the preliminary reports recommended at each community:

Ketchikan — while the September study recommended construction of a new stern loading dock with modification of the present dock as home port berthing for the southern panhandle ferry, the revised version said the idea would be inadequate.

Bomhoff said a potential new facility should be able to serve "both the airport shuttle ferry

to Gravina Island and the southern panhandle route in addition to expanding main line service."

The firm said a \$1.54 million plan—the most costly of about 10—would provide the best long range service with a new stern loading dock and a separate shuttle ferry facility. However, it recommended a three-step construction program that would eliminate the shuttle ferry dock and cost \$376,000 in its first phase.

Metlakatla—Bomhoff recommended construction of a 714,000 facility about three-fourths of a mile from the center of town. However, the firm said if money is unavailable, the town's existing barge loading facility adjacent to the city pier could be used after a \$34,000 investment.

THE LISTENER



During the city's first water shortage the M.V. Wickersham took on only a "little" water so as to not cut capital city dwellers short — just enough to accommodate crew and passengers. How much is a little? Only 76,000 gallons.

THE LISTENER



Wicky not watered — Contrary to information given the Listener about the M.V. Wickersham taking on 76,000 gallons of water last week during Juneau's water shortage, one of the "men on the scene" at the ferry terminal said, "No way. We were froze up. They wanted a little water. But they didn't get 'er. Even if we had water the Wicky wouldn't have gotten much. What 'cha trying to do? Make everybody mad?" So goes the rumor column. Reportedly the crew of the Wickersham went out of their way to assist Juneau in its time of need by waiting until the next port to take on water.



JUNEAU, Alaska—A recent passenger on the "Wickersham," Wm. E. Winslow, assistant Western division manager of Hiram Walker Incorporated, found Hiram Walker products very much in evidence in the bars and dining lounges of this ship—one of four plying the waters of the inland system which serves the southeastern panhandle of Alaska. The Ferry System ships have used Hiram Walker Imperial, Gin, Vodka, Brandy and Hiram Walker Cordials in their bar service for many years. Morris Mattson, Juneau, a representative for Alaska Distributors Inc. is one of several members of that firm who lives on the Marine route. Others include Ernest Baughn, in Sitka; Roy Martin, in Wrangell, and Arnold Fredricksen in Petersburg. The marine service started in 1963 and three of the ships were named after Alaska's famous glaciers, the "Malspina," "Taku," and "Matanuska." Newest of the fleet is the Wickersham which was purchased from the Stena line of Sweden. She was formerly use as a ferry and gambling ship from Kiel, Germany to Gotenberg, Sweden and many of the names on the ship indicate this ancestry; for example, the Captain's table bears a sign reading, "Kaptan."



ABOVE, left, a corner of the main dining room where Misses Annetta MacDonald and Joan Barber, of Los Angeles, were guests of honor at dinner with Captain R. J. Kutz (facing camera) and chief steward, Marshal Chanasyk.



A view of the Captain's cabin is shown left, and on the right, picture in the main lounge shows cocktail waitress Lois Hilton serving guests, Mr. L. N. Brandt and party, of Juneau, Alaska.

—Reported by Wm. E. Winslow, Jr.

Interesting Places

The "Wickersham," largest of a fleet of four passenger auto ferries in Alaska's marine highway system, is 363 feet long and will accommodate 1300 passengers and 90 autos. It cruises at a speed of 21 knots and travels the "inland" passage from Prince Rupert in the south to Skagway, some 450 miles due north, and back, detouring west to Sitka on its return trip.



Lois Hilton, cocktail waitress aboard the Wickersham can be seen at right above, as bartender Les Hollingsworth fills an order for Imperial. All of the ferries have stateroom accommodations, dining rooms, cocktail lounges, cafeterias, reading lounges, game rooms, promenade decks and the Wickersham also boasts a sauna bath. The ship has a bow propeller which is in a tunnel and, being reversible, allows the ship to dock and turn around quickly without help from tugs. A complete staff of chefs, including a pastry chef, is carried on each vessel.



Stowaway Found On Ferry

The Taku arrived at the Juneau ferry terminal Tuesday morning with a stowaway aboard, a 21 year old secretary from Anchorage.

The woman told the Empire this morning, "It was a spur of the moment decision—I've never stowed away on a ship before—I just walked aboard at Prince Rupert and decided to try it."

A check of tickets about 9:00 p.m. Monday night revealed that the "guest" aboard the Taku did not have a ticket for the trip. She did, however, have an airplane ticket to Anchorage.

The stowaway said she walked aboard at Prince Rupert with friends, mingled with the passengers and crew, and passed as a fare paying passenger for most of the trip.

"I think I could have made it all the way to Haines without getting caught if I hadn't got off at Wrangell to have a beer with friends," the stowaway said.

"I was drinking Budweiser—next time I think I will try Lucky," she added.

Marine Transportation Division officials said they had made arrangements for the stowaway to cash in her airline ticket and pay for the ferry ride to Juneau.

The Taku's extra "passenger" said she was flying back to Anchorage this afternoon to return to work and had been "down South" on personal business.

No charges were filed against the stowaway as arrangements have been made to pay her fare, Marine Transportation Division officials said.

House OKs Jones Act Exemption

Measure Now Goes To Senate To Allow Use Of Wickersham

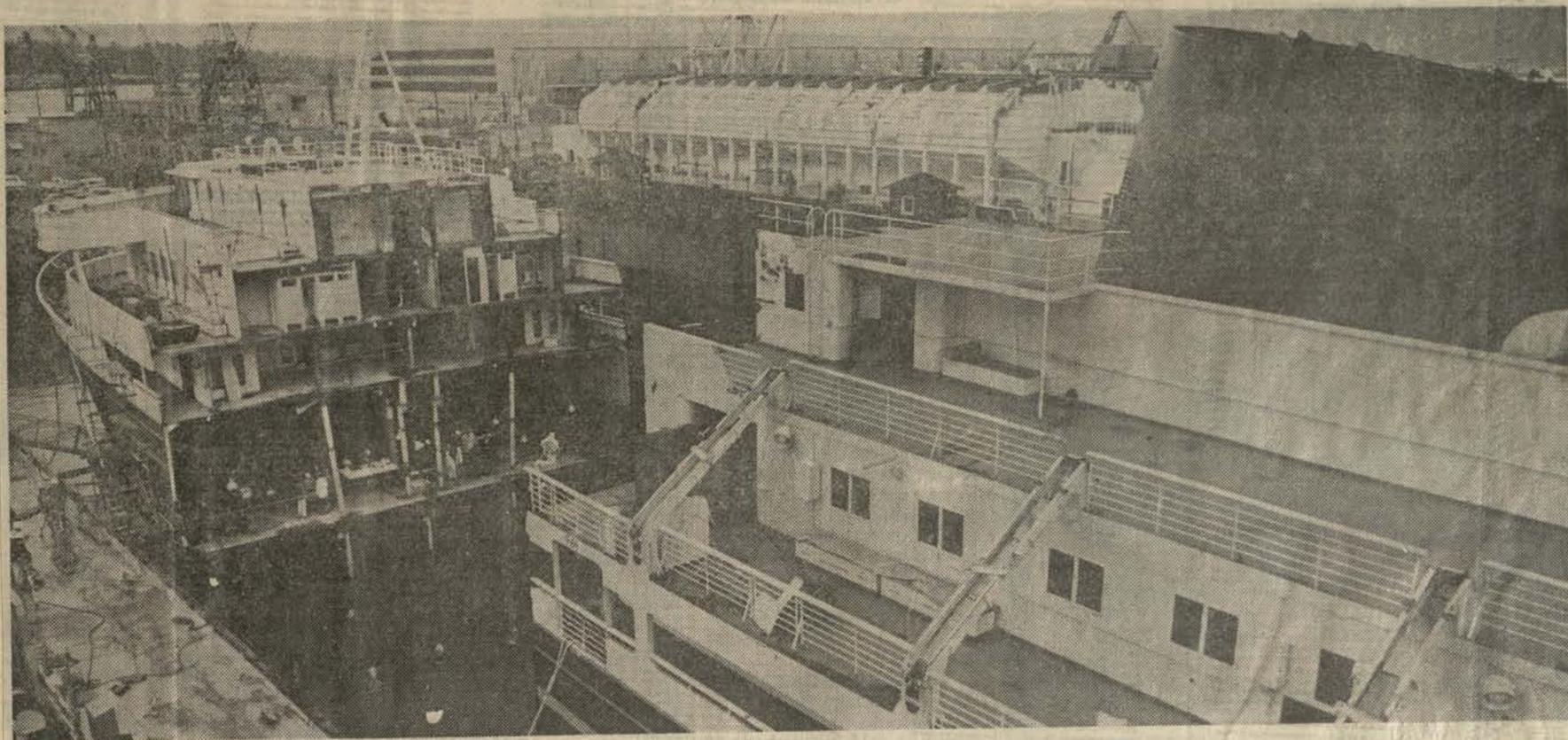
Times Washington Bureau WASHINGTON — The House today passed a bill to temporarily waive the Jones Act and allow the Alaskan ferry Wickersham to operate between Alaskan ports.

The legislation was sponsored by Rep. Nich Begich, D-Alaska.

Passage came on a voice vote.

The Wickersham exemption bill now goes to the Senate, where approval of a similar measure is expected within the next few months.

Alaska ship undergoes midsection transplant



Staff Photo by Wes Guderian

FORE MINUS AFT — Alaska State Ferry Malaspina was cut in half Friday to receive new mid-body at Swan Island.

The rear section of the Alaska State Ferry Malaspina was removed from the ship's forward section Friday at the Port of Portland dry dock at Swan Island. A 56-foot midbody section was moved into the bisected hull.

The ferry conversion project, which will keep 300 men at work more than

five months, is part of a \$6.3 million modernization and lengthening job by Willamette Iron & Steel Co.

The midbody section, built by Gunderson, Inc., Portland, will contain 86 passenger staterooms and space for more cars. There will be additional space for lounge and dining room.

The ferry, due for completion in late

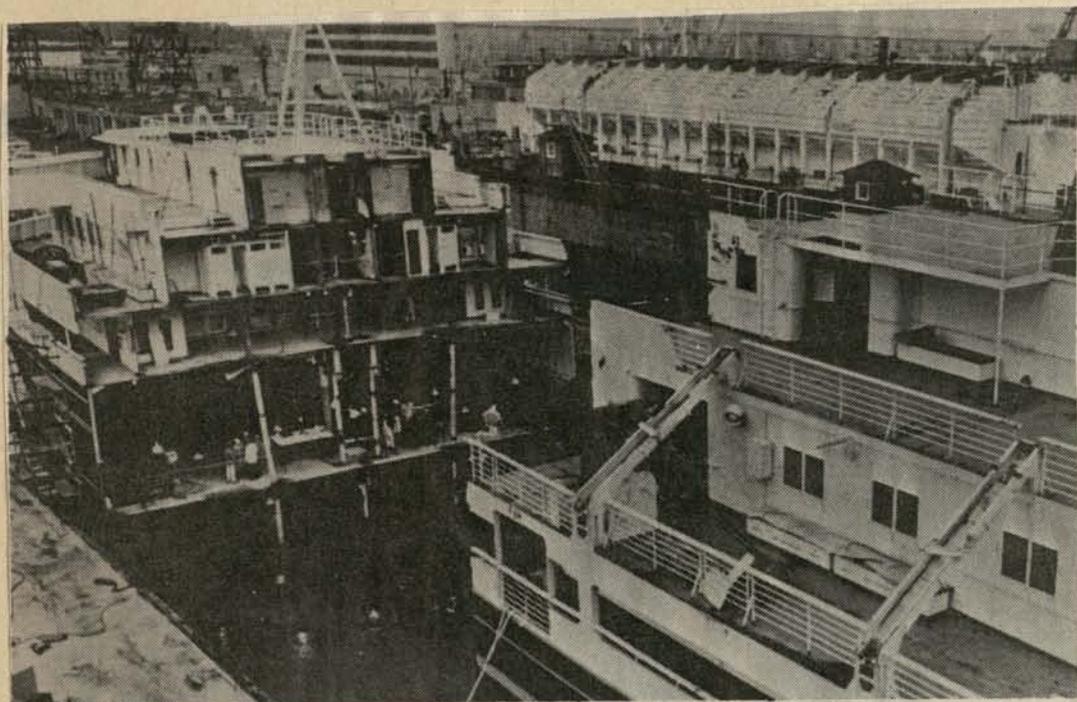
May, will begin her regular once-a-week sailing round trip between Seattle and Alaska starting June 23.

Dry dock Supt. Carl Propp and his crew of Willamette Iron & Steel workmen completed the floating of the aft section in two hours Friday morning.

After the midsection has been welded, the streamlined, blue-hulled ferry

will be moved to WISCO dock for completion of the bulkheads, deck sections and modernization of accommodation spaces.

While in dry dock, the vessel's underwater machinery will be repaired, including upgrading of the bow thruster. The underwater hull will be sandblasted and coated.



TRANSPLANT—Rear section of Alaska state ferry Malaspina was removed from ship's forward section at Port of Portland dry dock at Swan Island. Work is part of \$6.3 million modernization and lengthening job that will keep 300 men at work for more than five months. It is to begin once-a-week sailing round trip between Seattle and Alaska beginning June 23. (AP Wirephoto)

ALASKA FERRY BIDS

JUNEAU — The second time around has paid off for the State of Alaska's Marine Highway System, according to H. J. Lockert, director. On its second try for bids for a 235 foot ferry for S.E. Alaska, the state has a bid "in the ballpark."

Peterson Shipbuilding of Sturgeon, Wis. has submitted the low bid of \$5,386,000 for one ship. If the state elects to have a second small ferry built and places the order within 120 days, the second price would be \$5,086,000 with the same yard.

Other bidders in order were Martinac, Tacoma; Jeffboat, Jeffersonville, Ind.; Paceco, Alameda; Todd Houston, and Bethlehem Steel. Bids ranged in price from \$5.9 million to \$7.8 million for a single ferry.

Lockheed Low On \$20 Million Ferry

BY DON PAGE
P-I Marine Writer

Seattle's Lockheed Shipyard was low bidder yesterday on a \$20 million contract to build a new flagship for the Alaska State Ferries.

Lockheed bid \$19,899,583 on the two-year contract to build a 385-foot successor to the ferry Wickersham.

Seattle's Todd Shipyard was next low, at \$22,845,000. Two California yards, National Steel of San Diego and Bethlehem of San Francisco were in the \$24 million range, and one East Coast yard, Maryland Drydock, bid a flat \$35 million.

Lockheed's bid appears to be well within Alaska's budget for the new ship, and the contract probably will be awarded soon.

As designed by naval architects Nickum & Spaulding of Seattle, the passenger ship will provide berths for 324 passengers, accommodations for 1,000 day passen-

gers and space for 184 automobiles.

Upon her completion, Alaska plans to sell the Wickersham. The Scandinavian-built Wickersham has limited vehicle accommodations, and because of her origin, she cannot carry freight or passengers between two U.S. ports.

At peak of construction, the new Alaska ferry should provide jobs for 300 shipyard workers.

Coupled with a bulk sugar ship and a new icebreaker for the Coast Guard, Lockheed Vice President Joe Byington said yesterday, the Alaska ship could firm up Lockheed employment here until well into 1974.

The shipyard's payroll here has fallen below 2,000. With help from ship repair, officials hope employment may reach 2,500 before this year ends.

President Nixon's budget this week carried a promise of yet another Seattle job for the Lockheed yard.

The budget includes \$65 million to build a second high-powered icebreaker for the Coast Guard.

Lockheed is building the first icebreaker of this class under a \$52.6 contract. There is a possibility that the federal government may negotiate this second icebreaker as an extension of the contract for the first one.

Even if the second icebreaker goes out to competitive bid, Lockheed's experience with the first ship of the class gives it an advantage in winning the contract.

Wickersham replacement

JUNEAU (AP) — Lockheed Shipbuilding and Construction Co. Wednesday submitted the apparent low bid of \$19.5 million for construction of a vessel to replace the foreign-built Wickersham in the Alaska Marine Highway System.

Public Works Commissioner George Easley said the Seattle-based firm outbid four other competitors and was below architects' estimates of \$20 million for costs of building the 418-foot vessel.

Officials said construction would begin soon and was expected to take 27 months.

THE PORT OF SEATTLE wasn't officially closed, but it didn't have many people on the job. A band of the Port's top officials were aboard a passenger ship, outbound to get away from the Seattle weather. Bound north, not south, though. They're riding the Alaska ferry Wickersham north to Alaska's annual legislative reception in Juneau.

The Wickersham sailed from Seattle Sunday, but our Port men had to go north to Vancouver to board it Monday. As a foreign-built ship, the Wick isn't permitted to haul passengers between two U.S. ports. A situation that will be corrected after the Wickersham's successor is

Alaska, Ketchikan Daily News, Monday, January 3, 1972 Page 7

14 Ferry Engineers Attack Hire Policy

JUNEAU, Alaska (AP)—Alaska's preferential hire policy came under attack from 14 engineers of the marine highway system who asked Juneau's superior court to declare the practice unconstitutional.

The 14, all members of the National Marine Engineers Beneficial Association, said they were about to receive notification of termination because they had not established residency in Alaska.

They asked the court to permanently enjoin the state and union from giving preference to Alaskans in hiring for the system and to invalidate contract clauses requiring them to establish residency in the state within six months from their first day on the job.

A letter accompanying the suit, written by state public works commissioner George Easley to one of the engineers, said the entire group would be fired Jan. 15 unless each person provided proof of Alaskan residency.

The suit said none of the engineers, all but one from the Seattle area, intended to move to Alaska.

The contract clauses in question require the state and union to give preference to Alaskans in hiring. When the supply of state residents is exhausted, the contract allows out-of-state personnel to be hired, and gives each six months to move to Alaska.

Calling the clauses an "unreasonable burden on interstate commerce," the suit said the contract had "created an invidious and arbitrary discrimination between residents (of Alaska) and residents of other states of the United States in contravention" of the National constitution.

It said the contract created a restriction "on the right to engage in the trade of engineering" unrelated to the employee's skills.

Herbert J. Lockert, director of the ferry fleet, said the contract clause had been administrative policy since statehood.

He said: "Through eight years of operation, it's been a constant problem trying to get outsiders to comply with this requirement. After a series of meetings we finally did reach a verbal agreement that the state is within its rights to demand it."

"Now, we've finally put it down on paper and are enforcing it; this is the first time we've thrown down the gauntlet this hard," he said.

Lockert said identical clauses are contained in contracts with members of the Inland Boatmen's Union of the Pacific and the Master Mates and Pilots International.

Lockert said the case could have some "serious effects" on the state ferry fleet, particularly in southeast operations where the 14 men work.

LOCKHEED SHIPYARD was low bidder on a \$20 million contract to build a new flagship for the Alaska State Ferries. Page D-5.

Wicky Replacement Contract Accepted

The Alaska Department of Public Works says it has accepted a \$19.5 million bid from a Seattle firm to build a 418-foot vessel to replace the state ferr Wickersham.

Commissioner George Easley said a contract was to be signed in Seattle Friday with the Lockheed Shipbuilding and Construction Co.

Construction is expected to begin soon, with completion scheduled in about 27 months.

Easley said the bid was nearly \$500,000 under the architect's estimate of \$20 million. The new vessel will have capacity for 1,000 passengers, with 324 berths and room for 184 standard vehicles.

Seattle's Lockheed Has Lowest Bid On State Flagship

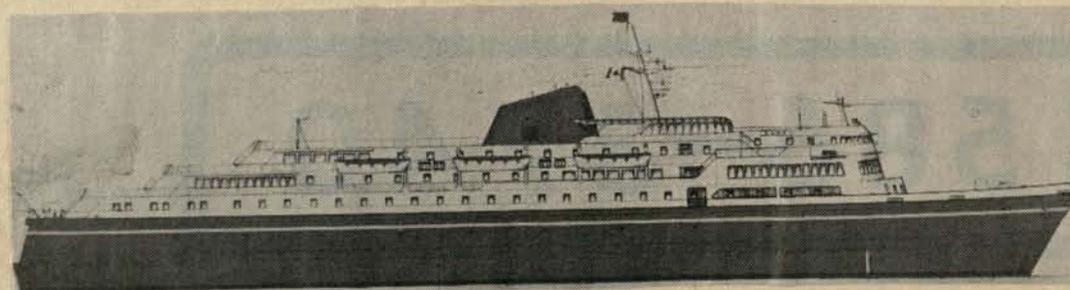
JUNEAU (AP) — Seattle's Lockheed Shipyard was the apparent low bidder Tuesday on a contract to build a new flagship for the Alaska Marine Highway System to replace the foreign-built Wickersham.

Lockheed bid \$19,899,583 on the two-year contract.

Public Works Commissioner George Easley said Lockheed outbid four competitors and was below architects' estimates of \$20 million for the 418-foot vessel.

Officials said construction will begin soon and is expected to take 27 months.

After the new ferry is completed, Alaska plans to sell the Scandinavian-built Wickersham, which has limited vehicle accommodations and cannot carry freight or passengers between two U.S. ports because of her foreign origin.



REPLACEMENT DESIGN—The Department of Public Works has accepted Lockheed Shipbuilding and Construction Company's low bid of \$19,513,559 for construction of a 418 foot vessel to replace the foreign-built Wickersham. The new 418 foot vessel will have capacity for 1,000 passengers, 324 berths, and 184 standard vehicles. The \$19,513,559 contract is the largest ever awarded by the State to date.



COLD WORK — The state ferry Matanuska presented a pretty winter scene this week as she eased through the chilly strait to

make a landing at the terminal. Temperatures dropped to zero and below this week in Wrangell.



Glen Carter

Maritime Editor

A \$19.8 million shipbuilding pact was signed this morning by the State of Alaska's Department of Public Works and Lockheed Shipbuilding of Seattle.

Lockheed, you'll recall, was the successful low bidder

TALKING OF SHIP STATISTICS, the new Alaska State ferry didn't grow on the blueprints between Thurs-

day morning, when we wrote her up as a 385-foot vessel, and yesterday, when we bucked the length to 418. This successor to the Wickersham will have a molded overall length of 418 feet and a waterline length of 385. And if you need still another length, architects rate her 375 feet between perpendiculars.

A remarkable vessel! She'll carry berths for 80 crewmen, as well as 324 passengers. Day space for 1,000 passengers, as we've said. And if Alaska wants to put in portable ramps, it can boost her vehicle capacity from 184 to 226. Architects Nickum & Spaulding designed her with a pair of 9,000-horse diesels to shove her along at a service speed of 21 knots when she's down to her design draft of 16 feet. As a bow to water cleanliness, she'll carry sewage tanks with a storage capacity of 45,500 gallons.

ALASKA AND LOCKHEED signed a contract yesterday for delivery two years from this month. But Lockheed won't lay her keel until August. Right now Lockheed has a 640-foot sugar ship building on the shipyard where it will put the Alaska Ferries flagship together.

Maritime

Lockheed, Alaska sign big contract

to build the flagship for the Alaska State Ferries. The project is expected to provide jobs for 300 shipyard workers at the peak of construction.

The 418-foot vessel was designed by Nickum and Spaulding of Seattle whose office was the scene of the signing.

The new ferry means a couple of records for Alaska and Seattle. It's the biggest contract of its type awarded by the state, and it's the biggest passenger ship to be built in Puget Sound country (if a ferry can be classed as a passenger ship).

Everybody was pleased, including George Easley, the commissioner of Alaska's Department of Public Works. The first round of bids weeks ago exceeded the architect's \$20 million estimate, and the Alaskans had to do some trimming to reduce costs.

The yet-unnamed vessel will have a capacity of 1,000 passengers, 324 berths and 184 cars. Construction will begin soon for delivery in about 27 months.

All of which puts Lockheed on a healthy schedule. Also abuilding at Lockheed are a \$15 million bulk sugar carrier and a \$52.6 million icebreaker for the Coast Guard. Lockheed veep Joe Livingston said the Alaska ship could firm up employment to about 2,500 workers in the yard before this year ends.

The ferry will replace the Scandinavian-built Wickersham which is barred by the Jones Act from operating between two American ports because of her foreign origin. She will be sold.

House Committee Approves Waiver

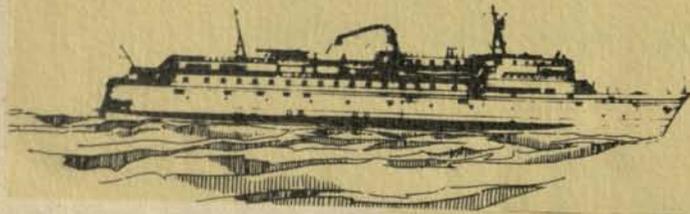
Friday, February 4, 1972

The Seattle Times B 3



M.V. MALASPINA

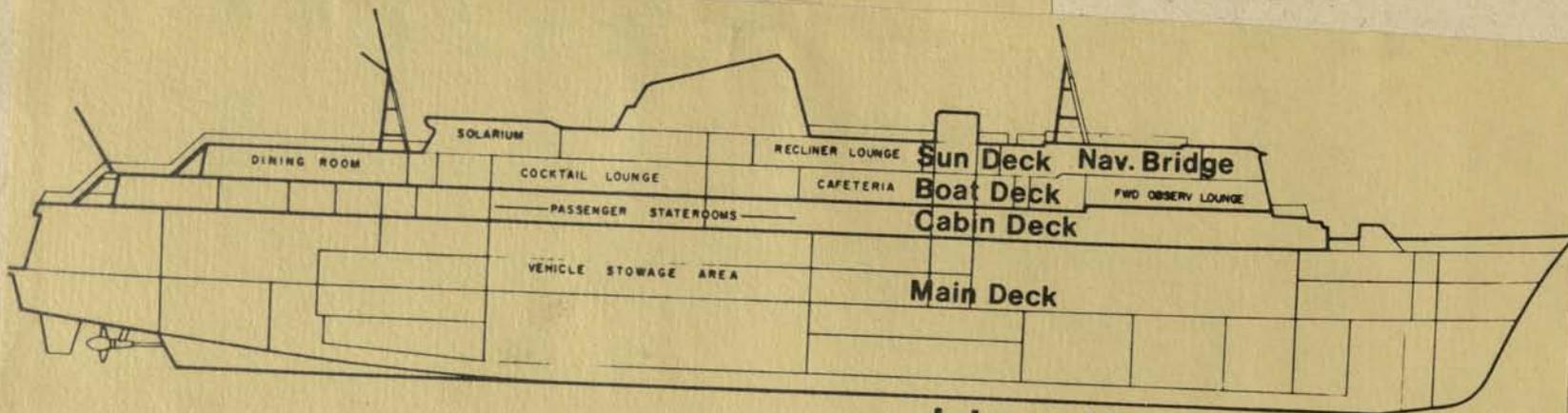
stateroom and deck plan



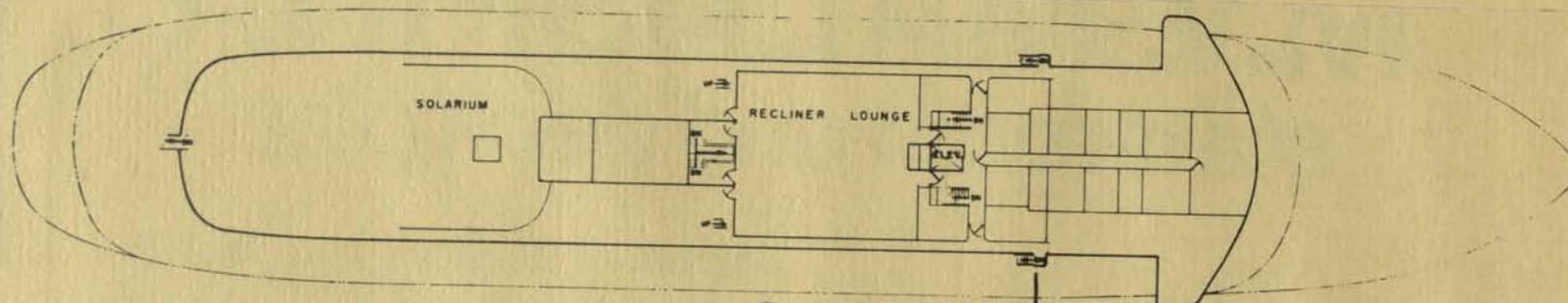
Shipboard Services and Facilities

Dining Room seating	150
Cafeteria seating	96
Cocktail Lounge seating	66
Comfortable observation areas	
Top-side Solarium	

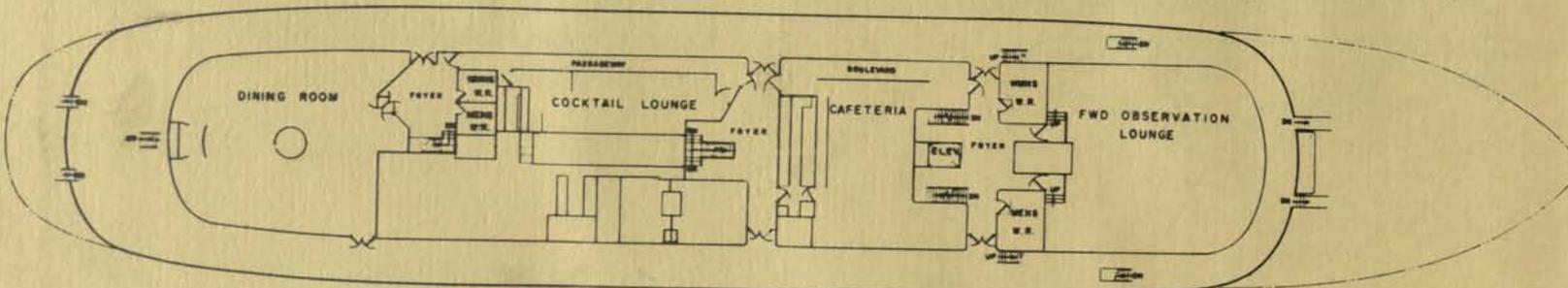
Stateroom accommodations 284



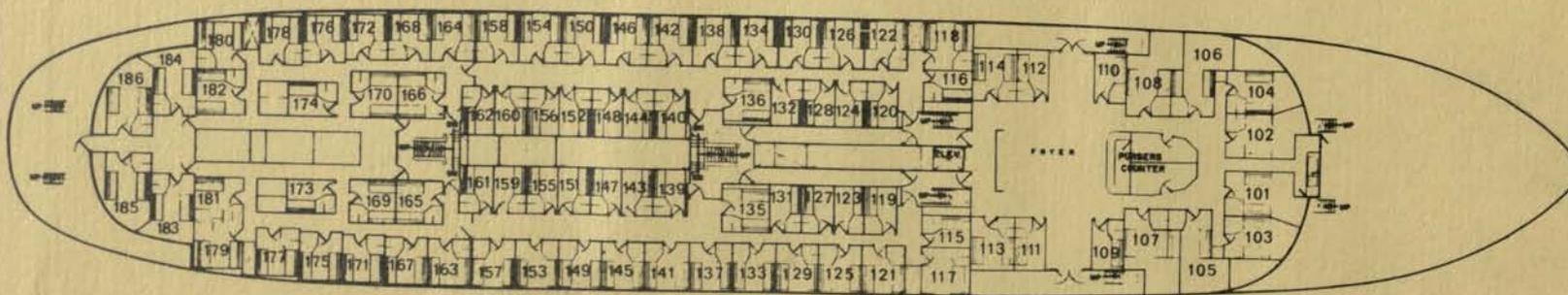
Inboard Profile



Sun Deck → Nav. Bridge



Boat Deck



Cabin Deck



STERN SECTION, newly joined to new mid-section of Alaskan ferry, Malaspina, looms at drydock on Swan Island as workmen prepare for final fastening. On completion of joining process, vessel will be moved to Willamette Iron

& Steel Co. dock for placement of upper deck sections and modernization of accommodation space. Malaspina, built in Seattle in 1963, is oldest of three vessels of her class.



\$6 Million 'Surgery' Lengthens Ferry

By **DICK JOHNSON**
Journal Staff Writer

Although still in surgery, "Malaspina" is doing well. A workman at the Port of Portland drydock on Swan Island observed: "When we've finished with her, she'll be the best ferry in the world."

The Malaspina is named for a glacier in Alaska, and the title seemed appropriate as wisps of snow clung to her railings and bridge structure.

NONE OF the 50-man crew was present. They and the captain are home in Alaska for the time being. The vessel was without furniture. Welding tanks stood in place of deck chairs, and a chill wind howled through the vessel's passage-ways as workmen with up-turned collars scrambled over patterns of lines supplying power to an assortment of shipbuilding tools.

Owned by the State of Alaska, the Malaspina is being modernized and lengthened by Willamette Iron & Steel Co. at a cost of \$6 million.

In place is a new 56-foot-long mid-section built under subcontract by Gunderson, Inc., Portland. The after section of the Malaspina was floated into place last week and redocked for joining to the new mid-section.

ON COMPLETION of the joining process, the vessel will be moved to the Willamette

Iron & Steel Co. dock at 2800 NW Front Ave. for placement of the upper deck sections and modernization of accommodation spaces. This move is expected this week.

With completion of the project expected in late May, the Malaspina will return to service between Seattle and Alaska ports.

She is the oldest of three vessels of her class plying the Alaska "marine highway." She was nine years old on the day — Jan. 21 — workmen finished cutting her in two for placement of the new mid-section.

WHY IS the project under way in Portland? That's where the low bid came from, according to Carl Mathisen, Juneau, consultant to the Alaska Department of Public Works.

Mathisen is in Portland during the project.

Why is the Malaspina singled out for remodeling?

As a matter of fact, she isn't, said Mathisen. "We hope to lengthen more to increase stateroom capacity. We're sold out on the summer runs"

THE MALASPINA is one of seven vessels which form the backbone of the Alaska marine highway system.

They operate through the Florida-sized panhandle of Alaska and are credited with bringing an end to isolation.

Since 1963 they have plied a 2,000-plus-mile system to the delight of tourists and the gratitude of residents who depend on the vessels as others do on bus service.

Most of the communities in Southeast Alaska, explains Mathisen, are isolated on islands. "There is no road system. That's why they call it the Alaskan marine highway system. And," he said, "tour-

ism is becoming one of the leading industries in the state, and ferries are directly responsible."

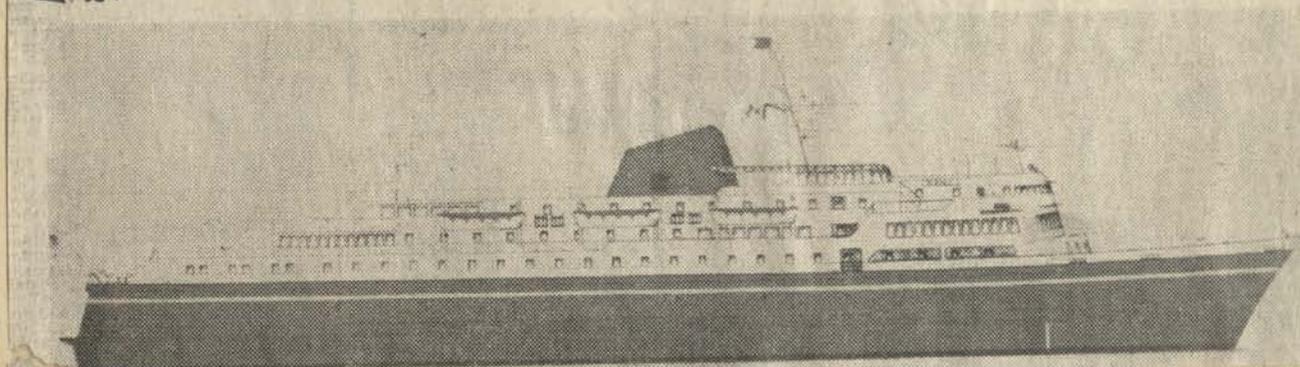
THE CONVERSION project for the Malaspina is expected to occupy some 300 men.

Addition of the 56-foot mid-section makes the Malaspina 408 feet long. The remodeling will increase the Malaspina's auto-carrying capacity from 108 to 134 and passengers from 500 to 750.



DON PAGE

Ship of Future, Vessel of History



That's a ship of the future you see sailing across the top of today's column. The new queen of the Alaska State Ferries fleet. Biggest commercial passenger ship ever to be built in Seattle. They'll lay the paper keel for this beauty this morning in the naval architects office of Nickum & Spaulding, when the State of Alaska and Lockheed sign a \$19,513,599 construction contract.

It may be mid-1974 before you see the ship, herself. Estimated construction time is 27 months. She'll be 418 feet long, with space for 1,000 day passengers and 184 vehicles, berths for 324 passengers.

THIS SUCCESSOR TO THE WICKERSHAM can be good news for the tourist business of both Alaska and Puget Sound. The decision is Alaska's, of course, but she'll be a natural for year-round tourist passenger travel between Seattle and Southeast Alaska.

Marine

B8 5* Fri., Feb. 4, 1972 Seattle Post-Intelligencer

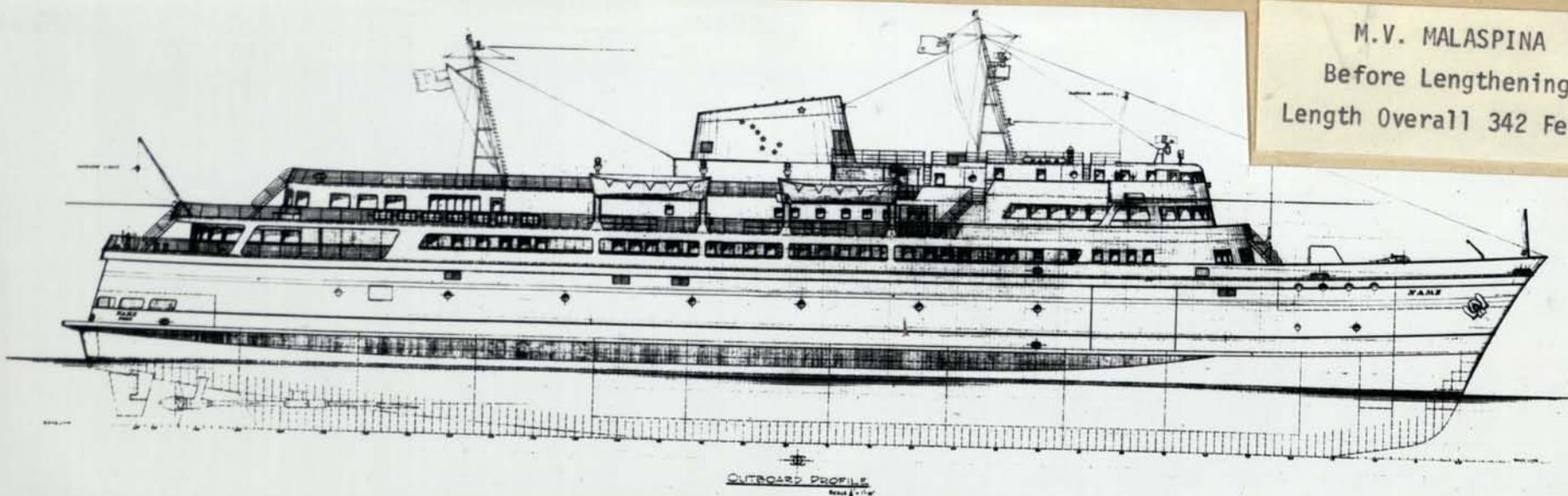






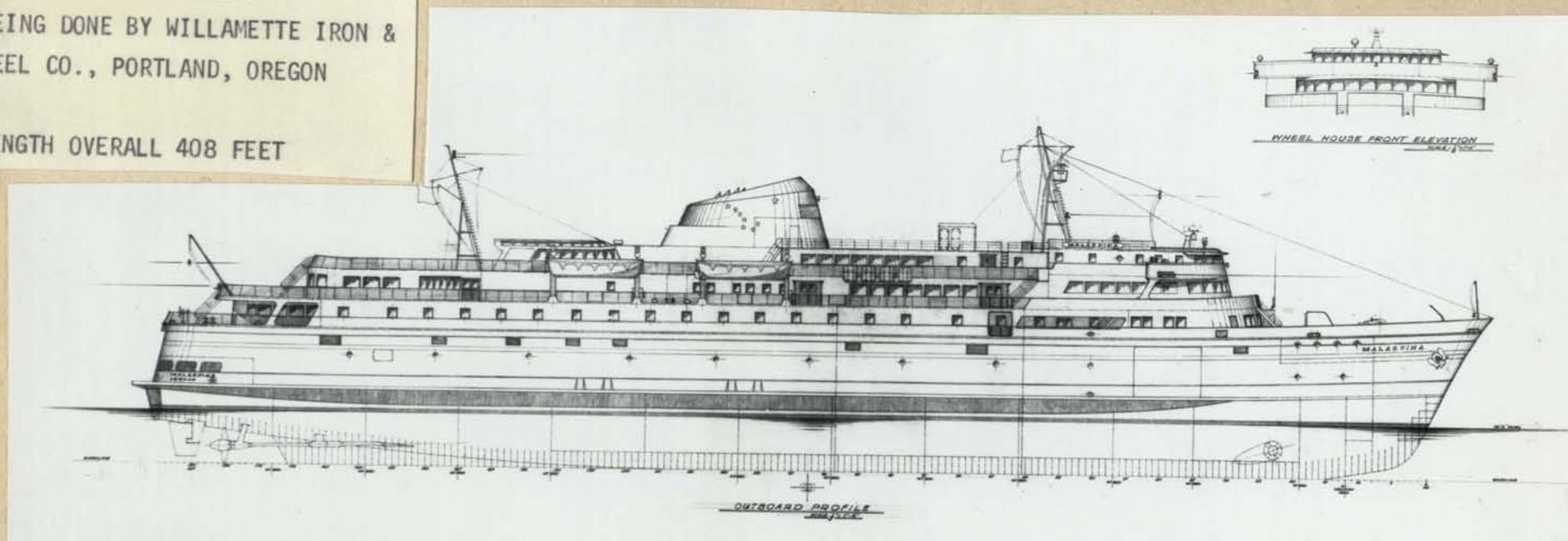
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rest missing]

M.V. MALASPINA
Before Lengthening
Length Overall 342 Feet



M.V. MALASPINA
AFTER LENGTHENING
WORK BEING DONE BY WILLAMETTE IRON &
STEEL CO., PORTLAND, OREGON

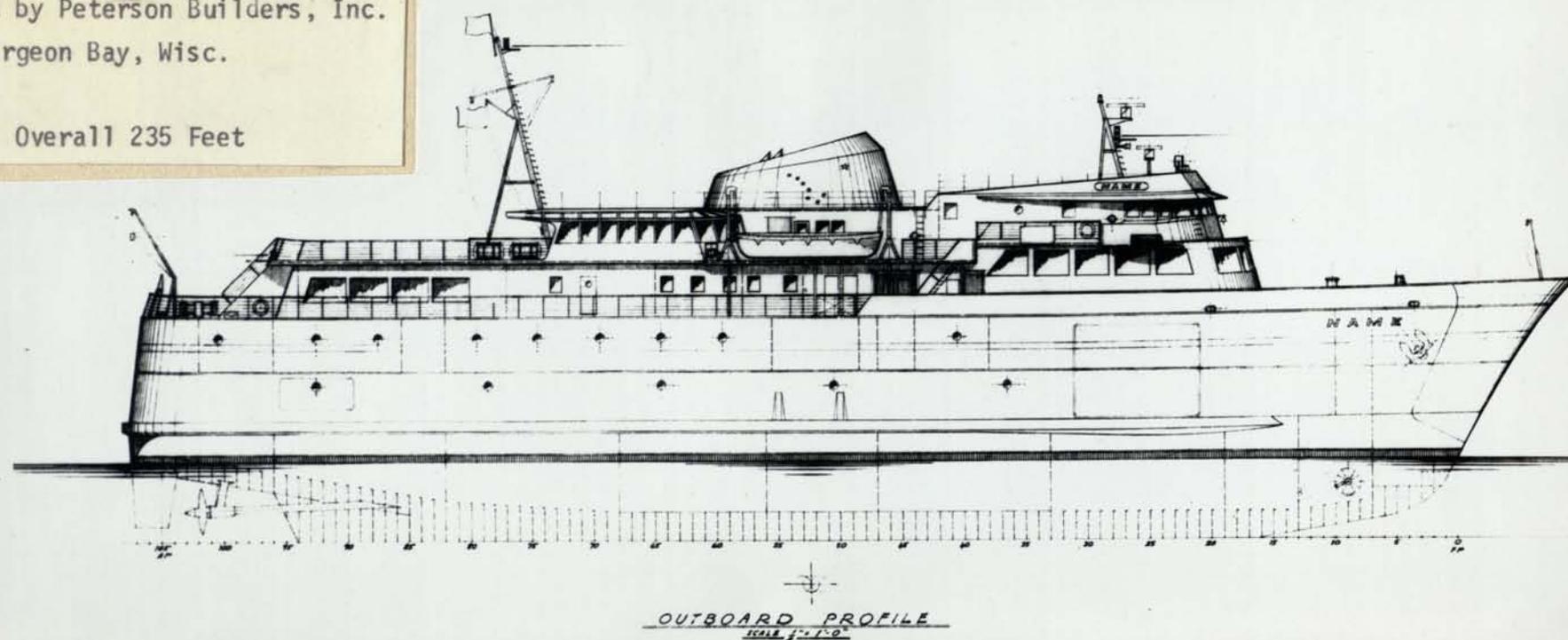
LENGTH OVERALL 408 FEET



SOUTHEAST ALASKA
SHUTTLE FERRY

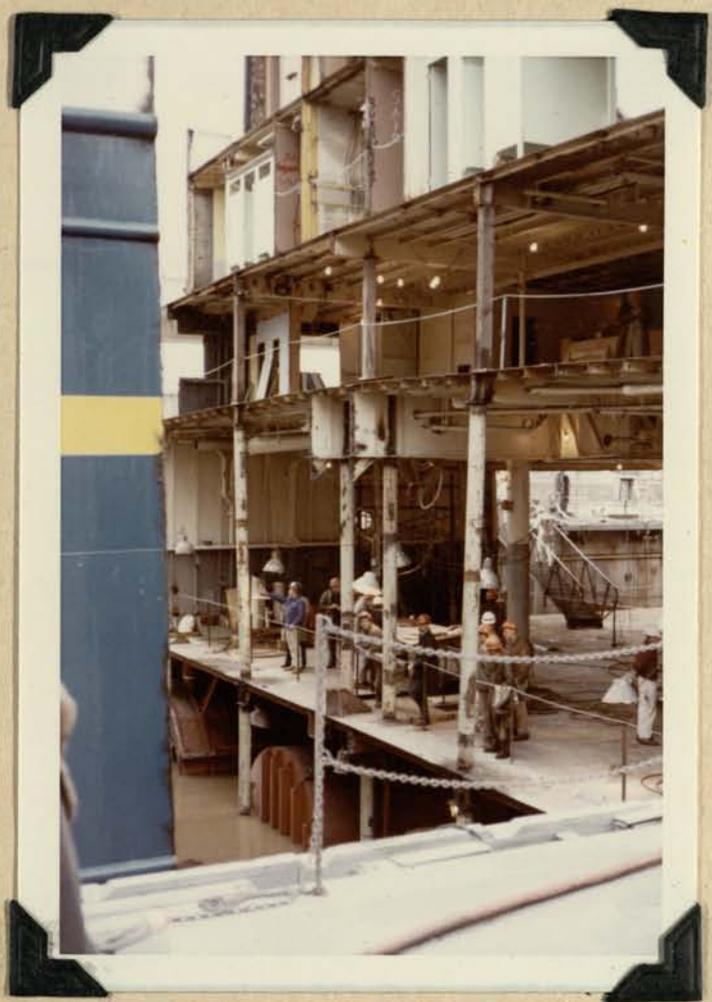
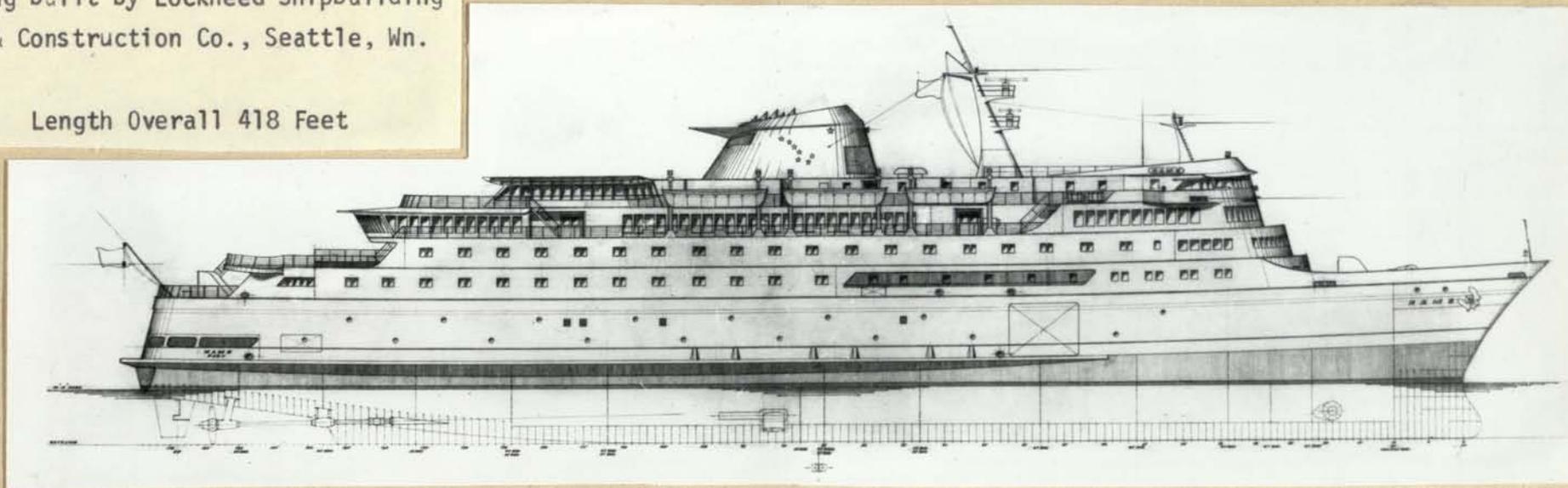
Designed and built by Peterson Builders, Inc.
Sturgeon Bay, Wisc.

Length Overall 235 Feet



OCEAN GOING ALASKA FERRY
Being built by Lockheed Shipbuilding
& Construction Co., Seattle, Wn.

Length Overall 418 Feet



[msg]



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ALASKAN FERRY MALASPINA RECEIVES MIDBODY



Bow section of Alaskan ferry, Malaspina, on Portland drydock, with new 56-foot mid section being added.



Stern section of ferry stands by awaiting its turn in drydock to be attached to new mid section.

PORTLAND — The Alaskan ferry, Malaspina, was cut in two and completely separated Jan. 21 when the stern section was floated away from the bow and a new 56-foot mid-section floated into a Swan Island drydock to be joined to the bow section.

While Willamette Iron & Steel Co. workmen began welding the front and mid together the stern sat dejectedly at a nearby pier awaiting its turn to join the other two.

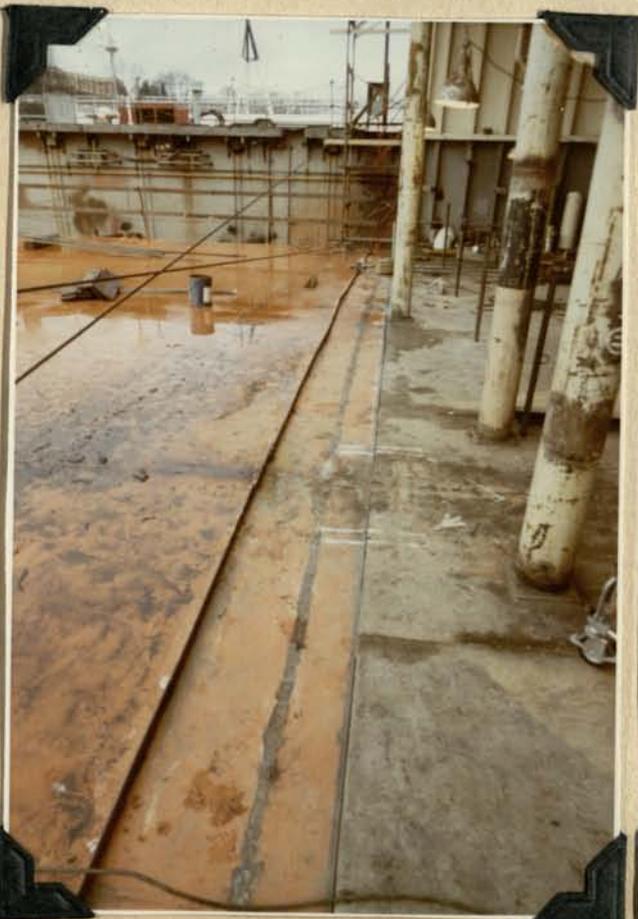
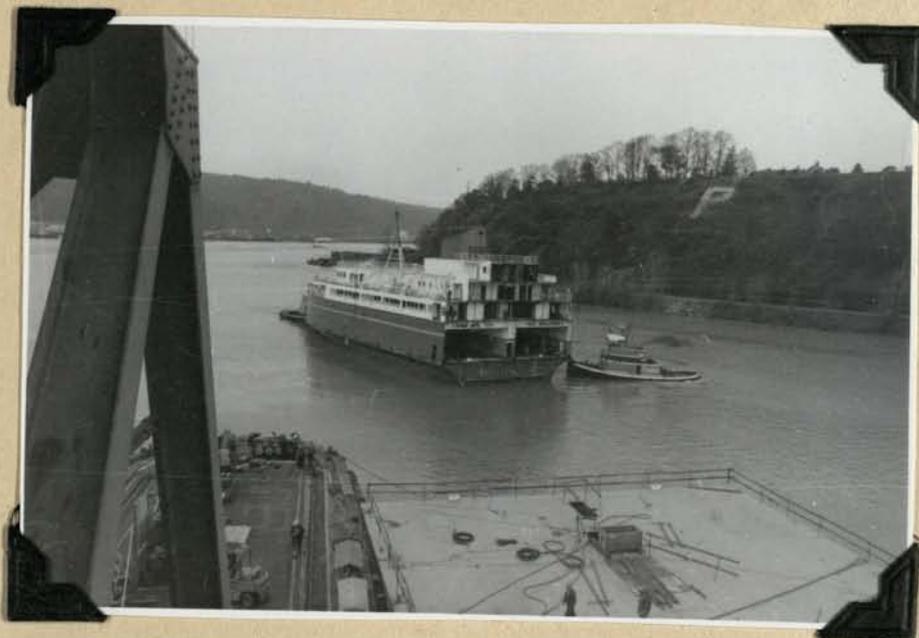
It was part of the \$6.3 million elongation and face-lifting proj-

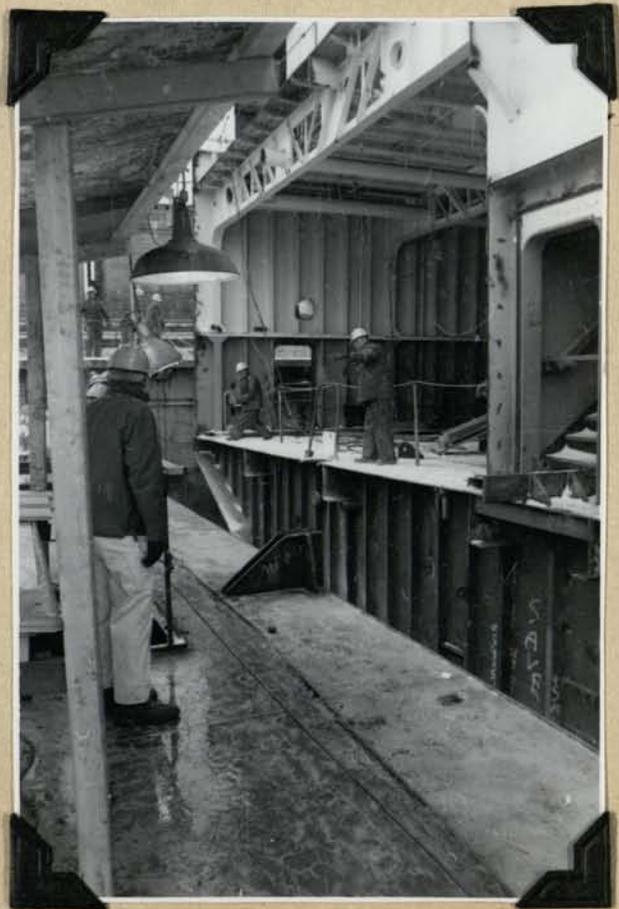
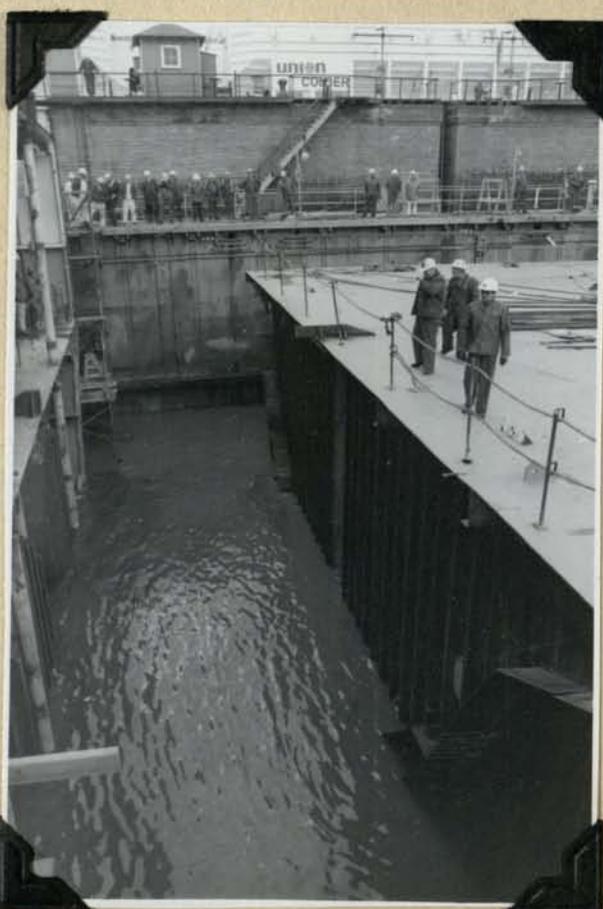
ect undertaken by Wisco for the State of Alaska.

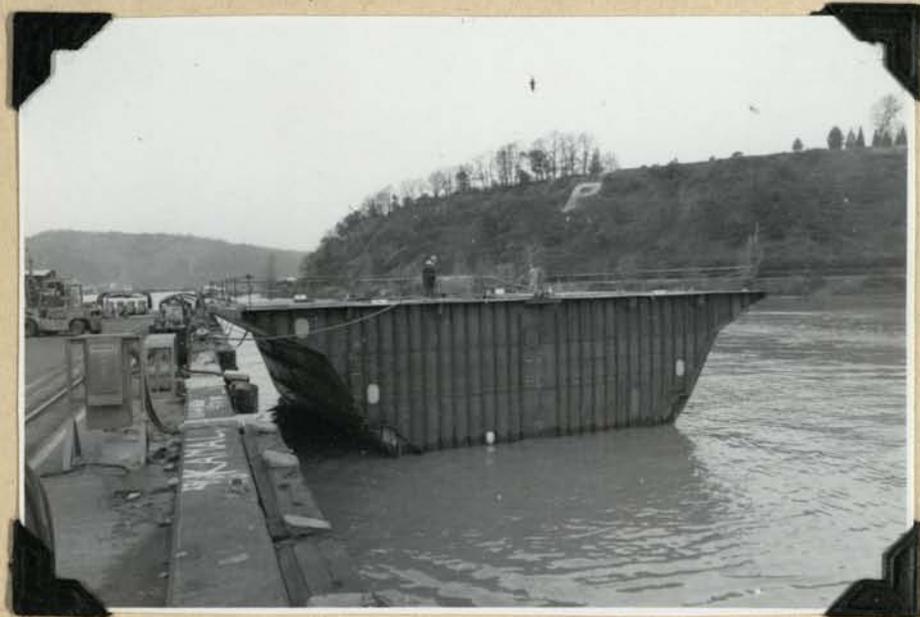
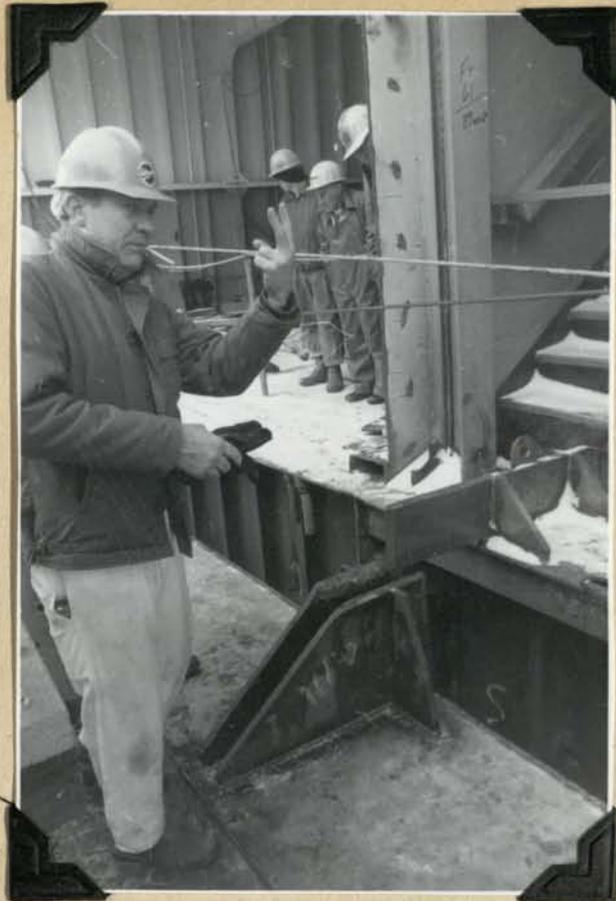
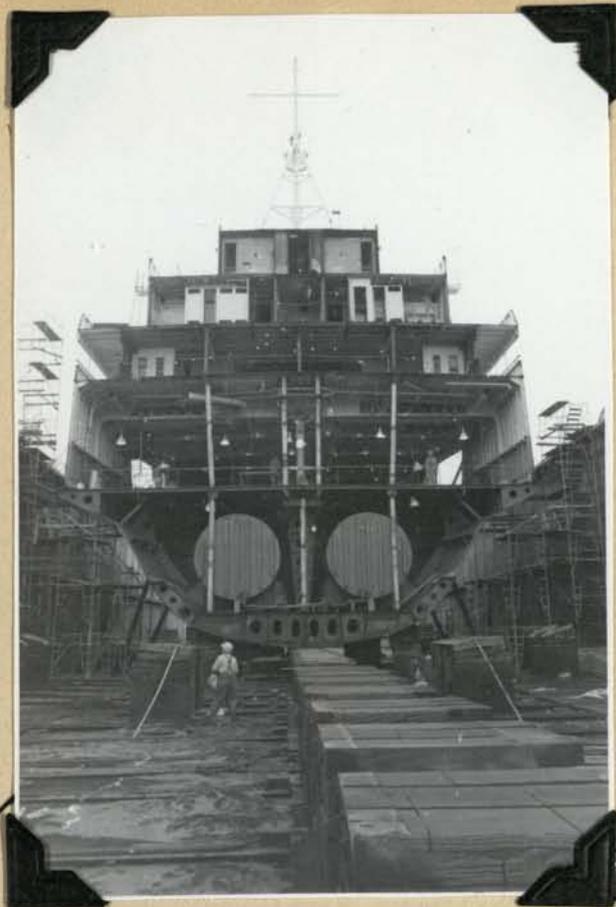
Gunderson, Inc., a near neighbor of Wisco, built the roughed-out mid-section, which Wisco will build up to contain 86 additional passenger staterooms, lounge, dining room and car storage. The job is to be completed in June when the Malaspina will return to her Seattle-Juneau run.

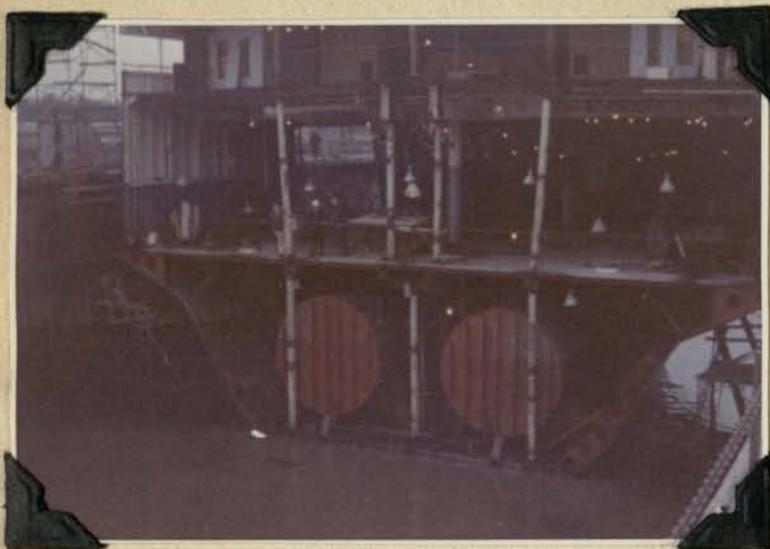
Included in the job is hull cleaning and painting, and machinery overhauls. About 300 men are employed by Wisco on the project.













Ferry Malaspina Undergoes Work For 'Transplant'

PORTLAND, Ore. (AP) — The Alaska state ferry Malaspina underwent a midsection transplant Friday during work on a \$6.3 million modernization and lengthening job.

A 56-foot midbody section was moved into the bisected hull as part of a conversion project which will keep 300 men at work for more than five months.

The ferry was cut in half at the Port of Portland dry dock at Swan Island by Willamette Iron & Steel Co.



State Takes Bid, Replacing 'Wicky'

JUNEAU (AP) — The Alaska Department of Public Works says it has accepted a \$19.5 million bid from a Seattle firm to build a 418-foot vessel to replace the state ferry Wickersham.

Commissioner George Easley said a contract was to be signed in Seattle Friday with the Lockheed Shipbuilding and Construction Co.

Construction is expected to begin soon, with completion scheduled in about 27 months.

Easley said the bid was nearly \$500,000 under the architect's estimate of \$20 million. The new vessel will

have capacity for 1,000 passengers with 324 berths and room for 184 standard vehicles.

The state is planning to sell the Wickersham, which, because it was built in a foreign shipyard, is banned under the federal Jones Act from carrying passengers or cargo between U.S. ports. The state is seeking a Jones Act waiver for the Wickersham until completion of the replacement vessel.



Bill Would Create 'Privileged Class'

Fare reductions for elderly persons using state ferries would "create a privileged class at the expense of all the citizenry," a state official says.

George Easley, public works commissioner, made the statement before a House committee in arguing against half fares for the elderly.

Under the proposed resolution, special rates would be applied for retired Alaskans who would travel on a space availability basis on the marine highway system and commercial airlines.

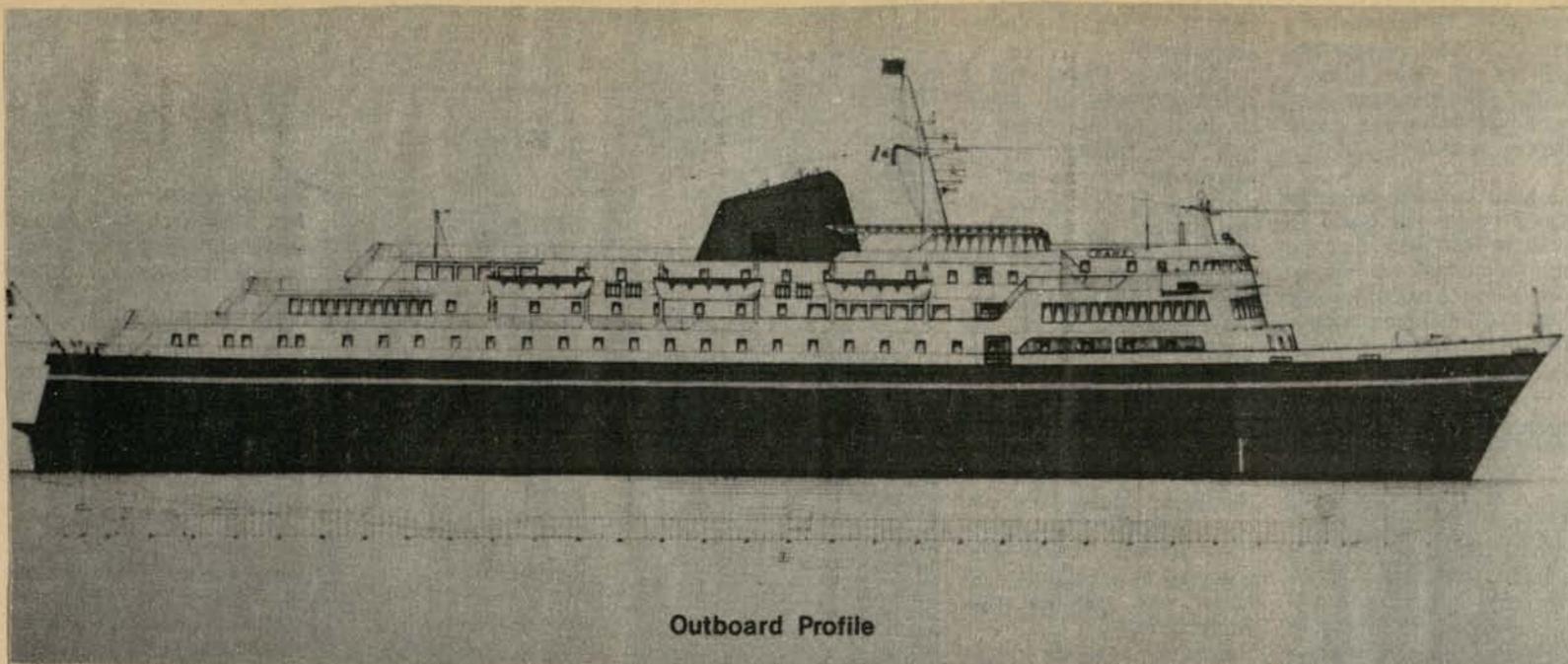
Easley called "a fallacy" the concept that travelers moving in a space availability basis cost nothing to maintain.

2 Lines 'Monopolize' Berth Space



Downtown Seattle, a gull's eye view, from the waterfront, foreground to the Space Needle, left, and Seattle's mid-town Lake Union, upper right.





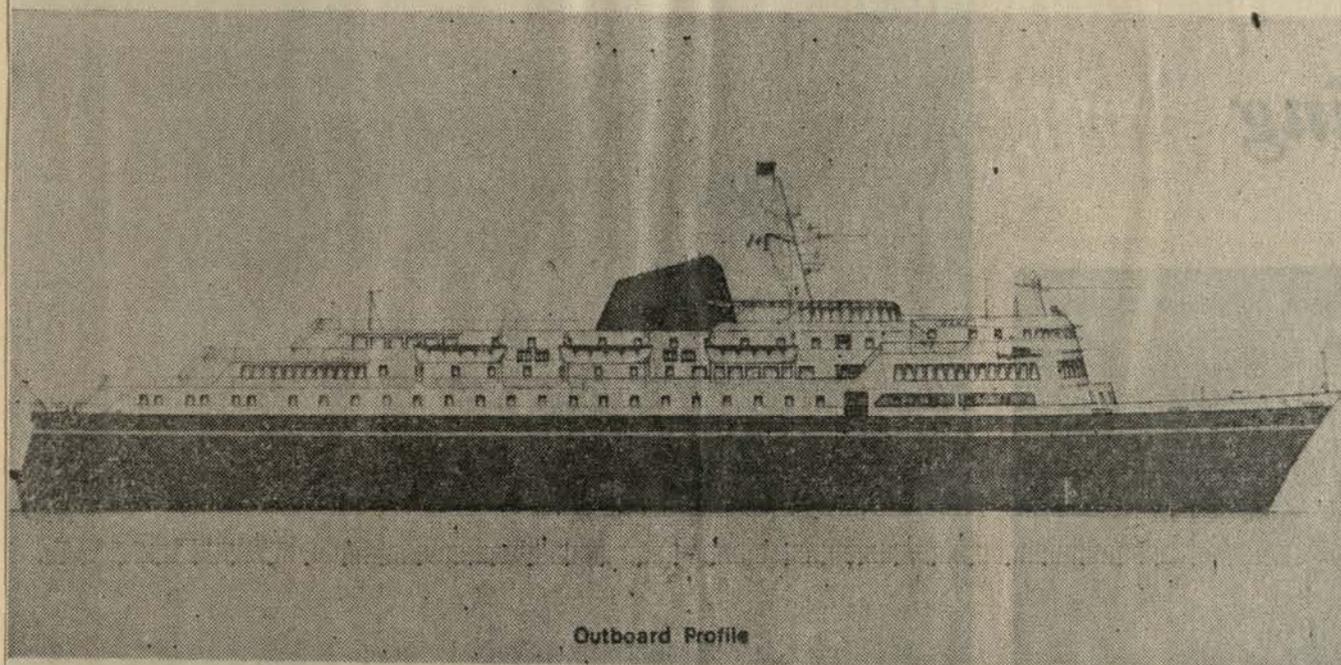
Outboard Profile

NEW 418 FOOT VESSEL

The Department of Public Works has accepted Lockheed Shipbuilding and Construction Company's low bid of \$19,513,559 for construction of a 418 foot vessel to replace the foreign-built Wickersham. Commissioner George Easley said today that he is extremely pleased the bid was under the archi-

tecs estimate of \$20 million. "The contract will be signed in Seattle on Feb. 4 and construction will begin soon after," Easley said. Construction time is estimated at 27 months. The new 418 foot vessel will have capacity for 1,000 passengers, 324 berths, and 184 standard vehicles.

Huge ship to replace 'Wicky'



Outboard Profile

The Department of Public Works has accepted Lockheed Shipbuilding and Construction Co.'s bid of \$19,513,559 for construction of this 418-foot vessel to replace the foreign-built Wickersham. The new vessel will have capacity for 1,000 passengers, 324 berths and 184 standard vehicles. Commis-

sioner George Easley said the contract was signed Friday in Seattle and that construction time is expected to take 27 months. The contract is the largest ever awarded by the state of Alaska.

Wickersham Bill Passes Senate

KETCHIKAN, Alaska (AP) — The U.S. Senate has passed a House version of a bill to grant a waiver to the Jones Act in the case of the Alaska Ferry Wickersham, Sen. Ted Stevens, R-Alaska, said Wednesday.

The measure was passed Wednesday and sent to President Nixon for his signature, Stevens announced from his office in Washington, D.C.

The Wickersham is a foreign-built vessel and under the Jones Act, was prevented from carrying U.S. citizens and goods between U.S. ports. The waiver is for three years or until a replacement vessel is ready, Stevens said, and if signed will allow the ferry to carry passengers, their cars and personal effects between Alaska ports and between Seattle and Alaskan ports.



Come aboard at Seattle

Right now, Seattle is just 40 hours away from Alaska by ferryliner. The folks at Pier 48 will tell you all about it. Just call MA 2-1724. Then pack.

The Port of Seattle



MARINE DIGEST

VOLUME 50

FEBRUARY 12, 1972

NUMBER 25

CONTRACT SIGNED FOR NEW ALASKA FERRYLINER



Officials of the Alaska State Department of Public Works and Lockheed Shipbuilding and Construction Co. met Feb. 4 in the Seattle offices of Nickum & Spaulding Associates, marine architects, to sign a \$19,513,599 contract for the 418 foot long ferry Lockheed will build for the Alaskan Division of Marine Transportation. Outboard profile of the ocean-going ferry is pictured behind the group. Seated, left to right, are Martin L. Ingwersen, executive vice president-operations, Lockheed Shipbuilding; George Easley, public works commissioner; and Capt. H. J. Lockert, director of marine transportation. Standing are principals of the firm that designed the ferry, Philip F. Spaulding, left, and George C. Nickum.

SEATTLE — Officials of the Alaskan Department of Public Works and Lockheed Shipbuilding and Construction Co. last week signed a \$19,513,599 contract for construction of a 418 foot ocean going ferry. Alaska's Division of Marine Transportation expects to put the ferry into service on its Alaskan Marine

Highway System early in 1974.

Commissioner George Easley, who signed for Alaska, said that it is the largest contract ever

awarded by the department. The ship — largest commercial passenger ship to be built on Puget Sound — will be constructed at Lockheed's Harbor Island shipyard.

Martin L. Ingwersen, executive vice president-operations, signed the contract for Lockheed. The contract signing took place in the offices of Nickum & Spaulding Associates, Inc., Seattle marine architectural firm that designed the new "flag" ferry for the Alaskan fleet.

The ship will be a twin screw, twin rudder, diesel powered ship designed to carry passengers and vehicles. Overall length will be 418 feet and 385 feet at the design load waterline. It will have a beam of 85 feet, a draft of 16 feet, and a service speed of 21 knots.

To Carry 1,000 Passengers

The ferry will carry 1,000 passengers with berths for 324 and a crew of 80. It will accommodate 184 standard sized American automobiles. Later addition of portable ramps would increase vehicle capacity to 226 automobiles.

The ferry will be the largest of the nine operated by the Alaska Division of Marine Transportation, the most extensive passenger carrying fleet operated in the U. S.

A solarium to be installed on the sun deck will provide a sheltered, panoramic viewing area. Boat deck facilities include an observation lounge, cocktail lounge, cafeteria, and dining saloon. Lounge, officers' and crews' messes, and staterooms are among facilities planned for the mezzanine deck with provisions for later installation of a hospital, gift shop, and beauty salon.

Crewmen will live in private or semiprivate staterooms and ship plans include crew recreation rooms. All passenger staterooms will be equipped with private baths.

Two 9000 shp diesels will drive two controllable pitch propellers through reduction gears.



RECEIVED

JAN 25 1972

Reuben E. Crossett
MARINE TRANSPORTATION

Requests The Pleasure Of Your Attendance

at

THE ELEVENTH ANNIVERSARY

of

"REUB'S ANNUAL ALASKA GAME DINNER"

at

SIX P.M. SATURDAY, FEBRUARY 19, 1972

at the

ELKS BALL ROOM

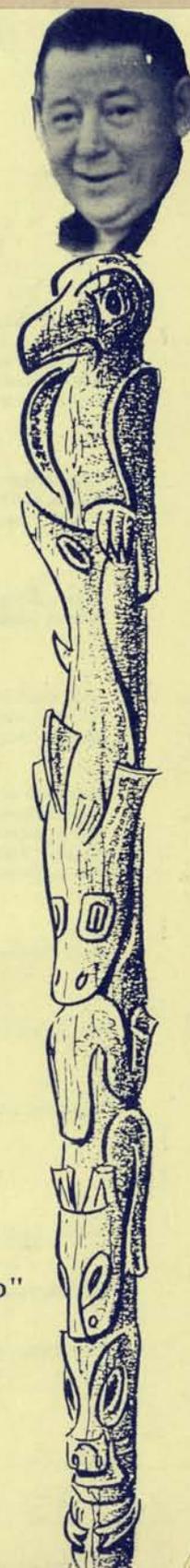
KETCHIKAN, ALASKA

WALDEMAR W. ECKARDT, CHEF
(European Trained - Member Culinary Guild)

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

DRESS
"Alaska Tuxedo"

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



NEW MIDSECTION—Alaska state ferry Malaspina leaves drydock after 56-foot center section was spliced into hull. Portland firm will now refit section in \$6.3 million job. (AP Wirephoto)

GUESTS OF HONOR

WILLIAM A. EGAN, Governor of Alaska

RAY MOYER, Seattle
 JOHN I. DEAN, San Francisco
 'IKE' CROSSETT, LaCrosse, Wis.
 CLIFF NORDENSON, Juneau
 VICTOR ROSELLINI, Seattle
 ARNIE WEINMASTER, Seattle
 SEN. BOB ZIEGLER, Ketchikan
 WALLY AIKENS, Seattle
 LES LARSON, Seattle
 NACE DOHONEY, Seattle
 ROBERT C. ERWIN, Justice, Anchorage
 MARTY TENG, Haines
 T.C. WHITESIDE, Seattle
 PETE DeBOER, Seattle
 FRANK MURKOWSKI, Fairbanks
 DON PEGUES, Fairbanks
 WENDELL KAY, Anchorage
 ARTHUR NELSON, Wrangell
 WALLY KUBLEY, Anchorage
 BILL WILLIAMS, Seattle
 EMMETT WATSON, Seattle
 ROGER G. CONNOR, Justice, Anchorage
 JAY A. RABINOWITZ, Justice, Fairbanks
 WALTER J. HICKEL, Anchorage

ERNEST CROSSETT, Marshfield, Wis.
 ROBERT O'BRIEN, St. Treas., Wash.
 DAVID OHMER, Petersburg
 SEN. JAN KOSLOSKY, Palmer
 ARTHUR BROOKS, Juneau
 CAPTAIN MERLE ADLUM, Seattle
 DUKE CHASE, Wrangell
 FRED ANGERMAN, Wrangell
 LENORD ANGERMAN, Wrangell
 HAROLD STRANDBERG, Juneau
 CAPTAIN H.J. LOCKERT, Juneau
 ROBERT HUNTER, Justice, Olympia, Wash.
 AL ROSELLINI, Seattle
 CLAY NIXON, Seattle
 GEORGE F. BONEY, Chief Justice, Anchorage
 ROBERT REEVES, Anchorage
 HENRY C. KEENE, Jr., Judge, Ketchikan
 HUBERT A. GILBERT, Judge, Ketchikan
 ELDOR LEE, Petersburg
 ROBERT KORN, Cordova
 HARVY HILDRE, Juneau

WILLIAM HAMILTON, Mayor of Ketchikan
 ORAN K. GRAGSON, Mayor of Los Vegas



NOTE: "Connie" Borreson will remain in charge of "Reub's" internationally famous ALASKA MARTINI BOWL and Bud Boyce and Mel Hunter will handle the other refreshments.

NOTE: General Chairman Bill Stump announced that there is no truth in the rumor that there would be a kayak race in "Reub's Alaska Martini Bowl".

NOTE: Admission only with presentation of enclosed card and signing guest book.

Earl Bright

Funeral services are planned Tuesday in Ballard, Wash. for longtime Juneau resident Earl Bright.

Bright, 69, died Thursday in the University of Washington Hospital, Seattle.

Port engineer and chief inspector of the Alaska Ferry System until his retirement in 1969, Bright had lived in Juneau since 1940. He was supervisor of Alaskan vessels for the U.S. Fish and Wildlife Service from 1940 until 1959, when he was hired by the Alaska Public Works Department to help plan and engineer the Marine Highway System.

Easley against special fare for elderly ferry passengers

JUNEAU (AP) — Public works Commissioner George Easley told a House committee Saturday it should reject a resolution that would permit elderly Alaskans to travel on state ferries at half fare.

Easley told the House State Affairs Committee the measure would "create a privileged class at the expense of all the citizenry."

Easley called "a fallacy" the concept that travelers moving on a space availability basis cost nothing to maintain.

The resolution asks special fares for retired Alaskans who would travel on a space availability basis on the Marine Highway System and commercial airlines.

He said the resolution did not define whether the special rates applied to passage only or to vehicles, staterooms, food and beverages as well. Hard feelings would be created by shuffling elderly passengers off the system for full fare customers, and passengers left behind would be under "extreme hardship," he said.



SEEING IS BELIEVING

On the next page is pictorial proof of the skill and ship repair capabilities of Willamette Iron and Steel Company's, Portland Marine Division as it pertains to the multi-million dollar lengthening and modernization of the State of Alaska's ferry flagship M.V. (motor vessel) MALASPINA. The MALASPINA is pictured here moored dockside at Portland Marine in early January while being stripped and readied for the operation shown in the photos on the next page.

What is depicted here is a remarkable performance by a dedicated team under extremely adverse weather conditions . . . cold rain, wind, snow, and temperatures ranging from the low 20's to low 30's with driving winds that resulted in a human body chill factor of zero and below.

The MALASPINA was severed (cut in two) in just 2 working days and the new midbody was aligned and joined to the forebody and ready to receive the aft body in 3 working days. The joining of the aft body to the new midbody involves removal of some underwater hull plating (skin of the vessel) and extension of certain transverse hull members to accommodate new underwater hull (skin) plating so as to line up precisely with the skin of the new midbody.

Before the ferry will be undocked and returned to Portland Marine's ship repair dock, the new midbody

will have been built up to a predetermined deck level, well above the waterline.

All hands (management, supervisors, foremen, leadmen and journeymen of all crafts) are in hopes that our sunny and clear weather will continue so that this intricate steel work can be completed ahead of schedule. **Ralph West**, Ship Superintendent on this job, has a definite glint in his eyes these days which must be a good omen.



A resolution "urging the State of Alaska to name the new ferry being constructed the 'Mendenhall' after one of the most spectacular and best known glaciers in Alaska" will be presented by Assemblyman Hunt Gruening.

New Ferry Bid Is Let

The Department of Public Works has accepted Lockheed Shipbuilding and Construction Company's low bid of \$19,513,559 for construction of a 418-foot vessel to replace the foreign-built WICKERSHAM.

Commissioner George Easley said today that he is extremely pleased the bid was under the architects estimate of \$20 million.

"The contract will be signed in Seattle on February 4 and construction will begin soon after," Easley said. Construction time is estimated at 27 months.

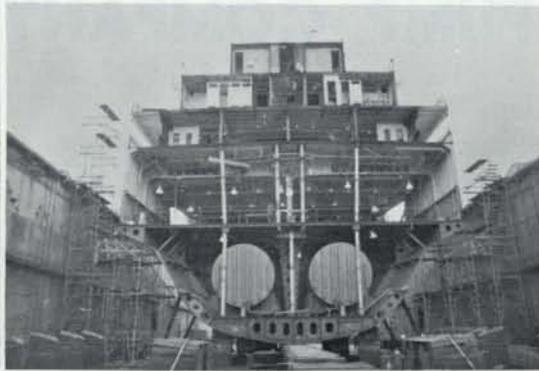
The new 418-foot vessel will have capacity for 1,000 passengers, 324 berths, and 184 standard vehicles.

The \$19,513,559 contract is the largest ever awarded by the State to date.

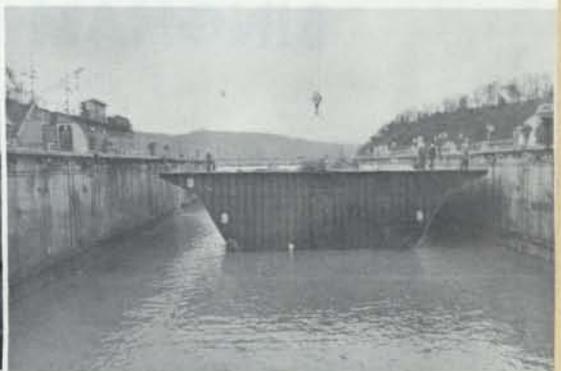
SEEING IS BELIEVING



Severed aft body towed out of drydock.



Severed forebody blocked and shored on drydock.



New midbody being floated in for aligning to forebody.



New midbody being aligned to forebody.



Aft body being floated in for aligning to new midbody.



New midbody in readiness to receive aft body for aligning.



Aft body approaches new midbody for aligning.



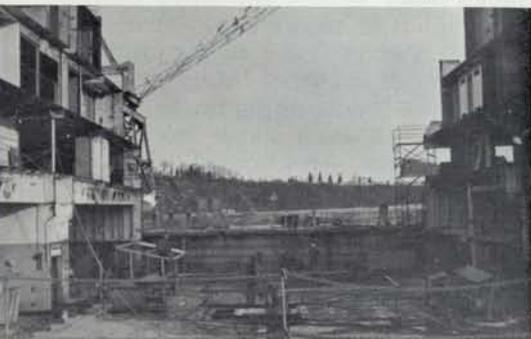
BILL WILD, Portland Marine Division, Ass't Mgr. signals Docking Superintendent as aft body inches closer to midbody.



Portland Marine personnel take measurements and readings as aft body and new midbody come together.



Moment of truth, as center line blade of aft body eases down into centerline receptacle of new midbody.



MALASPINA forebody, right, new midbody, center and aft body left.



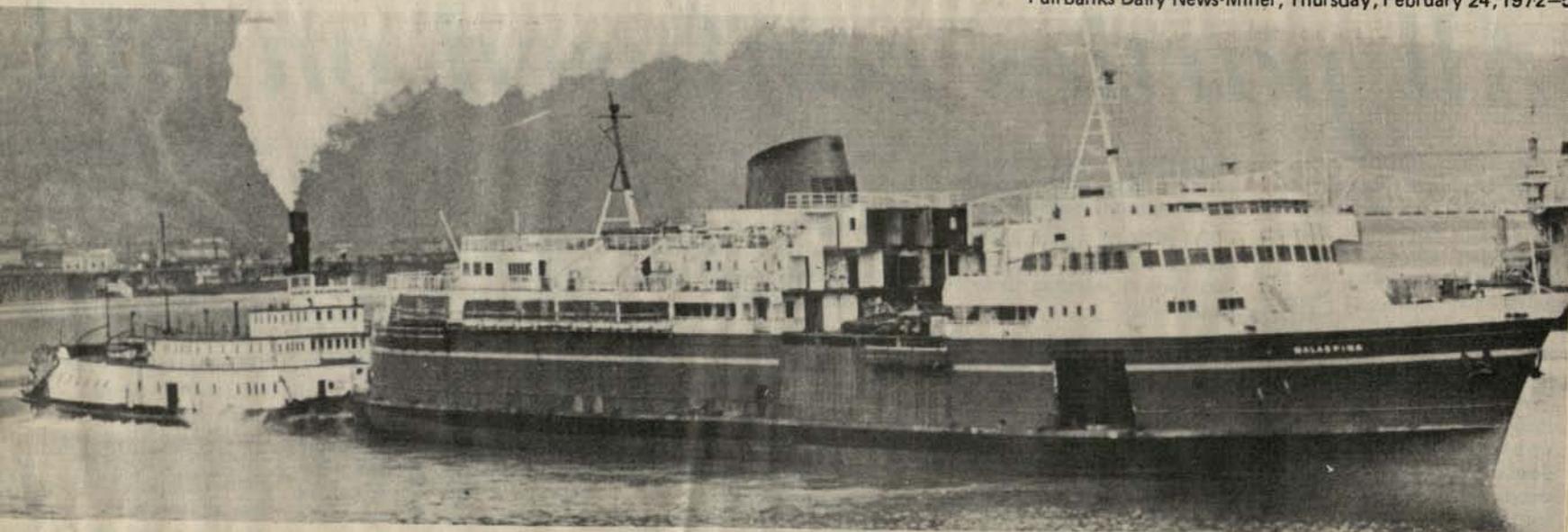
MALASPINA hull sections high and dry on drydock No. 1 as seen from wingwall of adjacent drydock.



MALASPINA high and dry on drydock No. 1, aligned and ready for joining overall.



Fairbanks Daily News-Miner, Thursday, February 24, 1972-5



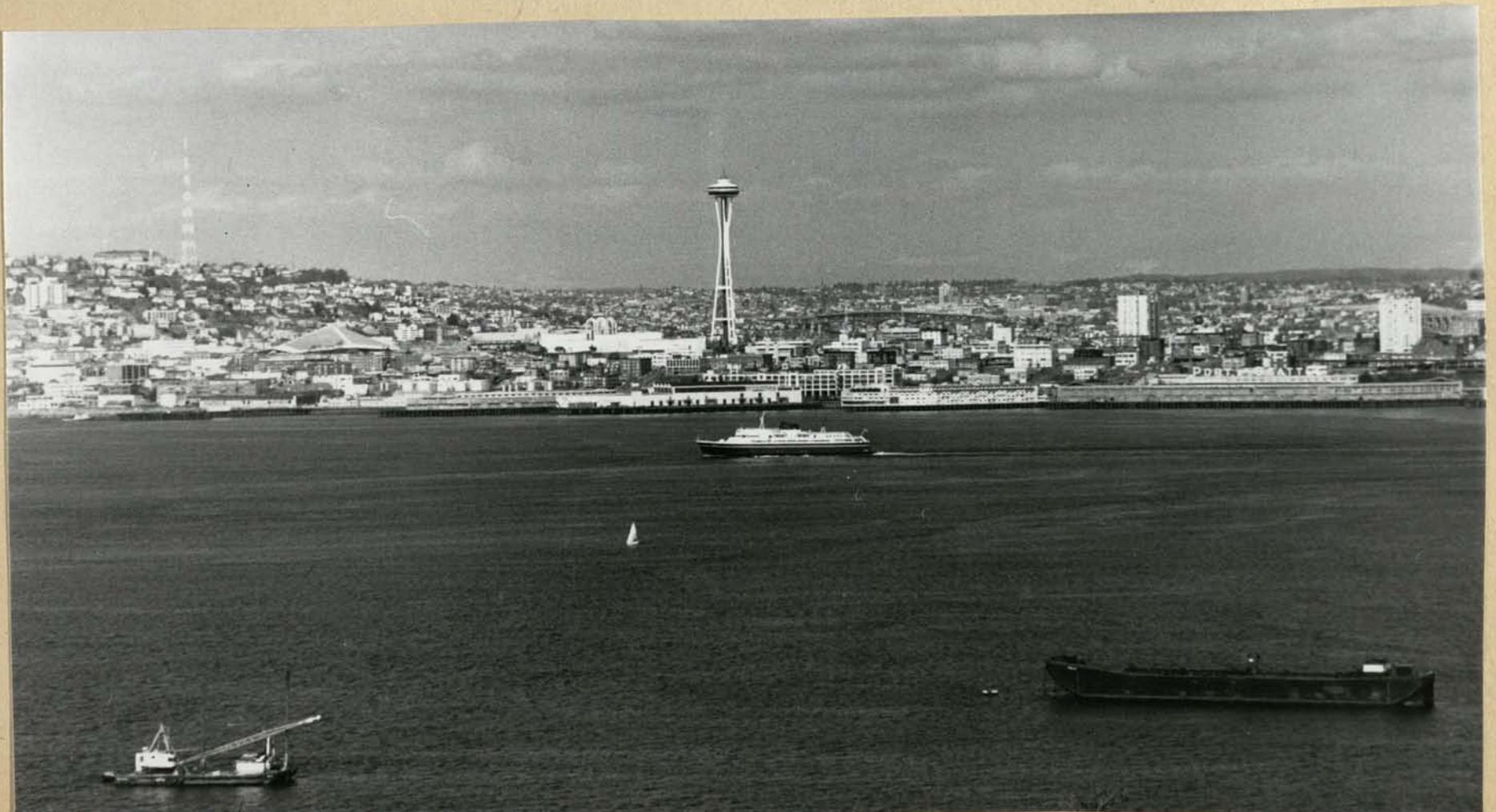
STRETCHED FERRY—The Alaska state ferry Malaspina left a drydock in Portland, Ore., after a 56-foot center section was spliced

into the hull of the vessel. A Portland firm will now refit the new section in completing the \$6.3 million job. (AP wirephoto)

Ferry is Alaska-bound



Flanked by anchored freighters, the Alaska ferry Matanuska left Pier 48 en route to Alaska. The vessel earlier had been at the Todd Shipyards Corp. for repairs and maintenance. — Staff photo by Bruce McKim.



Cruising on the MV Bartlett

Seagulls circled lazily as busy crewmen cast off the lines. The engines came to life and with a surge of power the Alaska state ferry M/V Bartlett slid gently away from the Valdez dock and into the still blue-green waters of Port Valdez.

The mountains that formed the back drop for scenic new Valdez were restful shades of green. Brilliant sunlight danced on their snow covered peaks.

FOR THE 165 passengers aboard the 193 foot M/V Bartlett, the seven-hour cruise to Whittier would take them out the Valdez Arm into Prince William Sound, to Columbia Bay, past Glacier Island, Axel Line Island, Bald Head, Chris Island, through Wells Passage and Passage Canal to Whittier.

The master of the M/V Bartlett, Capt. Richard Hofstad, welcomed us aboard. She left with a full load two years ago on her inaugural voyage and she was leaving with a full load once again.

Aboard, hungry passengers gathered in the dining area for breakfast. Others explored the vessel, from the solarium,

A fun trip

The M/V Bartlett makes the Valdez-Whittier trip five times weekly. Adult fare is \$9 one way. The tariff for a passenger vehicle one way is \$32.

To travel from Whittier to Portage via train is \$10 for vehicles and passengers or \$1 for passengers only.

For additional information contact your travel agent or the local office of the Alaska Marine Highway, located in the Alaska Railroad terminal building, at 272-4482.

which crowns the ship where passengers relax in comfortable deck chairs, to the observation lounge below.

AS WE moved out of Port Valdez, Capt. Hofstad described the area: "Across the bay from Valdez is the site of the first Army post in this area, established in the early 1900s. The day family later purchased the site and established a post office, calling it Dayville. An area near Dayville has been cleared by Aly-

eska Pipeline Company in anticipation of setting up a tank farm there."

We picked up speed and passed Jackson Point where the Spaniards first landed in 1720. As we entered Valdez Arm the captain pointed out the site of the old cliff mine.

"Cliff mine was the last active goldmine in the area. At one time over 500 men worked there. Gov. Egan's father worked and died there in a mining accident. The governor also worked there as a young man."

We were passing Sawmill Bay where the first commercial oyster bed seeding operation was started by Bill Jackson who still lives there and is known as the mayor. The captain told us that according to Bill, "the water left the bay three times during the 1964 earthquake. Later soundings established that the bottom of the bay had risen seven feet. I've always wondered what Bill Jackson was doing while the bay was emptied and filled three times."

THE DEEP green of the closest mountains merged into the darker hues of more distant peaks. The water had

turned a translucent blue as the sun rose higher and we entered Prince William Sound named by Captain Cook in 1778. From the turn of the century through the 1920s as many as 6,000 people lived on the islands in the sound. They were mainly miners and fox farmers who leased the islands from the federal government to raise foxes. There also were some bootleggers still during the days of prohibition.

An announcement came over the loud speaker. "Movie in the lounge in ten minutes." The movie, about glaciation and the Columbia Glacier, was shown by a Forest Service representative aboard the ship who was participating in a visitor information program sponsored by the U.S. Forest Service and the Alaska Marine Highway.

The movie began... "Columbia Glacier is one of the largest tidewater glaciers in Alaska. It is approximately 41 miles long and covers an area of 440 square miles.

"THE ICE stream is from 2½ to 4 miles wide, and the face of the glacier rises to a height of more than 200 feet.

The water depth at the face cannot be determined because it is impossible to get close to the face due to the constant discharge of icebergs into the sea.

"The first recorded description of the Columbia Glacier was made by Vancouver's party in 1774. From his description and sketch maps the glacier remains close its position recorded at that time. The glacier received its name after Columbia University in 1899 from the Harriman expedition.

"The earthquake of March 27, 1964, shook this area and Columbia Bay is believed to have been uplifted one to two feet. No appreciable change occurred to the glacier. Icebergs were expected to increase but calving was at a normal rate for the summer of 1964."

Capt. Hofstad announced that Columbia Glacier was in sight and we rushed out on deck for our first look. Within a few miles of the face of the glacier power was cut. We made our way slowly, edging carefully between ice floes covered with hair seals curiously watching as we moved among them. Capt. Hofstad cautioned us to speak softly. Hair seals are frightened by the sound of voices.

WE CAME within a half mile of the scarred face of the glacier. We felt a drop of 20 to 30 degrees in temperature. The glacier was chalk white with bright blue slashes on its face.

Passengers were hushed, silence enveloped the ship. The clicking of camera shutters was the only interruption of the peaceful aura that surrounded us.

A report like a rifle shot split the air. An ice fall the size of a 20 story building broke from the face of the glacier. It plunged into the sea and a jet of water shot up from the surface nearly 100 feet.

AS WE left the glacier calved again. The ice plunged into the water making violent waves that softened to ripples and carressed the Bartlett's hull.

As we passed by Mummy Bay, lunch was announced. Everyone made his way to the dining room only to rush back

on deck to watch four doll porpoises frolicking off the starboard bow. They angled in toward the ship and then away—surfacing in graceful arches, their dorsal fins sliced the glassy surface of the water.

We sailed into Passage Canal surrounded by sharply rising mountains, their green sides broken by granite outcroppings and waterfalls that plunged from the summits to the sea. A collage of color; granite gray, whites and shades of green.

THE WORDS "killer whale" flashed through the ship. Passengers collected to watch and take pictures. The beauty of the deliberate, almost sinister movements of the whale, sharply contrasted with the exuberance of the porpoises. The whale crossed our path, spouted and sounded.

As we approached Whittier, Capt. Hofstad directed our attention to a rocky escarpment rising several hundred feet above the watesline up the mountain face. It was covered with thousands of nesting kittiwake, a member of the gull family who come every spring, hatch their young and leave in the fall.

Two bald eagles perched in the top of a tall tree peered at us as we made our way across the canal to Whittier, a one-time Army base, nestled at the bottom of snow-peaked mountains with eye-capturing waterfalls.

As we approached the dock cars and campers were lined up for the return trip to Valdez. We watched the bow of the Bartlett gradually begin to lift until it was raised high enough for vehicles to drive off the vehicle deck. While leaving I overheard a fellow passenger compare the Bartlett to Moby Dick. The vessel did indeed remind one of a giant blue and yellow whale with its mouth open. I was told by a crew member that this is called a knighthead bow and is unique to the M/V Bartlett.

I waved goodbye to the Bartlett and boarded the Alaska Railroad for the 30-minute trip to Portage (there is no highway to Whittier) and the highway to Anchorage.

—GINGER JOHNSON

Jones Act waiver passes for Wicky

WASHINGTON (AP) — The U.S. House has passed a bill to allow the Norwegian-built Wickersham ferry to carry passengers and cargo between Alaska and Washington State.

Sponsored by Rep. Nick Begich, D-Alaska, the measure would grant a waiver from the Jones Act pending completion of a U.S.-built replacement vessel. The Wickersham is owned by the State of Alaska.

The bill, which went to the Senate following House passage Monday, would allow the ferry to transport merchandise and passengers between certain ports in southeastern Alaska and between ports in Alaska and Washington.

Wicky Waiver Passes

A waiver to the Jones Act that would allow the state of Alaska to operate its foreign-built ferry Wickersham between Alaska ports and Seattle passed the U.S. House today, according to word to the Daily News from Congressman Nick Begich, D-Alaska.

A fun cruise aboard the MV Bartlett

Hire Law Will Be Tested

An attorney for 15 Seattle-based marine engineers says he hopes their suit against the state ferry system's Alaska hiring policy will be heard by superior court in Juneau within a month.

Attorney Avrum Gross said today the engineers and the state would talk with Judge Thomas Stewart about quick scheduling for the case, believed to be the first court test of whether Alaska can discriminate in its own employment practices against non-residents.

Meanwhile, Steward Friday issued a restraining order prohibiting for 10 day implementation of a new ferry system order that excludes Seattle from the list of "change ports," or places where crews can be replaced.

The marine highway system allow use of Juneau, Ketchikan, Seattle and numerous other panhandle cities as change ports.

But in a memorandum dated Feb. 22, the state public works department said only Juneau and Ketchikan could be used for that purpose. Ferry system and union rules group ship workers in two crews. Members of each crew are paired off by job assignment, and the senior man of each pair is allowed to pick his change port.

Public works commissioner George Easley said while ferry system contracts always have stipulated that Juneau and Ketchikan would be the replacement ports, "over the years the system has eroded to the point where we are making exceptions to accommodate individuals at additional expense to the state."

Easley said nine men living in Seattle were using the city as the change port. When a man was ill or on vacation, he said, the system was forced to pay another employe overtime to maintain ferry functions, or to fly a replacement from Alaska to Washington.

WICKERSHAM Replacement Ordered

Juneau (Feb. 1)—The Department of Public Works has accepted Lockheed Shipbuilding and Construction Company's low bid of \$19,513,559 for construction of a 418 foot vessel to replace the foreign-built WICKERSHAM. Commissioner George Easley said today that he is extremely pleased the bid was under the architects estimate of \$20 million.

"The contract will be signed

Wickersham Waiver

REP. NICK Begich, fresh from praise for the work that he did on the native land claims settlement in Congress, appears about ready to pull off another coup.

This time the subject is the Wickersham, the big white ferry boat that Walter J. Hickel bought when he was governor and which has sailed in stormy seas ever since.

As has been noted many times, the Wickersham — for all its luxury and all its super accommodations — has never been able to fulfill the role envisioned for it by Mr. Hickel.

As the flag ship of Alaska's ferry fleet, the Wickersham was to have sailed between Seattle and Southeastern Alaska ports — hauling happy tourists and making a bundle of money for the state.

BUT MR. HICKEL, for all his enthusiasm for the Wickersham, was never able to overcome the Jones Act restrictions.

That piece of federal law prohibits the use of foreign built ships in interstate trade and commerce.

So the Wickersham has never been more than half a ferry for Alaska. It operated between Seattle and British Columbia — or between British Columbia and Southeastern Alaska.

Also covered at the governor's weekly press conference was the possibility of a waiver from the Jones Act for the Wickersham ferry.

A waiver was recommended by a Congressional committee Monday, and Egan said he hopes it will pass, it "would mean about \$500,000 a year to the state."

The waiver would be temporary and would last only until an American-built ship replaces the Wickersham.

Egan said the waiver for the Wickersham is a special case and he does not see it as opening the door for exemption from the Jones Act for other Alaska shipping.

in Seattle on February 4 and construction will begin soon after," Easley said. Construction time is estimated at 27 months.

The new 418 foot vessel will have capacity for 1,000 passengers, 324 berths, and 184 staterooms and vehicles.

The \$19,513,559 contract is the largest ever awarded by the State to date.

But it never was able to go the distance — and still isn't.

Now its days are numbered. The state already has awarded a contract for construction of a replacement vessel, to be built in an American shipyard.

With the letting of that contract, Congressman Begich was able to follow through in Washington on a bill to waive the Jones Act temporarily.

YESTERDAY THE Merchant Marine and Fisheries Committee of the U.S. House okayed the waiver for the Wickersham — for a period not to exceed 36 months, or until the new vessel is ready to enter the state's ferry system.

That will mean that the Wickersham, finally, has a chance of becoming the full queen of the fleet — if only fleetingly, if you'll excuse the term. Once its replacement is ready, the Wickersham is to be sold.

Mr. Begich sees clear sailing ahead for the waiver bill. He looks for approval by the full House next month, and relatively quick passage by the Senate.

If things go well, travelers may be able to ride the Wickersham from Juneau to Seattle and back this tourist season.

Committee Okays Wickersham Waiver

A measure granting the Alaska Marine Highway System vessel Wickersham a waiver from the Jones Act was passed unanimously out of Congressional committee, U.S. Rep. Nick Begich said today.

The foreign-built Wickersham, since purchase by the state during the Walter J. Hickel administration, has been restricted by the act from travel from one U.S. port to another.

The waiver, in the form of an amendment to a bill before the House Merchant Marine and Fisheries Committee, would grant a maximum 36-month exemption from the restriction, the Democrat from Juneau said.

U.S. House Passes Wickersham Waiver

The U.S. House of Representatives today passed unanimously a measure exempting the Alaska Marine Highway System vessel Wickersham from the Jones Act.

The act has prevented the ferry from operating between U. S. ports since the state bought the foreign-built ship during the Walter Hickel administration.

Rep. Nick Begich told the Empire today that passage came after nine months of committee study.

The measure, when passed by the Senate, will be effective only until the vessel is replaced.

By GERRY BRUDER
Daily News Staff Writer

During the Southeastern Conference meeting in Sitka Feb. 4-6, the marine transportation committee unanimously decided to ask Gov. William Egan to appropriate funds from the state's special highway assistance program to contract for a second Bartlett-class ferry within the 120-day time limitation offered by the successful bidder of the first Bartlett-class vessel.

The committee noted that the state has the option of contracting for the second ferry under the same conditions as those negotiated for the first one late last year.

A second vessel is necessary for the first one late last year.

The committee noted that the state has the option of contracting for the second ferry under the same conditions as those negotiated for the first one late last year.

A second vessel is necessary, the committee said, to handle the integrated needs of the Southeastern marine highway system. One ferry would then provide shuttle service to the communities of Pelican, Hoonah,

Angoon and Tenakee, while the other would be used on runs to Hollis, Metlakatla and Thorne Bay.

The committee urged that restrictions be lifted on the use of the Wickersham while the second Bartlett-class ferry is under construction. It also recommended that off-season or winter fares on the ferry system be reduced to encourage more patronage, according to Bill Boardman, who attended the conference from Ketchikan.

Stowaway Found On Ferry

The Taku arrived at the Juneau ferry terminal Tuesday morning with a stowaway aboard, a 21 year old secretary from Anchorage.

The woman told the Empire this morning, "It was a spur of the moment decision—I've never stowed away on a ship before—I just walked aboard at Prince Rupert and decided to try it."

A check of tickets about 9:00 p.m. Monday night revealed that the "guest" aboard the Taku did not have a ticket for the trip. She did, however, have an airplane ticket to Anchorage.

The stowaway said she walked aboard at Prince Rupert with friends, mingled with the passengers and crew, and passed as a fare paying passenger for most of the trip.

"I think I could have made it all the way to Haines without getting caught if I hadn't got off at Wrangell to have a beer with friends," the stowaway said.

"I was drinking Budweiser—next time I think I will try Lucky," she added.

Marine Transportation Division officials said they had made arrangements for the stowaway to cash in her airline ticket and pay for the ferry ride to Juneau.

The Taku's extra "passenger" said she was flying back to Anchorage this afternoon to return to work and had been "down South" on personal business.

No charges were filed against the stowaway as arrangements have been made to pay her fare, Marine Transportation Division officials said.

AROUND THE WORLD

FROM ALASKA



Richard A. Berg: "The year 1971 saw 13,126 revenue passengers transiting the Alaska Marine Highway Seattle terminal at Pier 48 representing an 8.5% increase over 1970. While July, 1971 saw a record

use by 2,204 passengers, the greatest percent increase was for the winter months when 42.6% more passengers traveled in 1971 than in 1970. These figures, testifying to the year-round popularity of a Seattle link to the Marine Highway, amply reinforce the original arguments for establishment of the terminal at Pier 48.

Lockheed Shipbuilding recently signed an agreement with the State of Alaska calling for the construction of a \$20-million vessel to replace the M/V 'Wickersham.' The 418-footer will have a total capacity of 1,000 passengers (324 in staterooms) and 226 vehicles. . . . Alaska Airlines commenced its solo service from Seattle and Anchorage to Southeastern Alaska in February following no action by the CAB on last-minute appeals by various parties to retain a competitive situation to the large airports at Juneau and Ketchikan. . . . The Alaska Legislature contemplates the \$311-million general-fund budget submitted by Governor William A. Egan, a third of which is earmarked for education."

Bills to free 'Wicky' for U.S. service

By CHRIS CARLSON
Of Our Washington Bureau

WASHINGTON—A law temporarily waiving the Jones Act to permit operation of the Alaska ferry Wickersham can be expected by late March or early April.

Earlier this week Alaskan's Democratic Rep. Nick Begich was successful in getting his bill for waiver reported out favorably from the House Merchant Marine and Fisheries Committee.

BEGICH'S BILL WAS sent to the House Rules Committee, where it is expected to receive a rule number and be reported to the floor for final action within the month.

Sen. Ted Stevens, R-Alaska, who had his bill for a similar waiver reported out favorably in December, submitted the unanimously favorable committee report on his bill Tuesday, following the unprecedented action by the House committee on Monday.

According to an aide, Stevens deliberately held up his bill until the House acted on Begich's bill.

BOTH BILLS are similar in that they would permit the full operation of the Wickersham between United States and Alaskan ports while a replacement American-made boat is being built, which is expected to take approximately 27 months. Presently, the Wickersham is permitted to run only between one U.S. port and one foreign port.

Rep. Begich's bill, however, would prohibit the Wickersham from delivering goods, while Sen. Stevens bill would permit such deliveries. The differences between the bills, though minor, may necessitate a conference committee between the House and Senate in order to come up with one bill.

The present schedule, according to a Steven's aide, calls for Stevens to wait until the House actually passes its bill, before the senator will bring his bill to the Senate floor for similar action.

STEVENS HAS been talking to various maritime unions and shipbuilders who are opposed to the bill, and reportedly will seek to bring his bill to the Senate floor without any amendments being offered to it, which the maritime unions and shipbuilders do not want to see.

The GOP senator is also waiting for the House to act because there is a possibility he may accept Begich's bill

and drop his own, in order to expedite the matter and by-pass the need for a conference to iron out differences.

Stevens emphasized that he primarily wants a bill enabling the Wickersham to operate between Alaskan ports, and despite point blank questioning, was very careful not to say that he would not accept Begich's bill in lieu of his own.

BEGICH'S BILL provides that the Wickersham could engage in full service beginning with the date the state enters into a binding contract for an American-built replacement vessel. According to Stevens' office, the state has already entered into such an agreement with Lockheed Corp.

The \$19.5 million vessel would be built in Seattle, and Begich estimates that construction time would be 27 months. His bill would permit the Wickersham to operate under the waiver for 36 months.

Both Begich and Stevens feel full operation of the Wickersham will represent a vast improvement for the Alaska Marine Highway, and will enable the Wickersham to cease being a financial liability for the state.

Stevens' apparent willingness to leave the door open on possibly accepting Begich's measure argues well for a speedy enactment into law of some type of measure permitting the Wickersham to operate by late spring.

Committee Okays Wickersham Waiver

A measure granting the Alaska Marine Highway System vessel Wickersham a waiver from the Jones Act was passed unanimously out of Congressional committee, U.S. Rep. Nick Begich said today.

Wicky Waiver Passes House

Congressman Nick Begich reported in a telephone conversation with the Press last Monday that the U.S. House of Representatives passed unanimously by voice vote his bill allowing operation of the Wickersham between Alaska ports and other U.S. ports.

The House action took place Monday, March 6, after numerous meetings which remained unpublicized because of what Begich termed "the sensitive nature of the bill."

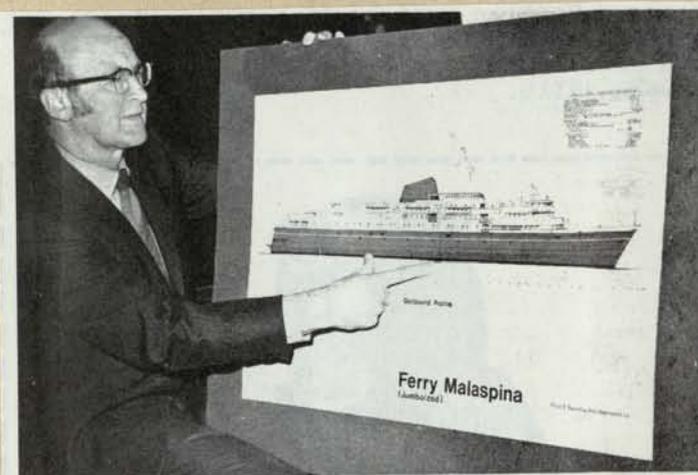
Begich had special praise for the men whose efforts helped assure passage of the bill. He commended Rep. Ed Garmatz, chairman of the House Merchant Marine and Fisheries Committee; Rep. Tom Pelly, ranking minority member of the committee; Alaska Gov. William Egan, Commissioner George Easley

of the Alaska Department of Public Works, Herbert Lockert, director of the Division of Marine Transportation, and architect Phillip F. Spaulding for their outstanding contributions to the successful effort.

Passage of the bill was complicated, Begich continued, by the number of federal agencies that had to be contacted.

The Treasury, Commerce and State Departments had to be informed as well as representatives of the transportation industry, labor and management.

The Alaska congressman said that the Senate bill pertaining to waiver of the Jones Act has already been reported out of committee and should be acted upon by the Senate by next week.



Bill Morrice, traffic manager of Alaska's Division of Marine Transportation, is pictured above spanning with thumb and forefinger the 54' section currently being added to the M.V. Malaspina.

The new stateroom and deck plans are now available from the ferry office and in addition copies of the ferry system schedule for April-September 1972 are also available. When the M.V. Malaspina enters service June 23, on the Seattle run, it will have stateroom accommodations for 284 people.

For materials write to:
Division of Marine Transportation
Pouch R
Juneau, Alaska 99801

**Tourism
is everybody's
business.**

Temporary Waiving of Jones Act by April?

ferries could help in strike

By CHRIS CARLSON
Of Our Washington Bureau

WASHINGTON—Sen. Ted Stevens, R-Alaska, said last week the State of Alaska should consider an expansion of its ferry system as one future alternative for circumventing crippling longshoreman strikes on the West Coast.

"We have the facilities for caring for Alaska by modifying our ferries and expanding the system. It's not beyond range of reason and we can use other services, such as increased trucking and hydra-trains, which would not be affected by a strike. Then we could meet our needs without regard to a longshoreman's strike," Stevens told a news conference.

STEVENS COMMENTS came in the course of justifying a Commerce Committet trip to Hawaii for four days, from Jan. 17 to Jan. 20. Stevens said he was going at the request of Sen. Daniel Inouye, D-Hawaii, who will hold hearings in Hawaii on legislation he intends to introduce giving Hawaii special status in the event of another drawn-out strike by West Coast longshoreman.

According to Stevens, Inouye's bill would authorize the President to charter vessels or use government ships to restore the flow of freight traffic to Hawaii on request of Hawaii's governor anytime a longshoreman's strike is longer than 30 days.

Stevens said he wants to see if there is anything in the bill for Alaska. He pointed out, however, that Alaska is not as isolated as Hawaii and that during longshoreman strikes goods can still flow to Alaska along the Alaska Highway or by using hydra-trains, which utilize barges, or by using the state ferry system.

STEVENS maintained the mayor of Honolulu has requested Alaska mayors to write their congressional representatives and urge them to support Inouye's bill. Stevens said he had already received one such letter.

"There's a considerable fear in Alaska about the resumption of the West Coast longshoreman's strike, particularly if we get a pipeline permit. We limped through the last strike by utilizing different types of services," Stevens said, but then pointed out that due to winter and the danger of increased trucking on the Alaska Highway breaking frost heaves, the trucking route would be handicapped in a new strike.

Stevens said he did not believe Congress could legislate a settlement to the strike nor could government compel a settlement by binding arbitration. He said an agreement has to be hammered out in bargaining sessions.

RECOGNIZING that lengthy strikes can prove detrimental to Alaska, Stevens recommended the State provide itself some insurance by expanding the state ferry system, and equipping present ferries to handle rail cars, if need be.

He pointed out that funds for such an expansion could come from the Federal contribution to the Alaska Highway fund, which he said will be \$20 million for 1972. "The state could use this money for the ferries if it wants," Stevens said.

"Once we get a pipeline permit, we'll have to find a way to keep any strike from hurting the pipeline construction and causing further delays," Stevens stated emphatically.

HE SAID while in Hawaii, "I'll see if any portion of Inouye's approach can apply to Alaska." He also said he will try to find the root-core solution to the problem of the longshoreman's strike, but added, "I don't have any basic solution right now."

"One thing I know for sure, a solution will not depend on what Alaska wants," Stevens said, pointing out that the power unions in the Lower 48 seldom relate to Hawaii or Alaska's unique problems.

BULLETIN

Begich Wickersham Bill Passes House and Senate Awaits President's Signature

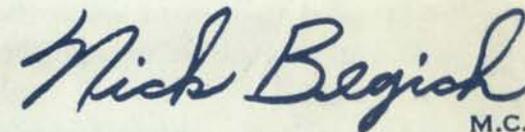
In an unprecedented victory for Alaska, the House has acted to pass my bill, H.R. 10834, to provide a temporary waiver of the Jones Act and permit full operation of the M/V WICKERSHAM. No waiver of the Jones Act has ever been passed for Alaska, in spite of years of effort.

My bill provides for operation of the WICKERSHAM between Alaska ports and U.S. ports in the lower 48 during the period that an American replacement vessel is being constructed in Seattle ship-years. A contract for the replacement vessel, costing \$19.5 million, was recently signed, and construction will take about 2½ years. During this period, should my bill become law, the WICKERSHAM can provide full service on the Alaska Marine Highway and begin to operate economically.

Two days later the Senate passed H.R. 10834 and that same day it went to the White House where it awaits the President's signature. This will be the second major legislative measure, specifically for Alaska, to pass during the 92nd Congress.

OFFICIAL BUSINESS

CONGRESSMAN
Nick Begich
Reports



M.C.

Surface transportation in Southeastern Alaska was revolutionized when the Alaska Marine Highway went into operation in 1963.

Growth of the system has been continuous, with increasing numbers of passengers and vehicles carried every year. The need has been such that each addition of new facilities and ships has been a step behind the growing demand for ferry service.

Methods of doing the most good with limited resources available while coping the peculiar Alaskan problems of geography and extreme variation between summer and off-season traffic patterns have posed thorny problems in management and planning.

It is not surprising that the state turned to outside consultants last year for advice on all phases of operation and expansion of the ferry system.

The voluminous draft reports from the consultants were released for the first time at the southeast Conference here on Sunday. Public Works Commissioner George Easley cautioned that the recommendations of the consultants will not necessarily be adopted because of other considerations, and policy decisions the state must make.

- The report recommends:
- Investment in new vessels and modifications to the existing fleet from 1974 to 1995 of \$300 million.
 - Addition of 11 new vessels, including eight of the ocean-going class, to the 1973-74 fleet.
 - Introduction of Southeast-Southwest service by 1980.
 - A 20 per cent increase in both passenger and vehicle fares and 10 per cent in the steward's department functions.

The reports also have recommendations on scheduling, addition of new ports of call. They see an average growth in passenger and vehicle usage demand of seven per cent annually through 1995. Even so, they said, the "significant problem of demand exceeding capacity during the peak four-month period will continue into the future."

Needless to say, there's plenty of material to digest, but it would be a mistake to think the reports have greatly simplified the job of the Marine Highway administrators.

Yet to be determined, and largely outside the scope of the sliderule boys are the social, to say nothing of the political, aspects of the ferry system operation. The system will never be self-sustaining from its own revenues, so the level of the subsidy—currently about \$5 million a year—will have to be under constant review in terms of whether the more costly routes are justified in terms of promoting the welfare of the communities involved.

There's also the king size selling job not only to the legislature but to the people of the state that will have to be undertaken if the huge capital expenditures proposed are actually secured.

So as a practical matter, the future course of the Marine Highway system is anything but clear.

Alaska's Marine Highway System started in a small way back in 1957 with one small vessel plying between Tee Harbor and Skagway. In 1963 the sister ships Taku, Matanuska and Malaspina joined the fleet and later the Tustumena, Wickersham and Bartlett were delivered.

Traffic increases every year. The need has been such that each addition of new facilities and ships has been just a step behind the growing demand for ferry service.

Coping with the peculiar Alaskan problems of geography and with the extreme variation between summer and winter traffic on the ferries has posed problems for the state in management and planning.

Now the state has asked a Seattle firm of consultants to provide a tentative schedule and projections for future use and expansion of the marine highway system.

The report was released for the first time at the meeting of the Southeastern Conference in Sitka last week by Public Works Commissioner George Easley.

- The report recommends:
- Investment in new vessels and modifications to the existing fleet — \$300 million from 1974 to 1995.
 - Addition of 11 new vessels to the 1974-75 fleet, eight to be of the ocean-going class.
 - Introduction of Southeast-Southwest services by 1980, connecting Juneau with Valdez and thus uniting the two existing systems.
 - A 20 per cent increase in both passenger and vehicle fares plus a 10 per cent hike in steward department functions.

The report sees a seven per cent per year growth figure through 1995. Even so, they predict that demand will exceed capacity during the June through September peak months.

In the near future, the plan suggests including Metlakatla, Hoonah, Angoon, Tenakee Springs, Snettisham, Gustavus and Yakutat on the Southeast schedule.

Recommended for 1974, or whenever the new 235-foot feeder vessel replaces the Chilkat, is year-round service of seven round trips to Metlaktala per week and two to Hollis. They predict the demand will not exceed capacity on this run.

Long range plans, if financing should ever become available, would be to extend the Southwest run to circle the Alaska Peninsula via road from Iniskin Bay to South Naknek and on up the coast to an eventual terminal at St. Michael, near the mouth of the Yukon River.

No one expected the marine highway to be a revenue-producing system, but the state will have to face the problem eventually of whether or not adding costly routes are justified in terms of promoting the welfare of the communities involved.

\$19.5 Million Contract**Lockheed to Build Alaska Ferry**

Officials of the Alaskan Department of Public Works and Lockheed Shipbuilding and Construction Company recently signed a \$19,513,599 contract for construction of a 385-foot ocean-going ferry. Alaska's Division of Marine Transportation expects to put the ferry into service on its Alaska Marine Highway System early in 1974.

The ship—largest commercial passenger ship to be built on Puget Sound—will be constructed at Lockheed's Harbor Island shipyard.

The contract signing ceremony took place in the offices of Nickum & Spaulding, Seattle marine-architectural firm that designed the new "flag" ferry for the Alaskan fleet.

Initially slated for use on the marine highway from Puget Sound into Southeastern Alaska waters, the ship will be built to American Bureau of Shipping standards for full ocean service.

The contract was the third new ship award for the Lockheed yard in the last six months. A \$15-million, 640-foot bulk carrier being built for Bankers Trust Company of New York for long-term time charter use by the California and Hawaiian Sugar Company is already under construction. Shop and slab work on the \$52 million, 12,000 ton WABG-10 Coast Guard ice-breaker was to begin late in February.

Martin L. Ingwersen, vice president—operations for Lockheed, said: "This new contract allows us to keep our workforce at an effective level and helps boost the economy of the Northwest."

Ingwersen indicated that the three contracts in hand should "keep our manpower at above the 2,000 level for the next two years."

Particulars

The new ferry is a twin screw, twin rudder, diesel-powered ship designed to carry passengers and vehicles. Overall length will be 418 feet and 385 feet at the design-load



waterline. It will have a beam of 85 feet, a draft of 16 feet and a service speed of 21 knots.

It will carry 1,000 passengers with berths for 324 and a crew of 80. The ferry will accommodate 184 standard-sized American automobiles. Later addition of portable ramps would increase vehicle capacity to 226 automobiles.

Lockheed expects to lay keel for the ferry on its Shipway No. 3 following launching of the bulk carrier in August. Construction is estimated to take 27 months.

Service Benefits

The new vessel will replace the foreign-built "Wickersham" and, being under American registry, will be able to operate directly between American ports. This will enable the State to expand and improve service especially in Southeastern Alaska.

The "Wickersham," under foreign registry, is being used only on runs between British Columbia and Southeastern ports with passengers unable to travel directly between Alaskan ports because of the Jones Act restrictions. It will be sold

berths for 324 passengers, accommodations for 1,000 day passengers, and will have a capacity for 184 automobiles. The Swedish-built M/V Wickersham, which the new ferry will replace, will be sold.

The same office also opened bids for a 235-foot ferry with Peterson Builders, Inc., Sturgeon Bay, Wis., the low bidder with a \$5,386,000 bid. If a second ferry is ordered within 120 days, the second price would be \$5,086,000.

Signing of the contract for the new ferry took place in the office of Nickum & Spaulding Associates. Seated, left to right, are Martin L. Ingwersen, executive vice president—operations, Lockheed Shipbuilding; George Easley, Alaska commissioner of public works; and Capt. H. J. Lockert, Alaska director of marine transportation. Standing are principals of the firm that designed the ferry, Philip F. Spaulding, left, and George C. Nickum. Outboard profile of the ocean-going ferry is pictured on the wall behind the group. (Photo, R. H. Fletcher)

when the new vessel goes into service.

Architects

The firm of Nickum & Spaulding Associates, Inc., although only recently established, had its true origin in 1925 when the firm W. C. Nickum & Sons was founded, and in 1952 when the firm of Philip F. Spaulding & Co. was formed.

These two firms, prior to becoming combined into Nickum and Spaulding Associates, had both earned reputations as highly successful and broadly capable naval architectural firms. The merger of the two firms has brought together, under a single capable management, talents and experience which permit it to undertake and successfully complete any marine design project that can be conceived.

A Seattle, Alaska run for the Wicky

JUNEAU (AP) — The state ferry Wickersham will carry passengers and autos between Seattle and Alaska next month for the first time under provisions of a Jones Act waiver signed Wednesday by President Nixon.

To celebrate the development, free coffee and doughnuts will be served aboard the vessel on its run up and down the panhandle next month.

The waiver allows the Norwegian-built ferry to carry passengers and freight between U.S. ports — runs which foreign vessels normally cannot make under the Jones Act.

Gov. William A. Egan said effective with the first northbound run April 4, the Wickersham no longer will stop at Vancouver, B.C.

A condition of the waiver requires the state of Alaska to replace the Wickersham with a U.S.-built vessel as soon as possible. Such a ferry now is under construction at a Seattle shipyard.

Egan has said the Wickersham will be able to earn several hundred thousand dollars more per year under the waiver.

Restraining Order Issued For Bartlett

ANCHORAGE, Alaska (AP) — A restraining order has been issued to force the Inland Boatmen's and International Seafarer's unions to release the state ferry Bartlett.

The Bartlett had been stalled four days by a union dispute at the port of Valdez when an Anchorage Superior Court issued the order Thursday.

Assistant Atty. Gen. John Reeder said the order would be served Thursday night or Friday morning on members of the two unions.

The Bartlett, its cargo and a dozen or so passengers was scheduled to leave Valdez Monday when stevedores from the International Seafarer's Union set up a picket line, demanding sole jurisdiction over dockside activities. Bartlett deckhands, represented by the IBU, refused to cross the picket lines.

The ferry was bound for Cordova, its home base.

Reeder said the 10-day restraining order would bar both labor groups from picketing and refusing to release the ferry's lines.

The state "maintains that the need for the citizens of Cordova to have the service of a ferry is paramount, pending a determination of the rights of the unions," Reeder said.

A hearing was set April 3 in Anchorage on a request for a preliminary injunction to continue the restraining order until a hearing can be held on the merits of the union arguments, Reeder said.

Waiver Bill Progresses

A bill to temporarily waive the Jones Act and allow the Alaskan ferry Wickersham to operate between Alaskan ports cleared an important hurdle today, according to Rep. Nick Begich, D-Alaska.

Lockheed And Peterson Apparent Low Bidders For Alaska Ferries

Bids have been opened by the State of Alaska, Department of Public Works, with Lockheed Shipbuilding & Construction Co., Seattle, Wash., the apparent low bidder with a \$19,513,599 bid for construction of a new flagship for the Alaska State Ferries. The 418-foot vessel, designed by Nickum & Spaulding, will provide

Alaska's fleet aids tourism

The man who runs Alaska's Marine Highway System started his seafaring career in 1933 with a hitch in the U.S. Navy, worked afterward in the shipyards of Bremerton, Wash., served during World War II aboard ships of the Army Transport Service, and has put many hours behind the wheel of that workhorse of the fleet—the ocean-going tug.

Capt. H. J. "Red" Lockert, director of the Division of Marine Transportation, knows from personal experience what to expect from his vessels and the men who sail them.

Lockert, although he had years of experience in water-borne transport in Alaska before becoming the second director of Alaska's Marine Highway System, in 1967, quickly saw the job for the challenge it was.

"It was uncharted territory," Lockert recalls. "This is a totally unique system; as far as I know it has no parallel. In its formative stages, it demanded new techniques and procedures."

Some of the procedures, Lockert has not yet perfected to

the total satisfaction of his customers.

"Each community wanted us to get there at eight in the morning and leave at five in the evening," he said. "That being impossible, we didn't make it, but we're still trying."

The Marine Highway System consisted then of the three original Malaspina-class vessels and the tiny Chilkat—and the Tustumena to serve Kodiak was being built.

Today, there are six modern streamlined ocean-going ferryliners in the Alaska fleet—with Kodiak, Valdez, Whittier and several other Southcentral communities being served as well as Southeast—and the state's most ambitious plan to date for expanding and improving ferry service is currently under way. The tiny Chilkat, still in service, completes the seven-vessel fleet.

The expansion program will provide new and more efficient service to Southeastern Alaska's small communities, carrying out the original intent of the program

to furnish the means of moving goods and people where water-borne commerce is often the only means of transportation.

A new 418-foot vessel is being built now to replace the foreign-built Wickersham, which because of federal restrictions have prevented providing service directly between Alaskan ports. And the Malaspina is being lengthened to 408 feet by the addition of 56 feet to her midsection. Also, a 235-foot vessel to increase and expand service to communities off the main runs is being constructed in a Sturgeon Bay, Wis., shipyard.

"We would like to give service to everyone in the villages so they can benefit from the growth of the state like the larger communities," Lockert said.

The Marine transportation director gets plenty of free advice on how to accomplish his objective.

"You hear all kinds of ideas of how to schedule the service," he said, "and also from people who say we don't know how to schedule it. But I think when the



CAPT. H.J. LOCKERT

man in the street thinks about it, he realizes the important role the system plays in the growth of the state."

All the state's small communities need to be connected by the state's ferry service, Lockert said, "because

we can offer the most complete service to them. Once we do give the service, I think we'll be amazed by the growth."

The system's potential and value in this respect is great in Southcentral and Western Alaska as well as in Southeastern, he feels.

Lockert sees it this way: "A stranger or visitor comes to Alaska and would never go to places like Klawock or Hoonah but with a ship going there regularly, he is enticed to visit and perhaps move there because he can enjoy the uniqueness of living off the beaten path and still be able to travel to the larger communities as well."

Although the Alaska Marine Highway mainly serves Southeastern so far, voters apparently recognize its importance to the state as a whole. They have approved bond issues totaling \$54.5 million to begin, expand and improve it.

"The ferry system has changed all of Southeastern," Lockert says. "It serves to bring people together and bring the community feeling to the entire area."

For example, Lockert said, contrasting travel in Southeastern to that in Southcentral Alaska, "if you live in Anchorage and want to acquaint yourself with the Matanuska Valley area you can just get in your car and drive to Palmer or Willow or Wasilla in an hour or so.

"But in Southeastern before we had the Marine Highway System the only way to get acquainted with your neighbors in other communities was to buy an airplane ticket or charter a plane and fly."

A good illustration, he said, is that "people who had lived here all their lives had never seen the Glacier Bay or Tracy Arm (just a few miles out of Juneau) until we started our yearly excursion cruises to these Southeastern landmark areas a couple of years ago."

Pleasure cruises, except for leisurely traveling tourists, don't figure into the workday schedule of the ferry system except when they can be worked in without interfering with the priority purpose of moving people and goods from place to place.

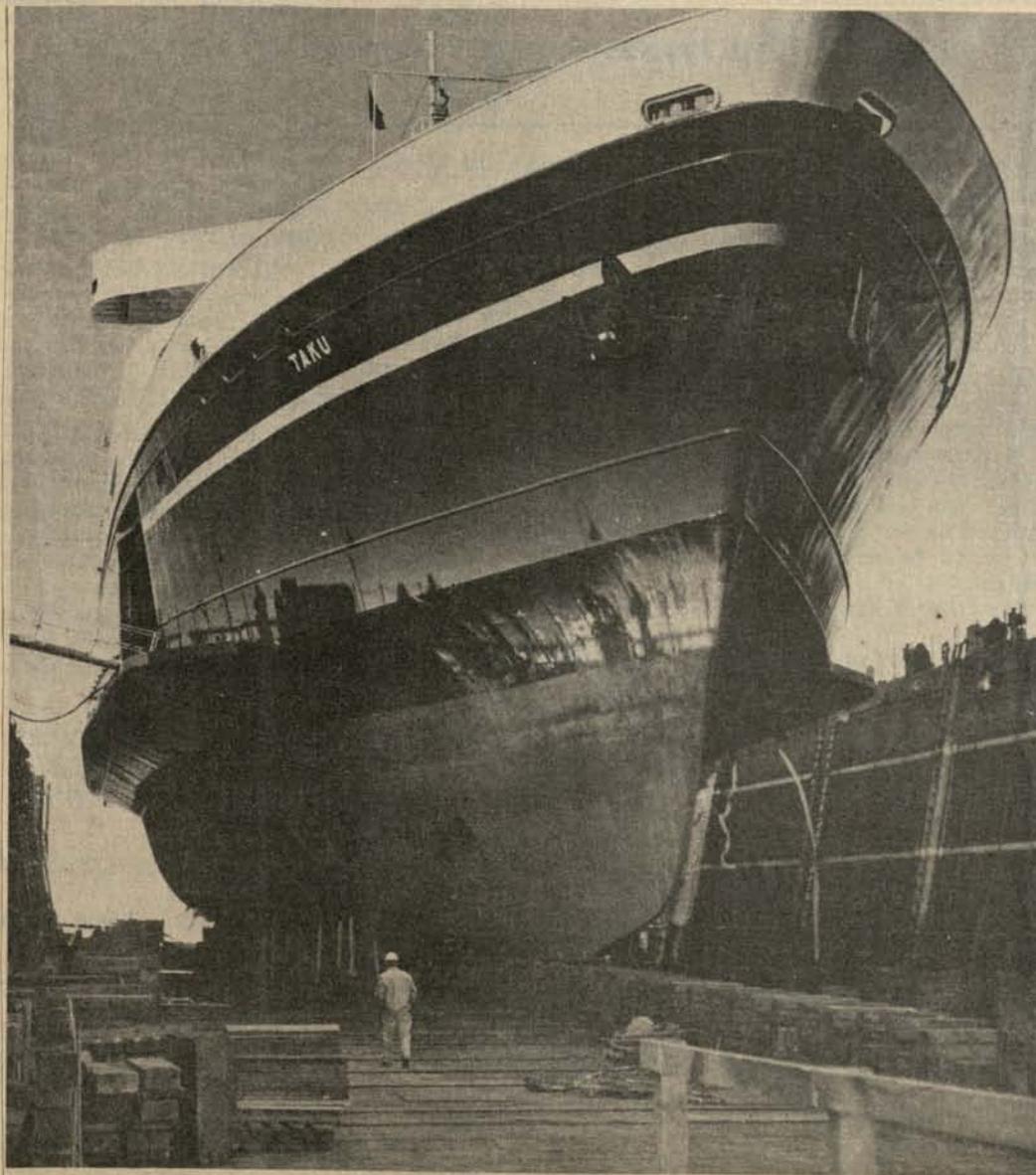
Back in the days when he was operating a tug, he said, "I took 30 or 40 people to Skagway over Memorial Day on the tug and it was the biggest thing that ever happened to them, because no one offered that service back then. My wife had cabin fever and hadn't been anywhere in three years . . . and was pregnant."

Bill Would Aid Alaska Ferry Boat

WASHINGTON — (UPI) — Legislation to pave the way for operation of a Swedish-built ferry boat between ports in Alaska and Washington State have been cleared by the House Merchant Marine Committee.

The legislation, if finally approved by Congress, would give the State of Alaska temporary permission to operate the M-V Wickersham between Alaska ports and between Alaska and Washington.

The ship, bought by Alaska in 1966 for \$6.9 million, currently can operate only between Prince Rupert in British Columbia and an Alaskan port because of the Jones Act.



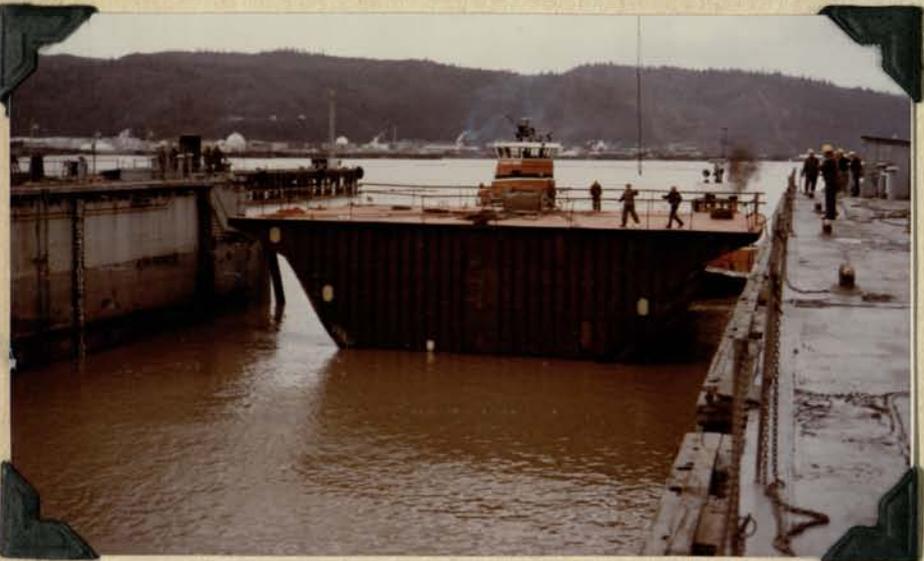
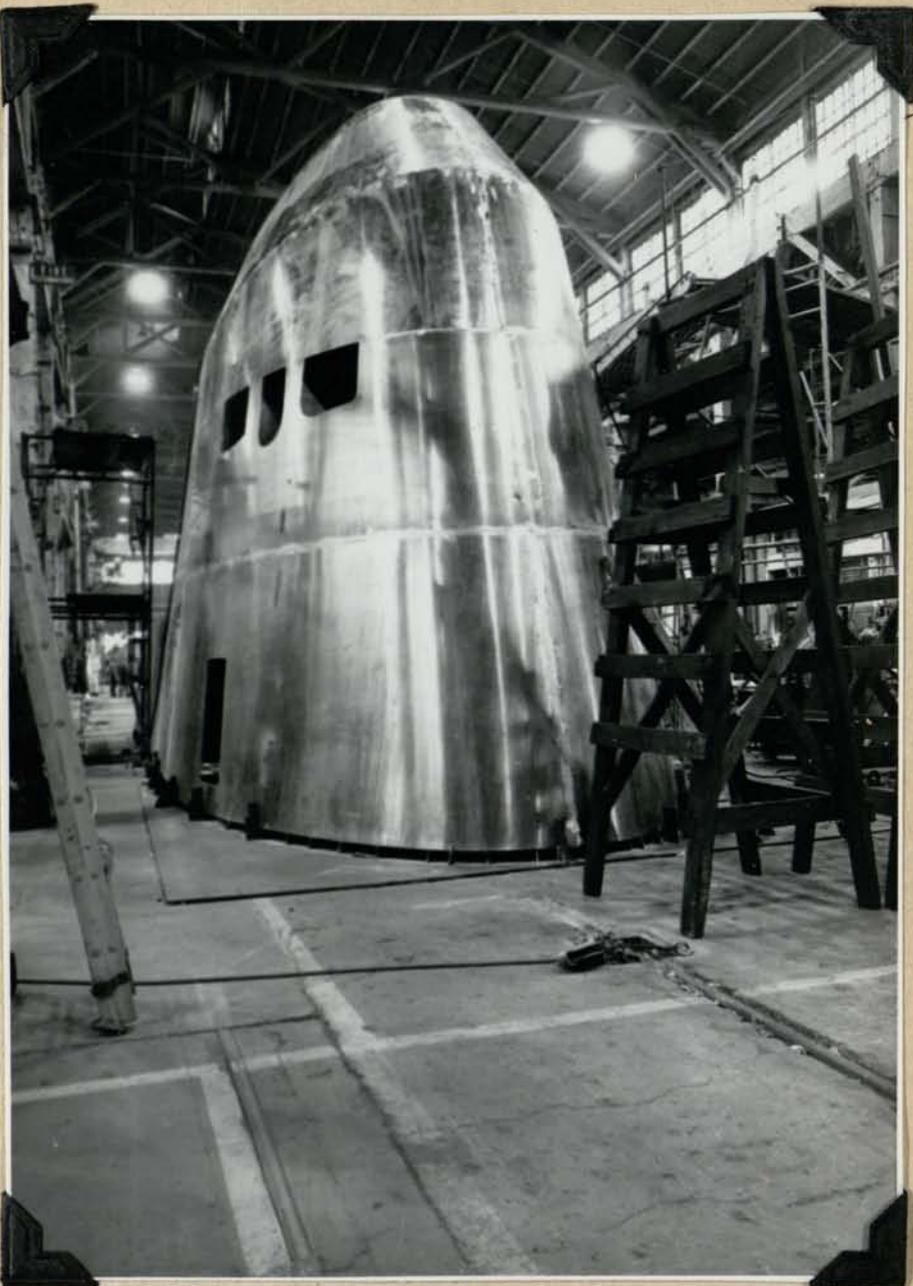
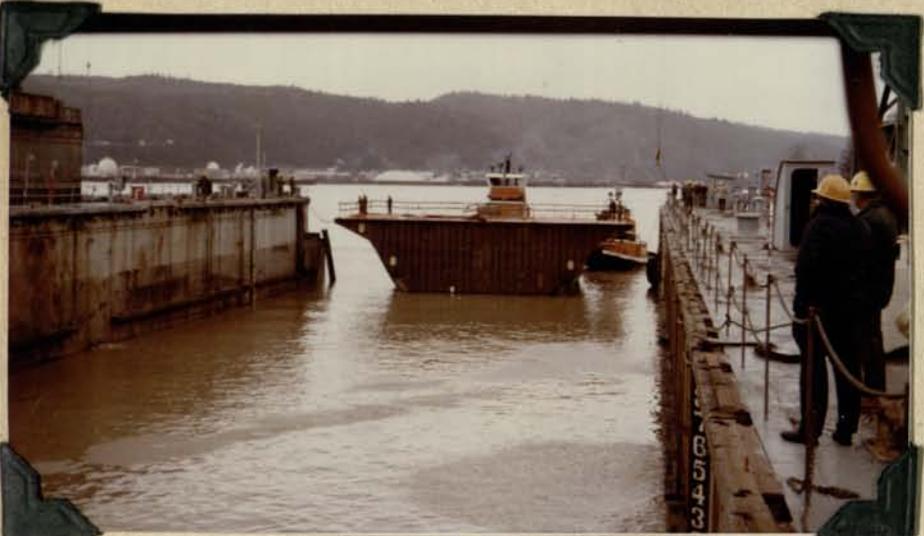
ANNUAL INSPECTION—The state ferry M/V Taku nearing completion of her annual overhaul at a shipyard in Seattle. The vessel is one of seven in the Alaska Marine Highway System fleet.

(Lockheed photo)

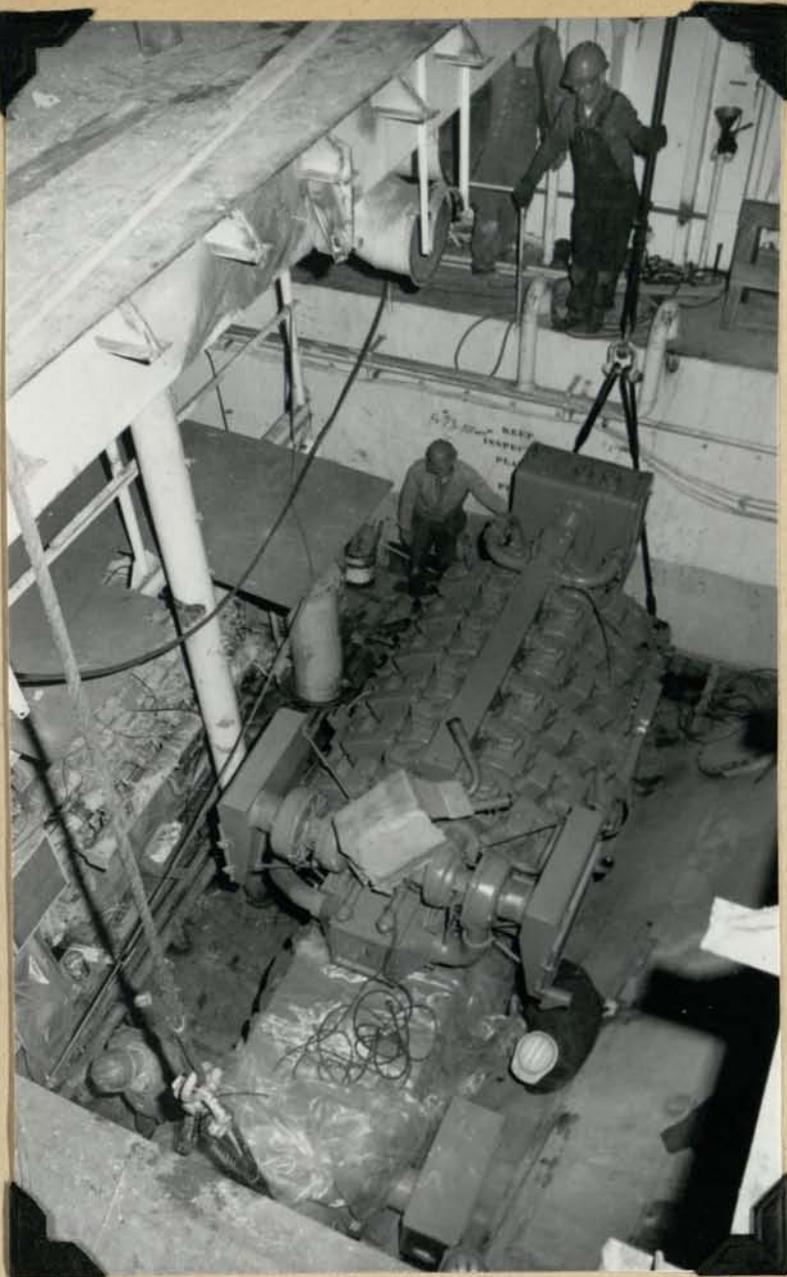
7-54







*Wicky waiver to Nixon
on Jones Act amendment*



Committees

GENERAL CHAIRMAN

ROBERT T. BOHLMAN
(United Fruit Company)

ADVISORY

AUBREY "ABE" ALBRIGHT
(Chevron International Oil Co.)

★ ★ ★

ARRANGEMENTS

JAMES A. BLACKMORE
(Kerr Steamship Co.)

RESERVATIONS

L.S. "LEN" SENESE
(Todd Shipyards Corp.)

FINANCE

BRADLEY E. NESS
(General Steamship Co.)

DECORATIONS

DAN K. GALLAGHER
(American Mail Line)

MENU

E.M. "ED" WOODFIELD
(Seaport Shipping Co.)

PUBLICITY

GLEN CARTER
(Seattle Times)

ENTERTAINMENT

GEORGE SIMPSON
(Lockhead Shipbuilding Corp.)

RECEPTION

JUL NICKERSON
(Pass Launch and Tug)

PRESIDENT

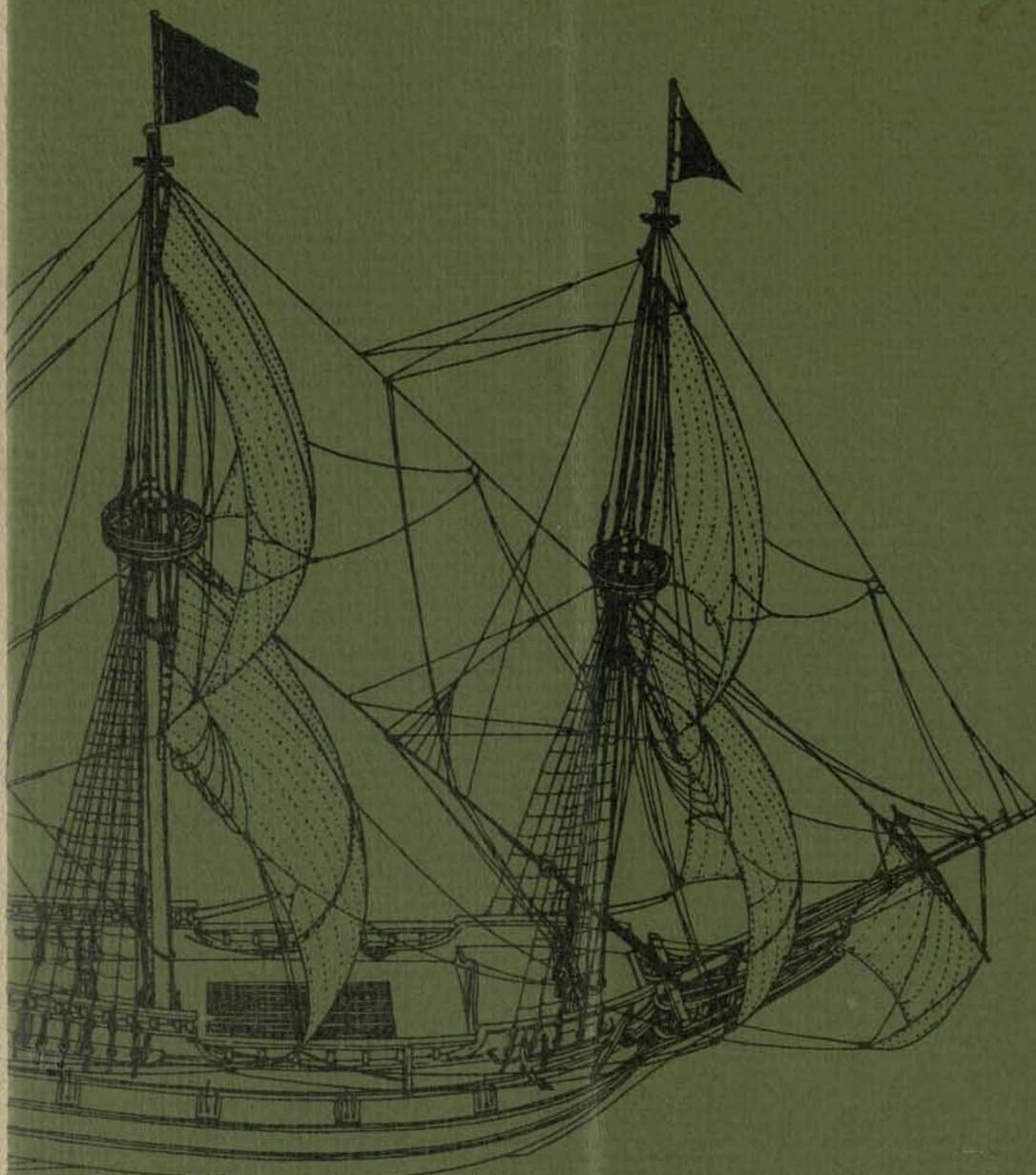
W. J. MCGOWAN
(Propeller Club)

SECRETARY

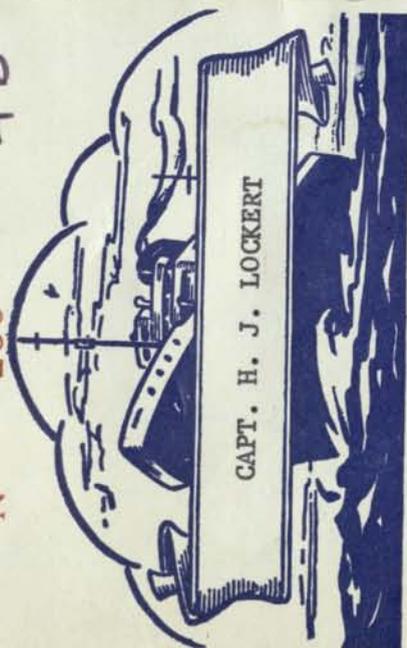
MELVILLE A. METZ
(Propeller Club)

45th Annual SEATTLE STEAMSHIP DINNER

March 11, 1972



Ticket No. 233 Table No. 46



1972 ★ 45th Annual ★ 1972

SEATTLE STEAMSHIP DINNER

Saturday, March 11, 1972 - 6:00 p.m.

OLYMPIC HOTEL

(Tuxedo Dress)

Reception—Spanish Ballroom

Dinner—Grand Ballroom

Dinner	\$15.75	Non-transferable. Upper por-
Admission	4.05	tion to be retained and in-
City Tax	.20	serted in breast pocket for
Total	\$20.00	identification.

Tonight, March 17, PALs (Pioneer Lobbyist Club) in Juneau will entertain the legislators on the ferry, the M/V Taku. The lobbyists will charter the ferry from 9 p.m. to midnight. Every second year, the lobbyists throw a hum-dinger of a party.

BEFORE PRESIDENT

Jones Act Waiver Nears For Wickie

A bill which would allow the foreign-built state ferry Wickersham to carry passengers between Alaskan ports has been passed by both the U.S. House and Senate and this week was awaiting President Nixon's signature.

The waiver to the Jones Act, which prohibits foreign-built ships from carrying passengers between U.S. ports, would be for three years only, according to word received from Rep. Nick Begich, D-Alaska.

Begich authored the House bill while Sens. Ted Stevens, R-Alaska, and Mike Gravel, D-Alaska, authored the Senate version.

The legislation would allow use of the five-year-old, 363-foot Wickersham for transporting passengers between Alaskan ports for the three-year period while a replacement ship is being built.

The Wickersham, which was built in Norway and purchased by the state for \$6.9 million in 1968 in the belief that the Jones Act could be waived for her Alaskan duties, has been carrying passengers between U.S. and Canadian ports but could not help in handling Alaska's internal traffic.

The state plans to sell the Wickersham and replace her with a new \$19.5 million ferry which is under construction in Seattle and scheduled for launching in about two years.

Under terms of the waiver, the Jones Act would take ef-

fect again in Alaska upon commissioning of the new ferry.

Begich told the Sentinel that he envisions the bill becoming law well in time to free the Wickersham for intra-state duty in the upcoming summer season.

"The big impact of the legislation will be vastly improved service on the Alaska Marine Highway," Begich said. "In addition, the Wickersham will cease to be a financial liability for the state, and will begin to give the kind of service she is capable of giving."

Waiver On 'Wicky' Is Now A Reality

President Nixon today signed into law a long-sought waiver to allow the Alaska State Ferry Wickersham, a Norwegian-built vessel, to operate between American ports until a \$19.5 million American-built replacement is completed two years from now in Seattle.

The Wickersham, purchased for \$6.9 million in 1968, has been unable to carry passengers and cars directly between Alaskan ports because of the Jones Act which prohibits traffic between U.S. ports by foreign vessels.

With the waiver, guided through Congress by Rep. Nick Begich, D-Alaska, passengers will be able to board and leave the 363-foot ship at any of its ports of call up the Inside Passage in Alaska's Panhandle.

The first sailing under conditions of the waiver is scheduled for early April.

The Wickersham, named for a pioneer Alaskan jurist, will leave Seattle April 4, bypass its regular stop in Vancouver, British Columbia as had been required under the Jones Act, and proceed up the coast, stopping at Prince Rupert, B.C. It will reach Ketchikan on April 5, with stops in Wrangell and Petersburg, arriving in Juneau on April 6. The Wickersham will also stop in Haines at the top of the Inside Passage, and then sail

for Skagway, arriving there on April 7.

On March 28, the Wickersham will make a northbound run from Vancouver. State Marine Highway officials said more than 200 passengers and a full load of 60 cars are already scheduled to make that sailing.

Lockheed Shipbuilding in Seattle is scheduled to lay the keel for the 418-foot vessel with accommodations for 184 vehicles, berths for 324 passengers and other accommodations for another 700 people in the near future. The replacement vessel is expected to be completed in 27 months and will become the new flagship for the state ferry system.

Full Potential

The recent action by President Nixon and the Congress signing into law a limited waiver for the State Ferry Wickersham is good news for Southeast Alaska.

The Wickey-purchased during the Hickel administration has been the subject of great controversy because of the inability of the state to obtain a waiver for the ship from the Jones Act.

The Jones Act is a law that bans foreign-built ships from carrying passengers, and merchandise between United States ports. The Wickersham is a Norwegian-built vessel.

Under terms of the waiver the Wickersham can only carry passengers, their vehicles, and personal effects between Alaskan ports. Commercial merchandise cannot be transported.

Governor Egan's administration and the State's congressional delegation has done an outstanding job convincing the Congress to grant the waiver.

Alaska's lone representative, Nick Begich, told the Empire he, and State Commissioner of Public Works George Easley, had conducted and participated in nine months of secret hearings prior to the issuance of the waiver. Begich praised the diligent and dedicated work of Easley. "He would come to Washington, fully prepared, at the drop of a hat," Begich said.

As the peak months of the Marine Highway System begin to return, tourists traveling to the "Great Land" will not be turned away at the dock because of lack of ferry space. Many more Americans will be able to enjoy Alaska's beauty because of the Wickersham waiver.

The State has scheduled a special northbound trip — April 4 — to hold open house on board the vessel at each port in Southeast.

For the first time, in over five years of operation, the Wickersham can finally realize her potential and join her sister ships as a full fledged member of Alaska's great Marine Highway System.

Z Anchorage Daily Times, Wednesday, March 22, 1972

Lockert Says Pickets Stall Ferry In Valdez

JUNEAU (AP) — The director of the Alaska Marine Highway System says picketing by the Sailors International Union has stalled departure of the state ferry Bartlett from Valdez.

Capt. H. J. "Red" Lockert said in Juneau the Valdez picketing began Tuesday

apparently as "a drive to take over the tie-up activities."

Lockert said that tie-up of state ferries at state-owned facilities are accomplished by state employees. The job is handled by one man at Valdez, he said.

The Bartlett was scheduled to depart Valdez for Cordova

this morning but did not leave, Locker said, because three other unions representing the vessel's 20-man crew apparently were honoring the picket line.

The Marine Highways Director said the State Attorney General's office in Anchorage is reviewing the matter today to determine whether to ask for a court order to disband the picket line.

"The question that needs to be decided," he said, "is whether the crew members will view that as a picket line and whether it should be crossed."

Locker said the state has had no contact with the Sailors International Union.

Locker said no picketing has been reported at any other state ferry docks.

Pickets halt Bartlett in Valdez

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Nixon signs bill for Wicky waiver

WASHINGTON (AP) — President Nixon signed a bill today to permit operation of a foreign-built ship between ports in Alaska and the state of Washington.

The vessel owned by Alaska, is the Wickersham. Existing law bans foreign-built ships from carrying merchandise and passengers between United States ports.

The Norwegian-built Wickersham now is limited to operating between Vancouver and Alaska. It soon will be replaced by an American-built vessel.

SUNRISE SERVICES ON TUSTUMENA AGAIN

Easter Sunrise service will again be held aboard the TUSTUMENA. Beginning at 6:30 a.m. the service will be held on the sundeck. The Seward Ministerial who sponsors the service hopes this year the service will have the same enthusiasm as last.

menu

OLYMPIC MARINE SALAD

CELERY EN BRANCHE

ICED ASSORTED OLIVES

★ ★ ★

BROILED FILET MIGNON
MAITRE DE HOTEL

TOMATO PRINCESS

BERNY POTATOES

★ ★ ★

COUPE MARITZA

PETIT FOURS

COFFEE

entertainment

National Anthems (United States and Canada)

VOCALIST

BARBARA STEARNS

Dinner Music

THE SHADOWS

★ ★ ★

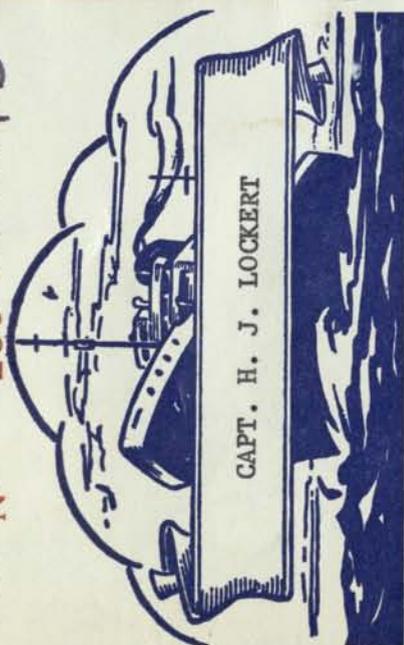
Master Of Ceremonies

JOHNNY SKILES

PRESENTING

GERALD SCHWARY REVUE

Ticket No. 233 Table No. 46



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SEATTLE STEAMSHIP DINNER

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City Tax	.20	serted in breast pocket for
Total	\$20.00	identification.

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handled by one man at
Valdez, he said.

The Bartlett was scheduled
to depart Valdez for Cordova

this morning but did not
leave, Lockert said, because
three other unions represen-
ting the vessel's 20-man crew
apparently were honoring the
picket line.

The Marine Highways
Director said the State At-
torney General's office in
Anchorage is reviewing the
matter today to determine
whether to ask for a court
order to disband the picket
line.

"The question that needs to
be decided," he said, "is
whether the crew members
will view that as a picket line
and whether it should be
crossed."

Lockert said the state has
had no contact with the
Sailors International Union.
Lockert said no picketing
has been reported at any
other state ferry docks.

Pickets halt Bartlett in Valdez

JUNEAU (AP) — The direc-
tor of the Alaska Marine High-
way system said Tuesday pick-
eting by the Sailors Interna-
tional Union has stalled de-
parture of the state ferry Bart-
lett from Valdez.

Capt. H. J. "Red" Lockert
said in Juneau the Valdez
picketing began Tuesday ap-
parently as "a drive to take
over the tie-up activities."

Lockert said that tie-up of
state ferries at state-owned fa-
cilities are accomplished by
state employees. The job is han-
dled by one man at Valdez,
he said.

The Bartlett was scheduled

to depart Valdez for Cordova
Tuesday morning but did not
leave, Lockert said, because
three other unions represen-
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picket line.

"The question that needs to
be decided," he said, "is
whether the crew members will
view that as a picket line and
whether it should be crossed."

SUNRISE SERVICES ON TUSTUMENA AGAIN

Easter Sunrise service will ag-
ain be held aboard the TUSTU-
MENA. Beginning at 6:30 a.m.
the service will be held on the
sundeck. The Seward Ministerial
who sponsors the service hopes
this year the service will have the
same enthusiasm as last.

ight, March 17, PALs
er Lobbyist Club) in
u will entertain the
tors on the ferry, the
Taku. The lobbyists
harter the ferry from
to midnight. Every
d year, the lobbyists
a hum-dinger of a

A \$4 MILLION, 67,000-ton shipment of this sort is big business, even on a give-away, foreign aid deal. The cargo will draw some grain industry leaders here for a look-see. Also perhaps, interested Pakistani and maybe president Charles Nisi, whose National Transport Co. owns the massive ship that's making the haul.

PRESIDENT NIXON signed the bill yesterday that clears the Alaska State Ferries flagship Wickersham, for the first time, to carry cars and passengers between Seattle and Alaska ports. Right now, thanks to peculiar-

ities of our shipping laws, perhaps half a dozen passengers a week are boarding the Wickersham here. Maybe 100 are driving north to board her at Vancouver.

Starting with the departure of April 4, the Wickersham will bypass Vancouver, and most Alaska-bound passengers, for the first time, should board the big ship at Seattle's Alaska passenger terminal. That should give the Wickersham eight weekly direct voyages north out of Seattle before she goes back on her Alaska-only run at the end of May.

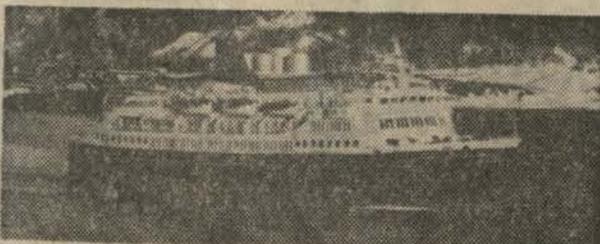
THE WICKERSHAM LONG HAS PROVIDED Northwesterners with a fine, economical week's "luxury ocean cruise" up the Inside Passage to Juneau and back, and her new schedule will be even better. Alaska State Ferries could gain by showing its queen off here with an open house the Sunday before she makes her first direct run north.

What better course for Seattle's Easter Parade than along the waterfront and aboard one of the world's most luxurious ferryboats?



DON PAGE

Wickersham to Star in Easter Parade



Presenting — the queen of Seattle's 1972 Easter Parade, Alaska State Ferries has picked up our suggestion for an open house aboard its flagship Wickersham. So the Wickersham will welcome you aboard Easter Sunday, April 2, from 1 to 4 p.m. A 363-foot beauty, with berths for 380 passengers. Like some of her visitors, she will be dressed for the Easter parade.

Marine

There's a special reason for the Wickersham's Easter show. The next day she will load for her first run north from Seattle, freed by a late act of Congress to bypass Vancouver, B.C., and deliver passengers freely to all her ports-of-call on the way to Juneau.



North to Alaska

FLAGSHIP of the Alaska ferry fleet, the MV Wickersham welcomed the public aboard yesterday at Pier 48. Many went to see the Norwegian-built ship that is 363 feet long with stateroom berths for 380 passengers and a total passenger capacity of 1,300. During the open house, the travel movie "High Road to Alaska" was presented in the ship's theater.—P-I Photo by Bob Miller.

Special Wickey Run Scheduled

Governor William A. Egan announced today that the State Ferry Wickersham will now be permitted to pick up and discharge passengers and merchandise between Alaskan ports.

"With the President's signing of a bill granting a waiver of the Jones Act to enable the Wickersham to carry passengers and cargo between U.S. ports, we can provide better service for Alaskans," Governor Egan said. "Effective April 4th, the Wickersham will no longer stop at Vancouver, which will free the vessel for better utilization between Alaskan ports," Egan said.

On its northbound trip from Seattle on April 4, the Wickersham will hold an open house on board the vessel at each port in Southeastern. Hosted by the Chambers of Commerce in each community, free coffee and donuts will be served on board.

The following schedule will be observed on the April 4 northbound run:

Arrive Ketchikan Wednesday, April 5, 11:00 a.m.; leave Ketchikan Wednesday, April 5, 4:00 p.m.
Arrive Wrangell Wednesday, April 5, 8:45 p.m.; leave Wrangell Wednesday, April 5, 10:45 p.m.

Arrive Juneau Thursday, April 6, 8:15 a.m.; leave Juneau Thursday, April 6, 2:00 p.m.
Arrive Haines Thursday, April 6, 7:00 p.m.; leave Haines Thursday, April 6, 9:00 p.m.
Arrive Skagway Thursday, April 6, 9:45 p.m.; leave Skagway Thursday, April 6, 11:30 p.m.

On the southbound run out of Skagway, the Wickersham will hold an open house at Petersburg, arriving in that community at 2:30 p.m., Friday, April 7, departing at 4:30 p.m.

On all future runs, Vancouver, B.C. will no longer be a port of call.

The Jones Act is a law that bans foreign-built ships from carrying passengers and merchandise between United States ports. The Wickersham is a Norwegian-built vessel that will be replaced by a new, American-built ship now under construction.



Captain
Lockert



Betty
Lockert

STATE OF ALASKA

AUTO - TRAIN SERVICE BETWEEN PORTAGE AND WHITTIER

CONNECTS WITH M V BARTLETT TO VALDEZ

SEE Columbia Glacier
Prince William Sound
College Fjord

FOR FERRY RESERVATIONS CALL:

Anchorage 272-7116
272-4482

\$10.00

Per Vehicle and Passenger
Portage to Whittier

Wicky waiver

Let's note in passing that thanks to the efforts of Alaska's congressional delegation — particularly Rep. Nick Begich — and the Egan administration, the state has at least obtained a temporary waiver of the Jones Act. This will allow use between American ports of the state's Norwegian-built ferry Wickersham, which so far has been restricted to runs between Alaska and Canada. The waiver, which will be in force until delivery of an American-built replacement vessel, should save the state a considerable sum of money by allowing more efficient use of the Wickersham — and lead to better service for residents of Southeastern Alaska and tourists as well.

WINTER MONTHS SLOW FOR BOAT

Dear Bud:

Why is it that the ferry Tustumena does not make the trip from Seward to Valdez and Cordova during winter months? I understand the ferry is idle at Seward from Thursday through Sunday each week. It would seem possible to make two round trips during this period.

E. E. Lindbeck

Dear Mr. Lindbeck:

The Department of Public Works tells me that the reason for the idleness is simply economics. The traffic would be far too light during the January-February period when the Tustumena relieves the Bartlett between the Seward and Cordova-Valdez runs. In the two months this year only 24 vehicles and 101 passengers used the ferry.

★ ★ ★

Bud



DON PAGE

Alaska Ferries—Dollars and Sense

ABOARD THE MV WICKERSHAM. — We're waving an airy hello and goodbye to Canadian ports as we course northbound through Canadian waters. Up Georgia Strait and Queen Charlotte and Hecate Straits, towards that international line in Dixon Entrance off Lord Rock, where Canadian waters blend into U.S. waters.

Nothing against Canadian waters. They're among the prettiest of our cruise. But this voyage is a celebration voyage marking the first time that the Wickersham does not have to stop at a Canadian port to carry on her appointed passenger duties among the U.S. ports of Southeast Alaska and Seattle. Congress and President Nixon have just given the Wickersham a 30-month waiver of the Jones Act that barred her, as a foreign-built ship, from carrying passengers between any two U.S. ports.

THANKS PARTLY to her new freedom, the Wickersham is sailing further than she has ever sailed from Seattle. This deluxe 363-foot ocean liner ferryboat can berth 382 passengers in her 145 staterooms. In the past she's sailed from Seattle with as few as half a dozen passengers, stopping at Vancouver, B.C., for more riders. On this voyage she carried more than 150 passengers out of Seattle.

Those passengers include officials of Alaska and the Port of Seattle. Capt. H. J. (Red) Lockert, director of the State Ferry System is aboard, for instance. Also Capt. Merle Adlum, West Coast labor leader and Port of Seattle commissioner whose political savvy Alaska Governor Bill Egan credits with prime credit for helping the Wickersham bill through Congress.

These leaders and others will join in open house celebrations at Ketchikan, Wrangell, Juneau, Skagway, Haines and Petersburg as the Wickersham makes this historic, triumphal voyage up through Southeast Alaska and back.

THE WICKERSHAM WAIVER is thanks to a new \$20 million ship that Alaska is building in Seattle's Lockheed Shipyard, to succeed the Wickersham as an even finer flagship of the Alaska Ferries fleet — this one American built and free to carry passengers wherever she is needed. When the new ship is ready two years from now, Alaska will retire the Wickersham. The Wickersham still is a fine, modern vessel. Alaska hopes to peddle her for at least the \$6.9 million that then Alaska Governor Walter Hickel paid for her in 1968. The cash will help out with Alaska's big expenses

Marine

for expanding her ferry fleet.

IT DOES COST MONEY to build ferryboats and to operate them. We tax supporters of Washington State Ferries' Evergreen Fleet could have told our Alaska neighbors that before they took the big plunge nine years ago.

Costs of the Alaska Ferry System have run between \$2 million and \$4 million a year since the Southeast Alaska fleet started operating in 1963. Those costs irked some Alaska legislators and disillusioned taxpayers so badly that they voted down at least one ferry expansion bond issue.

FREEDOM of the Wickersham from Jones Act restrictions should cut the ferry system's loss. Loss? It's easy to say "loss" when we're talking about "cost." Even though Alaska has named its ferry system "The Alaska Marine Highway" to remind citizens that ferry boats, like roads, are a service that has to be paid for.

Ferryboats are particularly necessary along the rock-bound and glacier-bound coast of Southeast Alaska, cut off as they are from any rail or highway connection with the rest of the continent or even among one another.

TRAVEL IS EXPENSIVE in Alaska, any kind of travel. A couple of years ago the University of Alaska checked into the grouching of interior Alaska folk about the ferryboats' cost. Pro-rated among the using population, the University found, Alaska's ferry system was costing \$31.76 per resident user per year. But — the state's land highway system, on the same basis was costing \$260.94 per year for each resident within the user regions.

YOU CAN'T FIGURE how much indirect income the ferries have brought Alaska from tourism. Or how much convenience the ferries have brought to residents of the once isolated ports along their route. We remember on the maiden voyage of Alaska's first ferry, the Malaspina, nine years ago, how local folk swarmed aboard and sprawled happily about the Malaspina's lounges for the ride to the next town. A lot of them bypassed the ticket office, but an Alaska official shrugged. "They're paying for the ship," he told us. "And on this run we're not going to get too technical."

And Stan Oaksmith of Ketchikan sums up some Alaskan's verdict on the ferries:

"Oldtimers say, if we didn't get anything out of statehood but the ferry system, it was worth it."

Open House Planned on Wickersham When It Arrives Wednesday

A special greeting is planned for the state ferry Wickersham when it arrives in Ketchikan Wednesday on its first trip under a new waiver passed by Congress.

The waiver allows the Wickersham, a foreign-built ship, to carry passengers between Alaska ports and between Alaska ports and Seattle. Prior to the waiver, the ship carried passengers between Canadian ports and Alaska.

The public is invited to an open house aboard the Wicky between 11:30 and 3:30 p.m. Wednesday by Capt. Herbert Storey.

City borough and chamber officials will greet the ship and

Commissioner George Easley, department of public works chief, will fly to Ketchikan from Juneau to greet the ship. Capt. H.J. Lockert, director of the division of marine transportation, will be on the ship from the time it leaves Seattle.

Ketchikan Yacht Club will have about 20 vessels meet the ferry at Mountain Point and escort it in, according to chamber of commerce Manager Bill Jorgenson. A helicopter flying a huge U.S. flag also will greet the ship.

The Ketchikan fire boat and

the Cape Fox Dancers from Saxman also will greet the Wickersham when it arrives.

Other boat owners who wish to join the flotilla to greet the ferry are invited, Jorgenson said, but will be under the direction of the yacht club.

Mayor Bill Hamilton has proclaimed Wednesday as Wickersham Day.

The ship is scheduled to be in Ketchikan between 11 a.m. and 4 p.m. Wednesday before continuing north.



Alaska, Ketchikan Daily News, Monday, April 3, 1972 Page 3

RECLINING SEATS ABOARD the Alaska ferry Wickersham provide ultimate comfort in the lounge area. As of this week, Alaskans traveling between Alaska ports or to Seattle will be able to enjoy the seats. The Wickersham will be in Ketchikan Wednesday on its first trip since granted a waiver of the Jones Act so the foreign-built vessel can carry U.S. citizens between U.S. ports. An open house will be held aboard the ship 11:30 a.m. - 3:30 p.m. for the public to inspect the vessel. The Wickersham will be welcomed to town by a fleet of vessels from the yacht club, by the fire boat, the Cape Fox Dancers and by local government and civic leaders. Alaska Airlines promises a flyover of a jet transport about 1 p.m. Wednesday. Commissioner of Public Works George Easley and director of marine transportation Capt. H.J. Lockert will be on the vessel. Easley is flying down from Juneau to meet the ship in Ketchikan. Captain of the Wickersham on this trip is Herbert Storey.



5-
Bills to free
'Wicky' for
U.S. service



Ship builders use modules in renovating Alaska ferry

By PETER MORGAN
of The Oregonian staff

Two Seattle firms are trying out a new wrinkle in the ship building business — installing factory-built staterooms as modular units.

Fentron Highway Products, Inc., and Modules International, Inc., are installing 86 new staterooms on the Alaska State Ferry Malaspina

na, which will travel between Seattle and Alaska.

The Malaspina recently was lengthened to 408 feet when workmen cut her in half and welded a new 56-foot center section in place. The new staterooms are part of the renovation.

Bill Schiessl, head of Fentron, and George Clouse of Modules International decided to take a tip from the

housing industry and use the highly successful modular system of construction.

They have patented the stateroom design, which consists of pre-fabricated walls, floors and ceilings.

The completed unit contains a bathroom with shower, clothes closet, dressing table and either two of four bunks. They are fireproofed, pre-wired and pre-plumbed.

About 50 men are turning out four rooms a day from Fentron's factory on Swan Island, which looks something like a mobile home factory.

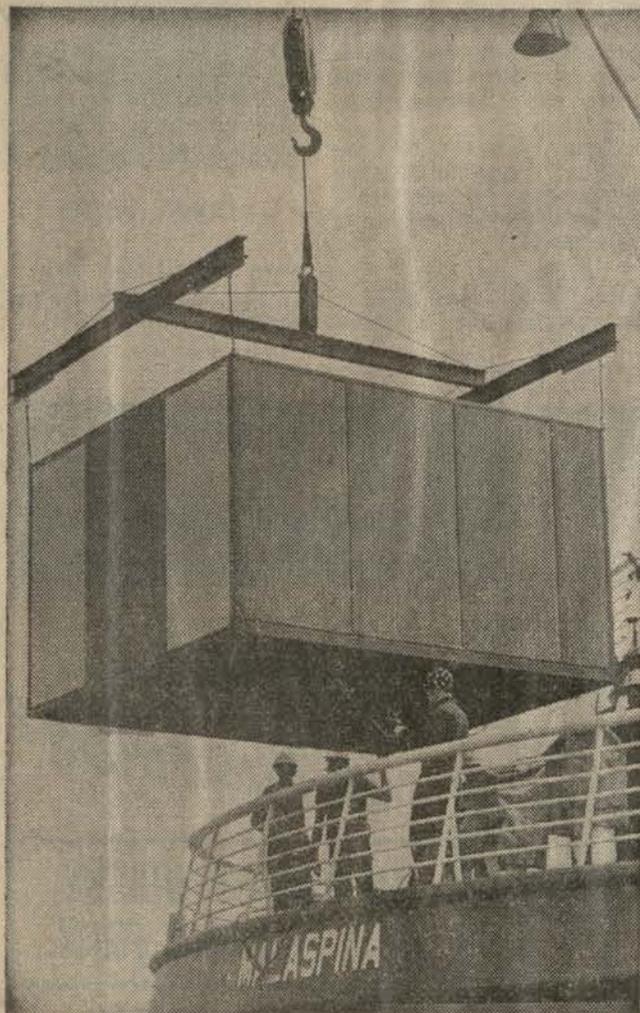
The finished rooms are trucked to the Willamette Iron & Steel Co. dock where they are hoisted aboard, lowered below decks and bolted in place.

Fentron ran into a problem below decks on the Malaspina — there's only 1/2-inch of clearance when the module is slipped between the deck and the overhead beams. They solved that problem by bolting air cushions under the four corners of the staterooms and floating them into position on a 1/2-inch cushion of compressed air.

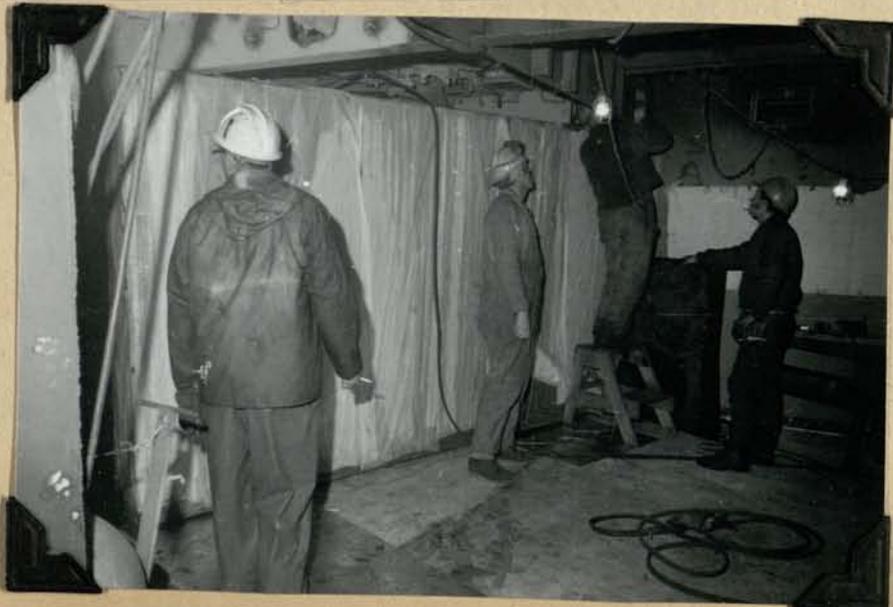
When things go right the modules are in place in about 30 minutes. Once the plumbing and wiring is hooked up they are ready for occupancy.

John Hollinger, manager of Fentron's Portland branch, says the modular system is quicker and cheaper than traditional on-site construction. How much cheaper? "Let's put it this way — there's no other way we could build and install 86 staterooms and meet the May 15 deadline," he said.

The two firms have been working on the project about two weeks in Portland. A few parts were pre-assembled in Seattle six weeks



MODULAR STATEROOMS — Shipbuilders lift a modular stateroom aboard the Alaska State Ferry Malaspina. Two Seattle firms are building 86 of the rooms for installation on the renovated ferry.





Alaska Bound—Cheechakos, Sourdoughs

ABOARD THE MV WICKERSHAM—People make a voyage, even more than the ship we're riding. We have all kinds aboard the Wickersham on this run north. Stateside tourist cheechakos and veteran Alaska sourdoughs. Young and old. The well-heeled, with their gold nugget watchbands and jewelry, and the down-at-the-heels, snoozing in deckchairs to save the cost of stateroom berths.

PETER REBOER COMBINES the auras of Alaskan and statesider. A Seattle oil executive with Alaska heritage and a devoted buffdom to Alaska State Ferries, Deboer regales our party at lunch with sentimental poems about Alaska's flag. Also the story of his complicated wanderings, with a friend in his attache case, before Deboer managed to comply with his friend's request for proper scattering of his ashes in Tongass Narrows.

Sort of a Robert Service-type prologue to "the cremation of Dan McGrew," in prose, not poetry.

A SHIPBOARD RIDE, even a smooth shipboard ride like this one, with only a little swing and sway, can be frustrating to a young man who has just learned to stand on his own two legs. Such a young man is Brian Black. Brian is shy a little less than two months of his first birthday. He's the son of Seattle native Tom Black, now an Air Force man, taking his family north to Elmendorf Air Force Base. Back home Brian was becoming a jaunty toddler. But last time he saw him he was staggering around the Wickersham's lounge, grabbing at furniture and muttering baby talk that translated:

"What went wrong? I thought I had the hang of this."

SITTING ACROSS from Brian was a man with more experience walking, who's happy to be back on his feet again. Veteran Petersburg fisherman Oliver Olson is sailing back home with his wife after nine weeks and two operations in Seattle's U.S. Public Health Service Hospital.

Happy to be out and around again. Also happy that the new law lets Petersburg passengers board the Wickersham at Seattle instead of Vancouver, B.C. That Vancouver connection, Olson tells us, was "a ratrace."

NOTHING HOITY-TOITY about the Wickersham's passenger list. The ship may be a de luxe sort of

ferryboat, built in some ways like an ocean liner, but nobody is imposing swank on the passengers. Keep an eye out for them, and you can spot a few coats and ties, but they're not required anywhere, including the dining room at dinner. The Wickersham is more of a motel-ship than a hotel-ship. Your stateroom is your castle. Nobody comes bustling in to do your bed. You do it, yourself. And there's almost no tipping except in the dining room. Unlike trans-ocean voyages, passengers don't have to spend the last day at sea debating how much to give assorted stewards.

Alaska State Ferries gears its pace, port steward Doug Sage tells us, to middle-class folk watching their expenses. The cafeteria is a popular spot for dieters and scrimpers. We can personally testify that it serves an 85-cent hamburger with a slab of meat that sticks out all around the edges of a standard burger bun.

FAMILY GROUPS are big on this Alaska voyage. Port steward Sage, himself, has a family of four making a postman's holiday cruise north from Seattle to Haines.

The stateroom next door to us houses five members of the Rev. John Zimmerman family. Zimmerman is pastor of a Richland church. His Presbyterian synod sent him north for an inspection trip at Skagway. This is school spring vacation in Richland, so Mrs. Z gathered the brood for their first trip to Alaska. Worthwhile? Very, Mrs. Zimmerman says. The voyage is "beautiful."

Biggest family honors go to the Jerry Ethertons. Parents and four children bound back north after their first trip out in four years. Headed for Fairbanks to open an auto body shop.

BEARDS, PARKAS and sleeping habits have won six voyagers a reputation as "hippies." Leader Dave Pettigrew tells us the six are actually a climbing party en route north to make a new high ridge route on Mt. McKinley. Assembled from around the country. Pettigrew is from San Francisco. Others are from Boston, Los Angeles, Yosemite, Austin, Tex., and Boulder, Colo. Between expedition gear, airlift to basecamp and other costs, Pettigrew estimates this adventure will set them back \$1,000 apiece. So aboard ship, they're sacking out in the lounges to save expenses.

Typical of climbers. As a sometime member of the tribe, we'll testify to that.

Marine



OPEN HOUSE—Wickersham greeting - Open house was held here yesterday aboard the Wickersham as the foreign built ship was recently granted a waiver from the Jones Act and may travel between American ports. The Wickersham was previously restricted to travelling from foreign ports to only one American port. The open house was hosted by the Juneau Chamber of Commerce and (left to right) are President of the Chamber of Commerce William Macomber, Director of Marine Transportation Capt. H. J. Lockert, and Ginger Johnson. Also at the affair were Juneau Mayor Joe McLain and Gov. William A. Egan (Empire photo by Max Haggard)

Open House Scheduled Aboard Wickersham

Emancipation of the state ferry Wickersham from the federal act which kept her from handling intra-state traffic in Alaska will be celebrated on the ship in her ports of call northbound next week.

The citizenry at all her stops will be invited aboard for a tour and free coffee and donuts.

Wrangell's turn will be from 9 to 10:30 p.m. next Wednesday. The open house aboard the 363-foot ship will be hosted by the Chamber of Commerce.

Similar shipboard socials are scheduled in Ketchikan, Juneau, Haines and Skagway.

The ship heretofore has been prevented from handling any intrastate traffic under

terms of the Jones Act, prohibiting foreign-built vessels from carrying port to port traffic in the U.S. The ship was permitted to carry traffic between U.S. and Canadian ports.

"With the president's signing of a bill granting a waiver of the Jones Act, we can provide better service for Alaskans," said Gov. William Egan in Juneau.

The legislation, effective for three years maximum or until the state puts a new ferry now under construction in service, was originally drafted by U.S. Rep. Nick Begich, D-Alaska, was approved by both House and Senate last month and signed by the President.

Wickersham Here April 7

There's a city-wide party aboard the M/V Wickersham when it ties up at the ferry terminal in Petersburg Friday, April 7. It is scheduled to arrive at 2:45 p.m. and leave at 4:30 p.m.

The Chamber of Commerce will sponsor the party, and all are invited aboard the ship to see its facilities and shake hands with the several dignitaries who will be aboard to celebrate the signature of the Jones Act waiver which allows the Wickersham to travel between Alaska ports beginning with the early April run.

Blood-thirsty Vikings, the Petersburg Community Band and other local Norskies in Norwegian costume will greet the Wickersham when it arrives in Petersburg at 2:45 p.m. tomorrow.

A no-host cocktail hour will enliven the occasion aboard ship and free coffee and doughnuts will be served.

Special guests aboard the ferry will be Herbert Lockert, director of the Division of Marine Transportation; Pete

DeBoer, Alaska representative for Standard Oil; Don Page, marine editor of the Seattle Post-Intelligencer; Merle Adlum, commissioner of the Port of Seattle; Dick Berg of the Port of Seattle, and Mr. Dwyer, deputy commissioner of the Alaska Department of Public Works.

The public is invited to inspect the Wicky, meet the guests and enjoy the Chamber of Commerce-sponsored party.

FERRY OPEN HOUSE—If you happen to be in Seattle Easter Sunday you might want to take some time and participate in an open house aboard the Alaska ferry Wickersham. The open house is set for 1-4 p.m. Monday the Wickersham will take her first run north, bypassing Vancouver, and delivering passengers to American ports under a waiver of the Jones Act, which was recently accomplished in the U.S. Congress.

Why doesn't Alaska have a drydock for the ferries?

DB

Dear DB:

Juneau tells us that the answer is one of basic economics. A drydock is only one tool of a shipyard. To do even routine vessel repairs a wide variety of talent, machinery and special services are required. There is a great deal more involved than just painting, we are told.

A number of studies have been done by various Alaskan communities on the feasibility of owning a drydock with the necessary back-up services. Each study has come to the same basic conclusion — there is not sufficient ship repair work in Alaska to support a full scale ship repair facility.

Consider — Seattle is one of the largest shipping ports on the west coast with vessels from around the world calling there, yet there are only two firms with drydocks of sufficient size to handle the Alaska ferries.



OPEN HOUSE—In observance of the inaugural voyage of the Marine Highway System vessel Wickersham between Alaskan ports, the Greater Juneau Chamber of Commerce will host an open house aboard the ship from 9 a.m. to 2 p.m. Thursday at the Juneau terminal. The public is invited. The vessel was recently granted a Congressional exemption from the Jones Act, which prohibited the foreign-made vessel from traveling between U.S. ports.

APRIL 3, 1972

PROCLAMATION

WHEREAS; WEDNESDAY, APRIL 5, 1972 IS THE DATE OF THE FIRST STOP IN AN AMERICAN PORT BY THE WICKERSHAM UNDER THE WAIVER OF THE JONES ACT.

AND WHEREAS; THE PORT DESIGNATED FOR THE FIRST CALL OF THE WICKERSHAM IS KETCHIKAN.

THEREFORE; AS MAYOR OF THE CITY OF KETCHIKAN, I WILLIAM HAMILTON, DO HEREBY DESIGNATE THE DATE OF APRIL 5, 1972 AS WICKERSHAM DAY IN THE CITY OF KETCHIKAN. AND DO REQUEST THAT THE CITIZENS OF KETCHIKAN PAY A VISIT TO THE WICKERSHAM DURING THE OPEN HOUSE HOURS OF 11:30 A.M. TO 3:30 P.M.

WITH THE POWER VESTED IN ME, I DO HEREBY ISSUE THIS PROCLAMATION.

William J. Hamilton
WILLIAM HAMILTON

MAYOR

Wickersham

Dear Editor:

Lets stop that "cynical, expensive, comedy" about the "Wickersham." Lets start a full investigation of Walter Hickel's purchase of the Wickersham and the Hickel-Miller Highway.

Lets have our Alaskan Honest Pride and Stop begging Maritime Unions, and U.S. Shipbuilders of abolishing the Jones Act. (Act which is one of the best Laws of the country, Acts which never be granted for Mr. Hickel-Wickersham.

Walter Hickel bought the "Wickersham". Don't tell me the Governor of Alaska, that time, doesn't know about the Jones Act.

The revenue loss to the State of Alaska, estimated at \$500,000 a year. Plus: \$7,000,000, which Walter Hickel paid for the Wickersham. Plus: More than \$1,000,000. If a permit be granted for another 27 months. That amount that will be, for good business private deal, by our Alaska.

It is your Duty, to Stop this Cynical, Expensive Comedy.

Truth always comes out sooner or later.

Yours Truly,
Boris Chernikoff, Sr.
Sitka, Alaska

State Considering Seattle Routing

Alaska is considering routing all its southeast Alaska ferry trade through Seattle rather than Prince Rupert B.C., Public Works Commissioner George Easley says.

"Such a step is definitely under consideration," Easley said. "I think it could make sense."

Experiments into service out of Seattle began late in 1967 indicated such runs would be successful, he said.

Presently, two of the four ferries in Southeast Alaska service call at Seattle in the off season.

and one of the four provides weekly service to Seattle the year around.

Alaska has commissioned two studies on the advisability of making Seattle the southern terminus of all its ferry voyages up the Inside passage to Ketchikan, Juneau, Skagway and other points, Easley said.

He said any Alaska decision must balance the benefits of increased tourist traffic against frequency of interport calls in Alaska.

"Half our passengers are tourists," Easley said. "It doesn't make sense that they'd rather drive up to Prince Rupert than take the ferry at Seattle."

SHIP GIVEN FREEDOM WICKERSHAM DAY SET

SEATTLE — To celebrate her release from the not-so-benevolent bindings of the Jones Act, the auto-liner Wickersham of the Alaska Marine Highway System will hold open house for the general public on Easter Sunday, April 2, from 1 to 4 p.m. at Pier 48.

This sleek cruise ship was built in Norway and since the Jones Act forbids foreign built vessels to haul passengers between U.S. ports, this State of Alaska owned vessel has been unable to sail directly between Seattle and Alaska. She has been operating from Seattle to ports in British Columbia thus causing her Alaska-bound passengers to leave the ship and take passage on one of the other big auto-liners of the Alaska Marine Highway System fleet or to board in Vancouver, B.C. for the voyage north.

Since the President has just signed a three-year waiver permitting the Wickersham to operate in direct Seattle/Alaska service, Capt. H.J. "Red" Lockert, director of the system, is inviting everyone to come aboard to inspect the vessel and to preview their new travel film "High Road to Alaska" which will be shown continuously in the ship's theater.

Special Waiver

The Wickersham was granted this special waiver since a \$20 million replacement vessel is now under construction by Lockheed Shipbuilding and Construction Co., Seattle, and will be delivered in about 27 months.

When she sails on her first "direct-through" voyage from Seattle to Alaska about midnight Monday, April 3, she will by-

pass (but in a friendly way) those Canadian ports where she has been restricted by the Jones Act and head directly for Alaska. At each Alaskan port — Ketchikan, Wrangell, Juneau, Skagway, Haines and Petersburg — she will be given civic receptions and she will reciprocate by having open house.

New Ships For State Are 'Go'

Alaska Department of Public Works Commissioner George Easley reports that all systems are "go" and work is progressing on schedule on the state's expansion of its ferry system.



Wonder Ferryboat—Bidet and 'Wotz zis?'

Back from a week's run north aboard the Alaska Ferries flagship Wickersham. Dodging windy Seattle. Munching good Alaska salmon and halibut, crab, shrimp and cod. There's a temptation to spend this first column saying thanks to assorted Alaskans. But there isn't room. In this changing world, the open-hearted friendship of the North still flourishes unspoiled and big as all out-of-doors.

WE FOUND THE WICKERSHAM a wonder-ship as we coursed south aboard her with Capt. Ron Kutz and his crew. There's a fabulous collection of rare and exotic gear scattered around this big ferryboat that the Norwegians built for the Swedes. Even a bidet with the bath in one swanky stateroom. It bemuses most Alaska passengers.

Marine

A place for everything and everything in its place. In our stateroom the seasick bags nestled on a shelf beside a source of comfort for those in even direr straits — a blue-bound, Gideon style Holy Bible.

No need for seasick bags on our smooth voyage. Not much need on any voyage, the crew tells us, except for tipsy-tummied types who get sick when they water the grass. The Wick mounts an efficient stabilizer — a pair of steel waterwings that tilt and tip on command of a gyro. Designed, they say to dampen a 30-degree roll down to three degrees.

A MYSTERIOUS GRAY BOX is the most intriguing gimmick aboard the Wickersham. It's a "Wotz zis?" The "Wot zis?" is mounted on the bridge—just behind the helmsman's head, next to the general alarm switch. The "Wotz zis?" is a little metal box with a switch on the outside and some wiring inside. Two ducks feed out of the box, but they lead nowhere.

Alaska folk asked the Swedes what the "Wotz zis?" did when the Swedes delivered the boat. The Swedes couldn't say. There was a metal plate on the box, with the gimmick's name on it. But nobody could translate the name. Swedes, Norwegians, Germans, nobody!

MAYBE THE "WOTZ ZIS?" is a self-destruct system that some lazy shipyard worker failed to finish up. Maybe when the Norse built the Wickersham for the Swedes, the herring-chokers installed a falsy as a prank on the square-heads. Maybe — who knows?

Anyhow, Alaska Ferries folk got tired of trying to explain the box to everybody who toured the bridge. They took off the metal nameplate that nobody could read, coiled the innards inside with the switch and pasted a little plastic square across the hole where the

switch had been. And when visitors come up for a look, ship's officers herd them past the little gray box fast, before anybody asks, "Wotz zis?"

AN ALASKA VOYAGE renews your respect for Spring on Puget Sound, faltering though it may be. Alaska still is snowed in, even Southeast Alaska. As far south as Prince Rupert and below, our Inside Passage route was snow-crusted. Very pretty for passing tourists, but rough on the loggers. In a normal year they'd have been out earning money many weeks ago.

BAINBRIDGE ISLAND has been a fertile breeding ground for Alaska Ferries skippers. Of the first six skippers hired by the system, three were neighbors, within a quarter-mile of one another along Sunrise Drive in lower Point Madison. They're Capt. Kutz, Capt. Herb Storey, who skippers the Wickersham on alternate weeks, and Capt. William Bendixen, now marine superintendent of the system. And a fourth skipper, Capt. Ken Florian of the Malaspina, lived at Poulsbo.

A CAPITAL SHIP for an ocean trip. After riding her, we'd recommend the Wick and her Alaska Ferries sisters for a scenic ocean voyage up the Inside Passage. But don't expect the ferries to give you a quick roundtrip of the real Alaska. They whisk through most ports too fast for passengers to do any local sightseeing, and some terminals lie a long way from the hubs of the cities they serve.

The traveler who wants to tour the shops, bars and landside Alaska should schedule some stops ashore. With nailed-down sleeping reservations.

And, of course, the Southeast Alaska you see by ferry is only part of the biggest state in the union. Remember Alaska's threat to the Texans — "Behave yourselves, or we'll split up Alaska, and then Texas will be the third biggest state in the country." A real look at Alaska — including Anchorage, Fairbanks, Nome and Kodiak country — is too big to wrap into a one-week package, even aboard a ferryboat like the Wickersham.

Jones Act

Dear Editor:

Again you engaged your typewriter and left your brain in neutral. Your editorial "Victory At Sea" made me want to vomit.

Before you ramble on about the evils of the Jones Act, you should consider the ramifications of its abolishment.

You mention shipping our natural gas to Hawaii and California by foreign ships with foreign crews. What is wrong with our own seamen and why not build U.S. flag ships for this cargo?

Do you want North Slope oil shipped to Puget Sound with foreign ships? And by the same token, what is wrong with the service we get from Sealand? Do you want this cargo shipped in foreign ships with foreign seamen? You either do or your editorial was written in haste.

Robert E. Giud
Ninilchik

Wickersham 'Inaugural'

THIS MAY have been a special bond election day for residents of the Anchorage area, but it was something even more special for Southeastern Alaska residents.

This was the day of the Wickersham — a day on which the big white ferry hit Alaska waters after a voyage from Seattle and began putting directly into Alaskan ports, skipping Vancouver and delivering passengers on an interstate basis.

The Wickersham is on its first northbound voyage under a waiver of the Jones Act that will permit the Norwegian-built vessel to operate between American ports.

waiver and until President Nixon signed the waiver bill into law, the Wickersham could sail only between Seattle and British Columbia, or between British Columbia and Alaska.

It could not carry passengers between the State of Washington and the State of Alaska. But now it can, for the next three years — or until a new American-built ferry is ready to go into service.

In any event, the Wickersham is stopping at all the Panhandle ferry ports for open house ceremonies on this "inaugural" voyage. And the folks in Southeastern are understandably excited.

Ferry Release Sought

ANCHORAGE, Alaska (AP) — A restraining order has been issued to force the Inland Boatmen's and International Seafarer's unions to release the state ferry Bartlett.

The Bartlett had been stalled four days by a union dispute at the port of Valdez when an Anchorage Superior Court issued the order Thursday.

Assistant Atty. Gen. John Reeder said the order would be served Thursday night or Friday morning on members of the two unions.

The Bartlett, with cargo and a dozen or so passengers was scheduled to leave Valdez Monday when stevedores from the International Seafarer's Union set up a picket line, demanding sole jurisdiction over dockside

activities. Bartlett deckhands, represented by the IBU, refused to cross the picket lines.

The ferry was bound for Cordova, its home base.

Reeder said the 10-day restraining order would bar both labor groups from picketing and refusing to release the ferry's lines.

The state "maintains that the need for the citizens of Cordova to have the service of a ferry is paramount, pending a determination of the rights of the unions," Reeder said.

A hearing was set April 3 in Anchorage on a request for a preliminary injunction to continue the restraining order until a hearing can be held on the merits of the union arguments, Reeder said.

FERRY RUN STOPS

The M-V Bartlett due to leave Valdez on Tuesday this week is still being picketed by longshore members who want to tend the lines at docking and sailings. Crewmen on the Bartlett are bound to respect the picket line, so there things are at a standstill. We hear that meetings are being held in Anchorage to resolve the difficulty, but up to press time today without results. There will be NO sailing today — tomorrow perhaps, but with no assurance.

Valdez, Alaska, March 23, 1972 - In an action started last Thursday, March 16, the U.I.W. N.A. Longshoremen, Valdez Unit, have instituted a protest regarding the tie-up procedures being employed during the docking of the M/V E.L. Bartlett.

The State ferry, serving the communities of Valdez and Cordova, arrived in Valdez last Thursday on its run from Cordova to be met by protest signs carried by local longshoremen forming an informational picket line.

The longshoremen feel the State of Alaska should meet the same requirements which any other vessel docking in the Port of Valdez is required to meet.

Their protests are mainly concerned with sub-standard wages and safety standards. The

union has established certain criteria which are based upon safe conditions of work and a just payment for that work. The concern is that the State is not maintaining like standards.

The ferry tie-up at Valdez is being handled by one part-time employee, according to reports received from other sources and this one man secures the lines as they are put ashore from the vessel.

The Bartlett returned to Cordova on its week-end run but upon returning to Valdez on Monday and finding the informational picket line still in place, union members aboard the vessel have declined to leave the port.

The vessel did not make its mid-week run but an unofficial report is that it will depart on Friday Morning as scheduled.

Seattle Alaska Future Great



Seattle is destined to move back big into Alaska ocean passenger service. And, take it from Alaska Ferries' director, Capt. H. J. (Red) Lockert, that's good news for Alaska and Puget Sound both.

The new \$20 million boat that the Lockheed yard is building for the ferry system is designed to sail year-round out of Seattle, Lockert tells us. Alaska is counting on Seattle to generate solid hordes of tourists for this run up the Inside Passage to Southeast Alaska and thence via other transportation through Haines, to the rest of the 49th state. The \$20 million ship that Alaska is building as a successor to the Wickersham will be 418 feet long, with 324 stateroom berths and total capacity for 1,000 passengers and 184 standard automobiles.

OFF SUCCESS of the Seattle run so far, Alaska is counting on Seattle for big things with the new ship, Lockert says. "Blue boats" of the Malaspina class have berths now for 100 passengers apiece. In the summertime, they've been leaving Seattle with all berths full and another 200 or so passengers sleeping in the lounges. Lockert's optimistic, too, about the money side of the operation. "The Seattle run never has lost a dollar," he reminds us. "The rest of the system, to put it mildly, does not operate at a profit."

IT WILL BE TWO YEARS before the Wickersham's successor is ready for business. But Seattle doesn't have to wait that long for a passenger boost. The stretched-out Malaspina will go on the Seattle run in early June. Lockert hopes the Malaspina will be ready for service by the first of June, though he's playing it cautious and not accepting reservations yet for her extra capacity until the voyage of June 23. The Malaspina's 56-foot, \$6 million stretch-out will almost triple her stateroom capacity. She has had berths for 100. The new Malaspina will have berths for 284 passengers, total space for 750, including passengers who don't demand beds for space for 135 vehicles.

Beyond her extra space, Lockert and naval architect Phil Spaulding are excited about the sort of service the Malaspina will give customers. Her cabins, they say, will be even finer than average staterooms aboard the Wickersham.

THE WICKERSHAM, incidentally, will be departing Seattle at a more civilized hour from now on. In the past she's sailed during the wee hours in order to load passengers at Vancouver the next morning. With Vancouver off her schedule, Lockert says, the ship from now on will depart Seattle at 9 a.m. on Tuesdays. She'll follow that schedule through her May 29 departure. After that, the Wickersham will go back on her summer schedule, stubbing off her southbound run at Prince Rupert, B.C.

That will set Seattle back temporarily to one Alaska ferry voyage a week, by one of the Malaspina class boats sailing every Friday afternoon at 5 from the Seattle Terminal at Pier 48.

LOCKERT ISN'T SURE WHEN, or whether, he'll be able to put the Malaspina's two sisters into a yard for stretch-out jobs like hers. More stretch-outs were on the original docket, but the ferry system is running out of construction cash. Between \$20 million for the new flagship, \$6 million for the Malaspina stretch and another \$6 million for a 235-foot boat the state is building in Wisconsin, Alaska's ferryboat till will be empty. Even at that, the ferry system is counting on millions from the sale of the Wickersham to clean up those bills. But Lockert says:

"Today we have \$40 million in floating equipment. Two years from now we'll have \$80 million."

AND THE WICKERSHAM? Will she go from flagship of the Alaska Ferries fleet to unwanted stepchild, headed for the scrapheap? Unlikely, people tell us. The Wickersham will be a good ship for somebody. The Port of Seattle's Alaska representative Dick Berg tells us:

"The Canadian Pacific Line should take a look at her. With the Wickersham's staterooms and public rooms, CPR could resurrect a very successful overnight Triangle Run between Seattle, Victoria and Vancouver, B.C."

That would be another boost for Puget Sound, which needs more passenger service to go with the boom in our cargo business.

WORDS COMPLICATE our worlds, too. Even letters. We're still trying to explain about a mysterious instrument box aboard the Alaska ferry Wickersham. We wrote, "Two ducts feed out of the box." It came out, "Two ducks feed out of the box."

Making the mystery box more mysterious than ever.



DON PAGE

Alaska—Pioneering Cruise Recalled

ABOARD THE MV WICKERSHAM — We're northbound this morning on a voyage we last took more than nine years ago — up the scenic Inside Passage to Ketchikan, Wrangell, Petersburg, Juneau and Skagway aboard an Alaska State ferry.

Last time we took this route was on the maiden voyage of the first ship in the Alaska Ferries fleet, the Malaspina, in January, 1963. That was a memorable, pioneering trip. Following engineers and Coast Guardmen about the ship as they checked her operation and tried to iron out her kinks. Enjoying the camaraderie of cold sandwiches in the dining room some nights when the galley wasn't producing per schedule. Listening to the hopes and dreams of Alaska officials — and the doubting fears of some practical North Pacific boatman.

HAPPILY — and remarkably, come to think of it — most of the hopes and dreams of those Alaska enthusiasts have come true, with modifications of course. Most of the worst fears of the doubters never happened.

The Alaska State Ferries system has expanded to a seven-ship fleet, and it's still growing. The Malaspina, herself, keeps expanding. She was a 352-foot ship when we rode her on that maiden trip north, with space aboard for 500 passengers but berths for only 36. The Malaspina and her sisters later were enlarged, in steps, to berth 100 passengers apiece. And right now the Malaspina is in a Columbia River yard for her most ambitious expansion project, including a transplant. She'll leave the yard a 408-footer, with space for 750 passengers, staterooms for 284 and cardeck space for 135 vehicles.

THE MALASPINA'S SISTERS, Matanuska and Taku, probably will get similar treatment later, though schedules aren't firm. The stretched-out Malaspina should be out of the yard in time to replace one of her sisters June 23 on the system's weekly runs, out of Seattle every Friday to ports of Southeast Alaska.

Cost of the Malaspina's stretch, incidentally, reflects our changing times. The \$6.3 million tab is almost twice what the Malaspina cost Alaska nine years ago, fresh out of the old Puget Sound Bridge & Dry Dock yard.

THAT WAS A TRIUMPHAL, hectic maiden voyage nine years ago. The Malaspina was months late coming out of the yard. Last-minute tinkering delayed her further, and it was late night before we finally sailed out

Dear Bud:

I'd like to know if there is a ferry that leaves Anchorage which you can ride with your auto to Seattle. If so, when does it run and what is the cost. I've been told two or three different stories but want it from someone who really knows.

L. K.

Dear LK:

Sorry, but there is no ferry that goes from Anchorage to Seattle. The closest that you can come is when the Tustumena goes in for its annual inspection. This is usually done in Seattle and it is usually done in February. The ferry is in operation between Seward and Kodiak during the rest of the year and it is capable of transporting automobiles.

Bud

B4 S Tues., April 4, 1972 Seattle Post-Intelligencer

of Elliott Bay on our way north. Like most new ships, the Malaspina had her bugs. The worst was a shiver that would hit her as she approached her 18-knot service speed. Seattle naval architect Phil Spaulding did some sweating over that shiver.

ALASKA GOVERNOR BILL EGAN had his bugs, too, and his shivers. Egan hacked his way north aboard the Malaspina with fevers and chills that developed into walking — or would this be sailing — pneumonia.

THE MALASPINA'S COURSE took her up narrow, winding, picturesque passages where we exchanged toots with southbound fishboats and towboats and respectful stares with a bald eagle perched atop a snag off Klenugget Inlet. Those passages set some mariners shaking their heads. "At speeds like this," they said, "the run could be dynamite. The ferry system will never keep up a fast, tight schedule like this, day in and night out, without casualties."

THOSE SHAKEDOWN TROUBLES all shook out, thank heavens!

Engineers corrected the Malaspina's shiver by some rearrangement of exhaust piping to the superchargers. Naval architect Spaulding still is the man behind the blueprints for the highly successful Alaska Ferries fleet.

THE BAD TROUBLES that some knowledgeable men forecast for fast Alaska ferries in restricted Inside Passage waters just never came true. Mishaps they had. A hull scraped on a rock. A dock banged around in landing. One of the Malaspina's sisters, the Taku, made a remarkable picture a few years ago, sitting up with her bow in the trees of an island just outside Prince Rupert.

But major, tragic accidents the Alaska ferries haven't had. They've held to their schedules in fog, rain, snow or sun, almost as reliable and safe as streetcars. A little safer, judging from recent Seattle experience, than monorail cars.

OUR SHIP TODAY is a symbol of Alaska State Ferries' survival and their development into the brave new fleet that's close to matching the dreams of men who pioneered them. We're riding the Alaska Ferries flagship, the MV Wickersham, on the first cruise she has ever been able to make, delivering passengers direct between Seattle and Alaska ports — or between any two Alaska ports, for that matter.

But more of that tomorrow.

Wickie Won't Handle Vehicles in Wrangell

It looked this week like the plush state ferry Wickersham will be serving foot traffic only at Wrangell.

Chamber of Commerce President Robert Wagoner said the stern-loading Wickersham will not be able to use the lo-

cal terminal's side-loading facilities for vehicles and that the extra dolphin needed so the ship can back in will cost approximately \$90,000.

"That means \$90,000 would have to be spent so the ferry can handle vehicles for a per-

iod of about two years," said Wagoner.

He said he and other local officials conferred with state Department of Public Works Commissioner George Easley recently when Easley visited town as a passenger on the

Wickersham and Easley was doubtful about the dolphin.

"He said finally that if the community of Wrangell would put up half of the money for the dolphin, the state would put up the other half," Wagoner said.

The chamber president said the dolphin needed to service the Wickersham would not be usable after the ship is replaced by a new U.S.-built ferry due to be on the run within two years. At that

point, the Wickersham, which is technically prohibited from carrying intra-state traffic because she is foreign-built, will be sold out of the ferry fleet.

The Wickersham is operating on an intra-state basis in the interim under a recently-passed federal waiver of the Jones Act, which prohibits foreign-built vessels from carrying traffic between United States ports.

All SE Alaska Ferries To Call?

BY DON PAGE
P-I Marine Writer

JUNEAU, Alaska — Alaska is eyeing the advisability of routing all its Southeast Alaska ferry trade through to Seattle instead of stubbing it off at Prince Rupert, B.C.

"Such a step is definitely under consideration," State Public Works Commissioner George Easley told us here. "I think it could make sense."

In the first five years of Alaska State Ferries operation, none of the vessels called regularly at Seattle.

However, success of service out of Seattle amazed the Alaskans when they experimented with it starting in late 1967. Today two of the four ferries in Southeast Alaska service call at Seattle in the off-season, and one of the four provides weekly service to Seattle the year round.

Alaska has commissioned two studies, Easley said, on the advisability of making Seattle the southern terminus of all its ferry voyages up the Inside Passage to Ketchikan, Juneau, Skagway and way points.

Any Alaska decision must balance the benefits of increased tourist traffic against frequency of interport calls in the 49th State.

Prince Rupert lies almost a day's sailing closer to Ketchikan than does Seattle. However, travelers to and from Prince Rupert must either traverse a long, sometimes difficult, road or make complicated connections via a Canadian ferry from the north tip of Vancouver Island.

Easley said yesterday:

"Half our passengers are tourists. It doesn't make sense that they'd rather drive up to Prince Rupert than take the ferry at Seattle."

The Public Works Department is eager to expand business in the off-peak season from October to May, Easley said. Patronage through Prince Rupert appears static, while the Seattle trade continues to grow. Also, he said, he is impressed with the fine State Ferries at Pier 48 by the Port of Seattle.

Any revision of schedules would not come until next year, Easley emphasized, even if the decision went Seattle's way.

Another official said, "Seattle would give us an All-American route, and that's where the traffic is." However, the official warned, extending all runs to Seattle would cut into the number of calls available to Southeast Alaska ports unless the state accompanied the shift with an increase in the size of its fleet.

Main Port Will Not Be Switched-Easley

Alaska Public Works Commissioner George Easley says the main southern terminus for the State Ferry System will not be switched from Prince Rupert, B.C., to Seattle.

Easley said Monday he had been misunderstood when it was reported in Seattle that Alaska might route all ferry traffic for Southeastern Alaska through Seattle.

"I was explaining," Easley said, "that Seattle is not the logical southern terminus except

Monday, April 10, 1972

Considers Ferry Port

State Sees Seattle
As Trade Terminus

JUNEAU (AP) — Alaska is considering routing all its southeast Alaska ferry trade through Seattle rather than Prince Rupert B.C., Public Works Commissioner George Easley says.

"Such a step is definitely under consideration," Easley said. "I think it could make sense."

Experiments into service out of Seattle began late in 1967 indicated such runs would be successful, he said.

Presently, two of the four ferries in Southeast Alaska service call at Seattle in the off season, and one of the four provides weekly service to Seattle the year around.

Alaska has commissioned two studies on the advisability of making Seattle the southern terminus of all its ferry voyages up the Inside passage to Ketchikan, Juneau, Skagway and other points, Easley said.

"Half our passengers are tourists," Easley said. "It doesn't make sense that they'd rather drive up to Prince Rupert than take the ferry at Seattle."

Anchorage Daily Times 3

Tuesday, April 11, 1972

Terminus Still B.C.

JUNEAU (AP) — Alaska Public Works Commissioner George Easley says the main southern terminus for the State Ferry System will not be switched from Prince Rupert, B.C., to Seattle.

Easley said Monday he had been misunderstood when it was reported in Seattle that Alaska might route all ferry traffic for Southeastern Alaska through Seattle.

"I was explaining," Easley said, "that Seattle is not the logical southern terminus except perhaps if we had only to be concerned with tourist traffic."

He said the state "must also maintain at a maximum the frequency of service for Alaskans between Southeastern ports.





Mushing North on the Wickersham

Marine

ABOARD THE MV WICKERSHAM — It's a voyage of sunshine and mists, far vistas and close-up shores, this 1,040-mile Alaska Ferries run up the Inside Passage from Seattle to Skagway. The Wickersham is pushing north with little more than the throb of her engines to remind us we're sailing the north Pacific Coast. But watching a southbound fishboat dig her nose into white water at the entrance to Seymour Narrows reminded us that waters must be rougher than motion showed aboard our 363-foot ship.

"That fishboat is bucking an ebbtide," Capt. Herb Storey told us. "This narrows doesn't really get rough until you hit a flood tide. Coming south on a flood last trip, we were making 30 knots through here." The Wickersham was logging her 20½ knot cruising speed, Storey explained, and the tide was giving her an extra 11-knot shove.

"SHE'S A GOOD SHIP," Mate Larry House chimed in. "They'll never make one that handles better than this."

Chief Engineer Pete Monsaas gestured below. "They've got some pretty fine Swedish machinery down there," Monsaas said. "The trouble is, finding time to work on it. In the summertime we're running her 2½ months practically steady."

THE WICKERSHAM showed her heels to the Canadian ferry City of Prince Rupert late the first day out. The City of Prince Rupert ties in with Alaska Ferries on her run from the north end of Vancouver Island to Prince Rupert. In fact, it was when a crackup put the City of Prince Rupert out of action a few years ago that Alaskans realized they had to run their own ferryboat link with Seattle.

On this run we crept up on the Canadian boat, also northbound, and caught her near the entrance to Queen Charlotte Sound. We didn't pass her like a freight train passing a tramp. She looked clean and sharp as we drew alongside, but she couldn't match the Wickersham's power and we walked on by.

ANOTHER ENCOUNTER stirred philosophy from an Alaska passenger. A little Red Stack tug with two tandem railbarges in tow. The Alaskan leaned on the rail, watching the two. "There you see it," he said. "One tug with eight men aboard, hauling two huge barges with 120 railcars full of cargo along at 12 knots. That's what happened to Alaska Steam."

THE 52 CREWMEN OF the Wickersham are aristocrats, after a fashion, of the sealanes. The crews trade off, work one week on and one week off. For that, even a utility man, who does jobs like washing dishes, will earn \$800 a month. Not so much as it sounds for high-cost Alaska, where, a crewman tells us, he will pay 39 cents in Juneau for a head of lettuce he can pick up for 19 at Seattle's Pike Place Market.

But still good. All crewmen have to be Alaska residents. Some are Alaska-born. Some born in Alaska's South-48 "suburb" of Seattle. Once a man lands a job aboard one of these ferries, they tell us, he practically "homesteads" on it.

IF YOU THINK Seattle has had a tough winter, by the way, muse upon Juneau — capital of Alaska, in southeastern. They just strolled over every fence in town, on top of the snow. And when some of our shipmates went to the Juneau Airport Thursday night to grab a plane to Seattle, it was snowing some more.

Almost enough to make a person want to leave Alaska. Almost, but not quite.

TALKING ABOUT DOGS. Visiting hours are three times a day aboard the Wickersham. Pets stay in their owners' cars, trucks or trailers on the cardeck below. The ferry system has had to rule the cardeck off-limits to passengers. The fire danger was too great from camper and trailer dwellers who wouldn't leave their kitchen stoves turned off. But three times a day the Wickersham declares cardeck-visiting breaks. Owners head below. Pull their pets out of the cars and give them a run. Number of pets aboard — poodles, terriers, a perky little brown sausage that its mistress says is a miniature Schnitzer and, fittingly for an Alaska ferry, one huge, beautiful husky.

When we passed by, the husky was watching amiably while a deckhand lectured his owner about his (the dogs) toilet habits.

You can forget international problems on a cruise like this. Also things like smog and freeway traffic. But even out here, cruising up some of the cleanest, loveliest waters in the world, you can't get away from that great American problem — what to do about dogs.

Easley against break for elderly on ferries

JUNEAU (AP)—Fare reductions for elderly persons using state ferries would "create a privileged class at the expense of all the citizenry," a state official says.

George Easley, public works commissioner, made the statement before a House committee in arguing against half fares for the elderly.

Under the proposed resolution, special rates would be applied for retired Alaskans who would travel on a space availability basis on the marine highway system and commercial airlines.

Easley called "a fallacy" the concept that travelers moving

in a space availability basis cost nothing to maintain.

He said the resolution did not define whether the special rates applied to passage only.



The Officers and Directors
of

Todd Shipyards Corporation

cordially invite you to attend the

launching ceremony of the

Washington State Ferry

M. V. Spokane

at four forty-five o'clock Friday afternoon

April fourteenth

nineteen hundred and seventy-two

at the Seattle Division

1801 Sixteenth Avenue Southwest

Seattle, Washington

Carol Stearns

Sponsor

The M. V. Walla Walla keel laying ceremony

will take place immediately following the

launching of the

M. V. Spokane

THE LISTENER



Apparently there will not be a special ferry scheduled for the Southeast Democratic Convention May 5, 6, and 7. Ferries depart from Juneau for Sitka the 2nd, and 9th, but none during convention days. Because of the Spring tourist influx, and the Malispina in dry dock, a special run was not possible. Rumor has it many of the Ad Hoc delegates were going to use the ferry for transportation, and camp out in rented halls in Sitka. However, some of the delegates may be able to catch a South-bound ferry to Petersburg, and then a North-bound ferry to Sitka. In any event, Sitka will be a very busy place during the first week.

STATE OF ALASKA

WILLIAM A. EGAN, GOVERNOR

DEPARTMENT OF PUBLIC WORKS

OFFICE OF THE COMMISSIONER / POUCH Z — JUNEAU 99801

April 12, 1972

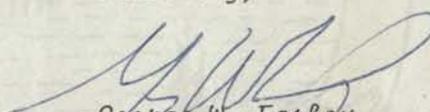
Herbert J. Lockert
Director
Division of Marine Transportation
Pouch R
Juneau, Alaska

Dear Captain Lockert:

My sincere thank you for your efforts in making the inaugural voyage of the M/V WICKERSHAM an excellent and rewarding trip. The warm personal attention you gave to every detail is very much appreciated. I am confident we will reap many benefits from the public good will generated on this trip. You have no doubt received as many compliments and gratifying comments as I have on the outstanding performance of all concerned.

Congratulations and thank you for a job well done!

Sincerely,


George W. Easley
Commissioner

TELEGRAM FROM GOVERNOR EGAN ON WICKERSHAM FERRY

THE HONORABLE MIKE GRAVEL, UNITED STATES SENATE

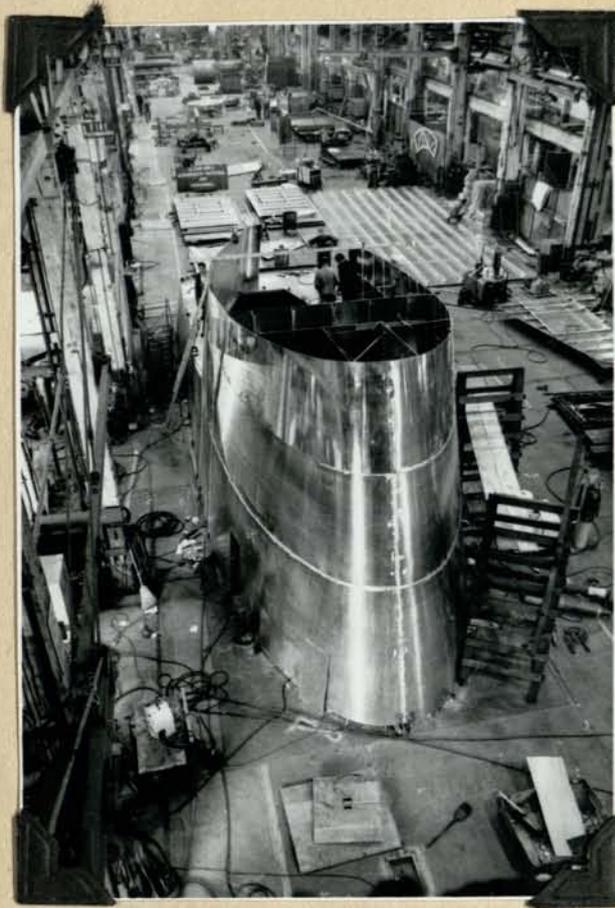
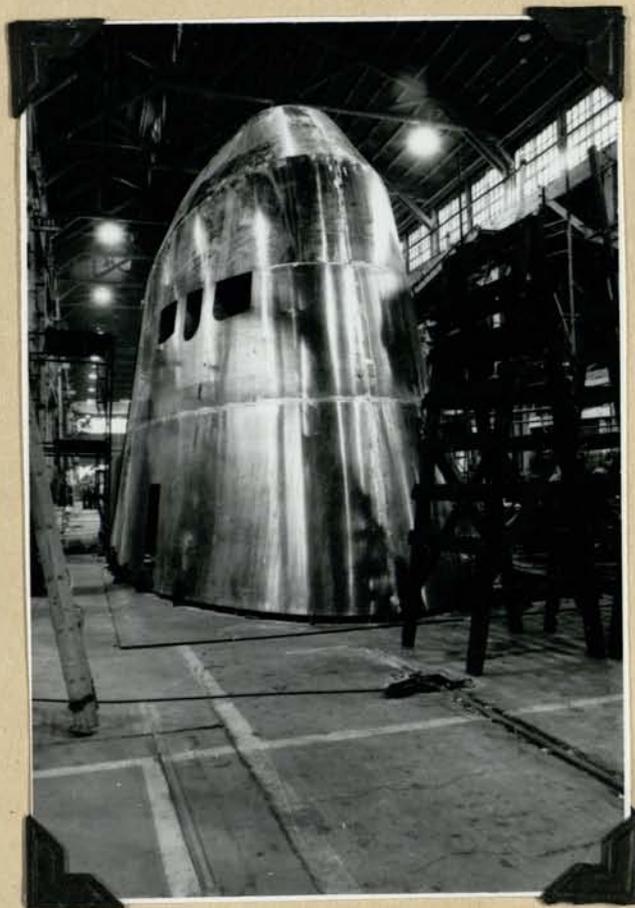
I CANNOT TELL YOU HOW PLEASED I WAS THIS MORNING TO LEARN THAT THE UNITED STATES CONGRESS HAS APPROVED THE WICKERSHAM WAIVER BILL AND HAS FORWARDED IT TO THE PRESIDENT FOR HIS SIGNATURE. THIS FINAL APPROVAL CAME AS A DIRECT RESULT OF YOUR PERSONAL EFFORTS ON BEHALF OF THE STATE OF ALASKA. YOU HAVE MY SINCERE APPRECIATION AS WELL AS THE APPRECIATION OF ALL ALASKANS WHO WILL NOW BE ABLE TO TRAVEL FREELY ABOARD THE VESSEL WITHOUT RESTRICTIONS. CONGRATULATIONS ON A JOB WELL DONE.

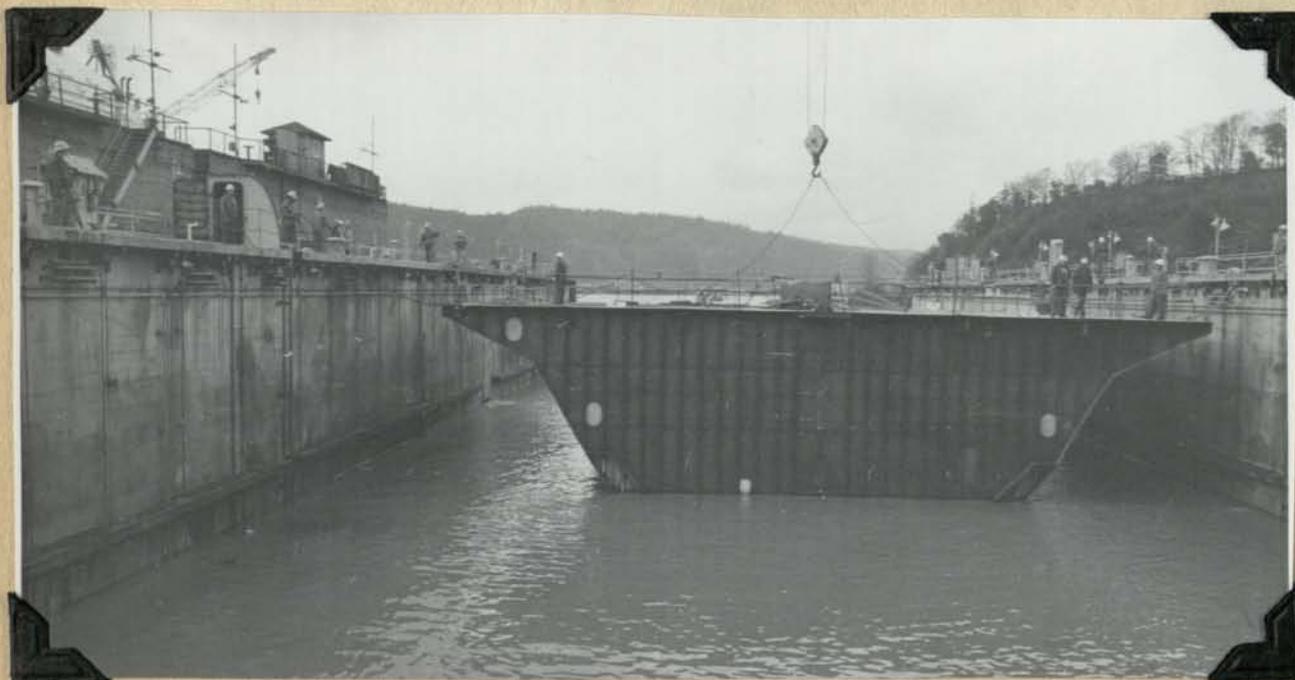
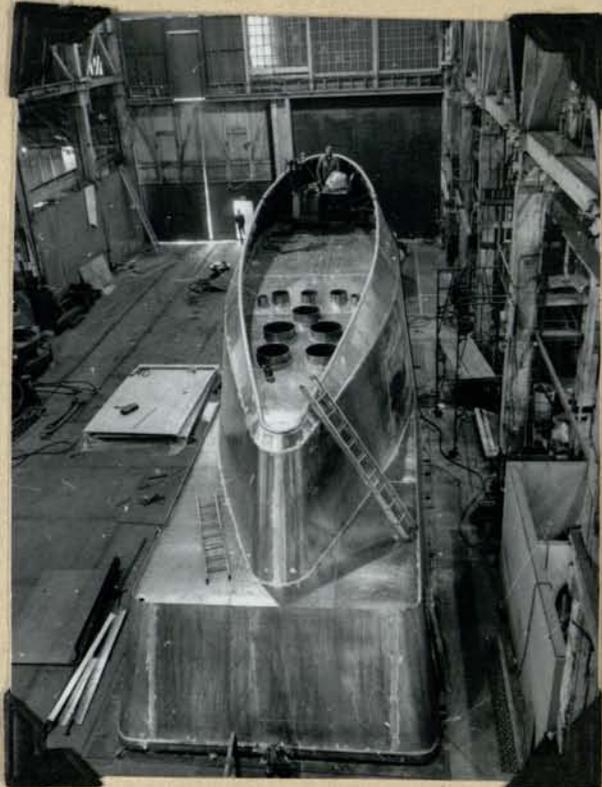
WILLIAM A. EGAN GOVERNOR OF ALASKA

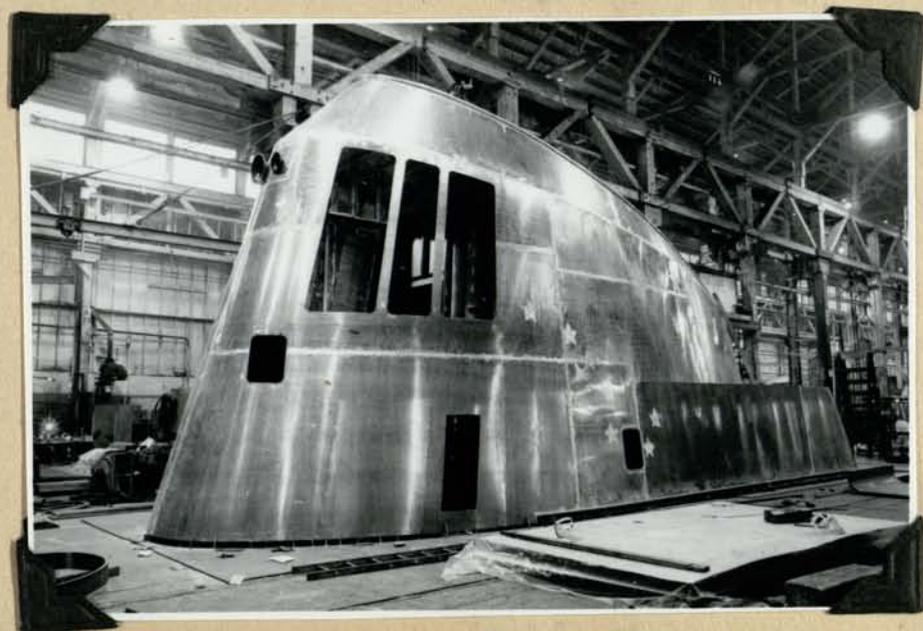
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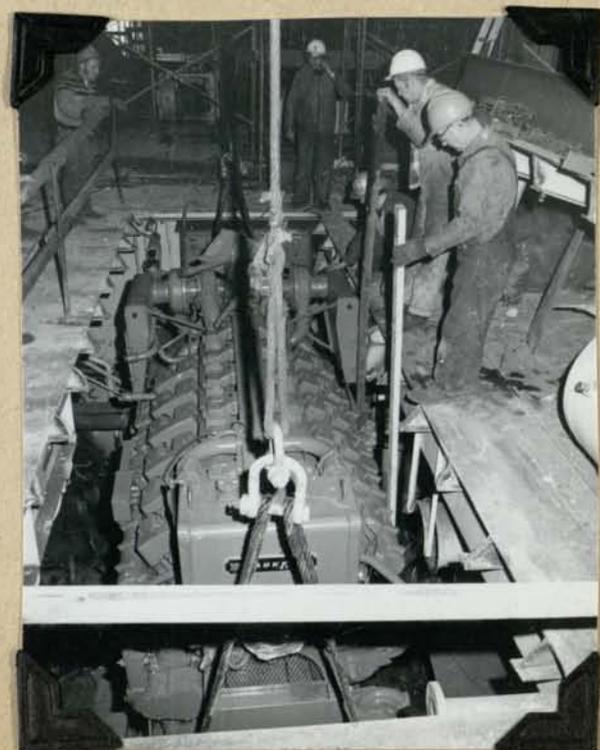
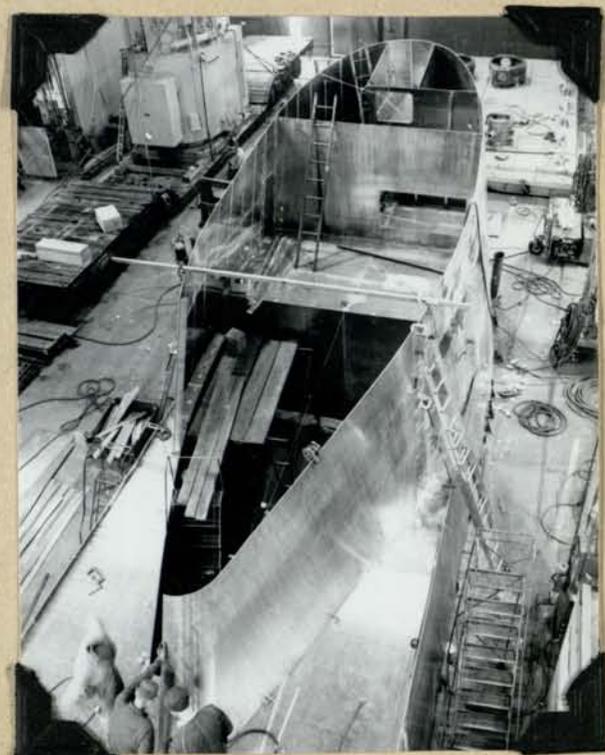
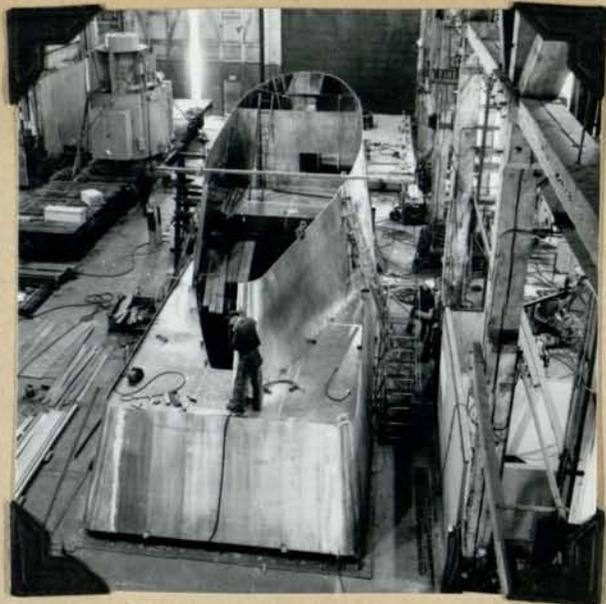
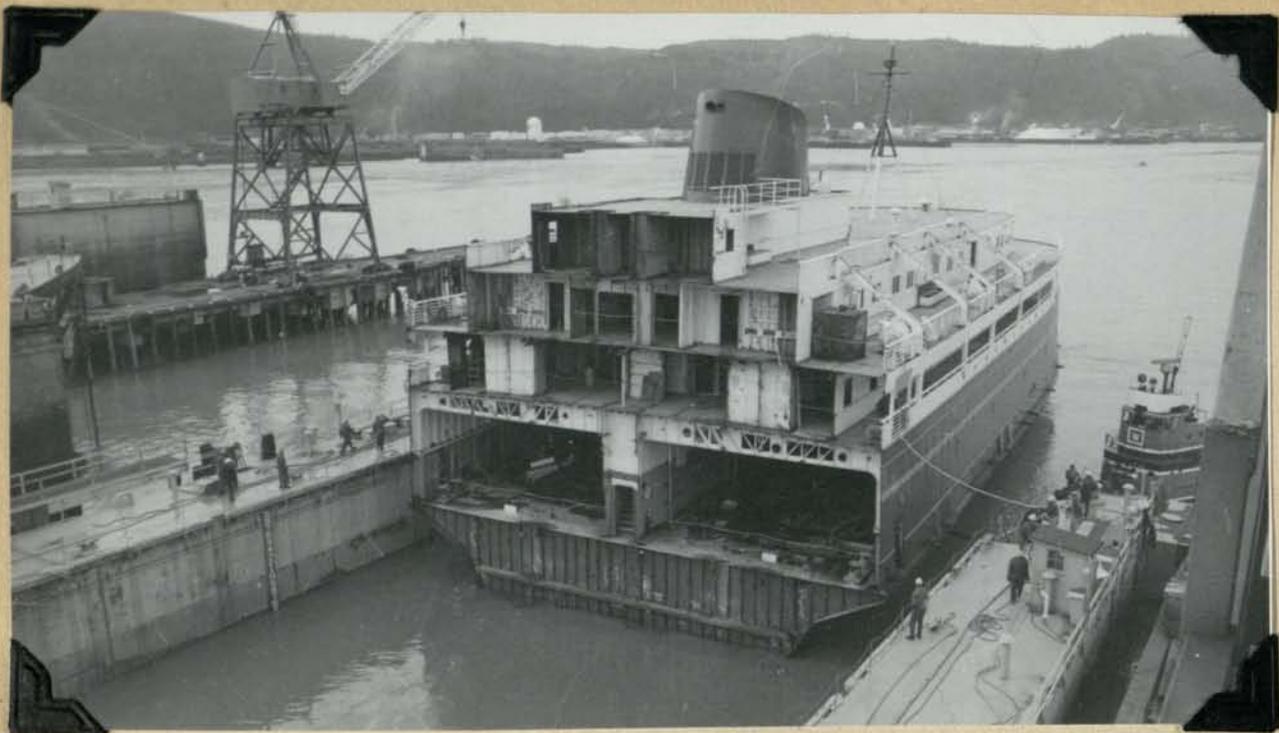
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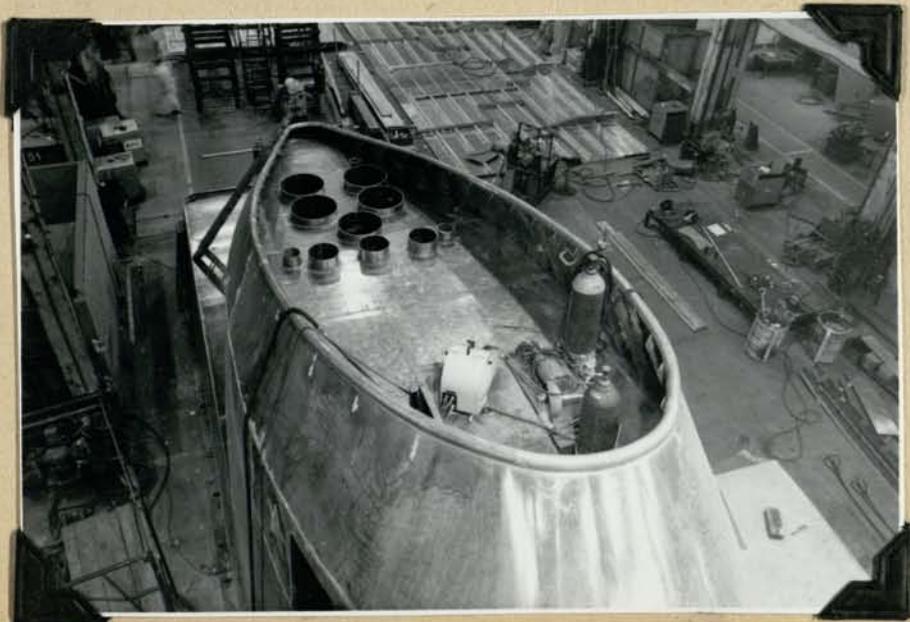
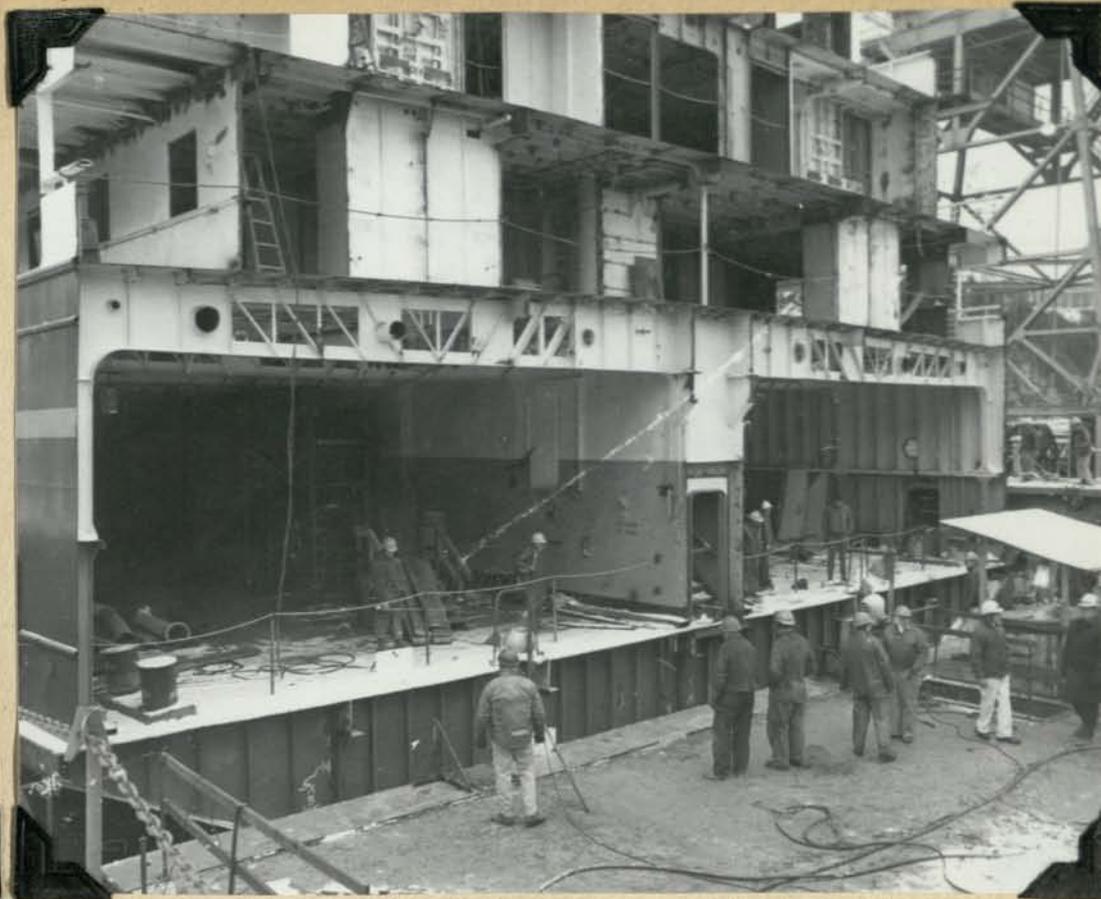
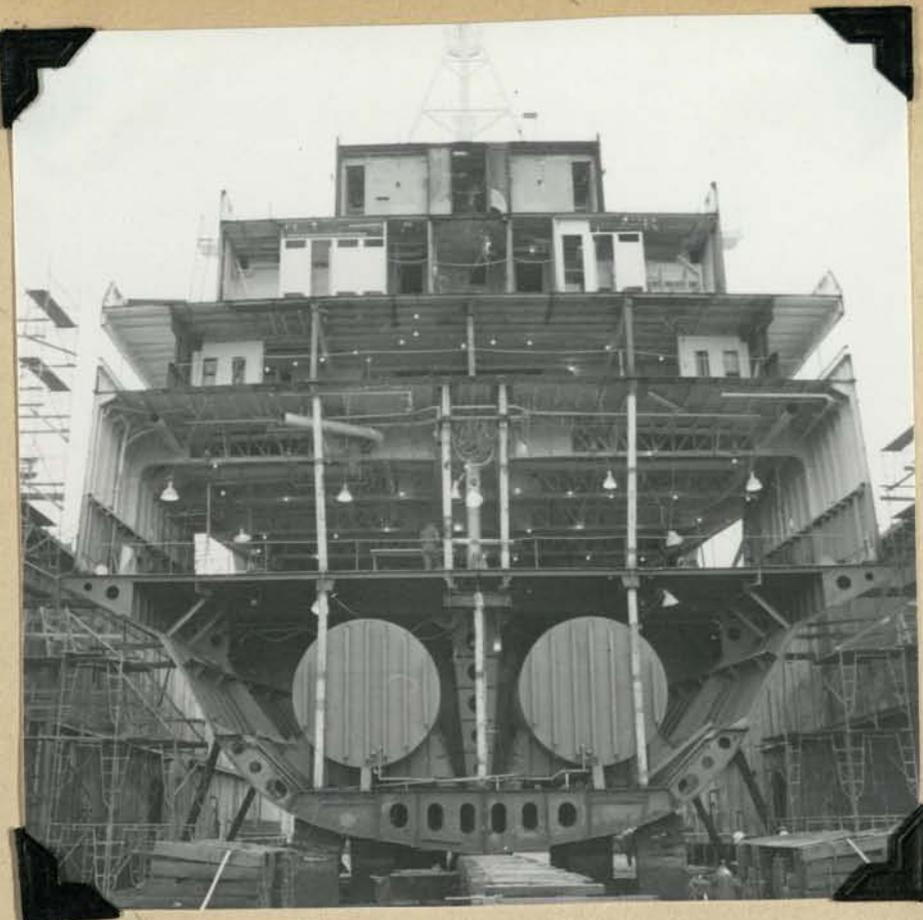
DIVISION OF
MARINE TRANSPORTATION











ALASKA SIGNS CONTRACT FOR CONSTRUCTION OF 'FLAG' FERRY

Officials of the Alaskan Department of Public Works and Lockheed Shipbuilding and Construction Company today signed a \$19,513,599 contract for construction of a 418 foot ocean going ferry. Alaska's Division of Marine Transportation expects to put the ferry into service on its Alaskan Marine Highway System early in 1974.

Commissioner George Easley, who signed for Alaska, said that it is the largest contract ever awarded by the department. The ship — largest commercial passenger ship to be built on Puget Sound — will be constructed at Lockheed's Harbor Island shipyard.

Martin L. Ingwersen, executive vice president — operations, signed the contract for Lockheed. The contract signing took place in the offices of Nickum & Spaulding Associates, Inc., Seattle marine architectural firm that designed the new "flag" ferry for the Alaskan fleet.

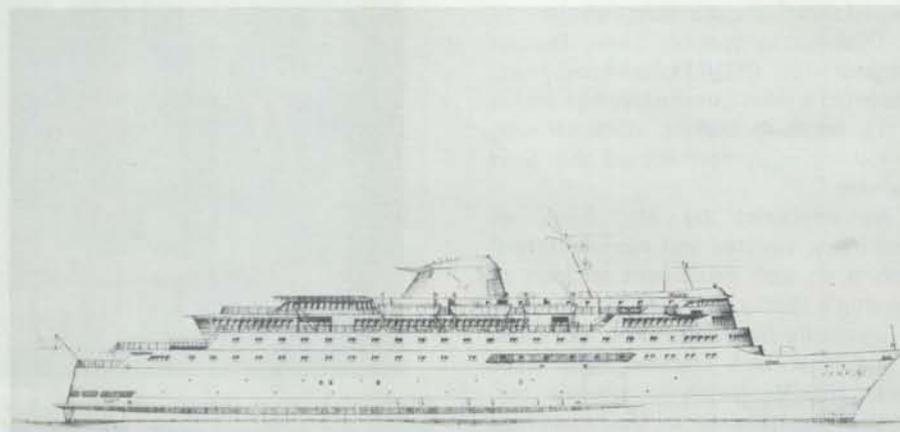
FACTORY BUILT ROOMS FOR FERRY MALASPINA

PORTLAND — Factory-built staterooms for ships is the newest wrinkle and the Alaskan ferry Malaspina is getting them.

Two Seattle firms, Fentron Highway Products, Inc., and Modules International, Inc., subcontractors to Willamette Iron & Steel Co., are building and installing 86 brand-new staterooms complete on the Malaspina, which WISCO is lengthening and refurbishing under a \$6.3 million contract with the Alaska State Ferry System.

The patented staterooms have prefabricated walls, floors and ceilings, bathroom units with built-in showers, clothes closets, dressing tables, and two or four bunks. They are fireproofed, pre-wired and pre-plumbed. It takes about 30 minutes to set each in place.

The two firms built some of the parts in Seattle but are pre-assembling the units at Swan Island. They plan to extend this concept to other Alaska ferries as well as tankers and freighters under construction.



CONTRACT SIGNING — Officials of the Alaska State Department of Public Works and Lockheed Shipbuilding and Construction Company met Feb. 4 in the Seattle offices of Nickum & Spaulding Associates, marine architects, to sign a \$19,513,599 contract for the 385 foot lwl ferry Lockheed will build for the Alaskan Division of Marine Transportation. Seated, left to right, are Martin L. Ingwersen, executive vice president — operations, Lockheed Shipbuilding; George Easley, public works commissioner; and Captain H. J. Lockert, director of marine transportation. Standing are principals of the firm that designed the ferry, Philip F. Spaulding, left, and George C. Nickum.

FERRY WICKERSHAM GETS NEW LEASE ON LIFE



SEATTLE — A new lease on life, due in part to the efforts of Seattle Port Commissioner Capt. Merle Adlum, the Alaska State ferry Wickersham has been granted temporary permission to carry passengers between American ports, even though she is foreign built. The classy ferry, by an act of Congress and a sidestep to the Jones Act will be granted the permission for three years by which time a new ferry will probably replace her or she will be retained for further service with an extension of the recent act. Photo by Melvin L. Fredeen, Seattle marine photographer. The ferry was drydocked at the Todd yard in Seattle recently.

The ship will be twin screw, twin rudder, diesel powered ship designed to carry passengers and vehicles. Overall length will be 418 feet and 385 feet at the design load waterline. It will have a beam of 85 feet, a draft of 16 feet, and a service speed of 21 knots.

The ferry will carry 1000 passengers with berths for 324 and a crew of 80. It will accommodate 184 standard sized American automobiles. Later addition of portable ramps would increase vehicle capacity to 226 automobiles.

The ferry will be the largest of nine operated by the Alaska Division of Marine Transportation, the most extensive passenger carrying fleet operated in the U.S.

A solarium to be installed on the sun deck will provide a sheltered, panoramic viewing area. Boat deck facilities include an observation lounge, cocktail lounge, cafeteria, and dining saloon. Lounge, officers' and crews' messes, and state-rooms are among facilities planned for the mezzanine deck with provisions for later installation of a hospital, gift shop, and beauty salon.

Vehicle stowage will be on the main deck with some stowage available on the upper deck. The second deck will contain such facilities as laundry and crews' quarters.

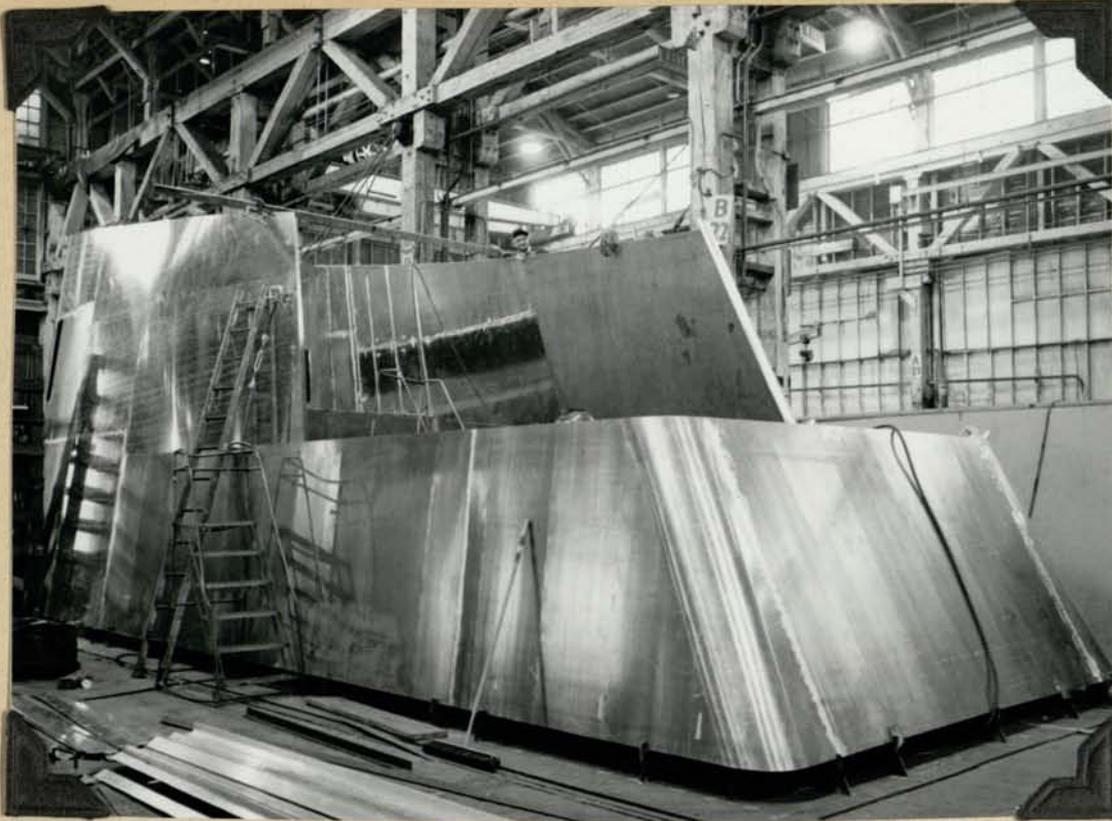
Crewmen will live in private or semi-private staterooms and ship plans include crew recreation rooms. All passenger staterooms will be equipped with private baths.

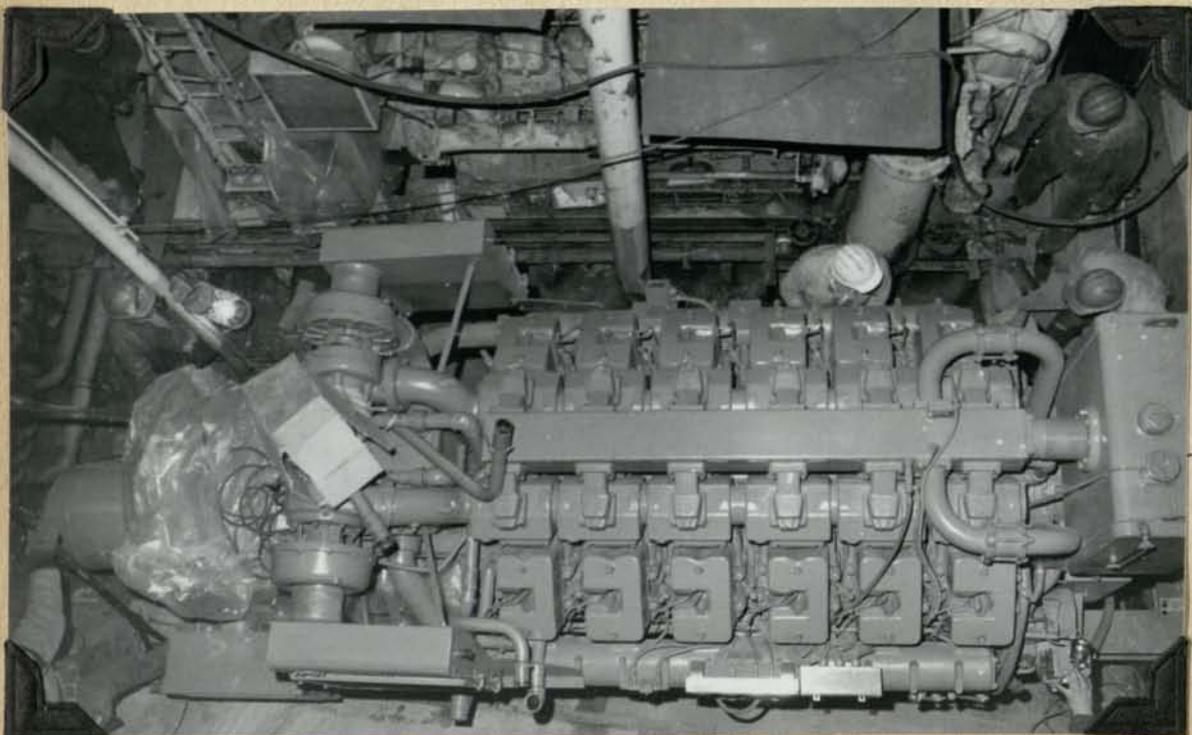
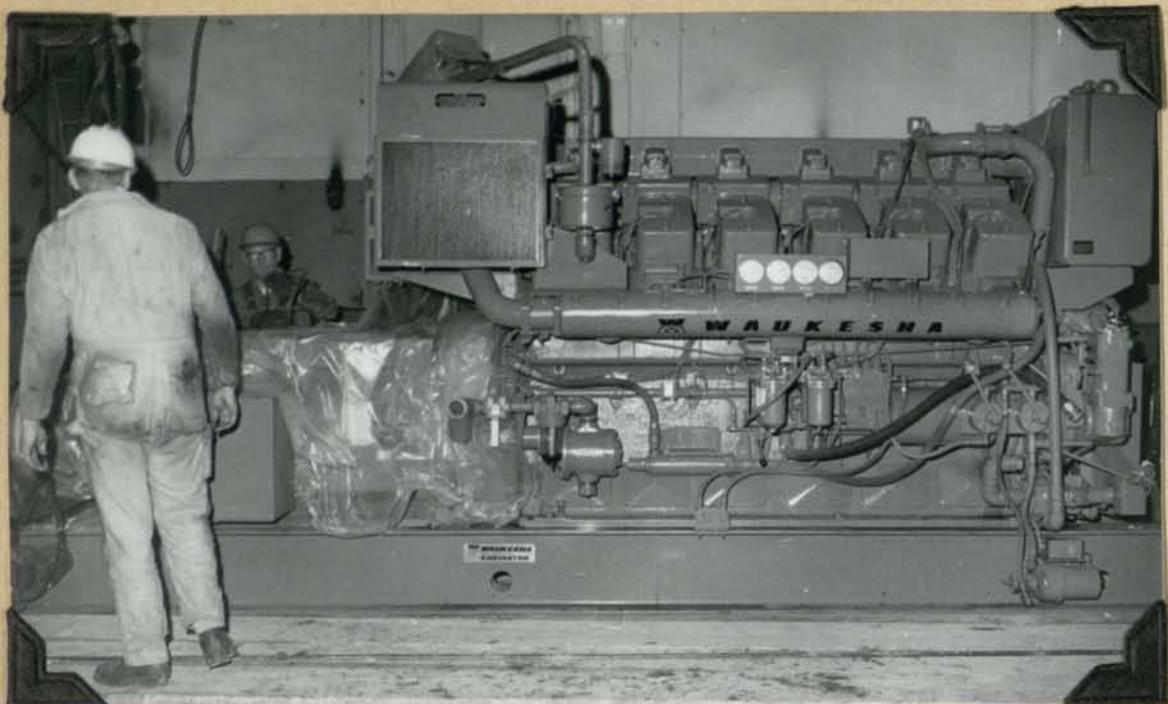
Two 9000 shp diesels will drive two controllable pitch propellers through reduction gears. Normal electrical power will be supplied by three diesel generators with additional provisions for emergency and stand-by power supplies.

The ship will be equipped with modern navigation and communications systems including single-sideband radio telephones, VHF-FM radio telephones, two radar systems, depth sounders, and a ship's entertainment and loudspeaker system piped throughout the ship.

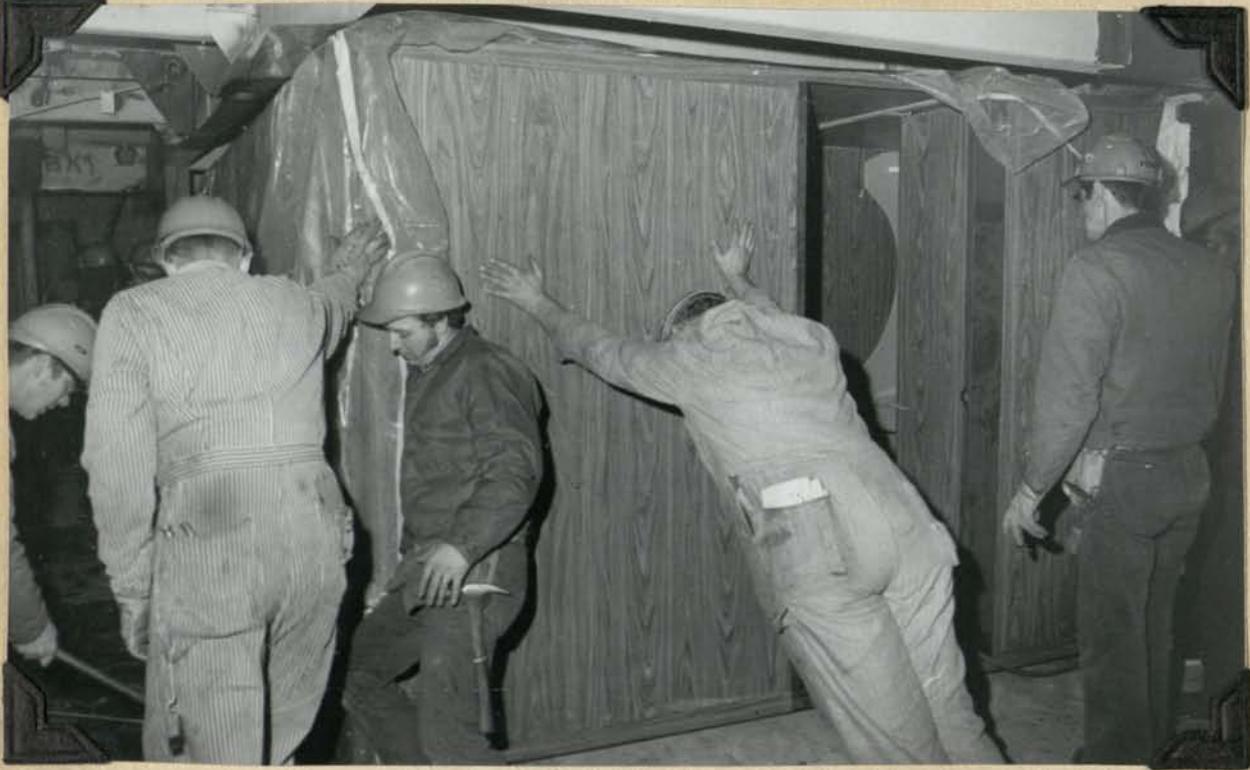
Lockheed expects to lay keel for the ferry on its Shipway No. 3 following launch of a 640 foot, 28,000 dwt bulk carrier in August.

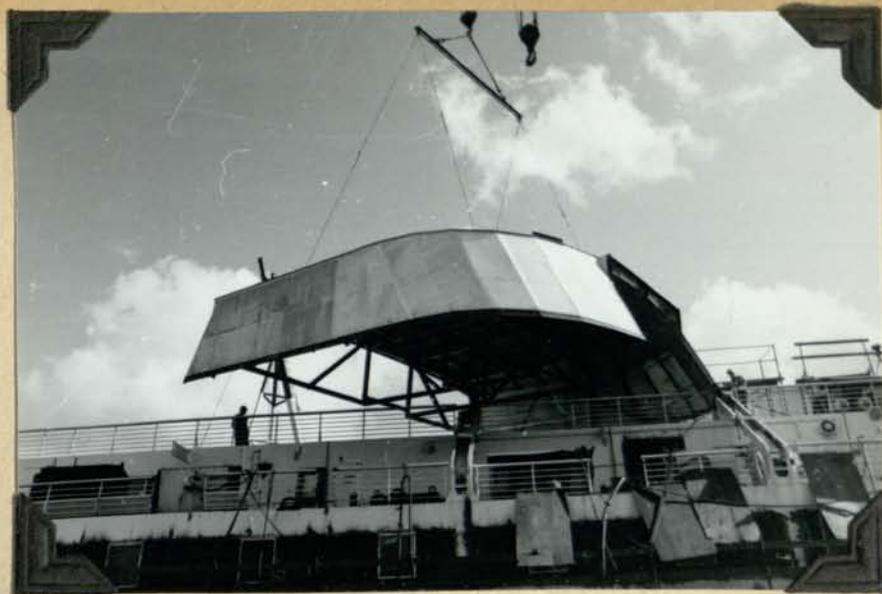
The ferry contract was the third new ship award for the Lockheed yards in the last six months. The \$15 million bulk carrier being built for Bankers Trust Company of New York for long-term time charter use by the California and Hawaiian Sugar Company is already under construction. Shop and slab work on the \$52 million, 12,000 ton WAGB-10 Coast Icebreaker will begin later this month.











First Illegal Entry Case Here for Ferry

City police apprehended a young man who had deliberately driven off the ferry Wickersham without checking through U.S. Customs and turned him over to customs officers at 9:30 Wednesday night.

A civil charge of failure to report to customs was filed against him, state troopers who assisted in the search, said today.

Ketchikan customs officer Floyd Montgomery said this was the first instance in Ketchikan of illegal entry from the ferry.

The man's vehicle was searched for contraband by state police. He was then released. He reportedly is a resident of Ketchikan.

Customs would not release the name of the man. Montgomery explained that the customs district director in Anchorage

will determine whether or not to take further action against him.

Troopers said on a civil charge of this nature, customs is empowered to fine for failure to report and if the man wishes to appeal, the case then goes to court.

Dear Wavemaker;

I looked in the phone book under Alaska, state of, for the ferry system, tried just plain marine highway system and couldn't find it there either. Can't the state find the money to list it somewhere correctly or in several places?

When I finally found it under ferry system, I called long distance from Craig to the Ketchikan terminal and got a recording, which of course, didn't answer my question about future scheduling.

Fortunately the RCA long distance operator was helpful and suggested I call Alaska World Travel where I finally found out how and when I was going to travel to the class A basketball tournament in Juneau.

Why can't the state put a number on its recorded message to tell callers where to phone if he hasn't received an answer to his question on the recording? If Alaska World is the answer for us, they should get paid for it.

LH
Craig

Dear LH:

The man at the ferry terminal says to please realize that the phone rings 24 hours a day. If a ship is in, they put the phone on the recording. Also, there are no vessels in on Tuesdays and Saturdays, and Tuesday is the office's day off.

However, they say if you call during regular office hours, the phone will be answered unless a ferry is actually in.

Also, the man said you apparently have an old phone book because in the new book the ferries are listed under ferry system and under Alaska, state of, Public Works, Marine Transportation.

We know, because we couldn't find it either at first.

Wavemaker

Chilkat To Begin Summer Schedule

Captain H.J. Lockert today announced that the M-V Chilkat will begin its summer schedule Friday, leaving Auke Bay at 2 p.m. and arriving at Hoonah at 7 p.m. The ship will leave Hoonah at 7:30 p.m., arriving back at Auke Bay at 12:30 a.m. Saturday. The Chilkat will make a similar trip on Sunday.

The schedule for the Chilkat, Lockert said, will be available a month in advance. Information and schedules can be obtained at our downtown ferry office on Seward or by calling 586-3405.



Dear Wavemaker;

I am a crew member on the state ferries and disturbed with the customs office in Ketchikan. In my opinion, their treatment of the crews shows a lack of good judgment.

Why is it necessary for them to check through crew luggage on crew change days when at the same time the auto traffic leaves the vessel without a search? Are they looking for something only crew members can carry ashore? Why doesn't Juneau check crew luggage?

Sometimes families wait for us for 30 minutes while we go through the line. Why this obviously unnecessary treatment of Ketchikan residents?

No Initials, Please

Dear NIP:

We referred this question to Ketchikan customs in mid-January and they sent it up to Anchorage customs for official answer. This didn't come so we called the Anchorage office.

The head man there told us that they were short on personnel and that delayed an answer. He also said the questions are almost impossible to answer. After listening to his explanation, we're inclined to agree with him.

If you're on the Wickersham, he says, you'd have a different set of regulations because of the Jones Act. If you came up on the Wick from Seattle, everyone would have to be checked at each point of arrival in Alaska. The auto traffic wouldn't have to be checked in the winter season because you don't go through Prince Rupert. In the summer you go through Prince Rupert and auto traffic would be checked. Or something like that.

Anyway, what he tried to get across was that anyone already pre-cleared in Rupert doesn't have to go through it in Ketchikan except for the crew which isn't checked while they're about their business of loading passengers.

On the other vessel it's easier. Everybody's pre-cleared out of Rupert.

That's the best we could do.

Wavemaker.







Wickersham Greeted

A large contingent of Ketchikan residents greeted the state ferry Wickersham Wednesday noon when it arrived in Ketchikan on its first trip since granted a waiver on Jones Act. The waiver allows the ship to carry passengers between U.S. ports. For this trip, the Wickersham had 150 passengers out of Seattle. No stops were made at Vancouver or Prince Rupert, B.C., where the vessel has called on previous north-bound trips and taken on smaller passenger loads.

The Ketchikan Yacht Club and the fire boat greeted the Wicky as it steamed up the Narrows. A Temsco helicopter flew over the ship with a U.S. flag.

Mayor Bill Hamilton, Borough Chairman Karl Steward and chamber of commerce President A. Fred Miller and other community leaders greeted Capt. Herbert Storey when the ship arrived at the terminal.

During the open house all afternoon, hundreds of residents inspected the ship during an open house.

Commissioner of Public Works George Easley, Commissioner of Commerce Ken Kadow and their wives flew down from Juneau to represent the state at open houses at Ketchikan and later at Wrangell.

Capt. H.J. Lockert and Mrs. Lockert were passengers from Seattle on the ship. Also coming from Seattle was Capt. Merle Adlum, Seattle port commissioner and head of the inland boatmen's union; Dick Berg, Port of Seattle; Bob Fletcher, Port of Seattle; Pete DeBoer, Seattle Chamber of Commerce and Standard Oil; and Don Page, marine editor for the Seattle P-I.



Calendar No. 655

92D CONGRESS
2D SESSION

H. R. 10834

IN THE SENATE OF THE UNITED STATES

MARCH 7, 1972

Read twice and ordered to be placed on the calendar

AN ACT

Authorizing the State of Alaska to operate a passenger vessel of foreign registry between ports in Alaska, and between ports in Alaska and ports in the State of Washington, for a limited period of time.

- 1 *Be it enacted by the Senate and House of Representa-*
- 2 *tives of the United States of America in Congress assembled,*
- 3 That, notwithstanding the provisions of law of the United
- 4 States restricting to vessels of the United States the trans-
- 5 portation of passengers and merchandise directly or indirectly
- 6 from any port in the United States to another port of the
- 7 United States, passengers (and their personal effects and
- 8 their private vehicles) and vehicles engaged in the trans-
- 9 portation of passengers but not merchandise may be trans-

II

ALLEN J. ELLENDER, LA., CHAIRMAN
 JOHN L. MCCLELLAN, ARK.
 WARREN G. MAGNUSON, WASH.
 JOHN C. STENNIS, MISS.
 JOHN O. PASTORE, R.I.
 ALAN BIBLE, NEV.
 ROBERT C. BYRD, W. VA.
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 MIKE MANSFIELD, MONT.
 WILLIAM PROXMIRE, WIS.
 JOSEPH M. MONTOYA, N. MEX.
 DANIEL K. INOUE, HAWAII
 ERNEST F. HOLLINGS, S.C.

THOMAS J. SCOTT, CHIEF CLERK
 WM. W. WOODRUFF, COUNSEL

United States Senate

COMMITTEE ON APPROPRIATIONS
 WASHINGTON, D.C. 20510

April 14, 1972

RECEIVED
 APR 20 8 4
 STATE OF
 DEPT.
 PUBLIC WORKS

Mr. George W. Easley, Commissioner
 Department of Public Works
 State of Alaska
 Pouch Z
 Juneau, Alaska 99801

Dear George:

Thank you for your recent letter requesting autographed copies of the bill authorizing the State of Alaska to operate the M/V WICKERSHAM.

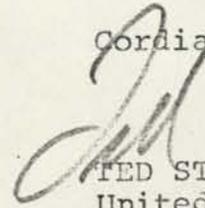
I certainly was pleased to do what I could to insure that the WICKERSHAM could begin to operate between American ports.

Enclosed please find two copies of H. R. 10834, the bill as it was finally passed, and two copies of private law 92-81, all of which I have autographed for you and Captain Lockert.

Thank you again for your kind letter in this regard.

With best wishes,

Cordially,



TED STEVENS
 United States Senator

Enclosures

Sometime I'd like to clear the record concerning who worked with the Coast Guard, OMB, Seafarers, Shipbuilders, Ed Community, Maggie, the Maritime Conference, and all the others.

RECEIVED

APR 24 1972

DIVISION OF
 MARINE TRANSPORTATION

It's the Wicked Wicky in some circles this week. The ferry Wickersham shouldn't be blamed for its attractiveness, however.

A number of Ketchikan residents enjoyed the open house when the ferry Wickersham stopped in Ketchikan on its inaugural voyage under the Jones Act waiver. Some of the Ketchikan people had so much fun they didn't discover the party was over until the ferry was halfway to Wrangell.



EDITOR, Daily News

Dear Governor Egan:

The recent Southeastern Conference meeting in Sitka in early February, developed a "position paper" which was unanimously adopted both by the Transportation Committee and the entire Conference asking that you allocate additional funds from the "Special Highway Assistance program" to contract for a second "Bartlett Class" ferry before the 120 day time option expires later this month.

Mr. Felix Toner, President of the Conference, was asked to present you with this "position paper" and we presume that he did. Commissioner Easley was a special guest speaker at the conference and he was briefed with respect to the unanimous position of the conference in recommending that you allot special highway assistance funds for the construction of a second vessel.

Our organization and the members of the Southeastern Conference are very aware of the excellent work that Senator Gravel performed in obtaining these special highway assistance funds in the amount of \$20,000,000 for each of two years for a total program of \$40,000,000. We know that these funds are available for the development of the Marine Highway System and that approximately \$9,000,000 has been allocated for construction of one Bartlett class vessel and for several new terminal facilities in Southeastern Alaska.

It appears that those who have seriously concerned themselves with the integrated development of the Marine Highway System in Southeastern Alaska are substantially in agreement that two of the Bartlett class vessels are needed to do the job. One to serve critical needs in the Northern half of the panhandle and

the other for the Southern half. We will not burden you with the details of all the compelling reasons for two vessels because we know and appreciate that you are acutely aware of them.

Further, we feel sure that if there is any question about receiving the full amount of the special highway assistance funds Senator Gravel was so instrumental in obtaining that direct conferences with him would speedily solve the problem. There appears to be no other practical and immediate way to construct a second vessel without the use of some \$5,300,000 special highway funds. We understand this is the approximate amount of the award for construction of the one Bartlett class vessel on which bids were opened just before last Christmas with the second vessel at the same figure.

The Southeastern Conference, of course, is made up of Municipal and Borough government units, Chambers of Commerce and community associations throughout the area and their unanimous decision on the immediate need for a second vessel and recommended method for obtaining same is a very responsible and sincere position. The transportation committee of the Greater Ketchikan Chamber of Commerce joins the conference in asking that you allocate sufficient funds from the source discussed to construct the second Bartlett class vessel. Metlakatla was well represented at the Sitka meeting and concurred in recommending to you the allocation of funds we have indicated.

Yours very truly,
W.K. BOARDMAN

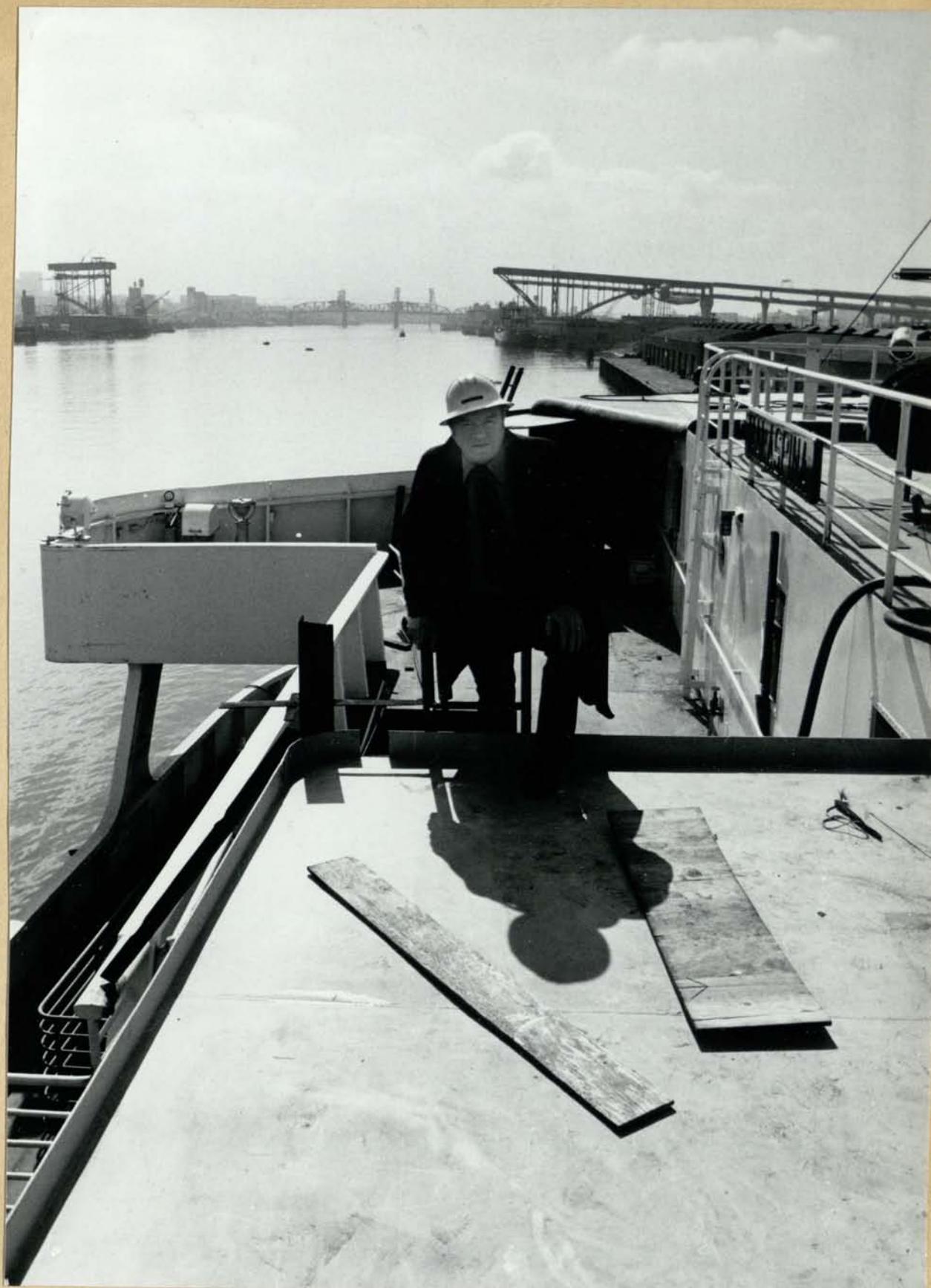
Chairman
Greater Ketchikan Chamber
of Commerce
Transportation Committee

POINT-TO-POINT SERVICE FOR WICKERSHAM



It took an act of Congress but the Alaska Marine Highway's "Wickersham" finally is allowed to load passengers in Seattle and unload them at Alaska terminals.

The ship, built in Norway was prohibited by provisions of the Jones Act from picking up passengers in one U.S. Port and disembarking them in another U.S. port. The President recently signed a three-year waiver permitting the Wickersham to operate in direct Seattle-Alaska service. The Wickersham was granted the Jones Act Waiver since a \$20 million replacement vessel now is under construction by Lockheed Shipbuilding Corporation in Seattle. The new ship is scheduled for delivery in 27 months at which time the Wickersham will be put up for sale.



Malaspina to be back on regular run

The remodeled Alaska state ferry Malaspina will return to her regular schedule June 16, the Alaska Marine Highway System announced yesterday.

The vessel has been lengthened by 56 feet and fitted with many new features in a refurbishing project costing more than \$6 million.

Work was performed at Willamette Iron & Steel Co. in Portland.

Alaska Gov. William A. Egan said there will be an open house aboard the Malaspina May 28 in Portland. The vessel will arrive in Seattle about June 5.

The "new" Malaspina, now 408 feet long, will have accommodations for 750 passengers and can carry 134 passenger vehicles.

The ship also has been fitted with new modular-design

staterooms, a view solarium and a fresh decor.

Nickum & Spaulding Associates, Seattle, the marine architects who designed the original vessel. The Malaspina was launched in 1962.

The State of Alaska now has a fleet of seven ferries serving more than 2,000 miles of Alaska's coastline and traveling as far south as Seattle.

FROM ALASKA



Richard A. Berg: "To follow up on last month's news on the 'Wickersham' Waiver Bill, it was an honor to be included on the passenger list for the first trip north from Seattle to Alaska aboard the

big, beautiful ship the first week of April. Following a Seattle reception prior to sailing, Commissioner Adlum led a Seattle delegation which, together with State of Alaska officials greeted thousands of Alaska residents in the pan-handle ports. Many traveled with the vessel between cities for the first time on her regular route. Observing the municipal receptions along the way, one could safely conclude that this was truly a 'freedom trip'. . . . In air news, all air carriers operating between Sea-Tac International Airport and the Alaskan terminal points report increased revenues and much optimism for a good season coming up. . . . In spite of apparently overwhelming opposition, industry and informed government sources are confidently predicting a 1973 start-up of the now world-famous trans-Alaska oil pipeline. For many individuals and companies this isn't any too soon as the delays are being counted into the hundreds of millions of dollars in lost economic activity. On the other hand, dollars saved in probable environmental preservation brought about by the slow-down will never be accurately tallied."

Special Jones Act Waiver

Victory Celebration Aboard "Wickersham"

To celebrate her release from the not-so-benevolent bindings of the Jones Act, the Alaska ferry "Wickersham" held an open house for the general public on Easter Sunday, April 2, at Pier 48.

This sleek auto-liner was built in Norway and since the Jones Act forbids foreign-built vessels to haul passengers between U.S. ports, the "Wickersham" had been unable to sail directly between Seattle and Alaska. She has been operating from Seattle to ports in British Columbia, thus causing her Alaska-bound passengers to leave the ship and take passage on one of the other big auto-liners of the Alaska Marine Highway System fleet or to board in Vancouver, B.C. for the voyage north.

The "Wickersham" recently was granted a special three-year waiver, since a \$20-million replacement vessel is now under construction by Lockheed Shipbuilding and Construction Company, Seattle, and will be delivered in about 27 months. The "Wickersham" may then be sold.

First Through-Voyage

Her first "direct-through" cruise from Seattle to Alaska began midnight, April 3. A Port of Seattle delegation headed by Commissioner Merle D. Adlum was privileged to be aboard and witness the historic by-passing of Canadian ports as the "Wickersham" headed directly for the 49th state.

At each Alaskan port—Ketchikan, Wrangell, Petersburg, Juneau, Skagway and Haines—she was given civic receptions and reciprocated by having open house.



More than 4,000 visitors viewed the outer and inner extremities of the "Wickersham" at Pier 48 in Seattle Easter Sunday, compliments of the Alaska Ferry System.

For years the "Wickie" has called regularly at seven Southeastern ports, but few of the residents of those cities and towns had been able to travel on her because of Jones Act restrictions. With the ban lifted, the Alaskans swarmed on board—old and young—and inspected the ship from stem to stern.





Before the last of the debarking passengers had left, streams of Alaskans marched on board at Ketchikan to inspect "their" ship. The third and fourth people (on the right) were Commissioner of Public Works George Easley and Mrs. Easley, and immediately behind them Capt. H. J. Lockert, Director of the Marine Highway System.



Every Alaskan port put on a welcome for the "Wickersham," but none quite like Ketchikan! Here a flotilla of small boats escorts the "Wickersham" into port, led by a fireboat, while above a helicopter trails a huge American flag.



At an on-board luncheon for Ketchikan dignitaries, Commissioner Easley proposed a toast of thanks to the members of the U.S. Senate and House of Representatives who unanimously passed the Jones Act "waiver" bill allowing the "Wickersham" freedom to serve all the ports of Southeast Alaska.



(Photos, R. H. Fletcher)



The construction area across the channel from the "Wickersham" is the new Ketchikan airport, still more than a year away from completion. When it is operable, Ketchikan air passengers will no longer have to air-ferry to Annette Island for connection with the major airlines serving Alaska.



"Wickersham" (cont'd)



Alaska publisher Lew Williams (left) and Port of Seattle Commissioner Capt. Merle Adlum were reminiscing on the long, hard struggle to get the "Wickersham" waiver bill passed...



Hikers, campers and mountain climbers, including five young men intending to climb Mt. McKinley, were "Wickersham" passengers during various segments of the trip. Here at Haines, where the Marine Highway connects

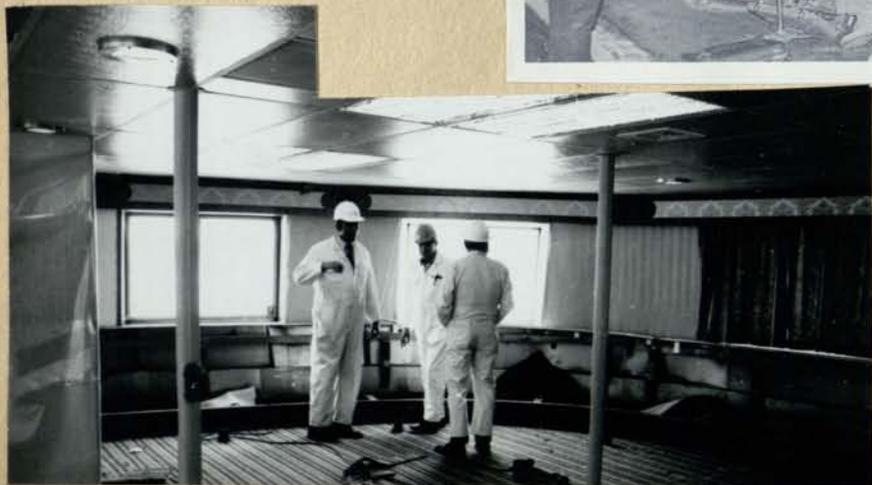
with the road to Fairbanks, Anchorage, etc., several of the passengers debarked. The fellow with the dog was still trying to "thumb" his way farther north when the ship sailed.



In Juneau, the high school band, under the direction of Cliff Berge, entertained the "Wickersham" passengers at a concert in the ship's main lounge...



There's a real sincerity in a musical greeting in the late evening hours, with the temperature hovering just above freezing. The "Wickersham's" passengers and crew were visibly impressed with the Alaska school children who, in town after town, turned out to greet the ship with no thought of their personal comfort.



7-91

Malaspina Day Planned for June 8

Mayor Bill Hamilton has announced that he will proclaim June 8 as Malaspina Day in honor of the Malaspina's first visit to Ketchikan since she underwent a 50-foot lengthening during drydock this winter. This ship is now about 400 feet long.

The Malaspina is scheduled to arrive at 11 a.m. The First City plans a gala greeting. A flotilla of Ketchikan Yacht Club boats will meet the ship at Mountain Point and escort it to dock. In addition, the fire department's fireboat will announce the ship's arrival with a continuous geyser of Tongass Narrows water, and Temsco plans to dispatch a helicopter which will tow an American flag over the Malaspina as it enters the Narrows.

A half-hour after the ship docks, from 11:30 to 1:30 p.m. the public will be invited to an open house aboard the ship. The chamber of commerce asks that as many persons attend the open house as possible. The state ferry

releases on the Malaspina's visit to Ketchikan—its first stop since drydock—and enthusiastic public support will insure an enthusiastic writeup.

About 5,000 citizens attended the dedication of the Malaspina in 1961, and the chamber hopes the city will top that figure June 8.

Malaspina To Resume Service In Southeastern

The state ferry Malaspina will sail north Tuesday to resume service in southeast Alaska after being lengthened and refurbished in Portland.

The ferry, which operates between Haines-Skagway and Seattle, departs Seattle Tuesday evening and will make open-house stops at her ports of call on the first run back in southeast.

The vessel went into dry dock early in January. Some 56 feet were added to the ferry's mid-section, a new solarium was built and the capacity of state-rooms was increased to 284 first class berths from 100.



Open House Scheduled For Newly Rebuilt Ship

A public open house is set for May 28 in Portland aboard the newly built and lengthened M-V Malaspina of the Alaska Marine Highway System, Gov. William A. Egan said today.

The vessel will be open for inspection from 10 a.m. to 5 p.m. that day at the Willamette Iron & Steel Co. dock, 2800 Northwest Front Avenue.

The Malaspina was originally launched in 1962 as one of three sister ships designed to serve the people of Southeast Alaska. There now is a fleet of seven vessels serving over 2,000 miles of Alaska coast line and as far south as Seattle.

Now lengthened 56 feet to a total overall length of 408 feet, the Malaspina will have accommodations for 750 passengers. The ship has been fitted with new modular design staterooms, including 56 four-person rooms and 30 two-person units. She will be able to carry 134 passenger vehicles.

The modification design was by Nickum & Spaulding Associates of Seattle, the marine architects who originally designed the vessel.

Cutting and joining operation were by Willamette Iron & Steel Co., with the new midsection and solarium being fabricated by Gunderson Bros., also of Portland. Total cost for the lengthening and refurbishing ex-

ceeds \$6 million.

The modular staterooms a new concept in ship construction, were built by Modulars International complete with bunks, lavatory facilities, wiring and ducting, and were placed on board the vessel by use of air cushion devices.

The new solarium will give passengers a better view of scenery on the Marine Highway System trip from Seattle through Ketchikan, Petersburg, Wrangell, Sitka, Juneau, Haines and on to Skagway.

A newly designed cafeteria, restaurant and lounge have been added to the ship with a spectacularly different decor from sister ships. A wood-grain finish with Alaska motif pattern decorates the staterooms and observation deck. Alaska art and products will be on display in the restaurant.

The Malaspina will return to her regular schedule on June 16.

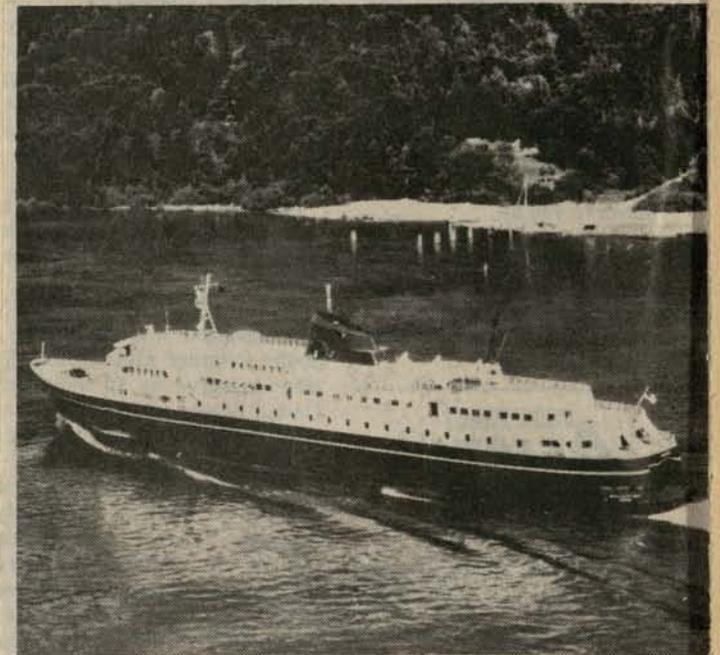
Engine Trouble Delays Ferry

An engine malfunction has put the state ferry Malaspina about 24 hours behind schedule on her return voyage to Southeast Alaska to resume service after being lengthened and refurbished in Portland.

The vessel blew a gasket on the starboard engine after leaving Seattle late Tuesday, a Department of Public Works official said, and because of reduced speed will now arrive in Ketchikan Friday morning. The gasket will be replaced there, and revised scheduling calls for the Malaspina to resume her voyage north late Friday.

The vessel's arrival in Juneau, originally scheduled for Friday morning, is now delayed until Saturday.

The Public Works official said a new schedule for public open house visits to the vessel will be announced as soon as it is available.

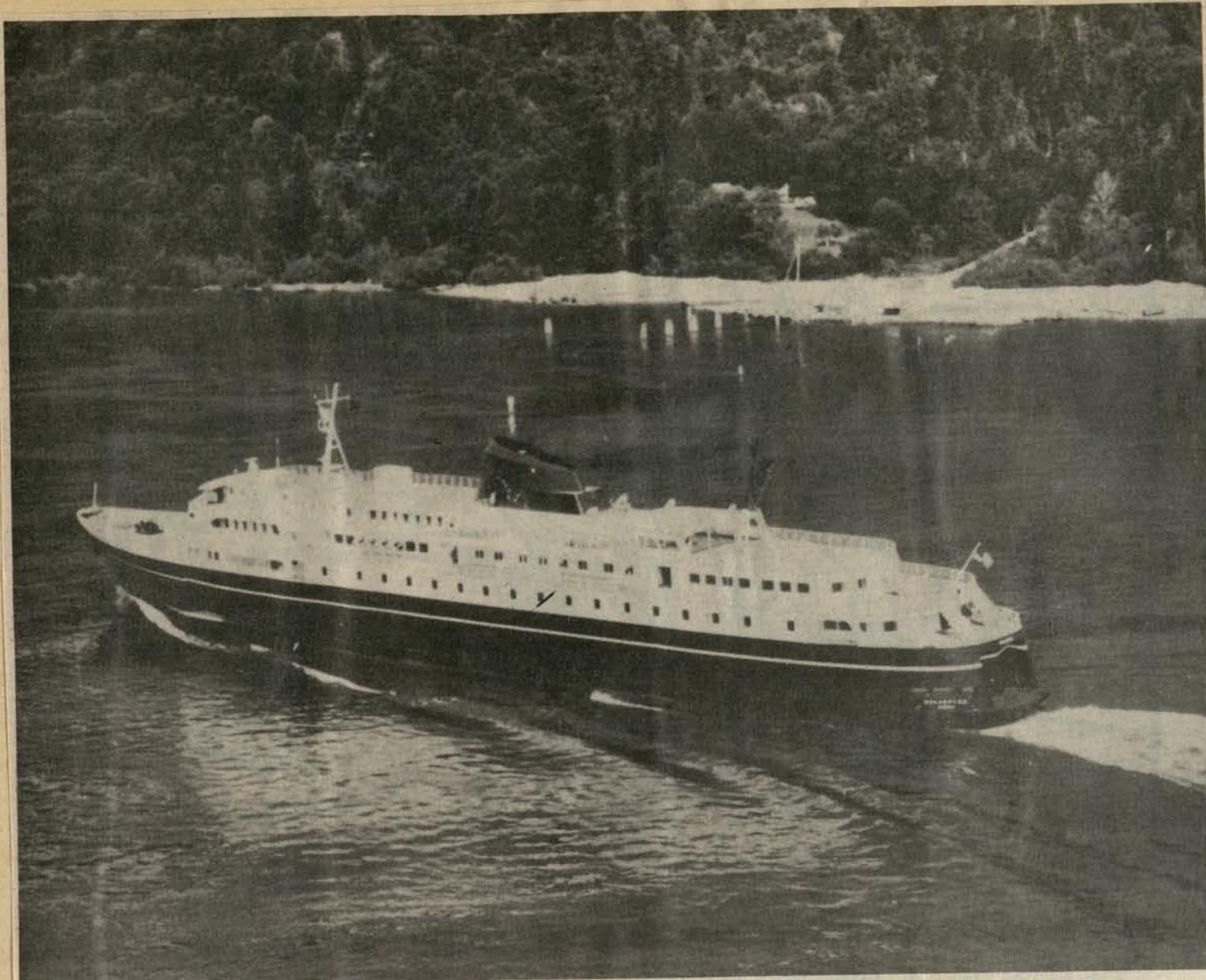


ENGINE REPAIR—The Alaska Marine Highway vessel Malaspina, above, is scheduled to arrive in Juneau at 8:15 a.m. tomorrow and depart for Haines and Skagway at 12:30 p.m., Department of Public Works officials said today. Open house will be held on the newly-refurbished ship from 8:30 a.m. to noon at the downtown terminal. The vessel, in Ketchikan for repairs on the starboard engine, was delayed on its return voyage from Portland by engine trouble. (AP Wirephoto)

MALASPINA OPEN HOUSE

SEATTLE — The Alaska State ferry Malaspina which has just completed a \$6 million jumboizing job at Willamette Iron & Steel in Portland will not hold open house at Seattle on May 28 as was previously planned. Company officials say that the open house will be held after a shake-down cruise to Alaska some time after June 14.

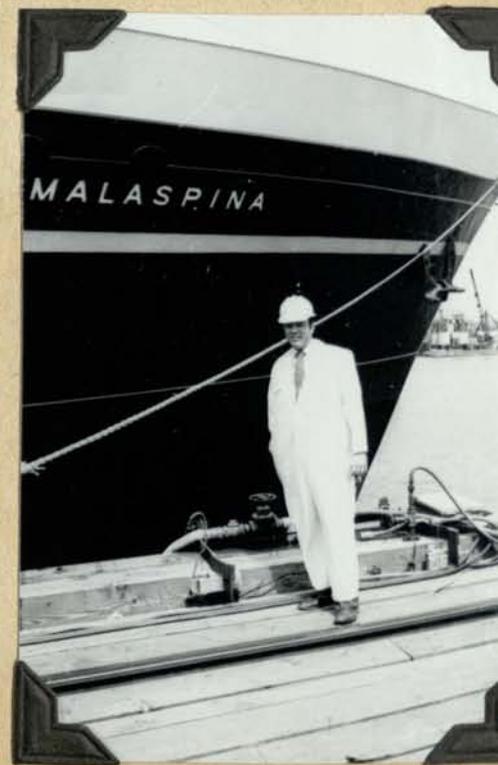




THE NEW MALASPINA—The state ferry Malaspina, lengthened by 56 feet and refurbished at a cost of \$6 million, arrived in Ketchikan today on its first trip north since leaving the Portland shipyard last week. It was delayed in Ketchikan nine hours today to repair a blown piston but otherwise is

ready for the summer season. The public was invited aboard between 10 and 12 and 2 and 4 o'clock today to inspect the rebuilt craft. This photo was taken as it left Portland earlier this week.

—AP Wirephoto



Ferry Malaspina All Ready for Summer Cruises

SPARKLING IN THE LAZY SUN, the super ferry Malaspina makes ready for a busy summer. A more than \$6-million modernization and lengthening project completed in Portland added 56 feet to the Malaspina's 357 feet. She now will be capable of carrying 750 passengers and 134 passenger vehicles. A newly installed solarium will

give passengers a better view of scenery on the Marine Highway System trip from Seattle through Ketchikan, Petersburg, Wrangell, Sitka, Juneau, Haines and on to Skagway. The Malaspina, which made her maiden voyage in 1963, is now one of seven vessels serving more than 2,000 miles of Alaska coastline. — P-I Photo by Tom Barlet.

NEW FUNNEL FOR ALASKAN FERRY



CHUCK HARRINGTON standing in front of new funnel. Area where man is standing in funnel will contain ship's incinerator.



Plate Shop crew that assembled new funnel, background. From left to right, DON BURNETT; RALPH SCHWINDT; BEN PHILLIPS; VIRGIL AHLSON; RALPH MOWATT.

By JIM KENNEY

A recently completed job in our plate shop was the new aluminum funnel for the State of Alaska's luxury auto ferry, M.V. "MALASPINA," at the Portland Marine Division's dock.

Although **Chuck Harrington**, Foreman, and his boys are no strangers to Marine Division work, this was only the second aluminum funnel built by them. It was the first all-welded one, the previous funnel being a bolted and riveted assembly.

To a landlubber, funnel and smoke stack are interchangeable terms, but the new funnel for the "MALASPINA" is a far cry from a shipboard chimney. Only part of the funnel assembly is devoted to getting rid of engine fumes. The rest of it houses a fan room, an electrical distribution room and the ship's incinerator. The part of the funnel where the diesel engine exhausts come through is called the "fidley." I have no idea why, except that it has to be called something, and nothing else is a fidley.

The funnel was assembled on a full size platform on the plate shop floor.

Each piece was cut and formed, then clamped to the platform and pushed, wedged, and nudged into a fit with the pieces on each side. When trimming was necessary for a good fit, the piece had to be taken out of the fixture and the excess aluminum sawed away. If it had been a steel fabrication, it could have been trimmed on the spot with a cutting torch.

Another unique material problem arose from the fact that the funnel will be welded to the sun deck. The after part (back end . . . lubber!) will go on a steel deck and the forward part on an aluminum deck. Steel and aluminum cannot be welded to each other, so a transition piece, called a Detacouple Bar was built into the bottom of the after part (see above) of the funnel. The Detacouple Bar is made by DuPont and consists of a strip of aluminum and a strip of steel bonded together by an explosion. The pressure generated by the explosion fuses the two metals into a single bar. Then the aluminum side is welded to the funnel bottom and the steel side of the bar will be welded to the deck of the ferry.

There was considerable interest



New funnel comes through Plate Shop door with CHARLES WICKERTSHEIMER at controls of Ohio railway crane.

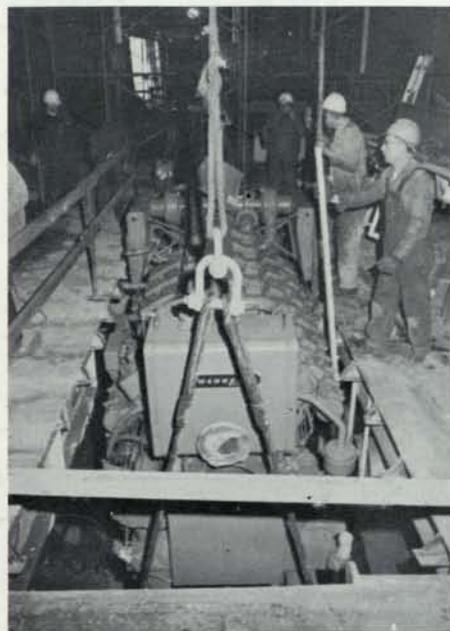
among the "office superintendents" as the funnel approached its full size. Its 65' length and 16' width were impressive, but the big question was whether it was too high to get through the plate shop door. The plate shop gang weren't concerned because they knew that the funnel would top out at 21'-9" and the door was 22' high.

This new aluminum funnel for the "MALASPINA" is a thing of beauty. It is a smooth, clean, attractive piece of workmanship and one that its builders can be justly proud of.



AT PORTLAND MARINE

Holes had to be cut through each deck level through which two 60-foot steel cable straps were lowered and attached to the big engine which sat on



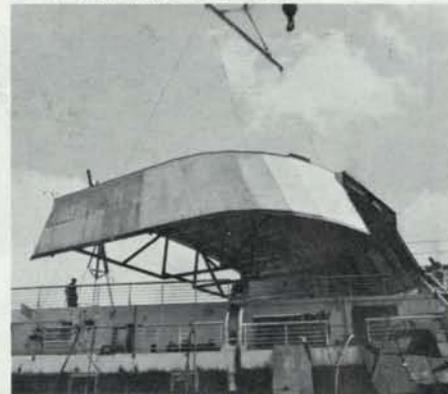
Steady as you go! Waukesha diesel lowered away. Left to right in photo, WALT MALEN; CAL GROVE; CECIL SEARLE; ALEX GRAFF.



Left to right, CAL GROVE; MERLIN NEEDLES; DON BRICKER looking down through the hole in car deck as engine is lowered.

the car deck of the ferry. Two whirley cranes were used to lower the engine with Cal Grove directing operations through telephone communications with both crane operators. The photos shown here partially illustrate the complexity of the job which went off like clockwork.

The new Bridge Deck Solarium was hoisted aboard on March 23, (see photo) followed shortly thereafter by the new Recliner Lounge and new aluminum funnel. Miles of electric wiring and piping of many sizes have been installed by Dick Manning and his electricians and by Marvin Anderson and his pipefitters. Marine Sheet Metal men, under Superintendent, Lee Ross, have installed stainless steel work in commissary spaces and new ductwork for new ventilation systems as well as new heating and air conditioning systems in passenger, crew and public spaces.



Bridge Deck Solarium being hoisted aboard.

Tons of steel and aluminum fabrication and erection for hull and outfitting has been accomplished by the boilermakers under Art Halvorson, Boilermaker Superintendent. The Whirley crane operators, under Operator Superintendent, Dennis Hall have skillfully handled many heavy and tight fitting lifts in close cooperation with their respective riggers. Howard Schulenberg and his crew of shipwrights are swarming all over the MALASPINA, putting the finishing touches to the interiors and appointments in the new modular staterooms, new cafeteria and dining room, new forward observation lounge and the new cocktail lounge. The painters and scalers of Craft Superintendent, Ed Friendenberg put the final coats of bottom paint on the hull of the MALASPINA during the final dry-docking on April 30-May 2. Painting on a job like this requires specialization in areas like wood graining. Rodney "Pee Wee" Bunker, painter at Portland Marine for 21 years, is shown in the photo here as he does a masterful job of wood graining on the first of some 30 heating convectors. The physical lifting, pushing, shoving, housekeeping and pure manual labor required on a contract of this magni-

(Continued on Page 13)

PORTLAND MARINE

(Continued from Page 12)



RODNEY BUNKER, woodgraining expert.

tude is beyond description. Portland Marine's laborers under Warren Young, Laborer Superintendent, do a remarkable job.

The day by day progress made by Bob Kunkel, Ship Superintendent on the swing shift, and his capable foremen and workmen in each craft has done much to bring the MALASPINA along the road to completion.

Overall planning and direction of the work under this contract is under the guidance of Bill Wild, Portland Marine's Assistant Manager and Project Superintendent, and Ralph West, Ship Superintendent.

MALASPINA Open House

Carl Mathisen, State of Alaska Representative at Portland Marine Division on the MALASPINA contract informs the Poster that the State of Alaska intends to sponsor an "Open House" aboard the luxury ferry liner, M.V. MALASPINA before she leaves her berth at Portland Marine Division.

The "Open House" will be a public walk-through affair, tentatively scheduled for Sunday, May 28. Our company employees as well as the general public will thus have an opportunity to view, first hand, what the State of Alaska has to offer to the public in luxurious ferry line transportation from Seattle, Washington up through the inland passage to Skagway, Alaska with stopovers at in-between ports on a year round schedule.

Company personnel, their families and friends will be justifiably proud of the quality workmanship turned out by the personnel of the Portland Marine Division in the lengthening and modernization of this fine Alaskan ferry liner.

MALASPINA nearing completion

The State of Alaska's luxury ferry liner, M.V. MALASPINA is well along toward completion of her lengthening and modernization. After cutting her in two and adding a brand new 56 foot midbody, she returned from the Swan Island drydock to our ship repair and conversion dock on February 19, assisted by the old, stern-wheeler PORTLAND. Eighty-six (86) new, modular staterooms for passengers went aboard between March 2 and April 8.

The riggers, under the direction of Cal Grove, Rigger Superintendent and the machinists under Machinist Superintendent, Don Bricker, lowered into place in the engine room a new Waukesha, 720 hp ship's service diesel engine generator on March 4.



Stretch-Out Progresses**"Malaspina" Takes on a New Midsection**

Swan Island Drydock, Portland, was the scene of one of the most spectacular cutting jobs in history as workmen of Willamette Iron & Steel Co. separated the bow and stern sections of the Alaska State Ferry "Malaspina" on January 21. The stern was floated away and a 56-foot midsection built by nearby Gunderson, Inc., was floated up to the bow section and work begun on welding the two together. The stern will join the other two sections later to complete the jumboizing of the Malaspina.

The project is part of a \$6.3 million elongation process undertaken by WISCO for the Alaska Marine Highway. The added midsection

when completed, will contain 86 additional passenger staterooms, lounge, dining room and car storage. After a scheduled June completion, the Malaspina will return to the Seattle-Juneau run. The job includes cleaning and painting and machinery overhaul.

Malaspina Open House Saturday

JUNEAU — The state ferry Malaspina will head north Tuesday to resume service in Southeast Alaska after being lengthened and refurbished in Portland, Ore.

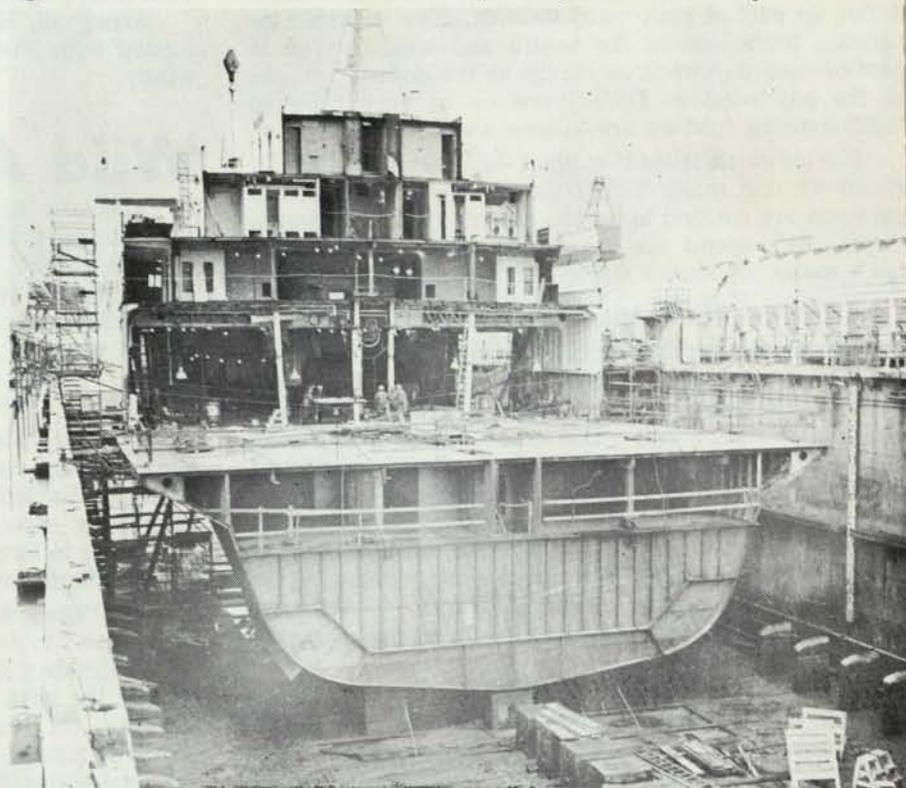
The ferry, which operates between Haines-Skagway and Seattle, will leave Seattle at 6 p.m. Tuesday and make open-house stops at her ports of call on the first run back in Southeast.

She is to be in Ketchikan from 11 a.m. to 2 p.m. on Thursday, Wrangell from 8 to 11 p.m. Thursday, Juneau from 9:30 a.m. to 2 p.m. Friday, Haines from 8 to 10 p.m. Friday, Skagway from 11 p.m. to midnight Friday, and Petersburg from 3 to 6 p.m. Saturday.

The Malaspina will arrive northbound at an inconvenient hour for an open house, so she is scheduled in Petersburg on the next southbound trip.

The public is invited to come aboard and inspect the Malaspina's new look.

The vessel, which went into drydock in early January, has 56 feet added to the midsection, a new solarium, and an increase in stateroom capacity from 100 to 284 first-class berths. In addition, the restaurant, lounge, cafeteria and other public areas have been remodeled.



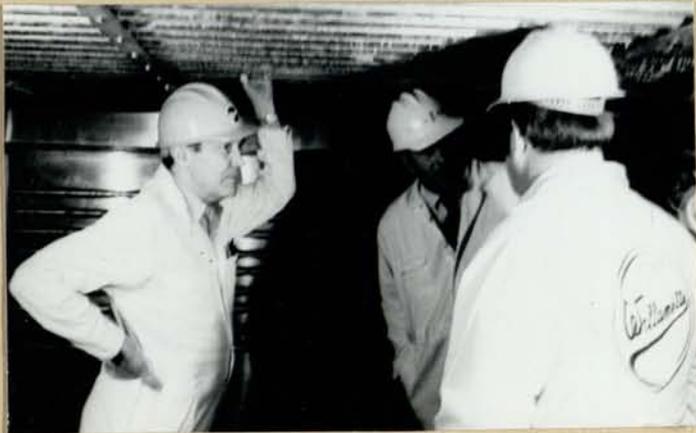
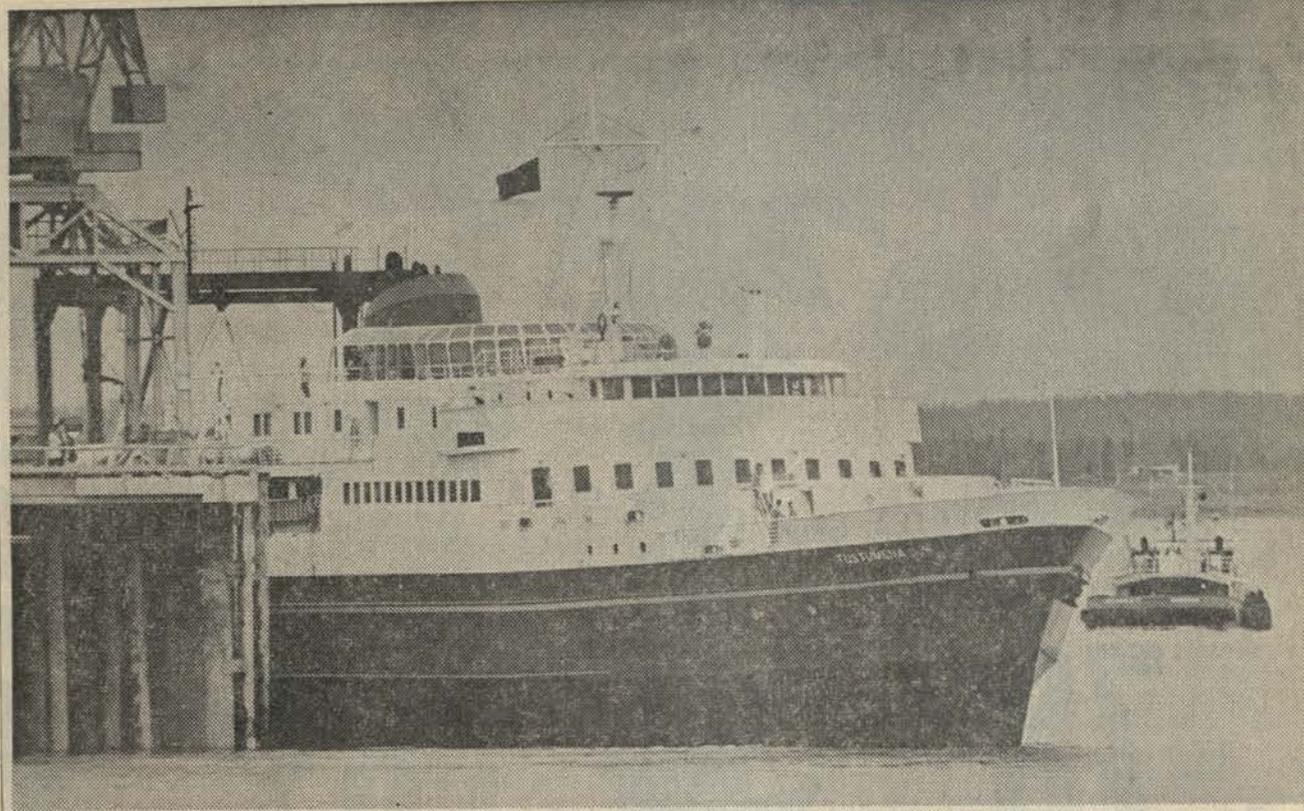
The drydocked bow section already is in the process of being welded to the new 57-foot midsection (upper photo) while the stern section of the Alaska State Ferry "Malaspina" (still afloat) waits nearby to be rejoined to complete the elongated vessel.

—Lawrence Barber Photos





The good ferry Tustumena floated into the Port of Anchorage Friday afternoon, making its first summer appearance in the inlet.

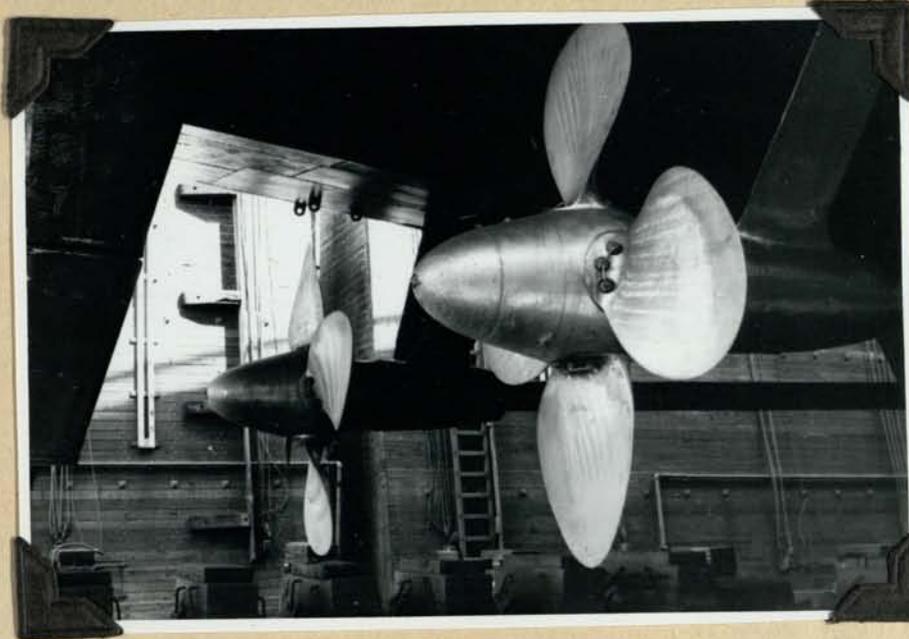


Above is the state ferry Tustumena, which began service to the Anchorage area Friday. The ferry departs Anchorage for Homer, Seldovia and Kodiak every Friday at 6 p.m. and

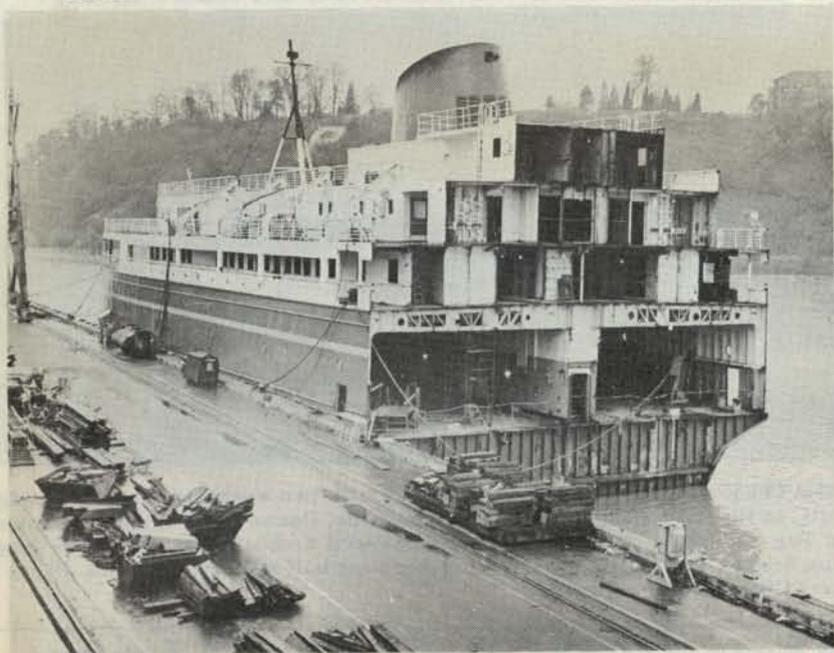
Sunday at 9:30 p.m. Passengers must have reservations tickets are available at the Alaska Railroad Depot for further schedule information call 272-7116.



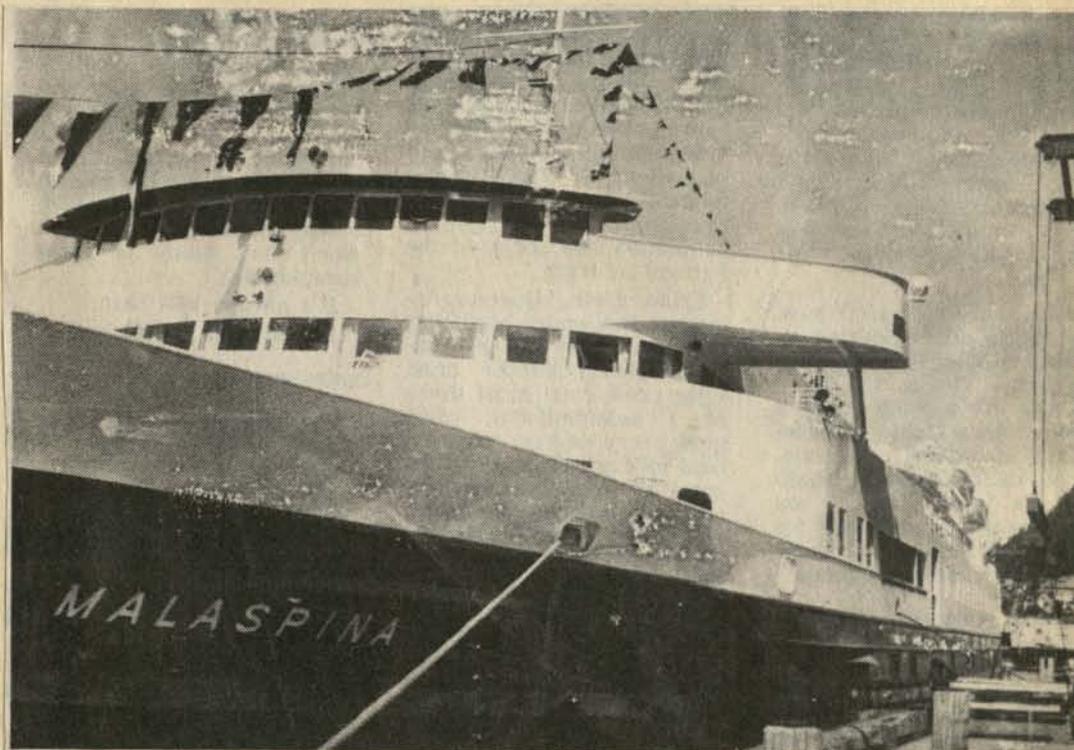




HALF A SHIP BETTER THAN NO SHIP AT ALL



PORTLAND — Half a ship is better than no ship at all. This is the Alaska Ferry, Malaspina, at the Willamette Iron and Steel yard after she was cut in half awaiting to be stretched by a new midbody section, which will greatly increase her passenger and auto capacity. The Malaspina is now completed and went back into service early June for the Alaska ferry system. Wisco performed the major rebuild of the Malaspina on a \$6 million contract. Photo by Larry Barber, Portland correspondent.



REFURBISHED SHIP—The Malaspina docked here Saturday morning for the first time since being refitted and lengthened by the addition of a 56 foot section to the middle of the ship. The ship was scheduled to arrive in Juneau last Friday but was delayed as the vessel stopped in Ketchikan for engine repairs. Open house hosted by the Juneau Chamber of Commerce was held on the Malaspina Saturday until noon when the ship sailed for Haines and Skagway that afternoon. (Empire photo by Max Haggard)



GLASSES OF ICE SIT ON BAR and a pretty waitress awaits an order in the entirely new and enlarged on-board bar.
Normand Dupre photo



Tour of the Malaspina

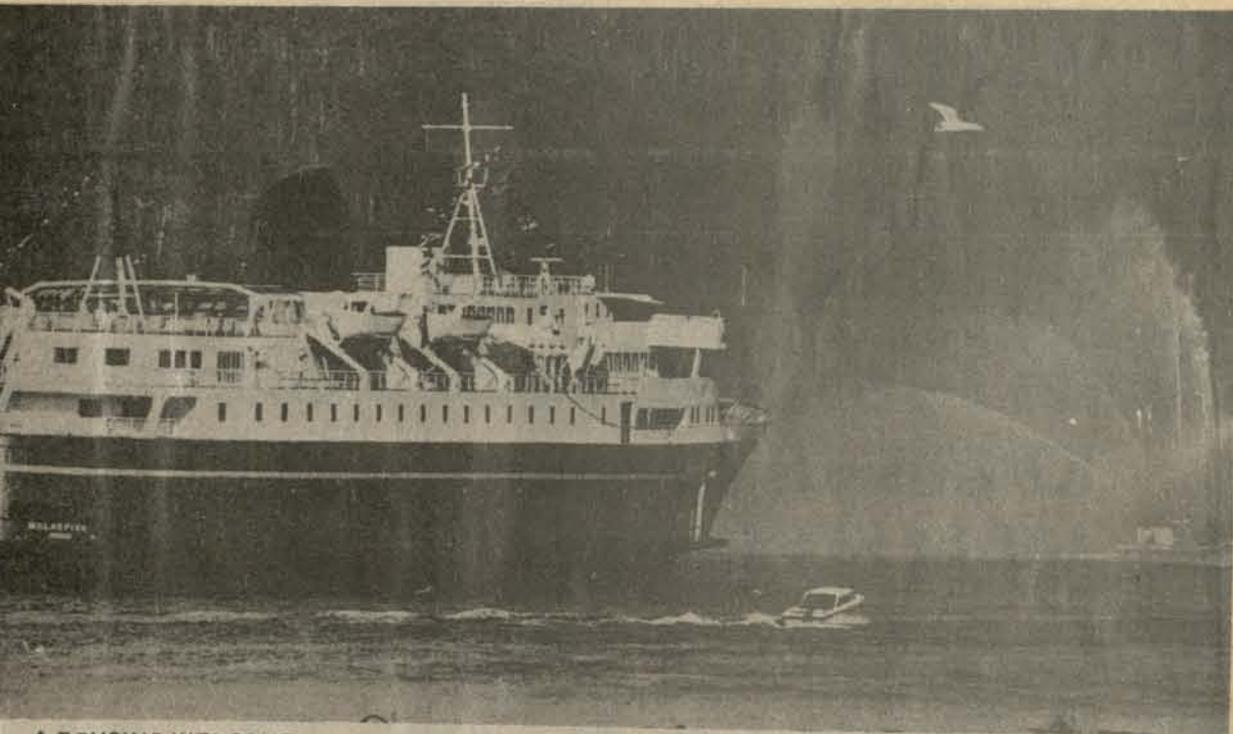
VISITORS TOUR the new heated solarium with its reclining deck chairs. The covered area is an added feature to the flagship of the ferry line.

—Normand Dupre photo



24-FOOT MURAL by Washington state artist Walter Graham, enlivens a wall on the lounge deck. Two girls gaze at the scene of a migrating caribou herd.

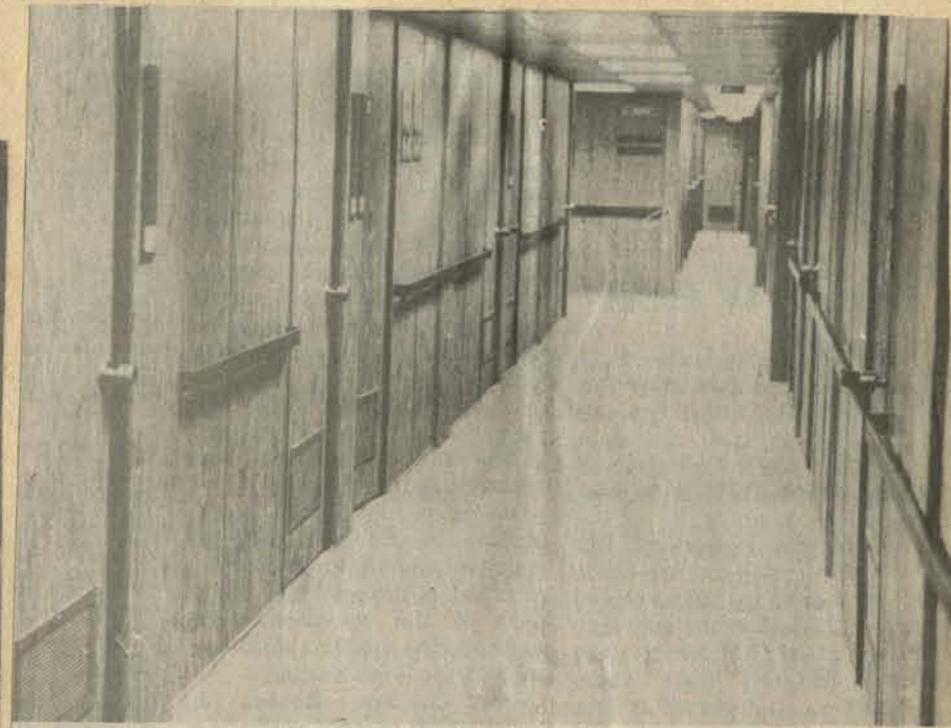
—Normand Dupre photo



A ROUSING WELCOME greeted the lengthened Malaspina as she steamed through Tongass Narrows Friday morning in front of Ketchikan.

City fireboat is at right. The vessel was open for tours during its nine-hour stay.

—Ron Loesch photo



WOOD-LIKE PANELING AND CARPET, in addition to widened corridors, give a hotel-like atmosphere to the cabin areas. Carpets and paneling are found throughout the Malaspina and every one of her 86 staterooms have been refurbished.

—Normand Dupre photo



SCALE MODEL KAYAK, snow shoes and authentic Native artwork decorate main lounge in glass cases.



NO MORE HARD TILE FLOORS in the main lounge. Carpets, upholstered chairs and sofas make the lounge a floating living room. And in

the rear of the lounge there is a veritable gallery of Alaskan art works and museum pieces.

—Normand Dupre photo

A.T. 6-3-72
**Malaspina Sails
 North Tomorrow
 With A New Look**

JUNEAU (AP) — The state ferry Malaspina will sail north Tuesday to resume service in southeast Alaska after being lengthened and refurbished in Portland.

The ferry, which operates between Haines-Skagway and Seattle, departs Seattle Tuesday evening and will make open-house stops at her ports of call on the first run back in southeast.

The vessel went into dry dock early in January. Some 56 feet were added to the ferry's midsection.



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MOLDED SEALS, wall carvings
and entirely new furnishings dec-
orate the Malaspina's dining
room.

—Normand Dupre photo.

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Klondike Festival

Port Commission votes \$5,000 to celebration

Port of Seattle commissioners agreed yesterday to give \$5,000 to the Klondike Festival.

Richard A. Berg, executive assistant for Alaska affairs, recommended the outlay by saying, "The scope of the festival activities includes Alaska, British Columbia, Yukon Territory and Washington. The benefits to be derived will be essentially greater utilization of port fa-

cilities, particularly the airport and the Alaska Marine Highway (ferry system)."

J. Eldon Opheim, the port general manager, told commissioners King County has agreed to put up \$5,000 and the City of Seattle \$10,000.

Commissioner Frank Kitchell voted against the proposal, saying he questioned legality of the action, while the four other commissioners approved it.



Maritime Editor

Glen Carter

Maritime

Interesting passengers, crewmen aboard Malaspina

You meet interesting passengers and crewmen aboard the Malaspina on the Seattle-Skagway run.

One was a 23-year-old waiter, Duane Harris. He's a blond 6-footer who could pass for a Green Beret soldier, which he was, or a college student, which he had been.

He's also a capable waiter whose manner and food-service skill earned him up to \$30 a day in tips on the Malaspina's shakedown voyage from Seattle to Skagway. The Malaspina returned early this morning and was being toured until 7 p. m. today by the public at Pier 48.

There were other nice-guy types aboard, of course. But they didn't bring the Malaspina back from Skagway. They are taking their seven days off while the alternate "A" crew is working. Most crewmen and officers live in Juneau or Ketchikan.

HARRIS IS ONE CREWMAN who told me, "This ship has been good to me." He said he expects to gross more than \$720 a month, not counting tips, as a steward.

Money is important to him. He's on a limited time schedule — wants to enroll in a photography school in Santa Barbara in the fall of 1973. He earns additional wages from lithography work in Juneau during his time off.

His wife, Elizabeth, also 23, wants to be a registered nurse. She, too, hopes to attend school. Meanwhile, she's working as a surgical aide in a Juneau hospital.

The couple met in Okinawa when she was an Army medic and he an infantryman. They were married in Okinawa and then became separated for six months because of duty assignments.

Harris got out of the service in January after a four-

year hitch. He had enlisted after 18 months in a Texas university because, as he explained, "I was spinning my wheels, dissatisfied, not getting anywhere."

"BUT NOW I KNOW what I want, and so does my wife. Between the two of us, we're making out fine. And we'll have the G. I. Bill coming for school. It will cost me about \$200 to join the stewards' union, which I'll be glad to do. This ship is being good to me."

You listen to this 23-year-old waiter, college dropout and ex-infantryman, and you get the idea he is on a steady course—knows where he's going and why.

A FAIRLY FINE DAY for ferryboat watching. This is the day Alaska State Ferries will show off its revamped boat Malaspina to the public. Open house is

noon to 7 p.m. today at the Alaska Terminal, Pier 48. Midweek is a miserable time for an open house, and the ferry system gave us less than a day's notice. But the Malaspina came out of a Portland yard late, and Alaska State Ferries is hustling to get her out on schedule Friday after a quick shakedown run up north. Everybody tells us that, with her new 56-foot midbody and improved facilities, the Malaspina is a thing of beauty, well worth the visit if you can swing it in those inconvenient hours.



Car Accident On Wickersham

Even the Alaska Marine Highway is not immune to vehicular accidents and two passengers were injured in a car-pedestrian accident aboard the M-V Wickersham Wednesday.

Alaska State Troopers said the Wickersham was at the Ketchikan terminal at the time of the accident on the deck. The car of David Watson Fletcher was apparently in gear when Fletcher stepped on the gas pedal and the car lurched forward injuring two persons.

Injured were Edward Hamilton, 65, of Hydaburg who received bruises to his hand and elbow, and his wife who received a crushed right wrist.

AT: 6-3-72

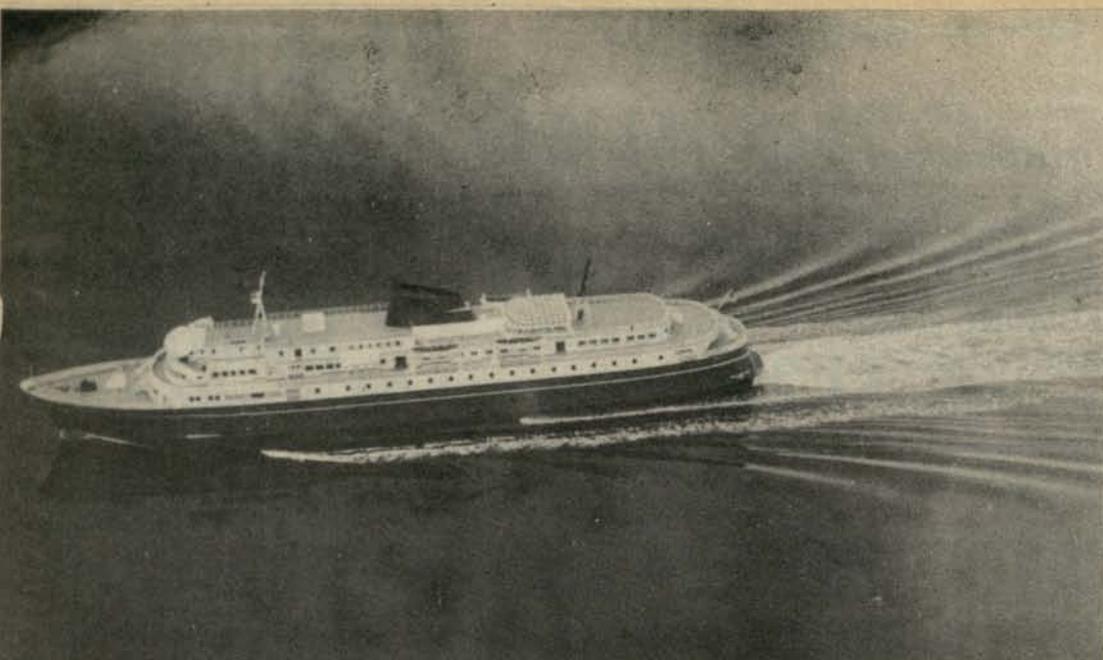
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The state ferry Malaspina, recently stretched and refurbished in a \$6.7 million project, is shown as she steamed at 15 knots toward Wrangell Sunday. The ship was ex-

tended to 408 feet in length by addition of a center section. She will be on Seattle run stopping in Wrangell each Sunday (north-bound) and Wednesday. (Sentinel Photo)

ALASKA FERRY MALASPINA BEGINS NEW ROLE



SEATTLE — Sparkling in the afternoon sun the super ferry, Malaspina, begins a busy summer. A more than \$6-million modernization and lengthening project completed in Portland added 56 feet to the Malaspina's 352 feet. She now will be capable of carrying 750 passengers and 134 passenger vehicles. A newly installed solarium will give a better view of scenery on the Marine Highway System trip from Seattle through Ketchikan, Petersburg, Wrangell, Sitka, Juneau, Haines and on to Skagway. The Malaspina, which made her maiden voyage in 1963, is now one of seven vessels serving more than 2,000 miles of Alaska coastline and as far south as Seattle. Photo by Jim Davis, marine photographer.



TUSTUMENA ARRIVES, PASSENGERS WAIT

The Alaska ferry Tustumena arrived in Anchorage yesterday on her first voyage of the year and brought 26 passengers and eight

vehicles. Walter Davis, 8, and Edna Rambo, both of Kodiak, sit alongside the ship waiting for a taxi to take them into town.

Mechanical Woes Cancel Trip Of Tustumena

Mechanical trouble on the ferry Tustumena has forced cancellation of Friday's mini-trip from Anchorage to Kodiak, Glenn Clark, administrative officer of the Southwest Marine Highway System, announced today.

The Tustumena is expected to be repaired and ready to sail from Seward at noon today, but it is 16 hours late on its schedule and in order to make up the time must cancel the one trip.

Clark said the ferry was booked solid for the Friday trip, but there was no alternative but to cancel it.

The Tustumena will come into Anchorage on Sunday and resume its regular schedule at that time, Clark said.

Beauty Salon For Wicky

Proposals for operation of a beauty salon aboard the Alaska ferry Wickersham are invited by the department of public works.

The beauty salon facilities are in place aboard the ship.

Proposal forms may be obtained from the Division of Marine Transportation, Pouch R, Juneau. The completed proposals will be received until 2 p.m. April 20.

Ferry Makes Record Run

Gov. William Egan says the newly refurbished state ferry Malaspina made a record run from Seattle last week, carrying 504 passengers and earning over \$71,000 for the trip.

The vessel, just out of Portland shipyard where it was lengthened and remodeled, made the capacity record on its June 23 sailing.

The Malaspina had 56 feet added to its midsection, a new solarium, and an increase in stateroom capacity from 100 to 284 first-class berths. The restaurant, lounge and cafeteria also were remodeled.

Smooth sailing for the 'Wickersham'

It looked like clear sailing ahead for the *Wickersham* on what will be a limited voyage for the state super-ferry.

With a contract signed for a replacement vessel, a bill was expected to be signed into law this month by President Nixon to permit unrestricted use of the foreign-built *Wickersham* between U.S. ports for the 27 months until its replacement takes to the seas.

There was other news on the marine highway front, with

release of a consultant firm's report of recommendations for future increases in the ferry system. They include:

- Investment in new vessels and modifications to the existing fleet — \$300 million from 1974 to 1995.
- Addition of 11 new vessels to the 1974-75 fleet, eight to be of the ocean-going class.
- Introduction of Southeastern-Southcentral service by 1980, connecting Juneau with Valdez and uniting the two presently existing systems.

Long-range plans — if financing should become available — would extend the Southcentral system to circle the Alaska Peninsula and extend on up the coast to an eventual terminal at St. Michael, near the mouth of the Yukon River.



Glen Carter

D-10 Sun. June 4, 1972

Home 'stretch' for revamped ferry

Maritime Editor

The Alaska ferry Malaspina is due in Seattle tomorrow, 36 feet longer, from a Portland shipyard where she was stretched by a midsection transplant.

She'll be bound for Alaska, arriving about noon to take on — of all things — many tons of a substance delivered to her in cement trucks. But the haulers won't dump cement into the bilges for ballast. It will be a non-toxic material called Baroid, or drillers mud.

No open house for the public upon her arrival. That event will occur on her return to Seattle from Alaska about June 4 — if all goes as planned.

The stretched-out Malaspina's length now is 408 feet, making her the longest in the seven-vessel Alaska Marine Highway System. She's longer, even, than the sleek-looking Wickersham's 363 feet.

The \$6.3 million modification also gives the Malaspina more carrying capacity. Added were 56 four-person rooms and 30 two-person rooms to make accommodations for 750 passengers.

The 10-year-old Malaspina will be the fleet's longest ship until 1974. Then the biggest of all, a 418-foot vessel, will join the fleet from the Seattle Lockheed yard where it's being built under a \$19.5 million contract. Meanwhile, a 235-footer, under construction at Sturgeon Bay, Wis., is expected to enter service in the winter of 1973-74.

Mr. Bill Jorgensen
Manager
Ketchikan Chamber of Commerce

Thank you for making the second inaugural voyage of the Wickersham the outstanding success it was. My hat is off to you... flying the United States flag above the bow of the ship via a helicopter can never be topped. I am happy to tell you with no reservations that you and your city are the official winners. More people toured the ship while she was in Ketchikan than anywhere else.

I can't remember spending a more pleasant or rewarding day in your city than "Wickersham Day." It's receptions like yours that make it fun to be the director of the ferry system, although it does make me reluctant to come back to the office and face all the piled up work.

You and your city have my most sincere thanks and appreciation for the effort put forth to make "Wickersham Day" in Ketchikan a memorable one.

Sincerely,
"RED"
Captain H.J. LOCKERT
Director
Div. of Marine Transp.



THE 56-FOOT MIDSECTION added to the state ferry Malaspina allows room for a new, large cafeteria, a portion of which is shown here. The cafeteria replaces the old snack bar setup on the ferries. Attractive art work, such as the painting of an Eskimo hunter, decorates the walls. A number of the booths in the cafeteria are near windows, allowing diners a view of the passing scene. A wider selection of food is available from the cafeteria, compared with the old snack bar setup. In addition, the Malaspina's dining room has been remodeled and enlarged.

Yes, well we made the classic error. We wrote about the weather on sunny Wednesday for a rainy-Friday newspaper. Actually, we know better, but we gambled. And lost. Still, it's not nice to fool newspaper editors.

Brace yourselves, the tourists are coming! Ferry officials are reporting a record number of bookings on the blue canoes for the summer. For instance, cabin space on northbound ferries from Seattle is booked SOLID from June 1 through Aug. 11. Southbound to Seattle there is no cabin space available for the month of June, and sailings to and from Prince Rupert are filling fast.

If you want to go anywhere, Mr. Taxpaying ferry-owning Alaskan, better get in line.

Actually, it is satisfying to realize that the folks Outside would like to come around and see how the serene set lives. The burgeoning state ferry trade certainly bears out the thinking of the officials and legislators who said the marine highway system would give Alaska's tourist trade a boost.

Two Injured on Wicky As Car Rolls on Deck

The Alaska State Troopers report that Edward C. Hamilton, 65, and Leona J. Hamilton, 63, both of Hydaburg, were injured about 8:55 p.m. Tuesday when an automobile owned by David W. Fleitcher struck them on the car deck of the ferry Wickersham.

The car had been left in gear, AST said, but somehow rolled forward. A number of persons were milling about the car, according to AST.

Edward Hamilton suffered a bruise on the back of his hand and a bruised elbow. Leona Hamilton suffered a crushed right wrist. Both were transported to the Ketchikan General Hospital by ambulance.

No charges are anticipated against Fleitcher.



Maritime Editor

Glen Carter

Rest and Recreation on the Alaska ferry Malaspina

Where do tired maritime writers go for resuscitation besides the nearest bar? I know one who rowed a boat around Puget Sound for a week or so, sleeping on beaches and all that. Another one heads for snow-capped peaks for skiing.

This one usually sets sail north for Old Port Hadlock to work on a Bristol Bay hull which needed a keel, five more feet of mast, 900 pounds of iron ballast and other things.

Lower Hadlock is about six hours away by motor sailer if the wind is right—much longer if heading into chop or rough water around Point No Point. Just getting there can be a backache when done three straight weekends.

Toiling with sledgehammers, 40-pound jacks and a 4,000-pound hull can be wearisome. Particularly if the boatyard proprietor is Cal (Iron Man) Harper calling the shots.

So I'm riding an Alaska State ferry to Skagway and back. It's the Malaspina which arrived 56 feet longer in Seattle from Portland Monday. Haven't been that far north since last July when I rode the trainship Alaska to Whittier and celebrated the Fourth in the Sportsmen's Cafe with a snarling stuffed head of a grizzly looking on.

BY THE TIME YOU read this we'll be on our way to Ketchikan, thence to Wrangell, Petersburg, Juneau, Haines and Skagway—six days round trip.

Capt. Cecil Rice brought the Malaspina up from a Portland shipyard where she received a midbody transplant. Capt. Kenneth Florian is taking her north.

Upon boarding a tugboat or a ship, I usually seek out the radio officer first and the chief cook or steward second. Bob Caffey is the chief steward in charge of groceries this trip. There's no radio officer, since communication is done by radiotelephone. So I've learned George Vaughn is the purser who knows about ship manifests, passenger lists and other matters tired newsmen inquire about.

They tell me the Malaspina has gained a knot of speed with her lengthening. The chief engineer, whom I have yet to meet, should know about that.

My favorite hangouts aboard a vessel are the galley, wheelhouse and engine room, in that order.

About 60 are in the crew for this inaugural-shakedown voyage with perhaps 100 passengers—far below the 750 capacity. The vessel's first official voyage begins next week.

The Malaspina has become the queen of the Alaska Ferry fleet, I'm told — now the biggest vessel of all and handsomer even than the well-known Wickersham.

We shall see, if all goes according to plan.

The water was alive this week near the ferry terminal as the spring lifeboat class chopped waves during part of the sea-time of the 60-hour half classroom-half boat time lifeboat training course.

Instructor is George Hancock, third mate on the Taku, who conducts the classes on his off week from the Taku. The sessions began April 13 and will continue through next week.

If enough persons apply to qualify for their lifeboat tickets, another class may be held this summer. The lifeboat ticket is required for most employes of the state ferry system and soon will be required for all.

Maritime

Maritime



Maritime Editor

Glen Carter

A \$6.7 million transplant

ABOARD THE MALASPINA — None of the 108 passengers aboard this sleek new-looking flagship blames her because she blew a cylinder 8½ hours out of Seattle Wednesday and has since traveled on one engine.

It couldn't happen to a nicer gal. This 408-foot queen of Alaska's seven ferries has nevertheless maintained around 12 knots up the Inside Passage on one of her two V-12 4,000-horsepower engines.

We are en route to Skagway and Chilkoot Pass which was the threshold to the famed 1897 gold rush which is being observed by the Klondike 72 Festival.

THE MALASPINA came out of a Portland shipyard to Seattle Monday and sailed Tuesday evening from Pier 48 on her second inaugural voyage. This time she is 56 feet longer, having been cut in two to receive a prefabricated midbody. Her first inaugural was in 1963 when she was newly launched at the Seattle Lockheed Shipbuilding and Construction Co. yard.

On that voyage one of her engines failed and she limped into Juneau.

She's much the better after her \$6.7 million transplant—new staterooms, a solarium, dining room, cafeteria and Lil's Room. Among the rooms aboard, Lil's is among the most popular late at night. I hasten to add it is the cocktail lounge complete with piano and Gay 90s decor. Just who Lil is or was is anybody's guess, but rumor has it that she was a notable in bygone days in the Yukon.

We arrived in Ketchikan at 9:30 a. m. yesterday, our first port of call northbound, where starboard engine repairs are being made.

ALL OF WHICH is 15½ hours behind schedule, if there had been a schedule. But this is a shakedown run as well as an inaugural cruise. Nobody should have been surprised when a gremlin zapped the No. 7 cylinder. Word from the engine room says the cylinder sleeve had been installed wrong during overhaul in Portland.

And twice now low-pressure fuel lines have failed. But fuel-line replacement is a relatively small matter requiring about 15 minutes of deadstop time.

Meanwhile the Malaspina sails comfortably on, though slower than her average 18-knot service speed. The ship's accommodations and physical surroundings are pleasing to the eye and comfortable—carpeting throughout, woodgrain paneling, eye-catching Indian art on bulkheads everywhere—everything new and intriguing.

C. of C. Dinner For Bartlett Skipper

The Valdez Chamber of Commerce will be hosting Mr. Ron Hamrick, Relief Master and Chief Mate from the Bartlett, together with his crew chiefs and Mr. Glen Clark, S.W. Administration Officer for the Division of Marine Transportation, at a dinner meeting at Wyatt's, May 26, 1972, at 8:00 P.M.

Mr. Hamrick hopes that Captain Hofstad will be back from his vacation and attend the dinner. Reservations for the dinner can be made by contacting Sandy Gillespie at 4502 or 4728. Only 50 reservations will be taken. A charge of \$6.00 per plate which includes tax and tip.

The Malaspina, everybody agrees, surpasses the Alaska ferry Wickersham for appeal.

Stateroom capacity in the new midbody has increased berths by 184—now totaling 284. Each stateroom has private bath and individual temperature control. There are 56 four-person rooms and 30 two-person rooms. The ship accommodates 750 passengers.

In the ship's forward section is the carpeted lounge area containing reclining chairs for dozing or just viewing through picture windows. Aft is a weather-protected solarium which is warmed electrically or by sun rays.

FUNNY THING about the Malaspina's cost—if monetary inflation can be called funny—she cost Alaska taxpayers \$4 million to be built and \$6.7 million for the midbody.

Among passengers aboard who are concerned about the vessel in her second debut is Phil Spaulding, the Seattle marine architect who designed her, and Bill Nickum who with Spaulding designed the midbody transformation. (The two firms headed by the two men have become one—Nickum & Spaulding.)

Spaulding appeared pleased with the vessel, with some exceptions. The tables in the cafeteria are too high off the deck and about 27 tons of unwanted weight were added in the superstructure.

The excess weight will be offset by adding about 105 tons of ballast when the vessel returns to Seattle next Wednesday, Spaulding said.

AMONG SEATTLE waterfront notables aboard are two Port commissioners—J. Knox Woodruff and Merle Adlum who is president of the Inlandboatmen's Union of the Pacific.

Adlum, a towboat and ferry skipper in bygone times, took a lifeboat ride Wednesday when a float plane delivered repair parts for the ship's engine.

Seven men launched the No. 1 starboard lifeboat as Adlum, his wife and other passengers looked on. Somebody invited Adlum to get into the lifeboat, and he did, wearing an orange lifejacket. The plane landed downwind, and the white lifeboat was lowered away and went to it under power.

The lifeboat crew returned with the box of parts to the applause of spectators lining the rail.

"I was hoping," Adlum said, "that Henry Kotkins (another Port commissioner) had been on the plane. That way, there would be three of us aboard the Malaspina—enough for a quorum to conduct Port business."

"SUPER-POWER" is Lockheed's boast for the oceangoing Alaska State Ferry Lockheed is building here. The Seattle yard tells us the ferry will carry the biggest American-designed diesel engines built in this country. They'll be 16-cylinder, four-cycle, turbo-charged, aftercooled marine engines, built by DeLaval-Enterprise to develop 9,200 horsepower at 450 rpm. The new boat will be out of the yard in two years to show us what those engines will do for her.

WET WICKY: Hear that the Wickersham's maiden Voyage under the waiver of the Jones Act was notable for more than just the fact that the ferry didn't have to stop, by law, in a foreign port. Seems that several Ketchikaners hopped on board for an open house when the Wicky stopped there for a while . . . and didn't realize the party was over 'till they were halfway to Wrangell . . .

Maritime

Sun. June 11, 1972 G-13



Maritime Editor

Glen Carter

Alaska 'queen' has power plus

(Glen Carter, Times maritime editor, is aboard the Malaspina, en route to Alaska. The ship, first launched in Seattle in 1963, has been enlarged in a Portland shipyard and will ply the Seattle-Juneau run as part of the Alaska ferry system.)

ABOARD THE MALASPINA — Prowl a ship long enough, and sooner or later something awesome confronts you — the engineroom's screaming horsepower for instance, so loud that communication can be accomplished only aboard this queen of the Alaska Ferry System.

Kenneth Beselin, the 42-year-old chief engineer, took me on a tour of his domain — deep in the vessel's innards where three generator diesels cranked out 2,550 horsepower to produce electrical power for a capacity of about 800 persons aboard this queen of the Alaska Ferry System.

THEN BESELIN LED THE WAY aft to the main propulsion engines, the two V-12s producing 8,000 horsepower to turn two 10-inch diameter shafts. At the end of the shafts are two four-bladed stainless-steel propellers 10½ feet in diameter. When the propellers turn about 200 R. P. M.s, they drive this ship more than 18 knots.

About 202 gallons of engine fuel oil are burned each hour.

This ship on the Seattle-Juneau run will average 8,600 miles a month in the summer or the equivalent of twice around the world a year. That will have been a lot of fuel consumed, part of which generates electric power for 5,000 light bulbs, air-conditioning for crew quarters, food freezers and even ice cubes for Lil's Room, the cocktail lounge.

The ship has full facilities for 750 passengers and a crew of 60 to 68, half a dozen of which are women food-and-beverage handlers. All this includes plumbing, baths, and hundreds of electro-mechanical units that would accommodate a comfortable community.

THE MAN IN CHARGE of all this — including fire-protection equipment, sewage-holding tanks, rubbish incinerators, and lifeboat engines — is Beselin who last night wore his dress uniform with four gold sleeve stripes after working two days in the engineroom in grease-smudged coveralls — ever since the starboard engine blew a cylinder 8½ hours out of Seattle.

Beselin is in charge of three engineering assistants, a junior engineer, oilers and wipers. But he was below with his men when they pulled the piston, connecting rod and the



FAIRVIEW AVENUE NORTH and JOHN STREET
POST OFFICE BOX 10
SEATTLE, WASHINGTON 98111

The Seattle Times

TELEPHONE MAIN 2-8300

June 16, 1972

Red, Milt, Peg or Whoever:

There are 5 or 6 columns here about the Malaspina--three copies of each.

You might spot some inaccuracies, caused in part by long-distance telephoning and by after-effects of Lil's Room.

Anyway, it was a fun trip--educational, interesting and probably informational to Times readers.

Peggy tells me the Malaspina is booked solid for staterooms for the remaining season. I'm not surprised. She's a great ship in a great system for too many reasons to list in this limited space.

Thanks for a memorable ride.

--Best

Glen
Glen Carter
Maritime Ed.

damaged cylinder sleeve.

The area had been grease-smeared and soot spattered from the ailing piston's blast. Nobody was hurt.

Beselin has been working with engines since his teen-age days in Everett. At 19 he earned his third-assistant license. At 42 he has seen a lot of enginerooms, including those of Alaska Steamship Co., American Mail Line and the predecessor of the Military Sealift Command.

"No, I never went to engineering school," Beselin said. "I took some junior-college courses and some short courses at the Merchant Marine Academy, but I've had no special schooling."

AFTER THE ENGINEROOM TOUR, we went to Beselin's new quarters contained in the 56-foot midbody that was installed in the Malaspina in a Portland shipyard prior to this shakedown-inaugural trip to Ketchikan, Wrangell, Petersburg, Juneau, Haines and Skagway.

The chief engineer's room is brown-carpeted but spartan-looking with only a bunk, steel desk, two filing cabinets and a straight-backed leather settee. The only splash of color in the room was a wilted bouquet of roses in a vase presented as a good-luck token at the voyage's beginning.

"The flowers look tired," Beselin said, grinning, "as I've been the last couple of days. There were a lot of mechanical bugs to take care of — which I expected since the ship was idle for five months in the shipyard."

BESELIN LIVES IN ALASKA as do all of the crew members — most of them in Ketchikan, but he in Juneau. They work six days on—equivalent of a round trip voyage—and six days off when the other full crew takes over.

During his time off at home, Beselin sort of takes his work ashore with him — that is he works with fishing boats — acquires an old boat and completely rebuilds it to his satisfaction.

His present avocation is a 50-foot wooden troller which he repowered, remodeled and modernized, using carpeting throughout, woodgrain paneling, stainless steel and formica.

Often he takes his wife, Helen, and three children aboard for several days of meandering. All of which is not a busman's holiday but a chief engineer's respite from the Alaska ship Malaspina.

ALASKA STATE FERRIES cut a melon of their own last week. Alaska Governor Bill Egan reports that the ferry Malaspina made a record run out of Seattle last week. In all, on her roundtrip to Skagway-Haines the Malaspina hauled 504 passengers and collected \$71,000.

It was the Malaspina's first commercial voyage since she was modernized at a Portland yard and expanded with a 56-foot sleeve in her midsection.

And a reminder of how much this weekly Seattle run adds to Alaska Ferry coffers. We think of gold

rushes in Alaska and the Yukon. But Alaska struck a welcome vein of gold when it experimented a few years ago with running some of its boats south into Puget Sound. This Seattle run funnels a lot of tourists north to the 49th State. And men who know tell us the Seattle trip is the only moneymaker on the Alaska Ferry schedule.

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Monday, June 12, 1972

The Seattle Times D-15

Maritime

Glen Carter

Malaspina good to her crew



Maritime Editor

ABOARD THE MALASPINA—I've heard crewmen and officers on this vessel say, "This ship has been good to me."

Since the Alaska ferry was launched in 1963, she's provided wages for men and their families in Juneau and Ketchikan. All personnel are Alaska citizens.

Most of the two 60-member crews are family men, working seven days on and seven off. They're assured of being home on schedule.

And many have advanced since the ship came into being nine years ago. Robert Caffee was a waiter and now is a chief steward. Walter Jackinsky, a chief mate, was a seaman. Doug Sage was a chief steward who had worked for deep-sea lines and now is port steward for the entire Alaska ferry fleet. Greg O'Claray who as a boy worked on fishboats became a chief purser at the age of 21. Now, at 29, he's vice president of the Alaska region of the Inland boatmen's Union which represents as bargaining agent all unlicensed crewmen in the 500-man Alaska fleet.

For that matter, the Alaska ferry system has come a long way since 1949 when it consisted of a single Navy-surplus landing craft operated privately between Juneau and Haines-Skagway. The vessel carried about 30 passengers and nine vehicles. The state acquired the ferry in 1951 and began the Alaska Marine Highway System, as it calls its ferry system.

Business since has gone up in this land of deep and sheltered waterways. The state's voters, recognizing a good-odds investment when they saw one, went along with a \$37-million expansion and improvement program.

This 408-foot Malaspina, on its first voyage since receiving a 56-foot midbody, is part of the program. The midbody provides more passenger space and facilities at an investment cost of about \$4 million.

But the biggest production is yet to come. The largest contract ever awarded by the State of Alaska (\$19 million) went to Lockheed Shipbuilding Corp. of Seattle which will deliver a 418-foot vessel in 1974, to be the largest of eight liners.

In addition to that vessel, a 235-foot vessel is under construction at Sturgeon Bay, Wis., for delivery in the winter of 1973-74. The Wisconsin yard might build a sister to the 235-footer, and talk points to jumboing two others, as has been the Malaspina.

So Alaska's ferry system has grown quickly from the lone Navy-surplus vessel. And the mate aboard her in the late 1940s, Curtis Bach, is now the chief mate aboard the sleek, fast Wickersham.

ODDITIES: Some of us were puzzled about why owners of cars driven aboard in Seattle were permitted to descend below to their vehicles only a few times a day. Seems that some of the vehicles were (and are) pickup trucks carrying campers. Their owners would go below to the car deck and cook meals, using bottled gas and other flammable fuels. The Coast Guard, studying the situation, ruled that cooking posed fire hazards. In fact, lighting a cigaret is prohibited on the car deck.

Ketchikan and Juneau are in the same time zone as Seattle, but midnight daylight is conspicuous in Juneau. The sun was glowing a faint pink at midnight in Ketchikan, Haines and Skagway. Sunrise at 3 a. m.

Mrs. Knox Woodruff, wife of the Seattle port commissioner, is visiting Skagway for the first time on this voyage. She wanted to glimpse Chilkoot Pass, over which gold seekers hiked to the Yukon in 1897-98. Among those hardy souls the young man who would be her father, 21-year-old Ross E. Chesnut, who had left the University of Washington in 1898 to seek his fortune.

"Dad didn't come back rich," Mrs. Woodruff said, "but he did bring back a leather poke of nuggets which remains a family keepsake."

(That 1897-98 goldrush remains the one bright spot in Skagway's [705 population] economy, pitched to tourism and based on its lone, dusty business street, lined by old false-front stores.)

AS I WAS SAYING, crewmen take pride in this Malaspina, queen of the Alaska ferry system, for several reasons. One harks back to May 22, 1971. A bronze plaque of commendation, hanging near the purser's station, presented by Alaska Gov. William A. Eagen, explains the incident:

"Awarded to Captain Harold Payne and the officers and crew of the M. V. Malaspina. In recognition of their service and efficiency while rendering vital assistance to the burning M. V. Meteor in the Straits of Georgia on May 22, 1971.

"All 66 passengers and four crewmen were picked up by the Malaspina and transported to safety at Vancouver; B. C. This action was in keeping with highest traditions of the sea, and reflected honor upon the Alaska Marine Highway System. A 'well done' to all hands . . ."

Captain Payne and most members of that crew will be bringing the Malaspina to Seattle Wednesday. Then the ship will resume its regular service schedule following this shake-down-inaugural run.

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Porters are not provided by the Ferry System; however, arrangements may be made with your room steward to have your baggage delivered to your stateroom. A tip is customary for this service. Stateroom "tidiness" is left to you since daily maid service is not available except when occupants assigned to stateroom are charged.

VEHICLE DECK

The purser will announce via the public address system the scheduled times to visit the car deck should you need to do so, and an escort will be provided for passengers. Coast Guard regulations prohibit passengers on the car deck while the ship is underway.

SAFETY INFORMATION

To insure your safety in the unlikely event of trouble, the *Malaspina* carries a full complement of lifesaving equipment. 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 lifeboat drills are conducted by the ship's crew weekly to maintain proficiency and to meet U.S. Coast Guard requirements. The American-built *Malaspina* carries United States registry.

RESERVATIONS

Reservations may be obtained through any office of the Marine Highway System, or through your local travel agent.

FOR FURTHER INFORMATION CONTACT

Division of Marine Transportation
Pouch R, Juneau, Alaska 99801

These lounges and the newly added heated and partially enclosed Solarium give you excellent vantage points from where you may enjoy Alaska's scenic splendor throughout the voyage.

The *Malaspina's* elegant dining room seats 150 and offers delicious foods with the choice of cuisine as wide and varied for each meal as you would find in any fine hotel.

The Lil's Room cocktail lounge and bar are open throughout the day and late, late evening; and our mixologist is one of the finest. And for anyone who wants to try it, there is a piano in the bar.

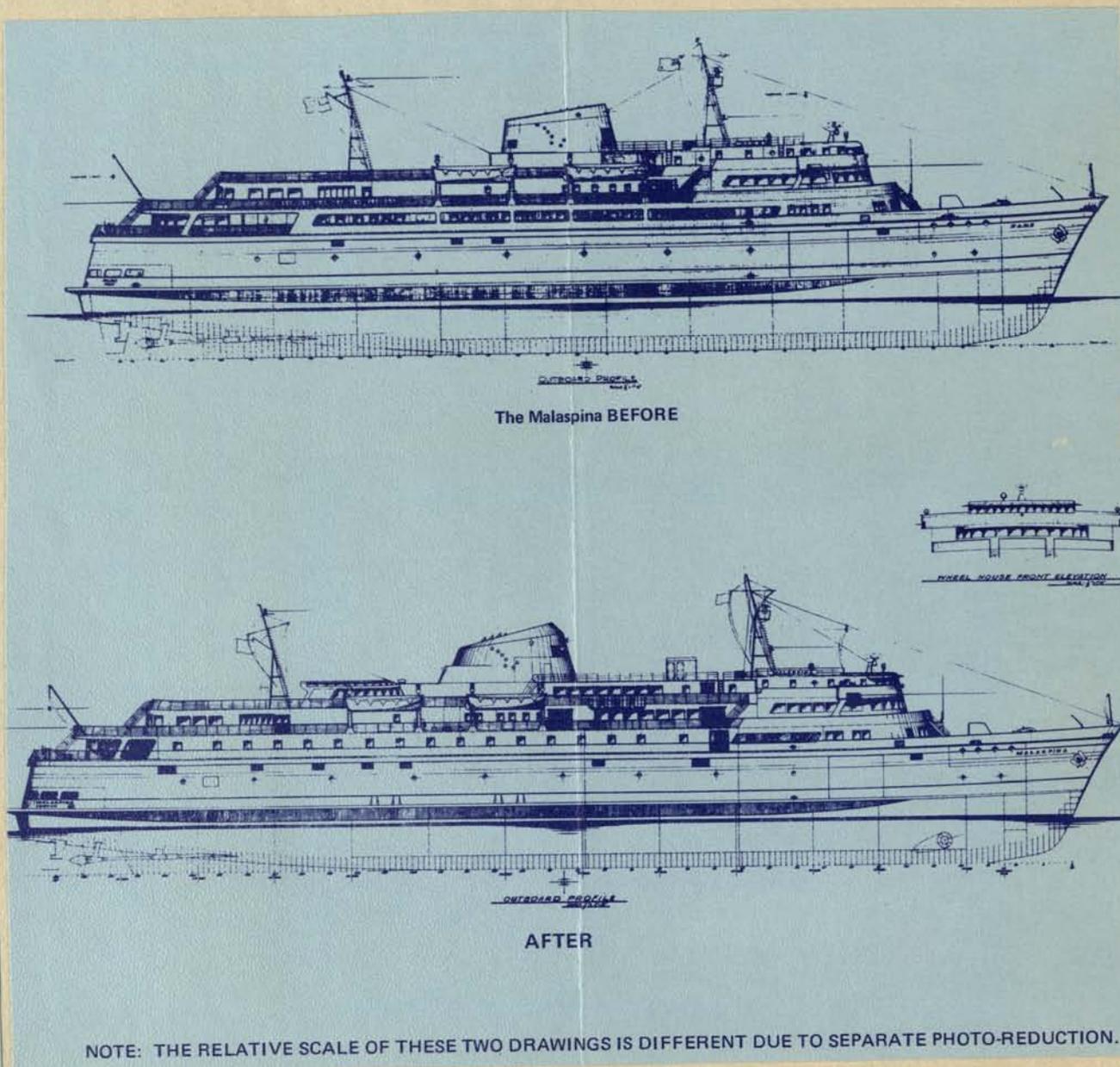
All of the paintings aboard the ship are originals and depict typical wildlife scenes in Alaska.

The display cases in the forward lounge contain artifacts on loan from the Alaska State Museum.

The wood panels located throughout the ship are authentic Tlingit Indian designs.

The ship was designed by Nickum and Spaulding Associates of Seattle and the interior design and joiner work is by Burhans Design Associates of Seattle.

malaspina



PARENTS AND PET OWNERS

Children are welcome aboard the *Malaspina*. For their safety's sake, please keep them from running about the decks and know their whereabouts at all times. Both you and your children should be watchful of the possibility of the doors slamming from sea motion. Pets are allowed only on the vehicle deck, either in your car or controlled on a leash.

BAGGAGE

There is no limit to the amount of baggage that may be transported in cars and trailers on the vessels. Foot passengers may bring hand luggage only. You may stow your baggage on the cart stationed in front of the terminal, to be taken to the vehicle deck shortly before sailing. Coin-operated storage lockers are available aboard ship.

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FROM ALASKA



Richard A. Berg: "The arrival in Seattle and subsequent departure for Alaska of the newly-jumboized and completely-refurbished state ferry 'Malaspina' caused a great stir on the Seattle waterfront in early June. Commission President J. Knox Woodruff and Commissioner Merle Adlum were among those aboard for the first inaugural Alaska voyage. This story is detailed by 'Reporter' Associate Editor Sue MacDonald, who covered the first voyage."

PORT OF SEATTLE Reporter

JULY 1, 1972



Going Home

THE 'NEW' MALASPINA

North to Alaska via the Inside Passage, South to Seattle . . . Reluctantly

(Text and photos by Susan MacDonald)



Fifteen miles from downtown Juneau, the Mendenhall Glacier stands in immense splendor. During the last 250 years, it has receded two and a half miles to its present location. The ice slides down the valley at a variable rate, sometimes several feet per day, melting when it reaches the warmer lowlands.

With pick and determination, Rocky the prospector perpetuates the legend of the Alaskan gold rush.



The Cover

Fifty-six feet longer and completely refurbished, the Alaska ferry "Malaspina" majestically glides past the Seattle waterfront on her inaugural voyage through the Inside Passage to Skagway, Alaska. (Photo, courtesy Alaska Marine Highway System)

How can seven days in another world be whittled down into a few pages of print. And what words can I use?

The travel brochures struggle to describe Alaska—with phrases like "scenic grandeur," "unparalleled beauty," and "breathtaking snow-capped mountains." I tried to write the story before I got there, using pamphlet propaganda.

But, it is sad, the public relations people said nothing about the dear woman in Ketchikan who will fix a tuna fish sandwich for you while you browse about her shop. Or the three jolly widow ladies who corrupted everyone on the ship. Or Whiskey Jack in Wrangell.

And no one mentioned how the shadows skitter down the mountains along Lynn Canal and rest in the pockets and creases of those splendid jagged peaks. And what happens inside when you see it.

As vast as this land is in size, so is the measure of personal experiences, impressions and emotion.

The First Ones

We sailed from Seattle in the early evening of June 6. Ours was the inaugural voyage north of the newly-enlarged Alaska ferry "Malaspina." Aboard were officials from the State of Alaska—George Easley, commissioner, Dept. of Public Works; Capt. H. J. "Red" Lockert, director of the Alaska Marine Highway System; Port of Seattle Commissioners Knox Woodruff and Merle Adlum; "Malaspina" architects Philip Spaulding and George Nickum; Bill Wild, assistant manager, marine division, Williamette Iron and Steel Co., who supervised the ship's renovation in Portland.

Mad At Ferry System

Dear Editor:

The Alaska Marine Highway has made an unfortunate error, which has occurred (according to them) for the first time in six years.

Four cars with reservations were left off the "Matanuska" ferry for the trip to Haines from Juneau on 20 July. My wife, mother and father-in-laws who had planned this trip for eight months and come from Virginia were among them.

The State ferry had twelve cars with standby tickets on it while at Juneau. These cars were not removed from the ferry, except for two, ostensibly because the ferry could not locate the drivers of the other ten cars.

I personally know of one car which was a standby on the dock which was all of a sudden taken on the ferry instead of one of the four cars with confirmed tickets. I cannot understand why the Alaska Marine Highway, which is performing a public service and educating newcomers to Alaska, would ruin the trips of people who have made reservations up to several months in advance.

The whole situation reeks of incompetence to me and for the State of Alaska to allow such conduct by its Marine Highway is despicable and irresponsible. Alaska is completely out of place in allowing standby fares to take precedence over confirmed reservations (months ahead). If the Marine Highway is trying to discourage good people from coming to Alaska it is certainly doing a very good job.

I appeal through this newspaper to the Commissioner of Marine Highways to correct this situation. Reservations should not be issued if the state is not going to honor them.

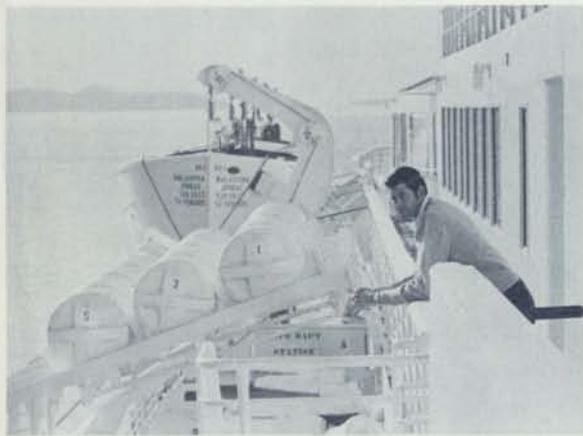
Sincerely,
Herbert C. Pell III
Rte 4 Box 4002, Juneau

New Ferry Engines Largest Built In U.S.

SEATTLE (AP) — Lockheed Shipbuilding and Construction Co. spokesmen describe the diesel engines of a new Alaska state ferry as the largest ever built in the United States.

Officials said Tuesday the ocean-going vessel, designed to be the flagship of the state marine transportation fleet, would be powered by a 9,200-horsepower engine capable of turning twin pitch propellers.

Lockheed spokesmen said the 418-foot vessel was scheduled for completion in early 1974.



A quiet moment contemplating Alaska's scenery and sunshine.



The queen of the fleet briefly relinquishes her spot at the Ketchikan dock to the Alaska ferry "Wickersham," permitting an aerial shot of her under way without missing out!



Port Commission President J. Knox Woodruff presents a color photo of Seattle harbor to Capt. Kenneth Florian, skipper of the "Malaspina." Others shown are Capt. H. J. "Red" Lockert, director, Marine Transportation Division, Alaska Department of Public Works; Capt. Merle D. Adlum, Port of Seattle Commissioner, and Commissioner George Easley, Department of Public Works, State of Alaska. Southbound in Ketchikan, Capt. Florian was relieved by Capt. Harold Payne, who brought the ship into Seattle. The 60-man crew also alternates the duty, with each crew member scheduled one week on and one week off.

There were others who had helped remodel and outfit the ship and spent the journey north looking closely at things and making up discrepancy lists. Those who felt the labor pains at her birth, those who nursed her during her nine-years of service and the many people who suffered through her recent stomach transplant and thereby earned the right to share in the pride when she slinked home to show off her newness.

The original "Malaspina" was

built in Seattle by Lockheed Shipbuilding in 1963, one of seven ferryliners now serving residents of Alaska and tourists from British Columbia and Seattle.

She went under the scalpels of Willamette Iron and Steel Co. in Portland, Oregon, the first of this year. They completely gutted the lady, cut her in half, added a 56-foot mid-body section, stitched her back together and remodeled her throughout.

She is now the largest of the ferry

system's vessels, 408 feet long and 73 feet wide. Passenger capacity has increased from 500 to 750 with 56 four-berth staterooms and 30 two-berth staterooms. The rooms can accommodate 284 sleepers now instead of 100.

A large observation lounge in the forward section of the ship and a passenger lounge aft with airline-type reclining chairs are available to passengers who wish to make the trip with less capital outlay.

(Continued on Next Page)

Captain Lockart, director of the state ferry system advises there will be no ferries passing through the fishing areas on Friday or Saturday. The Wickersham will travel through the area on Sunday. Word from the ferry system is that the Wickersham will operate at reduced speed within the Derby fishing areas on its Sunday run.



"Malaspina" (cont'd)

It is emphasized by the crew members that this ship is a ferry boat, *not* a luxury liner. She is part of the Alaska highway system, a large portion of which happens to be constructed of water rather than asphalt.

If one were expecting a fancy cruise ship, the "Malaspina" might be a disappointment. Luxury-liner types don't look with charity on bodies crashed in slumber in the observation lounge. As a ferry boat, she is outstandingly elegant.

Bring Your Kite

Among the ship's many new attractions is a heated and partially-enclosed solarium on the bridge deck—a happy spot for reading, sleeping, gazing and sunbathing. We even had some kite flyers undulating up there during the trip.

Meals are announced three times a day over the public address system for those who want the grandness of the ship's dining room. For the travelers who sleep late and stay up longer, a sunny cafeteria is open from 6 a.m. until 1:00 a.m.

Lil's Room, the cocktail lounge, is open throughout the day and into



The ship's dining room—an airy, fresh setting complemented by artwork exclusively Alaskan in flavor.

the wee hours of morning. Entertainment is make-shift and runs the gamut from outstanding to needs improvement, depending on which passengers are operating the piano keys and the vocal chords.

The ship is beautiful—carpeting throughout, Tlingit Indian designs on wood panels, paintings of Alas-

kan wildlife, display cases in the forward observation lounge with artifacts from the Alaska State Museum.

The staterooms are fiberglass modules which were pre-built, moved into position on a cushion of air, and then bolted down. The furnishings are colorful and warm. The



Commissioner Easley enjoys breakfast and the informal atmosphere of the "Malaspina's" cafeteria.



The enlarged car deck can accommodate 134 standard automobiles or approximately 67 27-foot trailers, or a combination of both. During scheduled runs, the ferries also haul some vanned general cargo, mostly consumer goods destined for Southeastern Alaska cities.





Ernie McConnell, chief purser of "A" crew, demonstrates his clerical adeptness in the new purser's office.



"What time do we arrive in Juneau?" ask two deserters. Stationed behind the spotlighted purser's counter, Chief Purser George Vaughan and Assistant Purser Bill Sanford efficiently attend to passenger inquiries and make each guest feel welcome and comfort-

able. When complimented on his expertise as a host and the friendliness of the entire crew, Vaughan remarked, "After all, we spend half of our lives here. This is our home."

rooms, designed by Burhans Design Associates of Seattle, all have showers, toilets, wash basins and individually-controlled thermostats.

The car deck can handle 134 standard automobiles, an increase of 25 slots. While Coast Guard regulations prohibit passengers on the car deck while the ship is underway, those who have pets anchored there are allowed visitation rites during certain times of the day.

What Will Happen?

It seemed in harmony with the pioneer spirit of Alaska that my introduction to the 49th State would be a bit of an adventure in itself. While I have been aboard many ships, I have always been firmly ushered off when the engines started churning. This was the first time anyone ever let me stay—the first time I have "bon voyaged."

All the more exciting since ours was a "shakedown cruise" and none of us knew what to expect. What if the ship suddenly veered off course and headed for the Fiji Islands?

When the unknown did happen, it



Boat Bluff, a lighthouse maintained by the Canadian Lighthouse Service, appears on the "Malaspina's" starboard side as we swerve through Canada's inside waters.

was not quite so romantic. Our only mishap occurred about 2:30 the first morning out when one of the two 4,000 horsepower, V-12 diesel engines lost a piston and liner. We limped through Canada on one engine (the better to see you with, my dear), greeted a float plane bearing parts from San Francisco, and were

repaired in Ketchikan.

This slight malady delayed our six-day voyage by one day. No one cared much. We were all too busy being seduced by an Alaska that had pulled out all the stops. An Alaska that knocks you out with its beauty and won't let you get back
(Continued on Next Page)



"Malaspina" (cont'd)

up again. We got the sun, we got the blue skies, warm Pacific breezes—an extraordinary homecoming for the queen of the fleet.

Ketchikan

Ketchikan is the first stop on the northbound run from Seattle to Southeast Alaska. And Ketchikan was not blasé about the return of the "Malaspina." Float planes, pleasure craft, one bald eagle and a helicopter trailing an enormous American flag, provided escort for the ship.

In Ketchikan, as in other Alaskan cities along the Inside Passage, open houses were held on the ship so the people whose taxes are paying for the \$6.8-million renovation, could examine how their money is being spent. We were fortunate to be on this special voyage because the open houses gave us more time to look around. A chance to see Saxman Totem Park, where totems collected from neighboring islands have been planted and preserved. To meet Rocky, the local prospector, who says he has two claims staked on a hill behind town. Narrow streets; cars shipped from Seattle; a city that turns on its radios when fire sirens sound to find out what's burning; a city, among many in Alaska, which is supported by the waters that massage its shores.

We journeyed 235 miles from Ketchikan to the State capital of Juneau, a community which popped up at the feet of Mount Juneau and Mount Roberts, swept across the bridge to merge governments with the city of Douglas and became the Greater Juneau-Douglas Borough. Open house allowed just enough time to sprint out of town 15 miles to the Mendenhall Glacier. Others chose the House of Wickersham and a retreat into Alaskan history with the niece of Judge James Wickersham, one of Alaska's founding fathers. The widows opted for the Red Dog Saloon.

En route to Juneau, we stopped

in Petersburg. But at 2:00 in the morning, sightseeing did not seem especially appealing. Our schedule was altered to provide for an open house in that city and in Wrangell on the return trip south.

As luck would have it (even bad luck), the upside-down time table gave us one of the most memorable and spectacular sites of the entire

trip—an eerie midnight cut through navy-blue, mirrored waters in the Wrangell Narrows—21 miles of tight turns and cautious maneuvering. Many passengers gathered in the darkened observation lounge to assist our skipper, Capt. Kenneth Florian, at the con. Above on the bridge, he probably didn't realize he was getting such expert assistance.



Ketchikan, Alaska's third largest city.

Crew members lower the life boats during a routine fire drill held once a week on the ship.



Following a short flight over Ketchikan, Ed Racine, KING-TV cameraman, extricates himself from the Cessna five-place, piloted by Dixie Jewitt, the only female bush pilot in Southeast Alaska.



It was a thrilling experience— weaving past flashing red and green guide lights snaking miles in the distance. Much more exciting at night, the Alaskans say.

Haines & Skagway

From Juneau, we traveled through Lynn Canal to Haines and Skag-

way. As promised, the days had grown longer as Seattle grew further away. A deep gray twilight attended midnight by the time we reached the northernmost point of our voyage. The skies would dip briefly into night and then become illuminated again. Inner clocks malfunctioned. And Alaska became a bit like a

dream.

In Haines, the Chilkat dancers, under the direction of Carl Heinmiller, a white man who teaches native arts at the old Army post, welcomed the ship with costume and rhythmic celebration. Some passengers went into town, some drove

(Continued on Next Page)



The world's largest collection of Tlingit Totem poles is preserved at Saxman Totem Park, a few miles south of Ketchikan.



Yes, I'm enjoying the view from the car deck. Do you mind?

A band of young accordionists greet the ship as she docks in Juneau.



Don Lacombe and Jean Enersen, KING-TV, take time out from documenting the trip, to relax with fellow passengers on the solarium.

Beautiful downtown Juneau.



"Malaspina" (cont'd)

off the ferry to hook up with the Alcan Highway, and others felt the sun burn their faces at 8:00 at night on the solarium. One person said, "I think we're off course. This must be Hawaii."

We were granted only an hour in Skagway. Only an hour to absorb the historic city where gold seekers met Chilkoot Pass and began pushing toward Dawson City toting 2,000 pounds of gear and dreams that made the pack a little lighter. There was not enough time to visit the remains of Dyea, Skagway's former rival town which died when the railroad was built over White Pass. Just enough time to fill our lungs with the sweet air that tumbled down the mountains. Just enough to lure us back for more.

Bad News

It was probably an omen. The rain came, telling us we shouldn't be heading home. But the drizzle didn't deter the three widows when we docked in "Little Norway." Nor did it diminish the size of the Petersburg welcoming party—smiling townspeople dressed in native costume.

The widows seized the local Elk's Club (as was their pattern), so enrapturing the town's folk that a call was made to the ship to be sure there was time for them to have one more drink. The bartender even drove the ladies back to the dock.

The "Malaspina's" reception in Wrangell was as warm and enthusiastic as those in all the other cities. Many young people turned out to see the "new" ship. Among them were two young men who recently rejected California to move north where it's quiet. And it was in Wrangell that I walked in on an Indian death ritual looking for the cab driver and where one of the mourners took the time to help me look.

Heading home. Back through Seymour Narrows where the current

Skagway, northern-most city reached by the Inside Passage and former base camp of the Klondike era.



Two Petersburg residents dressed in Norwegian costumes in honor of the "Malaspina's" return north.

Jack Barton, co-owner of Audio Visual Associates, which firm has been commissioned to put together a film on the "Malaspina's" surgery, succumbs to the collective charm of the widows, from left, June Olson, Irene King and Ardys Conn.



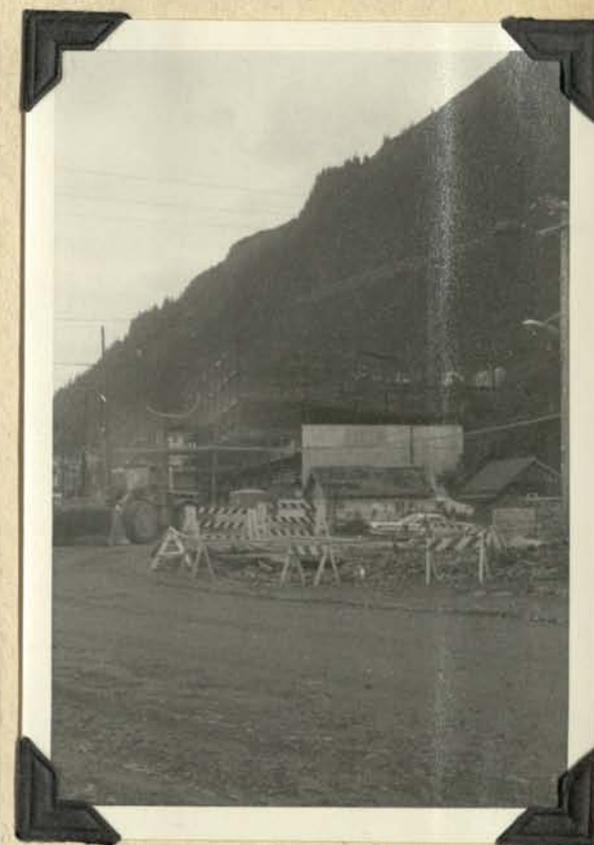
sometimes runs at 15 knots. Back through hundreds of miles of untouched green Canada.

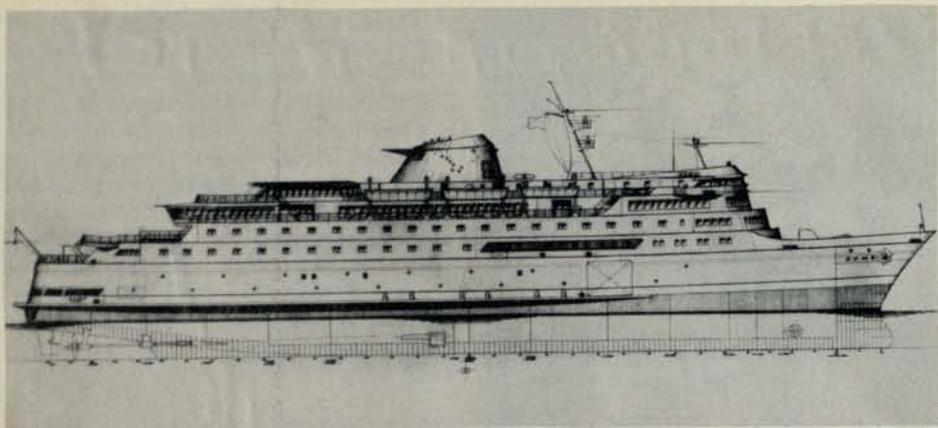
And it seems ludicrous to grind this experience through a typewriter. Seven days on a ship that has become a home. With gracious crew members who have become good friends.

Certainly there are many on

board who are not as emotional about the trip as I. Some people don't even like Alaska. But that's their problem—I don't want to go home. So many warm people, hundreds of stories, so much left out. And to think the Southeast panhandle is only a tiny part of Alaska!

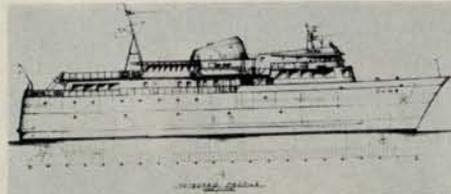
Oh, damn, I forgot to tell about the whales!





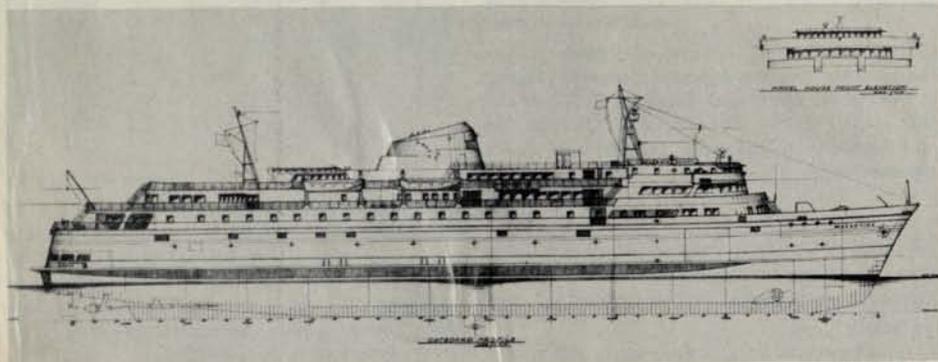
State Department of Highways

Slated for completion in early 1974 as a replacement for the MV WICKERSHAM, this 418-foot state ferry is being constructed at Lockheed Shipbuilding and Construction Company in Seattle. Costing \$19,513,559, the vessel will carry 1,000 passengers and 184 standard vehicles. It will include 324 berths.



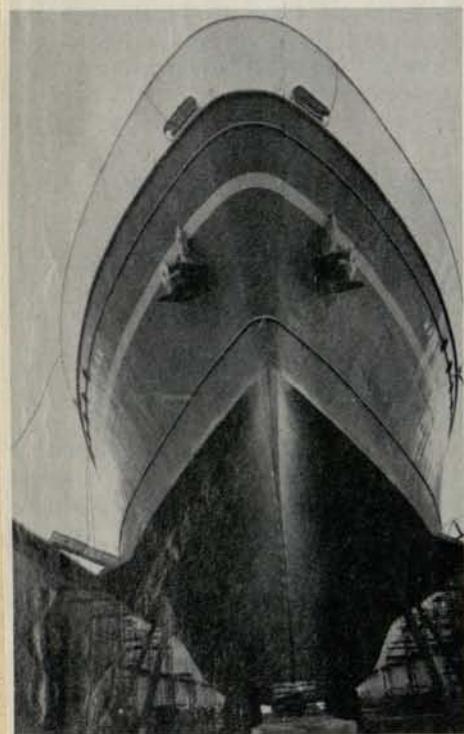
Alaska Department of Public Works

Unnamed as yet, the new 235-foot shuttle ferry designed for Southeastern Alaska service will have this profile when it is completed in late 1973 or early 1974. The vessel is being constructed by Peterson Builders, Inc., at Sturgeon Bay, Wisconsin.



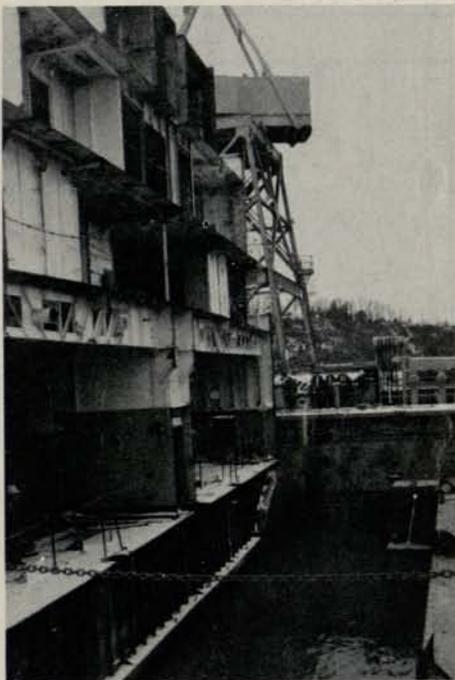
Alaska Department of Public Works

Fifty-two feet longer than when it went into the Willamette Iron and Steel Company shipyard in Portland, the MV MALASPINA rejoined the state's ferry fleet in June. Stretched from 352 to 408 feet, the MALASPINA increased its berth capacity from 95 to 288 first class berths. Car deck capacity was upped 28 percent and passenger capacity is now 750 compared to 500 before the stretch-out.



Alaska Department of Public Works

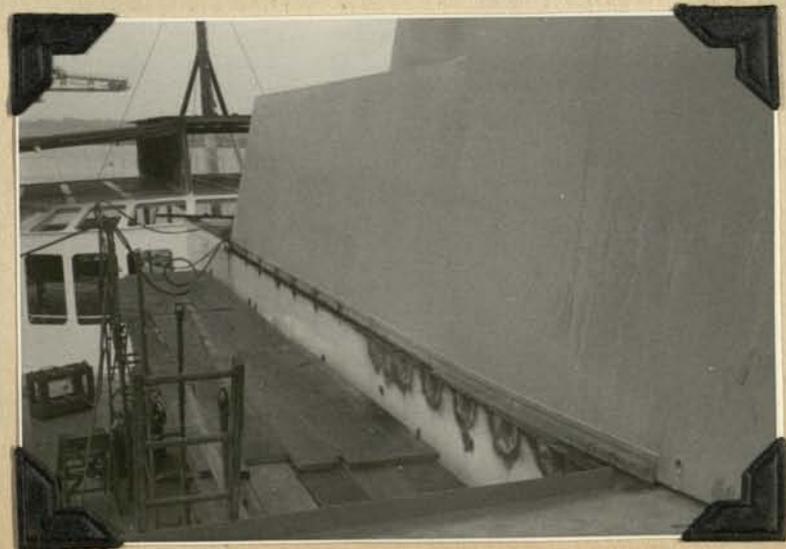
Severed bow of MALASPINA as it looked in Portland shipyard before joining to new mid-section.



Alaska Department of Public Works

The aft body of the MV MALASPINA is shown approaching the new mid body in the Portland shipyard where it was lengthened. Eighty-six new staterooms were added to the ferry's new section.

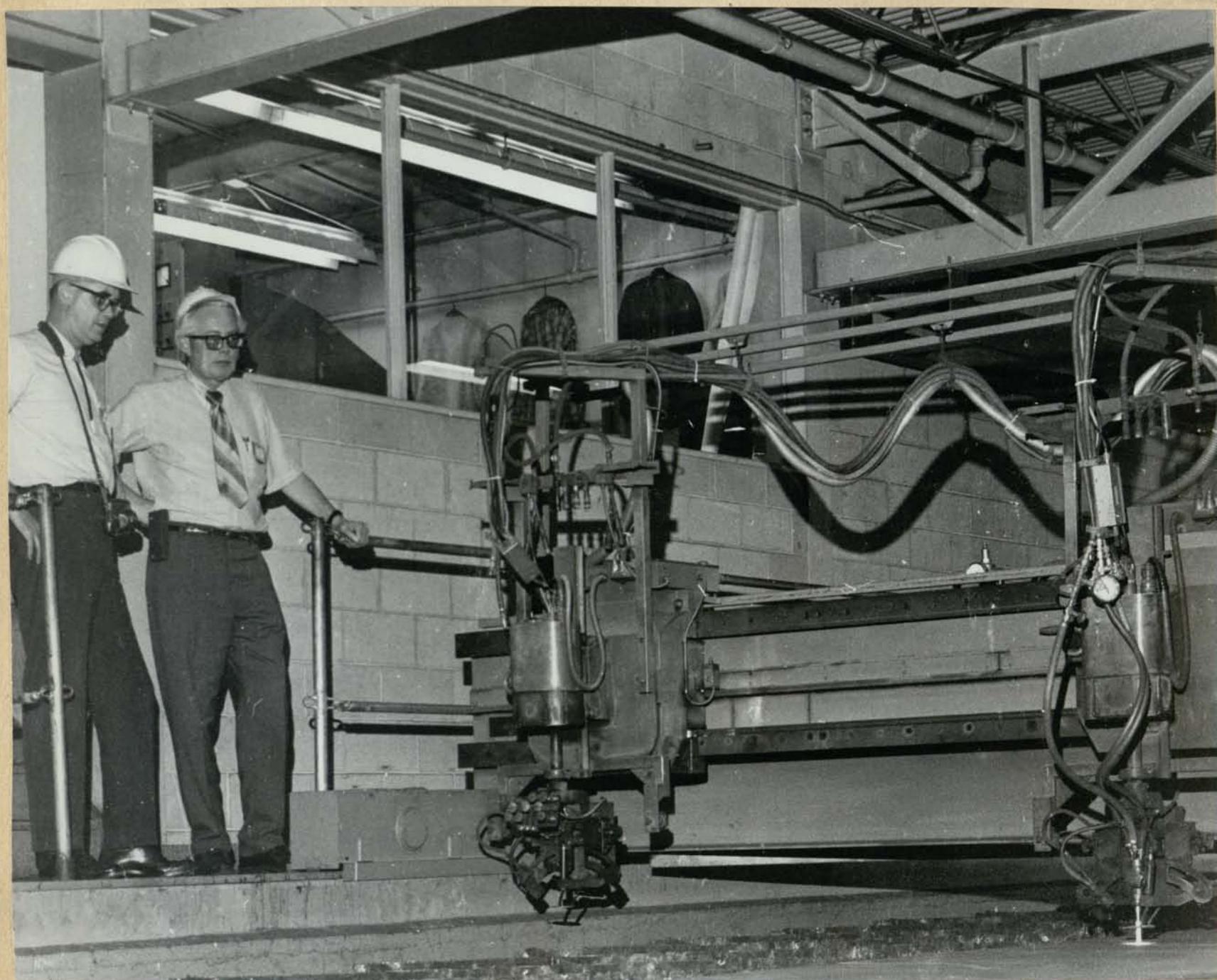
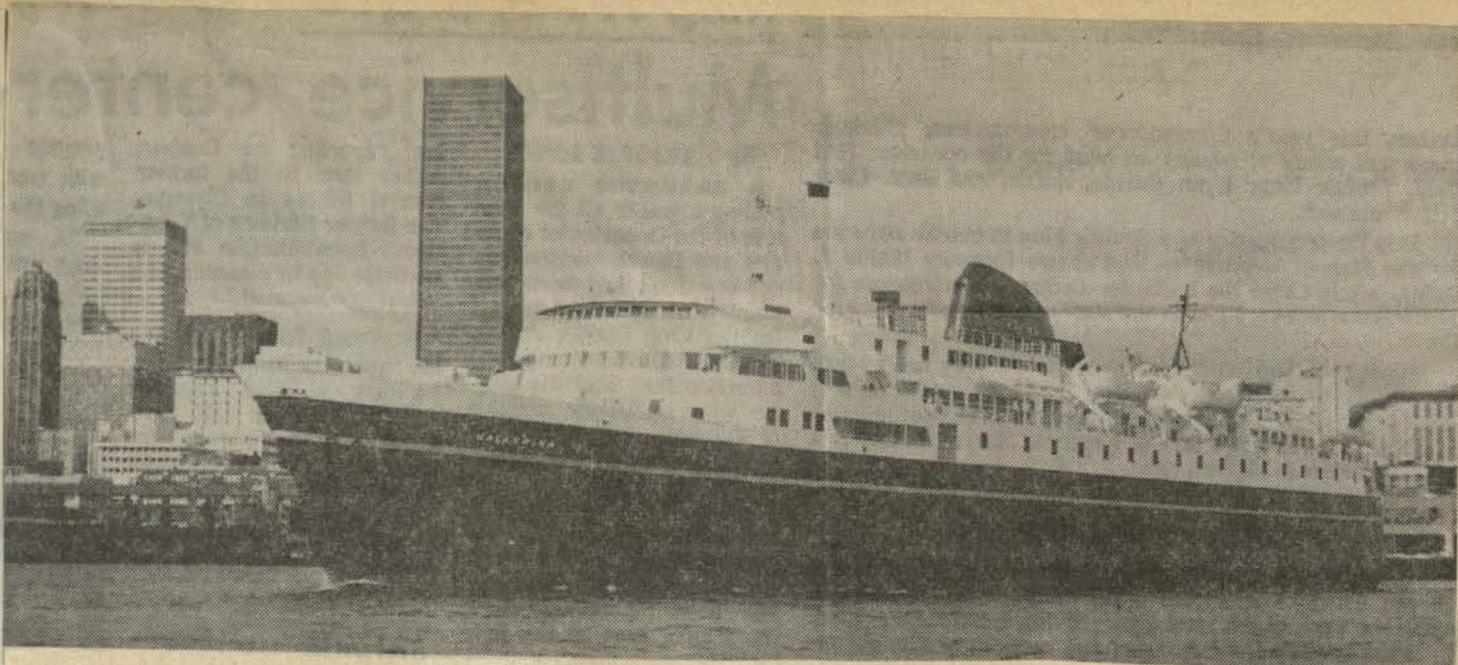




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Queen of the Alaska fleet

The Alaska ferry system's queen of the fleet, the 408-foot Malaspina, departed Seattle Friday on her first official voyage since receiving a 56-foot midsection to provide more passenger space. All the vessel's stateroom accommodations were sold out.—Alaska Marine Highway photo.





MV Wickersham

Tight Money Idles Wicky For Winter

KETCHIKAN, Alaska (AP) — A cut in the Marine Transportation System budget necessitates taking the state ferry Wickersham out of service five months this winter, Administration Commissioner Joseph Henri says.

The vessel will be taken out of service because she is the most expensive ship in the fleet to operate, George Easley, public works commissioner, said Wednesday.

The Wickersham will undergo overhaul from Nov. 14 to Jan. 14 and will be out of service until April 14. Easley said the vessel will have a watch crew in Seattle and "as large a maintenance crew as we can work with."

He said some of the Wickersham's 180-member crew will have to be laid off, and that seniority will rule.

Henri calculated a \$600,000 saving by having the Wickersham out of operation during the winter.

Many state agencies are affected by budget cuts designed to preserve North Slope oil bonus money, he said.

Henri said negotiations are under way with three unions involved in Alaska ferry operation to work out satisfactory arrangements for leave and vacation time for Wickersham employees.

He said the level of service will be the same as it was last year when the ferry Malaspina was being lengthened. Two vessels will be on the southeastern run this winter, he said, while a third is laid up for overhaul.

Easley said his budget was more than \$1.6 million less than the Division of Marine Transportation originally requested.

Budget Cut To Freeze State Ship

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Henri said negotiations are under way with three unions involved in Alaska ferry operation to work out satisfactory arrangements for leave and vacation time for Wickersham employees.

5-Month Layup For the Wickersham

The state ferry Wickersham will be layed up for five months this winter because of a cut in the marine transportation budget, Joseph Henri, commissioner of administration, told the Daily News today.

Public works Commissioner George Easley made the decision to lay up the Wickersham rather than one of the other vessels since it is the most expensive to operate.

The vessel will undergo overhaul from Nov. 14 through Jan. 14 and then be layed up until April 14.

He said the vessel will have a watch crew in Seattle and "as large a maintenance crew as we can work with." Some employees will be eligible for vacations but a number will be laid off. Exact number is not known at this time.

Henri calculated a \$600,000 saving by having the vessel out of operation during the winter months. He said the department of public works wasn't the only area of state government that felt the effects of the budget cuts that were engineered by the administration to protect the North Slope bonus account.

"The more we spend out of the principal," Henri said, "the less interest we earn."

He said the cuts were made across the board in state departments, while still keeping essential services.

"It can't be helped," Henri said. "Somebody has to suffer."

The Wickersham has a crew of 108. Henri said negotiations are under way with the three unions involved in the ferries' operation for a satisfactory arrangement of details for leave and vacation time.

He stressed the fact that senior hands would be employed on the other state vessels during the layup.

"The last employees hired will be the first to be layed off," he said.

Henri said the level of service will be the same as it was last year when the Malaspina was being lengthened. Two vessels will be on the Southeastern run while a third is tied up for annual overhaul.

Commissioner Easley explained that the requested budget for marine transportation this year was \$16,859,700. The governor recommended \$15,191,000 and the legislative allowance was \$15,173,000.

Gov. Wm. Egan has pledged that there would be no supplemental appropriations to finance anything beyond the budget this year. The only way the Wickersham operation could be continued would be if the legislature passed a supplemental appropriation.

However, the session doesn't convene until January which means that such an appropriation could not be acted upon until near to the end of the layup period.

Wicky is out

KETCHIKAN (AP) — The state ferry Wickersham will be taken out of service for five months this winter because of a cut in the marine transportation system budget, Commissioner of Administration Joseph Henri said Wednesday.

Public works commissioner George Easley said the Wickersham will be taken off the run because she is more expensive to operate than other vessels of the Alaska highway system.

The Wickersham will undergo overhaul from Nov. 14 to Jan. 14 and will be out of service until April 14. Easley said the vessel will have a watch crew in Seattle and "as large a maintenance crew as we can work with." He said some of the Wickersham's

108-member crew will have to be laid off, and that seniority will rule.

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Many state agencies are affected by budget cuts designed to preserve the North Slope oil bonus money, he said.

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He said the level of service will be the same as it was last year while the ferry Malaspina was being lengthened. Two vessels will be run on the southeastern run this winter, while a third is laid up for overhaul.

Easley said his budget was cut more than \$1.6 million less than the Division of Marine Transportation originally requested.

DELAVAL CONTRACT

OAKLAND — DeLaval's Engine and Compressor Division in Oakland, Calif. has received a purchase order from Lockheed Shipbuilding and Construction Co., Seattle, for supply of two Enterprise, DMRV 16-4 diesel engines to be installed in the new ocean going Alaska ferry, the MV Mendenhall. Each engine will be rated at 9,200 bhp at 450 rpm and will provide 18,000 shp to Lufkin Gears and Escher Wyss-Allis Chalmers propellers.

The 18,000 shp motorship will join three other Enterprise powered Alaskan Ferries rated at 8,000 shp. When launched in early 1973 this will put into service the highest horsepower, U.S. built diesel for a motorship.

Just Two Questions

The bridge has given orders to the engine room to reduce speed. In fact, it looks to us like the order is to reverse engines on the Alaska Marine Highway System.

The word this week is that the state ferry Wickersham will be laid up for five months this winter to cut operating expenses, and some of the crew will be laid off.

The state administration says that this still leaves Southeastern Alaska with the same service as last year—one vessel running from Seattle to Southeastern and one running from Prince Rupert to Southeastern Alaska.

This is not completely correct. Last winter, there also was the Wickersham running out of Seattle and Vancouver. Although travelers couldn't use it between Alaska ports, they could use between Vancouver, B.C., and Alaska, which gave that much more service. With a waiver to the Jones Act obtained for the Wickersham this spring, we were hopeful that there would be more service this winter—people could ride the Wicky between Alaska ports. This also would be boosted by the Malaspina which has been lengthened to carry more vehicles and passengers.

Instead of more capacity for the marine highway system, there will be less with the Wickersham laid up.

Travel on the ferry system has been increasing steadily so cut-backs are not compatible with the facts. The Seattle to Southeastern Alaska route is the most successful and with the Wickersham capable of running out of Seattle this winter, we were hopeful that run will be even more popular.

The action of the state administration and the legislature—it cut the funds—raises two questions:

What are we doing building three more ships for expanded service if we can't run what we have?

And, where were our area lawmakers when the budget for the ferry system was being drawn? Certainly, after a six months session they can't beg off saying there wasn't enough time to look into the matter.

Wicky to Sit Out Winter in Seattle

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Easley said his budget was more than \$1.6 million less than the Division of Marine Transportation originally requested.

Wickersham slated for winter docking

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Someone tells us that the state ferry Taku is the only vessel in the entire American merchant fleet with a number 13 life raft. Is that true?

Daily News
Ketchikan, Alaska
AUG 5 1972

EDITOR, Daily News:

Your editorial and news story about laying up the Wickersham did not go far enough in analysing marine highway problems. And in all fairness, I should think you could have told your readers that the idea for the news story was leaked to you, at least indirectly, by Commissioner George Easley.

The interesting aspect of the editorial is that you gave the Governor and us legislators a rough time for not appropriating enough money, yet obviously the matter is one of internal management.

It seems to me your inquiry should have been to Commissioner Easley as to the real reasons for curtailing service.

Studies made available in the past couple of years have shown that the Wickersham has bled the marine highway system of money, but your editorial does not indicate whether this is still true with the waiver of the Jones

act.

The real story is unreported and that story has to do with how the fleet is functioning; the success of the lengthened Malaspina with its extensive and unnecessary trappings and why the needed second small ferry was not commissioned for the people of Alaska who live in the smaller communities.

We legislators gave the Governor only about \$20,000 less than he asked for out of a budget of \$15,000,000 or so.

So what kind of a game is Commissioner Easley playing with his Governor and the people of Southeastern Alaska?

The word going around is the threatened Wickersham layup is just Public Works Department gamesmanship.

What are the facts?

Sincerely your,
RICHARD WHITTAKER
State Representative
First District

Ferry Schedule For State Fair

The state ferry will leave the Auke Bay terminal for Haines at 6 a.m. on August 12 for the Southeast Alaska State Fair.

The ferry will arrive at Haines at 11 a.m.

Transportation will be available from the ferry terminal to the fairgrounds. The ferry will leave at 7 p.m. that evening for the return trip to Juneau.

43 Ticketed Passengers Bumped From Ferry Taku

By SUSAN GILMORE
Empire Staff Reporter

Forty-three angry and unhappy ticketed passengers left the Auke Bay ferry terminal early Saturday morning after being bumped off the Alaska Marine Highway ferry Taku, northbound for Haines.

There was too much demand because of the state fair in Haines, said Bill Morrice, a spokesman for the Alaska Marine Highway System in Juneau. Coast Guard regulations say that the Taku can carry only 543 people, including the crew. "The maximum passenger list was 496," said Morrice.

Forty-three passengers, all those who had purchased tickets that morning at the Auke Bay terminal, were forced to leave the boat, said passenger Mike Schmidt, of Juneau.

Schmidt said that he had called the ferry earlier in the week to make reservations. He report-

edly was told that reservations were not taken, but he could purchase his ticket Saturday morning at the terminal.

After all the passengers had boarded the boat there was a two-hour delay while officials decided what to do about the overload, said Schmidt. Then the 43 passengers were ordered off.

"It was a disappointing experience," said Schmidt. "If they didn't have room they shouldn't have sold the tickets."

Alaska Marine Highways have never had need for passenger reservations, said Morrice. "When we were loading Saturday morning we thought we had less than a full load," he said. "But we knew there would be too many coming back."

Priorities were given to passengers with vehicles and those with staterooms as they can make reservations, said Morrice. "Another priority used was the date of ticket sale. We took

all the people off who had been ticketed last," he said. "We don't resort to any oversell."

Another reason for the overload was that the ferry was carrying a number of people having commitments with the fair, including Boy Scouts and the St. Paul Singers.

"The St. Paul singers had to make it to the fair," said Morrice. "We had a several-month commitment with the fair to carry them," he said.

"We were going to commission the ferry Chilkat for the extra passengers," said Morrice, "but they had a full load to Hoonah."

In a related incident last month four passengers with vehicle reservations were left off of the ferry Matanuska, bound for Haines, while ten "standby" vehicles were reportedly allowed to remain on the ferry.

It was an unfortunate experience, said Morrice. The Marine Highways employ an honor system on standbys, he said. They are allowed on with the understanding they might be bumped en route.

When the ferry arrived in Juneau, the owners of the ten standby vehicles "disappeared," he said. "We would have had to tow them off, which isn't allowed in the Marine Highway regulations," he said. It would have inconvenienced the other passengers, also, said Morrice.

Morrice said that stiffer enforcement will have to be put on standby traffic, perhaps even eliminating it.

Egan To Review Ferry Budget

By SUSAN GILMORE
Empire Staff Reporter

The cut in the Marine Transportation System budget, necessitating the de-commissioning of the state ferry Wickersham for five months this winter, will be completely reviewed by Gov. William Egan, a spokesman for the governor said today.

The Wickersham, the largest ferry in the Marine Highways system, was scheduled to be taken out of service from Nov-

ember 14 to April 14. The shutdown would cause about 100 men to be laid off, said a spokesman for the Marine Transportation Department.

The governor reportedly has asked for budget figures so he can re-examine the budget request, possibly increasing the budget so the Wickersham can continue operation.

The governor will make an announcement of his decision next week, said the spokesman.

The governor's reconsideration of the marine transportation budget is not unusual, said State Sen. Bill Ray. Should he decide that the budget should be increased, the governor will send a supplemental request to the legislature asking for additional funds to be authorized, said Ray. "If he authorizes it, it will be forthcoming," he said.

The Marine Transportation budget was signed, as a part of the state budget, by the governor in June, based on information accumulated through March and April, said Ray.

An original budget of \$12.3 million was requested by the Department of Marine Transportation. This request was reviewed by the Department of Administration, which then explained the proposed budget to the governor's Review Committee, said Ray.

The Budget Review Committee finalized the request at \$10,726,000 and gave it to the governor to make the final decision, he said.

This budget was then presented to the legislature, which had the department come in to explain its original request. State departments, however, cannot ask for an increase over what the governor has allocated unless the legislature specifically asks if they need funds in a certain area, said Ray.

The legislature then made a separate recommendation; the Senate requesting allocation of \$10.6 million and the House requesting \$11.1 million.

The governor approved the final legislative budget authorization of \$10,715,000, a \$1 million increase over the last fiscal year.

However, with additional information and recent figures, the governor will probably acknowledge an express need for the schedule of the Wickersham and propose a budget increase, said Ray.

Two Alaska State Ferries, the Bartlett and Tustumena, ply the waters of Southcentral Alaska to provide a floating highway for visitors to Anchorage, Kodiak, Whittier, Seward and Valdez.

The Tustumena is named for a glacier on the Kenai Peninsula while the Bartlett honors the name of the late E. L. "Bob" Bartlett, former United States Senator and one of Alaska's most-loved public citizens.

The Bartlett operates between Whittier and Valdez,

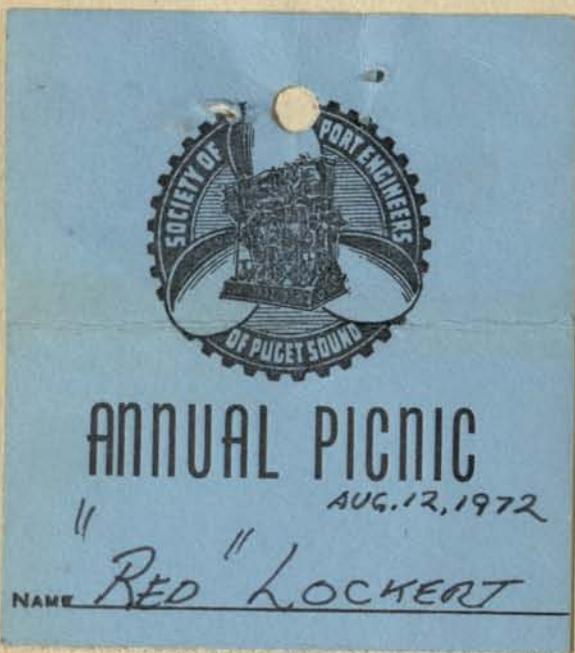
leaving Whittier at 3:30 p.m. on Tuesday, Wednesday, Saturday and Sunday and arriving at Valdez at 10:30 p.m.

The ferry leaves Valdez at 7:30 a.m. on Wednesday, Saturday and Sunday and at 1 p.m. on Monday. It arrives in Whittier at 2:30 p.m. on Wednesday, Saturday and Sunday and at 8 p.m. on Monday.

There is one ferry per week between Anchorage and Kodiak, the Tustumena leaving Anchorage at 7 p.m. on Fridays, arriving at Kodiak at 4:30 p.m. on Saturday. It leaves Kodiak at 11 p.m. on Saturday and arrives in

Anchorage at 8:30 p.m. on Sunday.

The Seward to Anchorage run leaves Seward at 9:30 p.m. on Sundays and arrives in Anchorage at 11:30 a.m. Tuesdays. The turnaround leaves at Anchorage at 8 p.m. Wednesday and arrives in Seward at 3 p.m. Fridays.



[msg]

EDITOR, Daily News:

Egad, Sir! You go too far! Of course the refurbished Malaspina is a good ship. She always has been:

To suggest however, that a trip to the plastic surgeon's, a call by the Avon Lady and a new hairdresser makes her queen of the fleet is pure nonsense.

The Wickersham has the regal bearing and impeccable good

manners to allow her to reign and serve her subjects as long as allowed to. The indignities she has suffered, the politicians, the Jones Act, the peasant dress of blue. Now your suggestion that she should abdicate because one of the old girls is back in town newly swathed in plastic.

Your taste, Sir, must be all in your mouth.

CLYDE JOHNSON

Hunt Money To Operate Ferry

JUNEAU, Alaska (AP)—A spokesman for Gov. William Egan says the administration will review the Marine Highway System's \$10.7 million fiscal 1973 budget with an eye toward finding money to reduce a planned five-month layoff for the ferry Wickersham.

The spokesman said Egan would announce next week whether he will ask for a supplemental appropriation for the system.

The Wickersham, the state's largest ferry, has been sched-

uled for three extra months out of service this winter because of a lower than expected budget allotment. Normally tied up for two months each year, the Wickersham this year is scheduled to be taken out of service from Nov. 14 to April 14.

Marine Highways System administrators originally asked for \$12.3 million, and

Egan's budget review committee trimmed the request to \$10.7 million, a figure eventually adopted by the legislature. The allocation is about \$1 million greater than what the system received last year.

State Sen. Bill Ray, D-Juneau, a member of the Senate Finance Committee, said Egan probably would propose

an increase in the system spending allotment. Ray said the ferry budget was drawn up with figures available in March and April, and new information could lead to a supplemental request.

However, Egan has said the fiscal 1973 budget was the first in state history that should require no supplemental appropriations.

Wickersham Will Remain In Service

Gov. William Egan announced today that the state ferry Wickersham will remain in service this winter, but he has not yet decided whether this will require a supplemental appropriation or can be funded through adjustments within the Marine Highway System budget.

"It appears now that we can hold the additional cost of keeping the Wickersham in service for the three-month period (Jan-

April) to around \$300,000," he said, "so I have decided that it should remain on the winter run."

Earlier plans had called for the Wickersham to be laid up for five months this winter as an economy measure. This shutdown would have caused about 100 men to be laid off, a spokesman for the Marine Transportation Department said earlier.

It has been estimated that the winter de-commissioning of the Wickersham would produce a \$600,000 savings in the Marine Transportation's budget.

However, Egan said, further analysis showed that when full costs were considered for deactivating the vessel and then resupplying and putting it back in service after the lay-up, the estimate on savings was altered substantially.

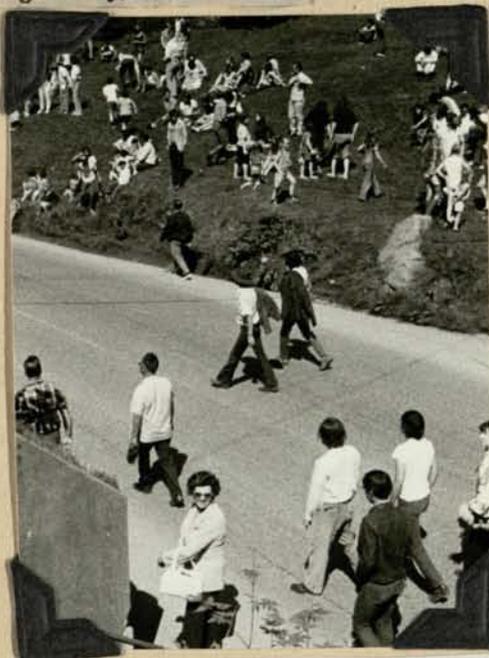
Also, the governor said, keeping the Wickersham in winter service will provide the first full year's experience on increased revenues anticipated as a result of the state being granted a Jones Act waiver for the foreign-built vessel, allowing it to carry passengers directly between Alaskan ports.

Previously, because of the Jones Act restrictions, the vessel was carrying passengers only between Prince Rupert, British Columbia and Alaskan ports.

"After gaining a full winter's experience under the Jones Act waiver," Egan said, "we will be in a better position to plan economies for future Marine Highway budgets."

He noted, however, that the annual subsidy for the overall system is now around \$5 million, not including bond costs, "and it is only reasonable, in line with good budgeting practices, that we must keep the annual subsidy within some reasonable bounds."

The Marine Transportation budget was signed by the governor in June. The governor appropriated \$10,715,000, \$1.5 million less than what the Marine Transportation Department originally requested.



End of the Week

We have to steal a little from our waterfront column this week to comment on the new Malaspina. It climaxed an eventful week in the First City by stopping in Ketchikan Friday.

The Malaspina was in port most of the day, which gave the townspeople plenty of time to visit it.

Most of the reaction was described in one word: Wow!

Some said it sure makes the Wicky look shabby. But one strong supporter of the Wickersham, still a luxury ship compared to the Taku and Matanuska, pointed out that if the Wicky hadn't come along Alaskans wouldn't have demanded or approved the \$6 million rebuild of the Malaspina.

Was the lengthening job a good deal??

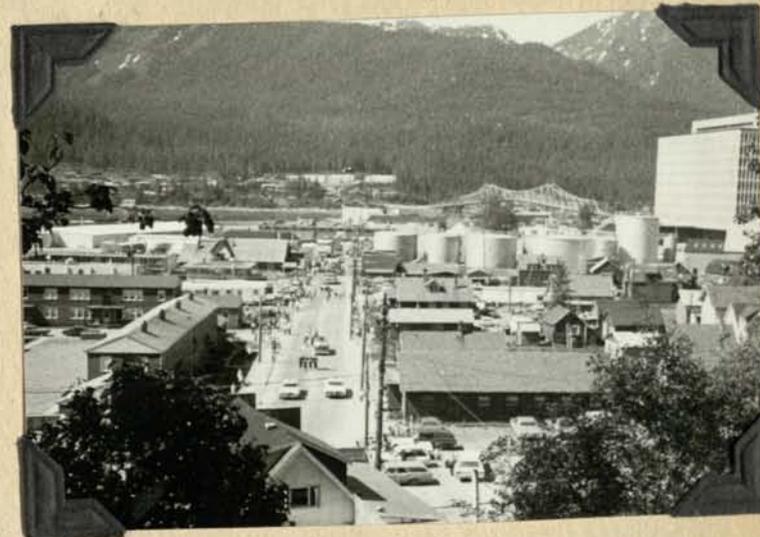
The vessel cost \$4.5 million originally. The lengthening and refurbishing another \$6 million. But an all new large ship of comparable size which the state is having rerebuilt, cost between \$18 and \$20 million.

The Malaspina's staterooms, holding 300 people, and the car deck, are booked up through September although the ship hasn't completed its first run yet.

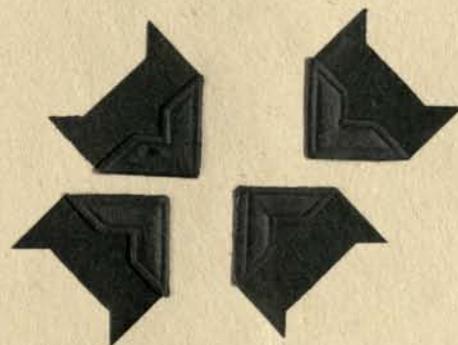
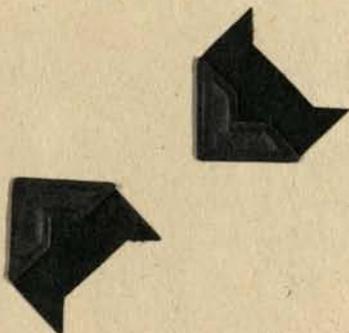
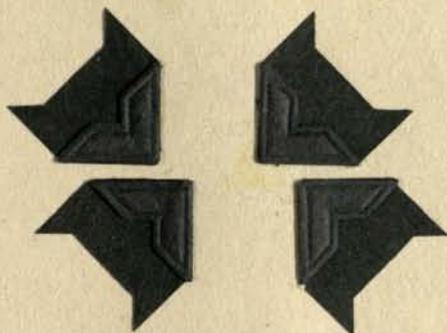
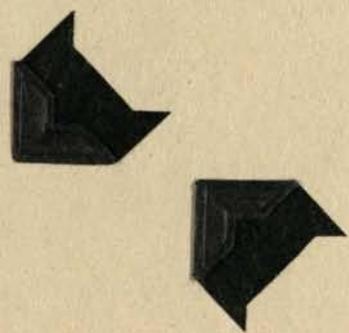
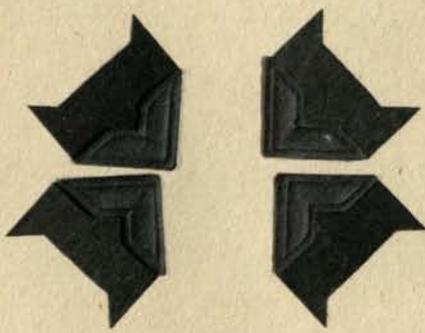
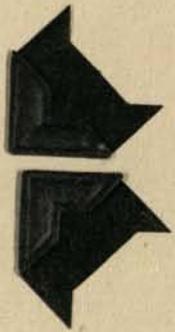
Lengthening the Taku and Matanuska appears economically desirable from the figures and the reaction to the Malaspina project.

By comparison, the standard Blue Canoes have carried in excess of 300 passengers occasionally in the summer but they never have carried such a volume consistently and never through September.

RECEPTION
HONORING THE SPONSOR
OF THE
MOTOR VESSEL SUGAR ISLANDER
RAINIER CLUB
SATURDAY, AUGUST 26, 1972
7:30 TO 8:30 P.M. PACIFIC DAYLIGHT TIME
R.S.V.P.







[ALL MSG]





—P-I Photo by Tom Barlet

ALASKA GOV. WILLIAM EGAN SNIPPED RIBBON AT KEEL-LAYING CEREMONY FOR OCEAN-GOING FERRY

Helping were marine architect Phil Spaulding, center, and a Seattle Port Commission member, Capt. Merle Adlum

Alaska Ferry's Keel Laid

BY ROBERT M. COUR

Alaska Gov. William Egan snipped a ribbon as two cranes lowered a double-bottom section into place yesterday in formal keel-laying ceremonies for a new, \$19.5-million ocean-going ferry.

The 418-foot vessel, when completed by the Lockheed Shipbuilding and Construction Co. here late in 1973, will join the growing Alaska Marine Highway System.

Egan, recalling back to a dozen or so years ago when the ocean-going ferry concept was referred to by detractors as "Egan's Folly," yesterday said he hopes Washington State will build two or more to complete a southern link to the system.

He said he hopes to talk to Washington's governor and legislators after the November election to discuss creation of a Northwest Pacific ferry system.

Egan also recalled that about 11 years ago the keel of the Malaspina was laid in Seattle. She was the first of the Alaska oceangoing ferries.

The Malaspina, after being refurbished and lengthened here earlier this year, is just finishing a flourishing Alaska summer season Gov. Egan said.

The new ferry has yet to be named. Designed by the Seattle marine architectural firm of Nickum and

Spaulding, she will have a walk-on passenger capacity of 1,000 and berthing space for a crew of 80 as well as for 324 passengers.

She will have a vehicle capacity of 226 automobiles and will be able to clip along at a service speed of 21 knots.

Lauching is scheduled for May of next year, with a final date for delivery to the Alaska Division of Marine Transportation, Department of Public Works, set for January, 1974.

Egan, long an advocate of the interlocking interests of Washington and Alaska, said he knows it will take time for Washington to get into the ocean-going ferry business.

Egan said if Washington could build two ocean-going ferries to operate in cooperation with the Alaska system, the southern route from Ketchikan and Prince Rupert would be completed. He said:

"And of course we must not forget our good friends and neighbors of Canada."

The new ferry will replace the M-V Wickersham in the Alaska System, which has four large ferries on the Inland Passage route from Seattle to Southeastern Alaska ports, in addition to five smaller passenger vessels in Alaskan waters.

Keel to be laid for big Alaska ferry

The keel for Alaska's biggest ferry will be laid tomorrow in 2 p. m. ceremonies in the Lockheed yard with Governor William A. Egan of Alaska attending.

Accompanying the governor will be Congressman Nick Begich, Public Works Commissioner George W. Easley and Marine Division Director H. J. (Red) Lockert, Lockheed said.

The 418-foot ferry, scheduled for delivery in early 1974, is designed to carry 1,000 passengers and 184 cars.

Two DeLaval-Enterprise marine diesels developing 9000 shp and driving two controllable-pitch propellers will give the ship a service speed of 21 knots. These diesels will be the largest domestically designed marine diesels to be built in the U.S.

The ship will be capable of carrying 1000 passengers, will provide berths for 324 passengers, and will accommodate a crew of 80. It will carry a basic vehicle load of 184 standard-sized U.S. autos.

A solarium on the sun deck will provide a sheltered panoramic viewing area. Boat deck facilities will provide an observation lounge, cocktail lounge, cafeteria, and dining room. Lounge, officer and crew messes, and staterooms are among facilities planned for the mezzanine deck with provision for later installation of a hospital, gift shop, and beauty salon.

Vehicle stowage will be on the main deck with some stowage available on the upper deck.

The ship will carry modern navigation and communications systems including single-side-band radio telephones, VHF-FM radio telephones, two radar systems, and depth sounders.

Martin L. Ingwersen, executive vice president, spoke for Lockheed at the brief ceremonies. Among others present were Public Works Commissioner George W. Easley; Captain H.J. Lockert, director, Division of Marine Transportation; Eldon E. Ophim, general manager, Port of Seattle; and James G. McCurdy, Lockheed Shipbuilding board chairman.





LOCKHEED LAYS KEEL FOR NEW ALASKA FERRY



Left to right, Martin L. Ingwersen, Lockheed Shipbuilding executive vice president; Gov. William A. Egan of Alaska, cutting ribbon; Philip F. Spaulding of the Seattle naval architectural firm of Nickum & Spaulding, designers of the craft; and Capt. Merle Adlum, Seattle port commissioner.

SEATTLE — Governor William A. Egan of Alaska officiated at ceremonies marking laying of the new Alaskan oceangoing ferry's keel module on a shipway at Lockheed Shipbuilding and Construction Company's Harbor Island shipyard here.

The 418-foot overall ferry is being built under a \$19.5 million contract signed with the Alaska State Department of Public Works in February. The ferry, which will replace the MV Wickersham in service on the Alaskan Marine Highway System, was designed by Seattle naval architects Nickum & Spaulding. Launch of the ship will come in

May and delivery to the Alaskan Division of Marine Transportation early in 1974.

The Marine Transportation Division now operates four large ferries on the inland Passage route from Seattle to Southeastern Alaska ports in addition to five smaller ferries in Alaskan waters. The nine ferries represent the largest passenger carrying fleet in the United States.

Egan pointed out that the Lockheed yards in Seattle in 1963 and 1964 built three of the ferries now sailing the scenic Alaskan Marine Highway — the Malaspina, Matanuska, and Taku.

The new ferry will be 385 feet long at the design load waterline with a maximum breadth of 85 feet. It will displace 6700 long tons at its design draft of 16 feet.



Fascinating Ferries

WHAT'S GOING on with the state ferry service?

Well, a lot of things are — if you happen to live in Sitka, and if you happen to be participating in what is described as that city's "annual hearing" on ferry scheduling for the coming year.

According to the Sitka Sentinel, which reported the hearing last Monday night in great detail, things were said that should make the matter of ferry schedules one of interest to people here in Anchorage, too.

Being off the beaten track, so to speak, many people in Anchorage tend to view the state's ferry operations with only misty understanding and infrequent interest.

BUT THE ferry operations merit more attention.

For example, the Sentinel quoted the deputy commissioner of the Alaska Department of Public Works, Robert Dwyre, that his agency was not attempting to operate the ferry system at a profit.

Instead, the newspaper noted, Mr. Dwyre said the department had to be concerned with "diminishing the deficit" so that the ferry system facilities can be expanded, as the Sentinel put it, "with state and federal funds."

After this word from the assistant head man in the department that runs the state's ferry boats, the people of Sitka had their turn to suggest improvements in the way things are done.

The suggestions were advanced

by Mayor John Dapcevic and two members of the Sitka Chamber of Commerce, and they had some major proposals — including one eyebrow-raiser involving the controversial vessel, the Wickersham.

PROPOSED THE Sitka delegation:

1. The Wickersham, the foreign-built super liner that now is operating under a special congressional exemption until it can be replaced by a new American-built ferry, should be retained in service as a non-stop tourist express between Prince Rupert, B.C., and Haines. Such operations, it was argued, would not violate the Jones Act provisions from which the Wickersham is now exempt pending completion of the new ferry.

2. If service actually is to be extended between Juneau and Anchorage, with the advent of the new super ferry, Seward should be the Southcentral terminal port — and not Anchorage. "This would avoid duplicating an existing overland route with ferry service," the Sitka newspaper reported.

3. Eliminate at least half the proposed mainline stops at Wrangell and Petersburg, replacing them with stops at Sitka.

FOLKS UP here probably aren't going to get very worked up over arguments between Sitka and the neighboring Panhandle cities of Petersburg and Wrangell.

But they may want to take a look at proposals to retain the Wickersham after next year and to tinker with possible changes in a Juneau-Anchorage ferry link, even before the new ferry is delivered and the route is given a try.

And they may also be properly concerned about expanded ferry operations and deficit financing.

IN THE process of bringing all this to light, the Sitka Sentinel provides another bit of intelligence not generally known in these parts.

Another new state ferry, a smaller vessel of the Bartlett class, is scheduled for completion in 1974 for shuttle use between Sitka, Hoonah, Kake, Petersburg and Juneau. So what's new about that?

Only this: The vessel, as yet unnamed, is referred to in the schedule planning as MV-1 — and the state officials don't like its being called a shuttle ferry.

Call it instead, they say, a "main line feeder." Onward and upward in the language of governmentese.

Lay keel for ferry

Commissioner George Easley, Capt. H. J. Lockert and Hugh McDonald of the state of Alaska; Harold Pratt of Nickum & Spaulding Associates, Inc.; E. L. Peterson, Joseph Angerer and Phillip Runquist of Peterson Builders, Inc., officiated at ceremonies marking laying of the new Alaska Ferry's keel at Peterson Builders Monday.

The 235 foot ferry is being built under a contract signed with the Alaska State Department of Public Works in January, 1972. The ferry will join the fleet of eight vessels in service on the Alaskan Marine Highway System. This is the largest ocean going passenger carrying fleet in the United States.

This ferry will be launched in April, 1973, and will be delivered to the state of Alaska in November, 1973.

The ship, which was designed by Nickum & Spaulding Associates, of Seattle, Wash., will carry 250 passengers and 47 vehicles, including semi-trucks, mobile homes and automobiles. Her initial route will be in South-eastern Alaska.



THURSDAY, OCTOBER 12, 1972



NEW FERRY—State and construction company officials pose in front of the keel of the state's new Marine Highway System ferry under construction in Sturgeon Bay, Wis. Participating in keel laying ceremonies were Alaska Commissioner of Public Works George Easley, center; ferry system Cpt. H. L. Lockert, right of center; state inspector Hugh McDonald, second from right; E. L. Peterson, second from left, president of contractor Peterson Builders; and other shipbuilding company officials. The 235-foot ferry is being built under a contract with the state signed last January. It is scheduled for delivery in November of 1973.

Ferry System Meeting Tonight

The Alaska Marine Highway will be discussed at a public meeting at 7:30 p.m. today at the Juneau High School cafeteria. Public Works Commissioner George Easley said Wednesday.

Easley said the meeting will be informal and interested persons are urged to attend and offer their views.

All aspects of the system will be open for discussion, with the main thrust on a recently completed report on scheduling, routing, and tariffs which outlines possible avenues for future expansion.



Alaska Gov. William A. Egan, fourth from left, thanked executives of the Lockheed Shipbuilding & Construction Co. Other Alaska officials were behind Egan.—A.P. wirephoto.

Ferry story pleases Gov. Egan

Alaska Gov. William Egan had reason to grin broadly yesterday at keel-laying ceremonies in the Lockheed yard for the state's newest ferry.

He had been the target of skepticism about 11 years ago when the keel of the first ocean-going ferry, the Malaspina, was laid. But the ferry system has flourished beyond all expectations, and the Malaspina has been booked to near-capacity this summer.

Flanked by Alaska and Seattle officials, Egan snipped a ribbon as cranes lowered the keel section into place. The 21-knot vessel, to be delivered in early 1974, will have a capacity of 1,000 passengers and 226 cars.

Egan said he hoped the State of Washington would some day join his state's marine highway system in a Washington-Canada-Alaska service. Two Washington ferries running as far as Southeast Alaska would per-

mit Alaska ferries to provide greater service inside the state, he said.

As the governor spoke, work was in progress at the nearby Todd yard on two Washington State superferries, the Walla Walla and the Spokane. They will range beyond Puget Sound, into the San Juan Islands. However, the superferries have not been designated to serve Southeast Alaska.

The new \$19.5 million ves-

sel, designed by Nickum & Spaulding of Seattle, will replace the Wickersham, to be sold, in the nine-vessel fleet.

Alaska officials accompanying the governor included Congressman Nick Begich, Public Works Commissioner George W. Easley and Marine Transportation Director H. J. Lockert.

In the audience of about 50 persons were representatives of Lockheed, the Port of Seattle and union leaders.







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