

CAPT. RED LOCKERT

1972-73

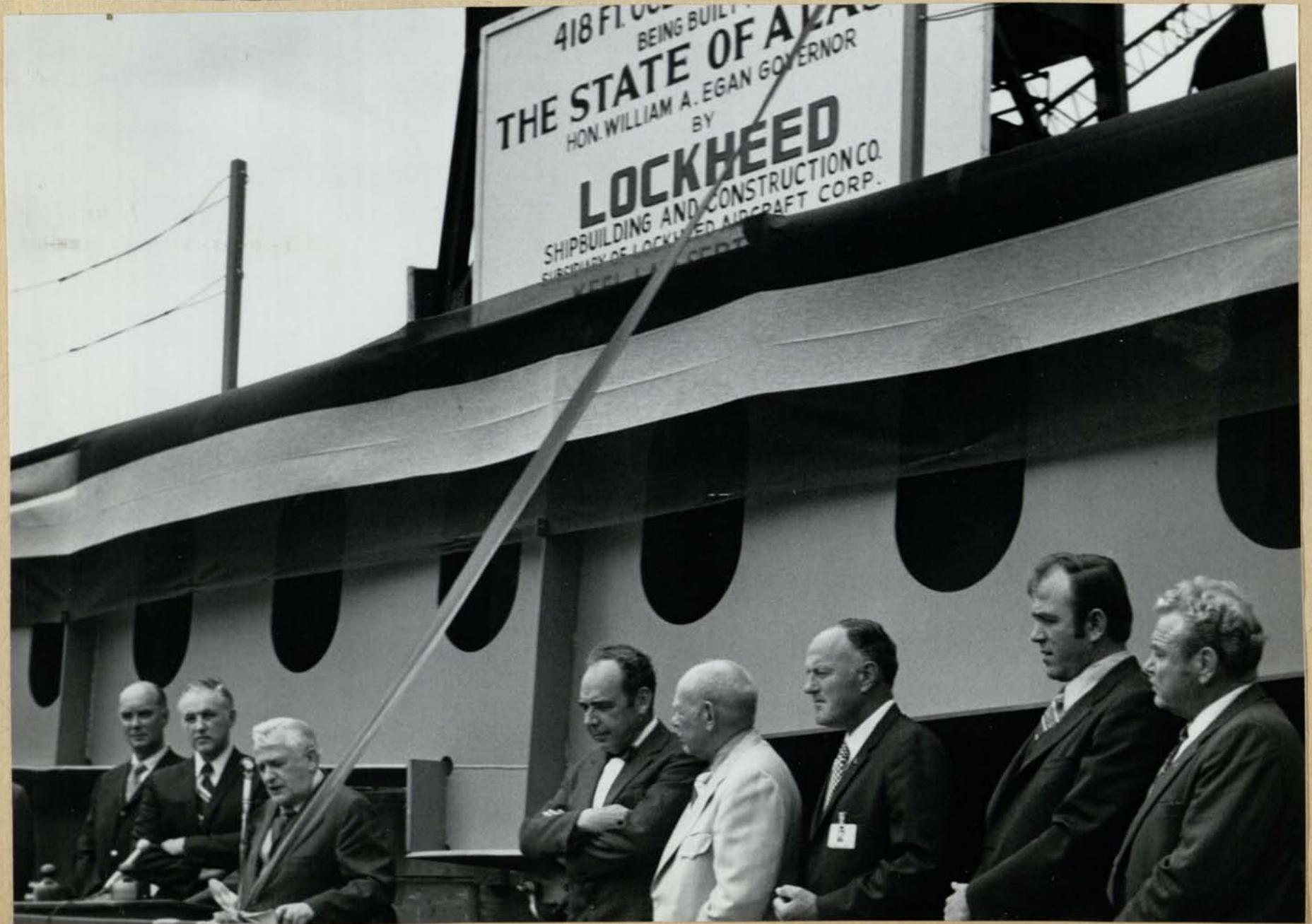
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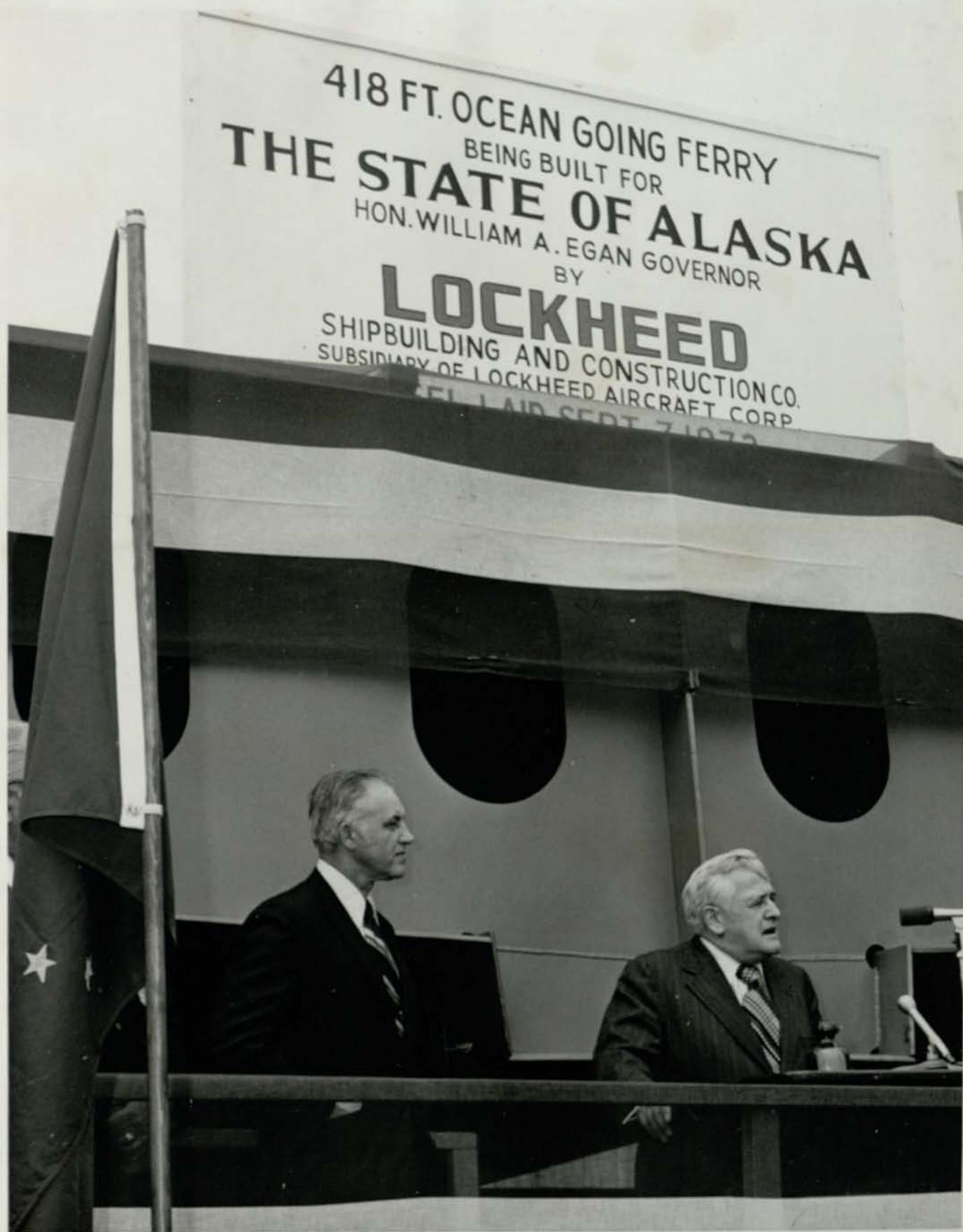
418 FT. OCEAN GOING FERRY
BEING BUILT FOR
THE STATE OF ALASKA
HON. WILLIAM A. EGAN GOVERNOR
BY
LOCKHEED
SHIPBUILDING AND CONSTRUCTION CO.
SUBSIDIARY OF LOCKHEED AIRCRAFT CORP.
KEEL LAID SEPT. 7 1972

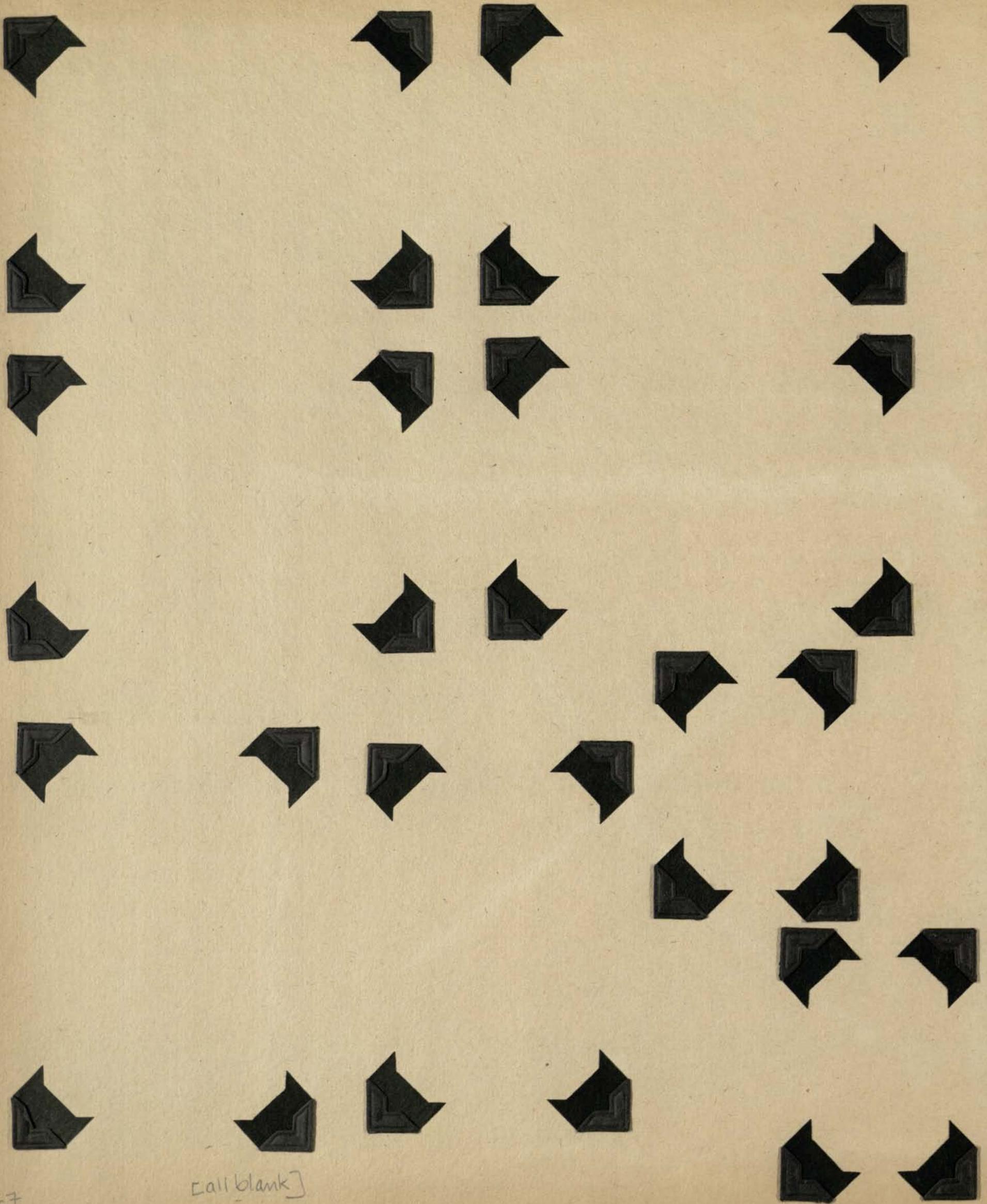


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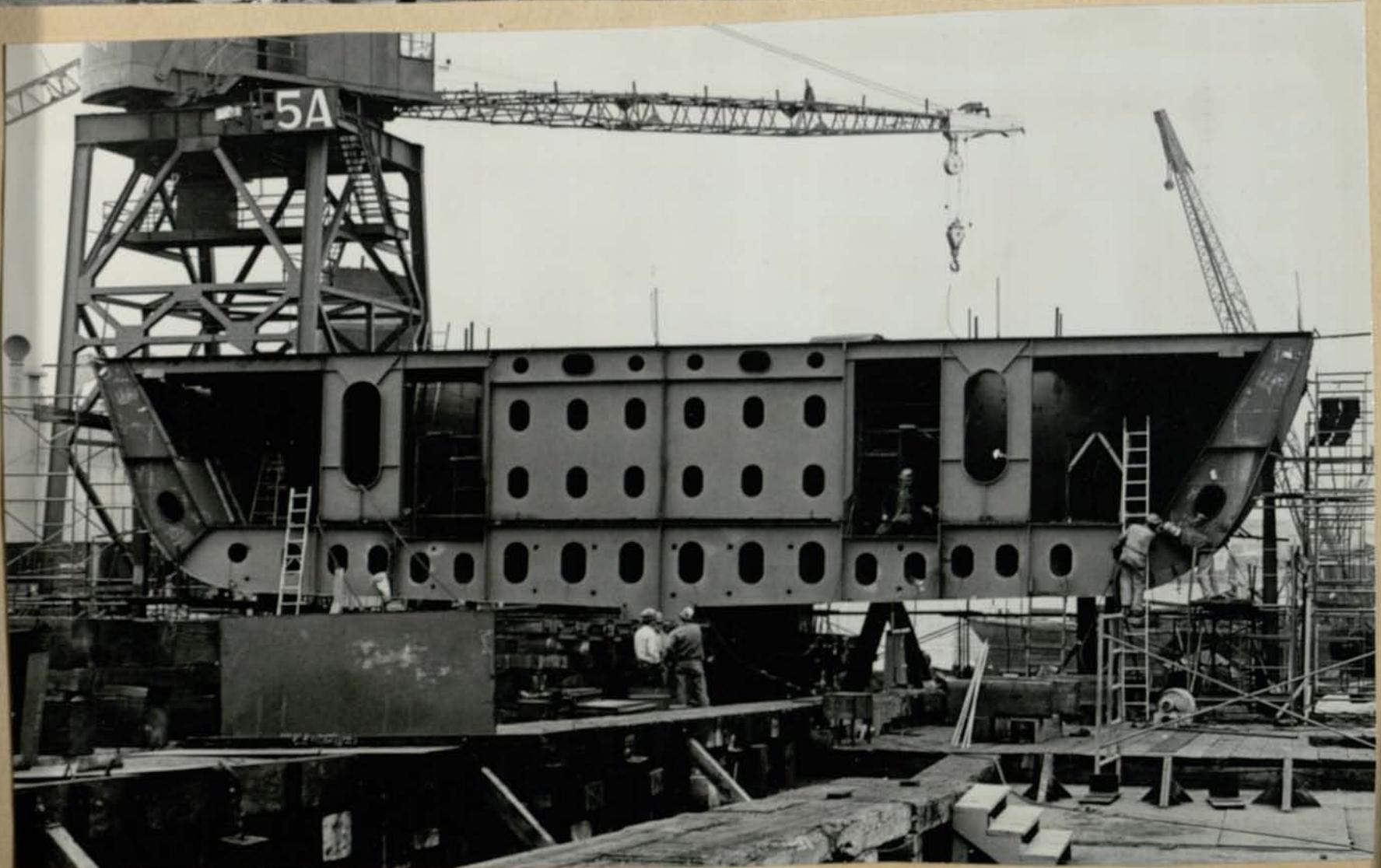






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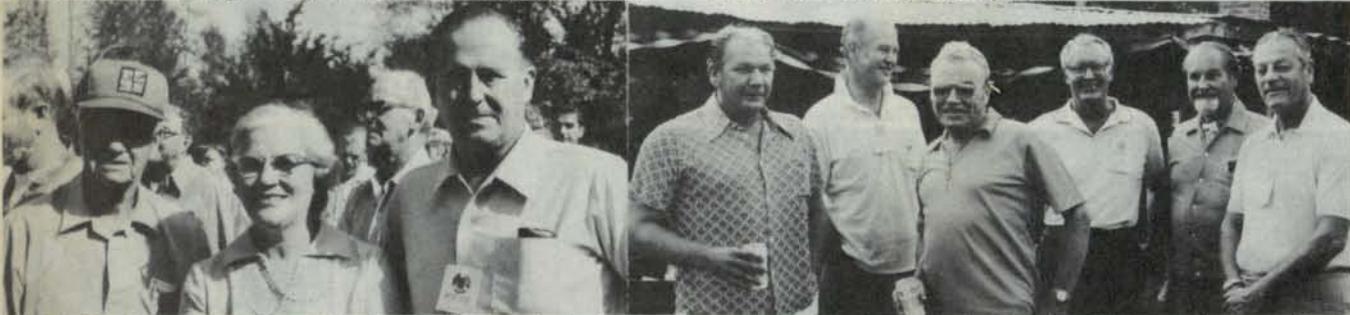
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Larry Hughes, Lake Union Drydock; Al Ingraham, Argo International; George Rutter, Rutter & Assoc.; Everett

Templeton, Inlandboatmen's Union of the Pacific; Mrs. and Mr. D. Denton, ITT Mackay Marine.



Al Solibakke, Puget Sound Freight Lines, retired; Mrs. and Mr. Norris Mong, Foss Launch & Tug Co.; Ben Strickland, Foss Alaska Line; Jack Wyatt, American Tug Boat

Co.; Capt. Lockert, Alaska Marine Highway System; Capt. D.M. Alger, U.S. Coast Guard; Jack Caple, retired marine surveyor; George Simpson, Lockheed Shipbuilding

Dear Wavemaker:

Why are so few women employed by the Alaska ferry system? It seems to me that the male-female ratio is quite a bit out of proportion. It also seems to me that there are various jobs that women are capable of.

If I were to apply for a job as a waitress, stewardess or for utility work, what would my chances be of getting a job—assuming that I'm qualified... and a woman. Isn't there some kind of equal rights law pertaining to this sort of thing?

Libby

Dear Lib:

Capt. H.J. Lockert, director of the division of marine transportation, says that when the ferries were built ten years ago, little thought had been given to the idea of women employees and consequently the ships did not have separate facilities—so the operation began with that handicap.

Needs and thinking changed as time went on and women's quarters were added later to accommodate four women on each crew for a total of 24 positions. These duties included stateroom stewardess, part-time waitress work and restroom attendant, gift shop attendant and snack bar attendant.

Now the Malaspina has returned to service with additional quarters. The ratio of new berths is exactly 50-50 for males and females, he assures us. So the newly refurbished vessel has now added two cocktail waitresses, two female bedroom stewards and two female assistant pursers.

This all adds up to 68 positions now held by women, which Capt. Lockert says he regards as a very high ratio in an industry that has traditionally been male-oriented. It certainly reflects an attitude on the part of the management to build and plan on greater involvement of women as funds and need increase, he adds.

As for getting a job, there are a lot of applicants and turn-over of personnel is minimal—which indicates that employees like their jobs.

He said you might get further information from the Ketchikan personnel officer. And by the way, he reminds us that the majority of all Southeast crews live in Ketchikan.

Wavemaker

Illegal Drugs Stowed Aboard the Tustumena

On Sept. 16, the Kodiak Police Department, working in conjunction with the Bureau of Narcotics and Dangerous Drugs and the Alaska State Troopers, seized approximately \$4,000 worth of illegal drugs, which were in

a shipment to Kodiak via the ferry, TUSTUMENA. One arrest was made charging Robert C. Rech with possession of hallucinogenic drugs for sale. Bail has been set at \$5,000 pending trial.

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

Hearing Draws Seven

Representatives of the Alaska Department of Public Works headed by Deputy Commissioner Robert G. Dwyre discussed the future of the Alaska Marine Highway system last night before an audience of seven persons.

Consulting engineer Philip Perdichizzi summarized the findings of a report compiled by the firm of which he is a member, emphasizing that the report was not final and unchangeable but a "working document" which could be altered.

The engineer stated that three new communities are scheduled for service in 1973-74: Craig-Klawock from a terminal at Hollis, and Metlakatla.

The fleet is expected to be increased by the addition of two new vessels in 1973, an

ocean-going ship to replace the Wickersham and a smaller vessel.

A second ocean-going vessel is expected in 1978 to provide service between Southeast and Southwest Alaska.

A small Bartlett-class ferry will be added and will provide two round trips per week service to Juneau-Hoonah-Sitka-Kake-Petersburg.

Capt. H. J. Lockert, director of the Division of Marine Transportation, said additional seats and other facilities will be installed in the Malaspina this winter.

The Kake ferry terminal will be located near the salmon cannery about 3/4-mile south of town.

Copies of the departmental report upon which last night's hearing was based are available from City Mgr. John Bowers.

Marine Highway Here Monday

The Alaska Marine Highway will be discussed at a series of public meetings this month throughout Southeastern Alaska, Public Works Commissioner George Easley said today.

Easley said the meetings 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. In Sitka, the meeting will be at the Centennial Building, Maksoutoff Room, 7 p.m. Monday.

Robert G. Dwyre, deputy commissioner of the Department of Public Works, Capt. H.J. Lockert, Director of the Division of Marine Transportation, Doug Burton, planner for the Division of Marine Transportation, and Bill Morrice, traffic manager for the division, will be here for the meeting.

More Showers For Malaspina

When the stretched ferry Malaspina goes to Seattle drydock for its winter overhaul it will have some facilities added that were deliberately left out during the lengthening.

The ferry, the longest of the state ferry line, will get public showers, additional restrooms and lounge chairs, during overhaul in April, said Herbert J. (Red) Lockert, director of the division of marine transportation.

Lockert however, denied a report that the rest rooms and showers are being put in because the ship failed to meet health requirements.

"She meets all requirements," he said, "We're putting these in for the comfort of our passengers."

He explained that facilities totaling \$502,000 were cut out of the lengthening project last winter because the bids came in too high. Included in this amount was a large bar and lounge, additional restrooms and public showers.

Lockert said that passengers coming out of Seattle on at least a three-day voyage to Alaska ports had complained of the lack of public showers. Every stateroom has a shower but there are none for the majority of passengers who travel without rooms.

The routine overhaul will last two months.

Aboard the Matanuska

Alaska's Marine Highway System has taken another new and innovating step towards serving its passengers traveling between Seattle and Southeastern Alaska. On the M.V. Matanuska, the passengers are now entertained and informed through a closed circuit television system designed and installed by the combined efforts of Audio Visual Associates and Aero Marc, Inc.

"We are very proud of the communications system and hope to expand the service to other ships on the



Film cartridges complement the U.S. Forest Service Naturalist's lectures aboard the M.V. Matanuska.

line with the next year," explained Jack Barton and Ken McLaughlin, co-owners, Audio Visual Associates. "The system is being used 12 hours a day, seven days a week with excellent passenger response."

"The closed circuit system includes three General Electric television sets and a Sony Video Cassette player," noted Al Harwood, Aero Marc's Video Systems Group Manager. The remote control system, located in the center of the ship, allows the operator in the Purser's Office to show films in the forward and aft observation lounges. Because of the portability of the communications system, it can easily be moved to the forward observation lounge

FERRIES BUSIER THAN EVER

Passenger and vehicle traffic is up on all Alaska state ferries, Bill Morrice of the Marine Highway System tells KEEPING MILEPOSTED. The M/V *Tustumena*, serving Anchorage, the Kenai Peninsula and Kodiak Island, showed an increase through July of 475 passengers and 200 vehicles over the same period last season. This amounts to a 5 percent increase in gross revenue. The M/V *Bartlett*, on the Prince William Sound run, handled 952 more passengers and 125 more vehicles, a 13 percent increase in gross revenues. In Southeastern the M/V *Wickersham*, the M/V *Matanuska*, the M/V *Malaspina*, the M/V *Taku* and the M/V *Chikot* registered an increase of 6,233 passengers and 860 vehicles over the same period in 1971, for a 12 percent revenue gain.

The Alaska State Ferry System has reservations offices in Anchorage, Juneau and Seattle. The telephone numbers are: Anchorage—(907) 272-4482 or 272-7116; Juneau—(907) 586-3405; and Seattle—(206) 623-1970. Advance reservations are definitely recommended, even during off-season periods.

and used by the U.S. Forest Service Naturalist. Officials of the Marine Highway System has expressed great satisfaction with the portability and the maintenance free performance of the General Electric and Sony equipment.

Naturalist's films, motion pictures on Alaska and slide shows have been converted to the cartridge system supplied by Aero Marc. Whenever sea lions race the ship or a whale surfaces to "blow", an informative cartridge on the sea lion or the whale can be placed in the video cassette player for the passengers to view. The cartridges also complement the Naturalist's lectures and answering passenger inquiries, as well as being used as a tourist promoter for the state and its cities. Many films have been contributed to the Matanuska from such companies as British Petroleum and Western Air Lines, and such cities as Juneau and Skagway. For example, the film on Juneau can be played shortly before docking, and it informs the passengers of the city's history, sights of particular interest and other pertinent tourist information.

Alaska's Marine Highway System was established in 1963 with three streamlined ferries and service between Seattle and Skagway, Alaska. Since that time the system has expanded to provide service with seven ships and surface connections for people and vehicles to Southeastern Alaska. The installment of the closed circuit communications system is one more feature that makes the journey through the Inside Passage route an interesting and unique experience.

Egan seeks partnership to extend marine highway

SEATTLE (AP) — Alaska Gov. William Egan says he plans to try to talk officials of Washington State into joining in expanding Alaska's marine highway system to Puget Sound.

Egan spoke of his plans Thursday at a keel-laying ceremony in Seattle for the new flagship of the Alaska ferry fleet.

He said he would meet with the Washington governor after the election Nov. 7 to discuss a partnership in expansion of the system.

Under the plan, Egan said, Washington would build at least two vessels to link with the Alaska fleet at Prince Rupert, B.C., and Ketchikan. That, he said, would leave Alaska free

to concentrate on expanding the merging its two service areas.

At present, the Alaska Marine Transportation Division operates four large ferries through the Inland Passage between Seattle and ports in Southeastern Alaska. It also operates five smaller ferries in the waters of Alaska.

There is no link presently between ferries serving Southeastern Alaska and those operating across the Gulf of Alaska, linking the ports of Cordova, Valdez, Seward, Whittier and Anchorage. Under the proposed partnership, Egan said, the link could be achieved.

During the ceremony, Egan addressed a group of about 50 persons, including a delegation

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 "mainline feeder." Onward and upward in the language of governmentese.

A passing critique on the NEW MALASPINA... in June we took the first official people polluted Seattle to Southeast Alaska voyage. The ship is magnificent and a credit to the 49th state, but we do have some suggestions to offer regarding the decor and service facilities before another extension is made on a vessel in the fleet.

FIRST and foremost: Replace the mural on the bulkhead leading to the forward lounge with a huge map showing the route of the marine highway system. If possible in-

tidelines

BY PUBLISHER BOB PICKREL

stall a series of lights spaced at 30 mile intervals that the purser could activate to show the approximate location of the ship. No where aboard is there even a small map, and the most oft' asked question by tourist and Alaskan alike is, "Where in heck are we?"

SECOND—Please have one large mural depicting a Southeast Alaska scene. Practically everything is oriented Westward... polar bears,

caribou, eskimos, arctic fox, etc. One other question. How come the artist who was retained to do the work for up teen thousand dollars was from the lower \$48? We know several Alaskans that are just as talented.

THIRD—Why wasn't the bar located "porthole side?"

FOURTH—A seafood bar featuring Alaskan products would be a popular addition to the cafeteria and a bonanza,

buck-wise.

FIFTH—There is no elevator for transporting the elderly and incapacitated from the car deck to the passenger deck.

SIXTH—For six million dollars it still seems odd that a smart engineer couldn't figure out a way to air condition the state-

rooms. Although it is better than the Taku or Matanuska, it still took eight hours to cool our inside—2 berth stateroom to a barely comfortable 70 degrees.

SEVENTH—MORE LOUNGING CHAIRS!

On the positive side: the service was great, the officers and crew very amiable and obviously proud of their ship, and the surroundings plush. The "Maly" remains the Queen of the Alaskan fleet.

State May Ask More Funds To Keep Wicky Running

By MIKE TODD
Empire News Editor

Keeping the Marine Highway System Vessel Wickersham in operation this winter may cost Alaska taxpayers as much as an extra \$1 million.

Commissioner of Public Works George Easley told the Empire Tuesday that his department is in the process of requesting a supplemental appropriation for winter operation of the vessel, the most expensive to operate of the state's line.

In early August Commissioner of Administration Joe Henri announced that, due to a cut in the Marine Transportation Division budget, the Wickersham would be taken out of service from Nov. 14 to April 14. He said this would bring a savings of about \$600,000.

A week later Gov. William A. Egan said he would review the Marine Transportation budget, and toward the end of August Egan announced that the vessel would not after all be laid off for the winter.

Some 100 workers would have been laid off under the original cutback plan.

At that time Egan said it had not yet been decided whether keeping the Wickersham in business for the winter would require a supplemental appropriation. He said budget analysis had brought the possible savings figure down from \$600,000 to \$300,000.

Easley said Tuesday \$600,000 is the expected

cost figure for operating the Wickersham during the winter period, but the supplemental appropriation request would be "not necessarily (as much as) \$600,000, although it could be more."

Some sources have said the figure could go as high as \$1 million.

Easley said mechanical breakdowns in the ferry system—including breakdowns in the crive equipment of the Taku, AMalaspina and Wickersham—could boost the figure above the cost of operating the Wickersham. He also said, however, that manufacturer's credits for the broken equipment could cut down the extra funds needed.

He said the request, which the next legislature would have to act on, is still under analysis and no final figures are yet available.

"We knew (in late August) that in order to run it we would run short of operating money, but the exact amount was not known then and it isn't now," Easley said.

"We're still in the process of putting it all together," Easley said. "The governor will decide whether to go for a supplemental or not. It's his decision to make, of course."

Marine Transportation originally requested \$12.3 million for fiscal 1972-73, but by the time the state budget had gone through the legislature and had been signed by Egan, the figure had been cut to \$10.7 million.

TWO ALASKA STATE FERRIES share Lockheed with the Klickitat. The Malaspina is in for work on the gear that slowed her on her last run south, a week ago Friday. The Taku is on her second run north, filling in for the Malaspina.

The ferry Wickersham is at Lockheed for mechanical work before she goes back into service Nov. 14.

THAT NOV. 14 RETURN is good news for Seattle and Alaska. The Wickersham is Alaska's deluxe ferry. Originally she had been scheduled to lie out of service all winter, to save money. But Alaska Gov. Bill Egan reconsidered, and the 363-foot, 384-berth Wickersham will be back with weekly cruises out of here, starting a week from Tuesday. Unlike her previous winter seasons, the Wickersham will be able to deliver passengers direct between Seattle and Ketchikan, Wrangell, Petersburg, Juneau, Haines and Skagway. She'll bypass all British Columbia ports.

One of the finest, most economical "ocean cruises" we know of.

AN EPISODE of waterfront heroism slipped by in the night a week ago Friday, unnoted until now. The scene was this same Alaska ferry Wickersham, then tied up at Pier 48. The hero was George M. Taylor, 26, a storekeeper crewman from Ketchikan. Taylor was aboard when nightwatchman Tom Maxwell fell off the boat. Elliott Bay waters are uninviting anytime. Just before midnight they're murkier, especially under the piers.

Taylor slipped into that cold water, grabbed Maxwell and held his head above water for several minutes. In the process he scraped himself painfully on a barnacle-crusted pile. Maxwell was dead. May have had a heart attack before he fell. But Wickersham master, Capt. Ron Kutz, and chief mate Gary Cramer reported: "Taylor's actions are of great credit to himself, his shipmates, his ship and the Alaska Marine Highway System. He thereby continues the high traditions that set apart members of the maritime profession."

LEFT ON THE BEACH

Our thanks to An Unhappy Taxpayer who wrote a Wavemaker question about the five-month winter layup of the ferry Wickersham and the unemployment it would cause. We covered the subject fully in a news story this week. Wavemaker questions occasionally turn into good sized news stories when we start searching for answers.

Wavemaker

Egan Seeks Washington Help on Ferry System

SEATTLE (AP) — Alaska Gov. William Egan says he plans to try to talk officials of Washington State into joining in expanding Alaska's marine highway system to Puget Sound.

Egan spoke of his plans Thursday at a keel-laying ceremony in Seattle for the new flagship of the Alaska ferry fleet.

He said he would meet with the Washington governor after the election Nov. 7 to discuss a partnership in expansion of the system.

Under the plan, Egan said, Washington would build at least two vessels to link with the Alaska fleet at Prince Rupert, B.C., and Ketchikan. That, he said, would leave Alaska free to concentrate on expanding and merging its two service areas.

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There is no link presently between ferries serving South-

eastern Alaska and those operating across the Gulf of Alaska, linking the ports of Cordova, Valdez, Seward, Whittier and Anchorage. Under the proposed partnership, Egan said, the link could be achieved.

During the ceremony, Egan addressed a group of about 50 persons, including a delegation of Alaskans, representatives of the Lockheed Shipbuilding & Construction Co. and officials of the Port of Seattle. Then he cut ribbons signaling operators of four cranes to lower the keel of the unnamed vessel to the shipway.

The new ferry will be 418 feet long and will carry 1,000 passengers and 184 standard sized U.S. autos at 21 knots. Egan said he would announce the name of the new vessel a few weeks before it is christened next spring, and it may be named for one of Alaska's glaciers.

Egan said he felt vindicated for his efforts in getting the ferry Malaspina and other large ferries built in the face of skeptics who contended the marine highways system would be a failure.

The Threat Passes

It was good news to Southeastern Alaska to hear that the state ferry Wickersham will stay on the run this winter except for its usual two-month drydocking period.

Earlier reports were that the ship would be off the run for five months. In fact, the budget document approved by the legislature called for the layup of one of the Southeastern Alaska ferries during the winter months. The layup was specified for five months as a money-saving idea. Each ship usually is off the run for two months for annual maintenance.

None of the Southeastern Alaska's legislators caught the item in the budget, but the word got out to the employees and then everyone heard.

The budget planners did not specify which ship should be idled. The public works department made that decision and chose the Wickersham because it has the highest operating cost.

There had been reports that the public works department made the cutback because of a reduction in funds by the legislature. But Gov. Wm. Egan told this newspaper last week that public works was one agency that got just about what it asked for from the legislature. Included in its request was about \$5 million to maintain the ferry system.

Egan said that no one in his administration expects the ferry system to make a profit. The concept is that it is a maintainable highway system.

Public works, like all state agencies, was advised to reduce expenses. It was asked to reduce ferry runs in the off season as traffic dropped. But there was no attempt to arbitrarily reduce service at the expense of the traveling public just for the sake of cutting the budget, Egan said. There was no \$5 million cut in the public works budget, as reported in some news stories.

The public works department has put in some new controls on handling purchases and supplies, according to the governor, that are offsetting the increases in operating costs for this year. This also allows extra funds for the Wickersham to operate. And traffic was up 13 per cent in July over the previous July which gives the system about \$260,000 more in revenue toward operation of the ships.

So the threat of the Wickersham layup has passed and so has the threat of a shortage of funds in the public works department.



Dept. of Public Works Commissioner George W. Easley shares a light moment with passengers and visitors during luncheon in the Malaspina's remodeled and enlarged dining room. A sculpture of seals, wall carvings and new furnishings decorate the dining room. The dining room now 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.

MV MALASPINA RETURNS TO THE FLEET

The MV Malaspina was returned to the fleet of the Alaska Marine Highway System in June. The vessel, which went into dry dock in early January, had 56' added to the mid section, a new heated 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 first Seattle to Alaska run of the new expanded ferry was a record one, carrying 504 passengers and earning \$71,000 for the trip.



ALASKA VISITORS ASSOCIATION

HERBERT LOCKERT

DIV. OF MARINE TRANSPORTATION

1972 ANNUAL CONFERENCE
Oct. 12-14 Anchorage, Alaska

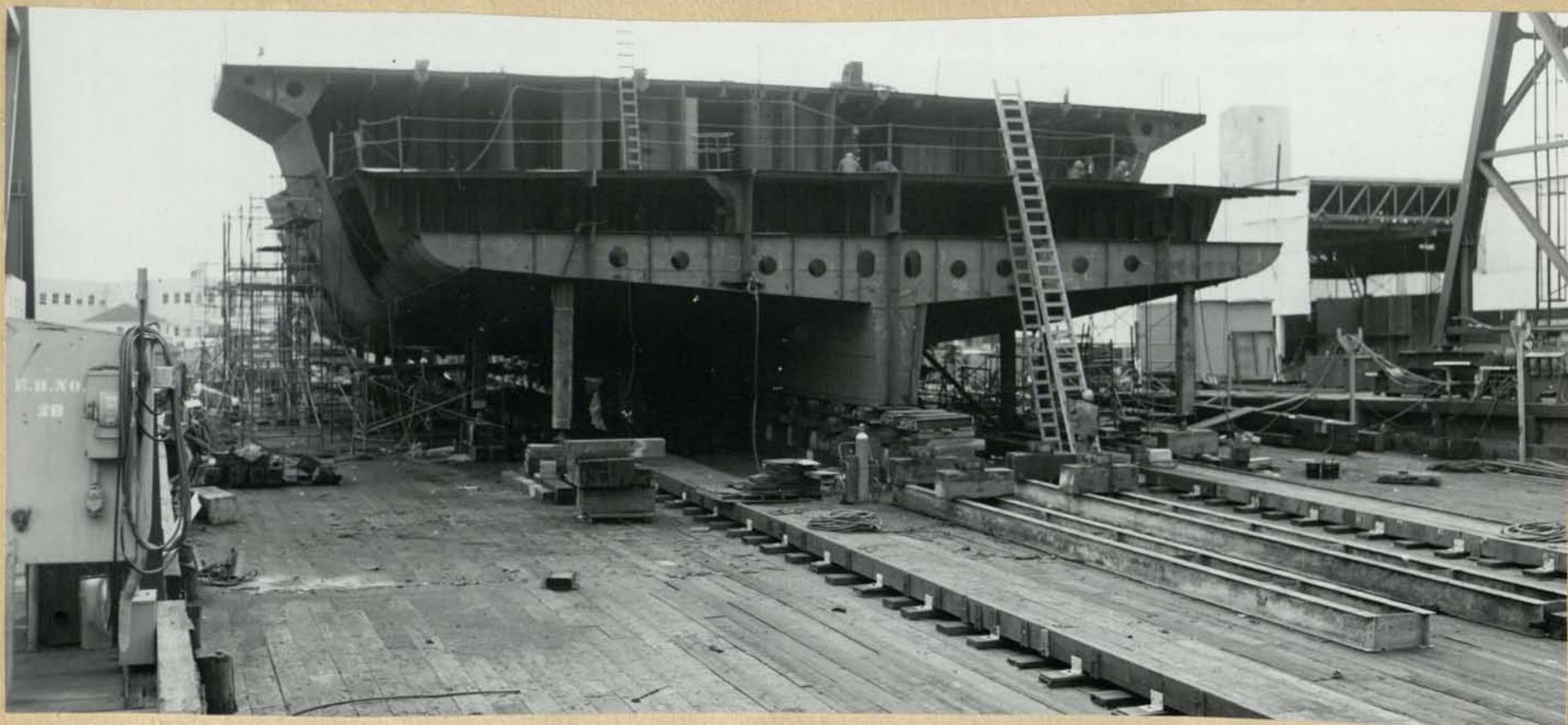
FERRY FUNDS ASKED

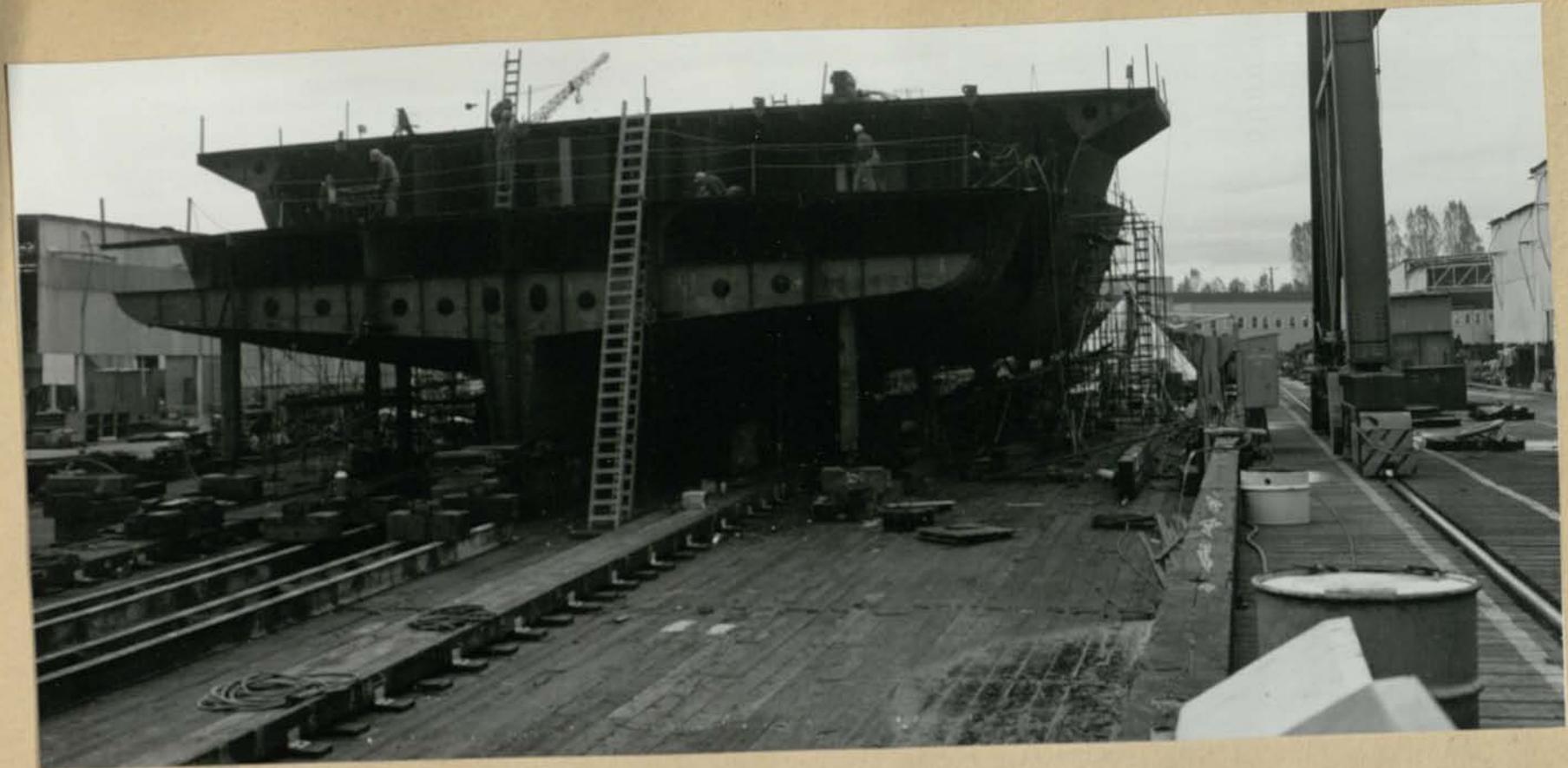
JUNEAU — Gov. William A. Egan's Budget Review Committee has been asked by the State Public Works Dept. to consider seeking a large supplemental appropriation for the Marine Highway System.

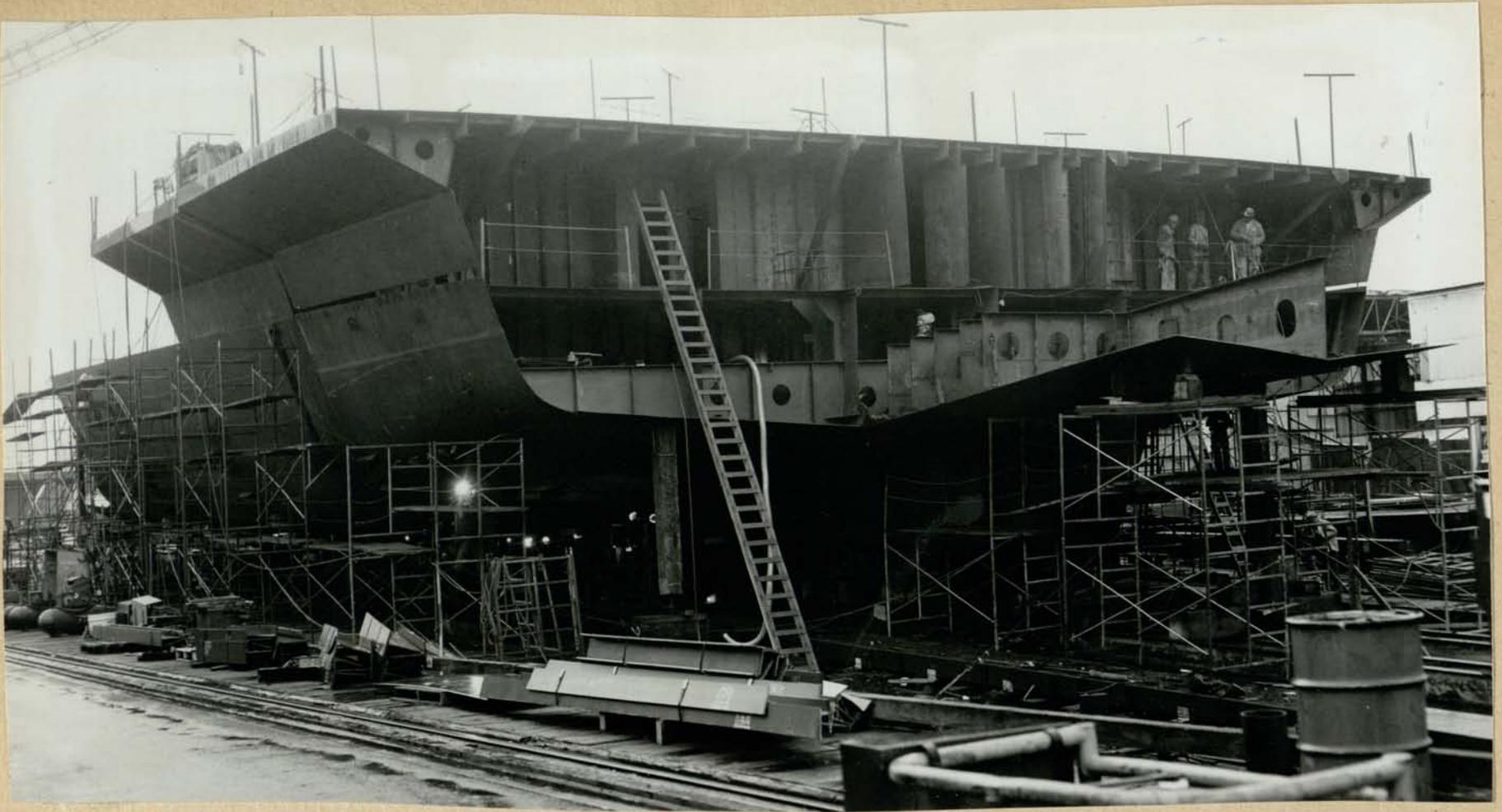
The amount needed reportedly could amount to as much as \$1 million and would be used primarily to maintain the ferry Wickersham on its winter runs, as well as cover mechanical breakdowns suffered by the ferries Taku and Malaspina.

ALASKA FERRY REQUESTED

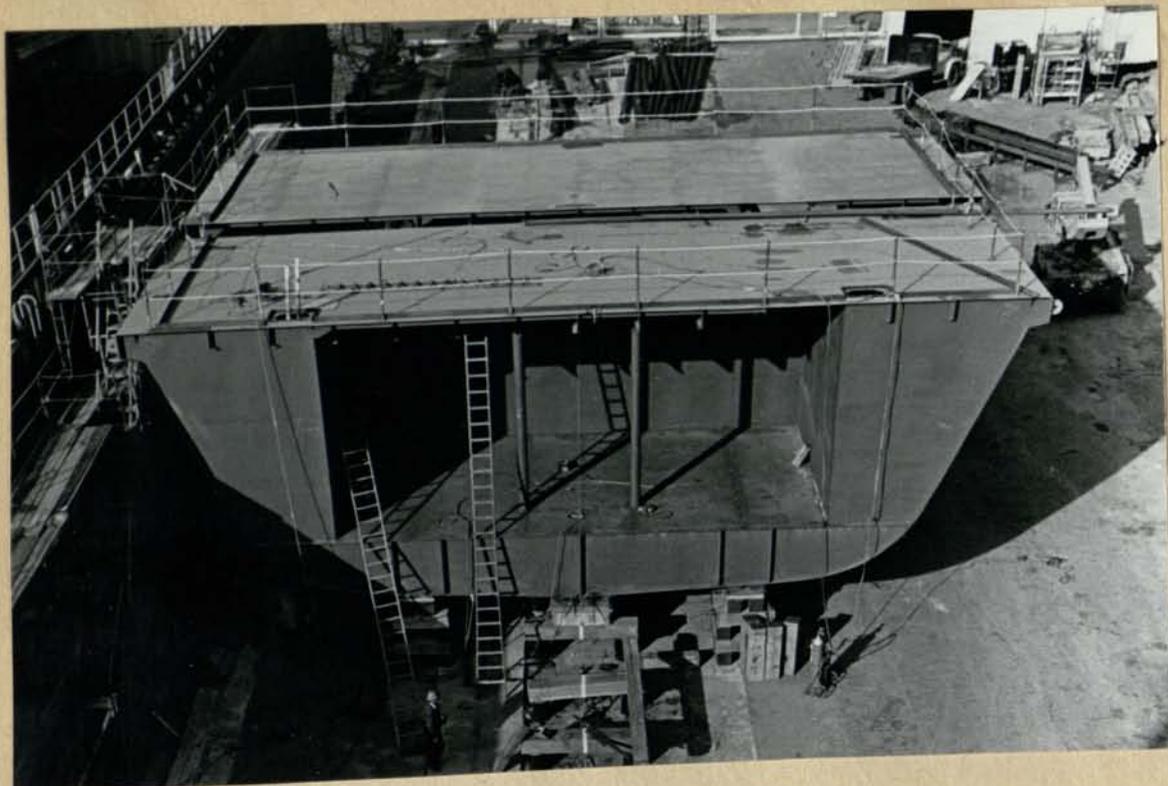
WRANGELL — The Southeastern Conference, composed of representatives of cities, boroughs, villages and chambers of commerce in Southeastern Alaska, passed two resolutions here recently requesting construction of a second Bartlett-class ferry and retention of the ferry, Wickersham, when a replacement vessel is completed, the Ketchikan Daily News reported.











THE QUEEN OF THE ALASKA ferry system, sails today on a wave crest of success. Passenger volume has increased dramatically in the 10-year-old Alaska Marine Highway System.

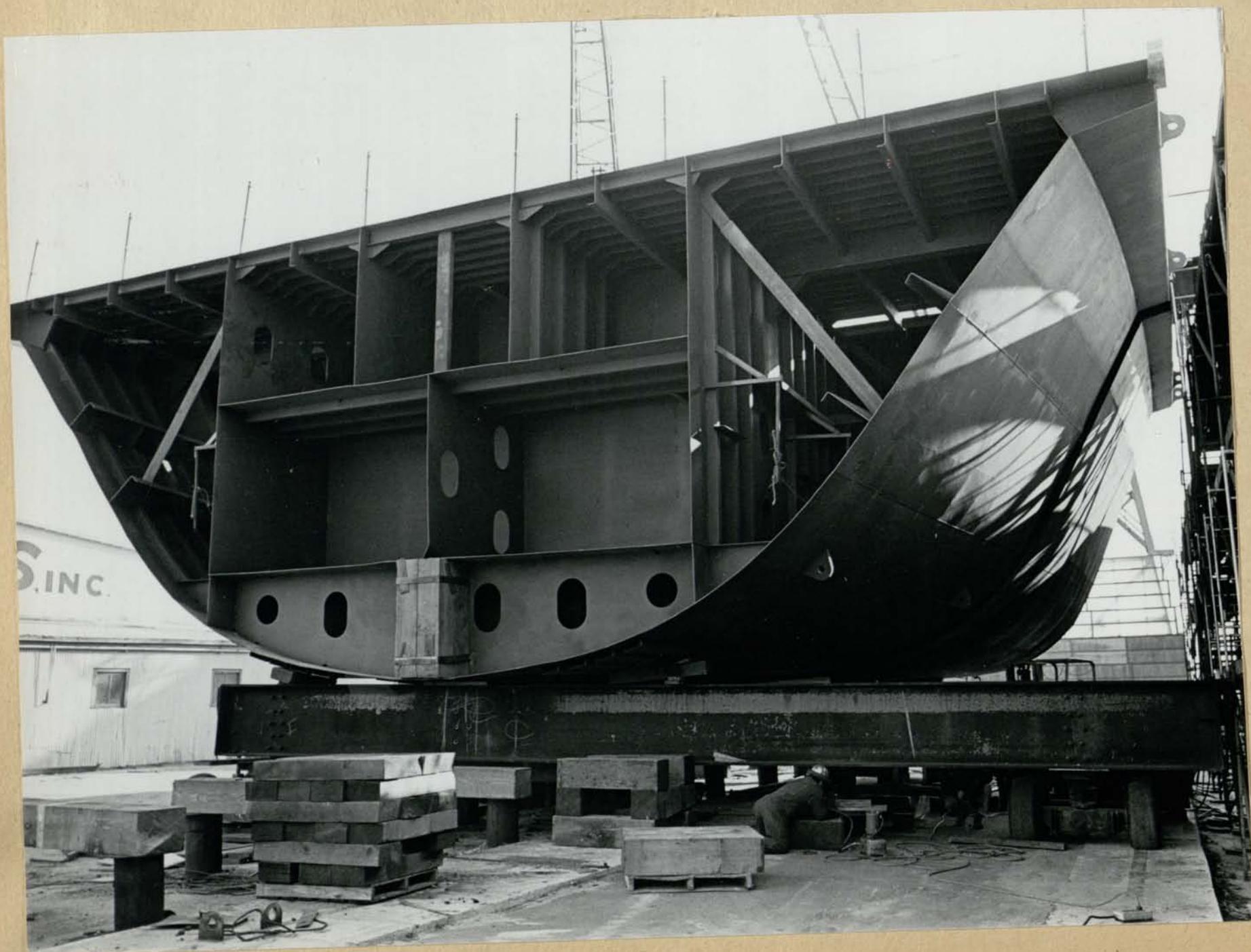
The Malaspina is heading for Juneau with representatives of 38 transportation companies aboard. They'll meet with Alaska Gov. William A. Egan, his cabinet and legislators Monday during Transportation Night.

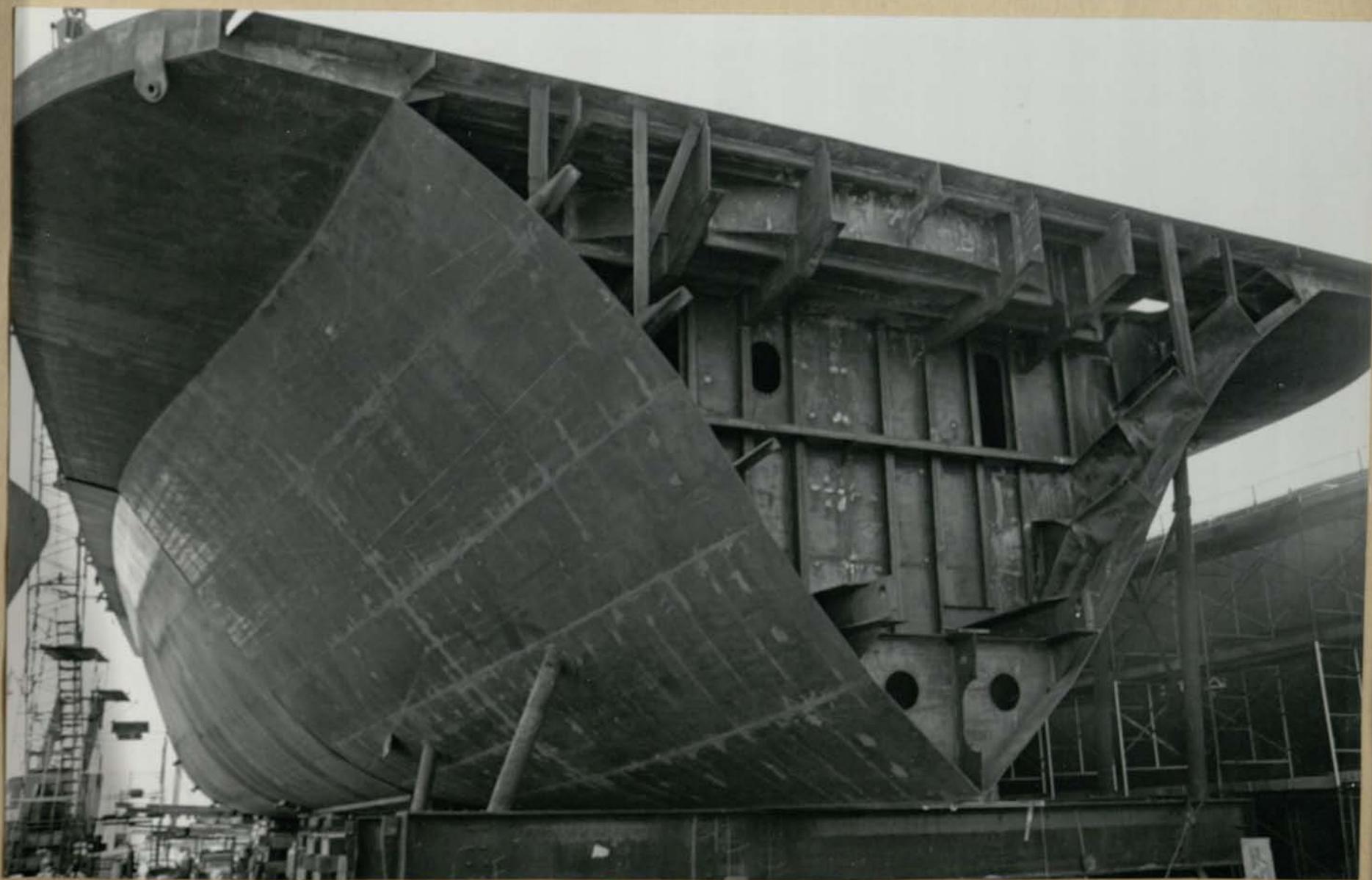
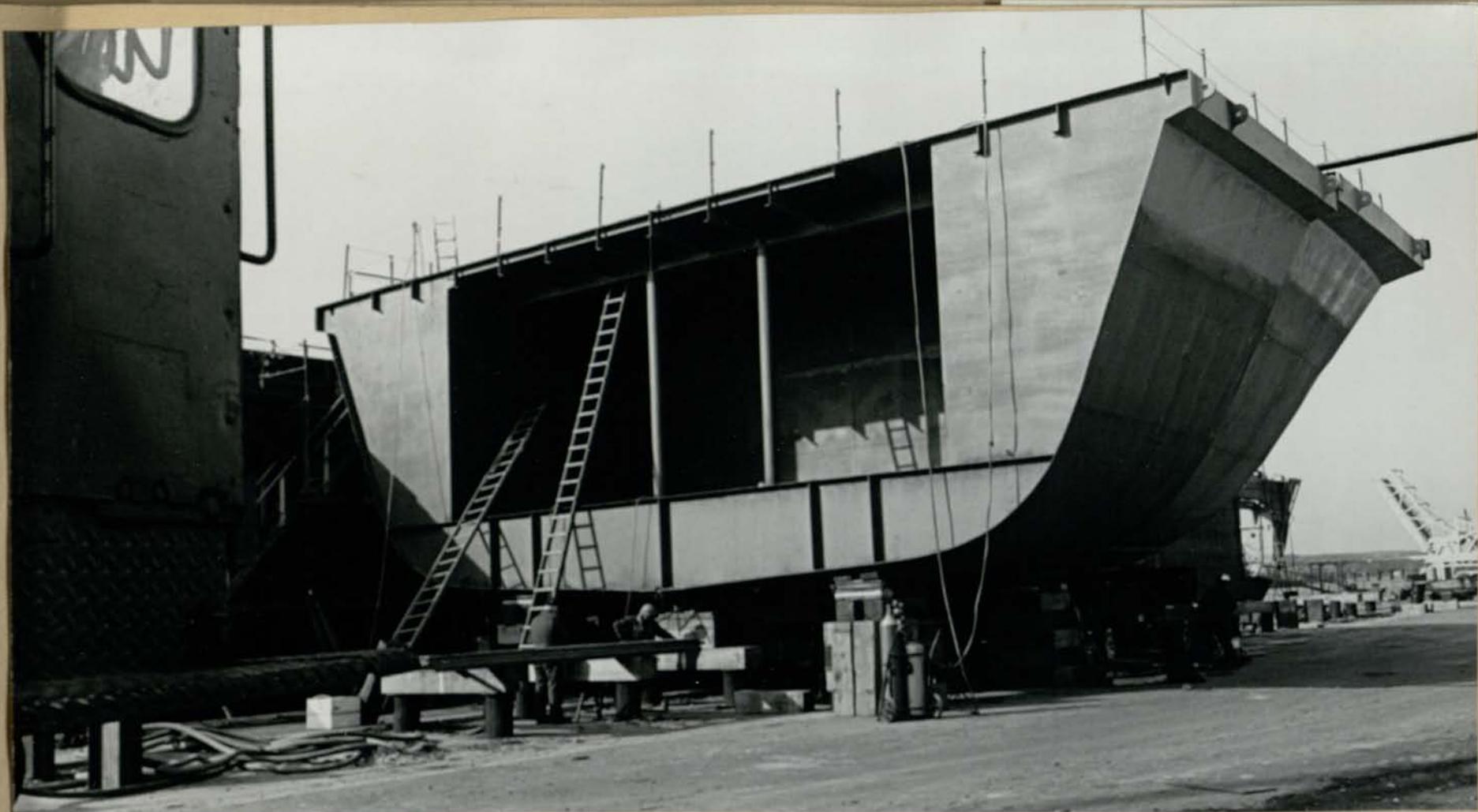
It should be an amiable gathering in Juneau. Passenger traffic between Seattle and Alaska totaled 20,865 persons during 1972 — nearly doubled in four years.

Here's how it grew each year: 1969, 11,340 passengers; 1970, 12,096; 1971, 13,126.

Small wonder that Alaska voters, betting on good odds, approved a \$37 million ferry-expansion program to include the Malaspina's \$6.7 million enlargement, a \$19 million vessel being built by Lockheed of Seattle and a 235-footer under way in a Wisconsin yard.

And the well-being of the Alaska ferry system reflects in Seattle when it is considered the vessels are drydocked and maintained yearly here. The Port of Seattle charges the system for dockage, land and offices at Pier 48, and the port gets \$2.50 for each passenger.





INTRODUCING THE LEISURE LINER
to
Alaska



...the ship that makes your Alaskan visit a memorable luxury. Indulge in the leisure pace of off-season travel on one of Alaska's leisure liners. From October 1 to March 31, not only can you save money, but you'll be enthralled with the awesome beauty of Alaska's Inside Passage in fall, winter or spring. Enjoy a panoramic view from the heated solariums. Or choose a view from the spacious dining room, where you can select



your favorite Alaskan delicacies from the varied menu. Spend a winter weekend at your leisure, by taking advantage of free stopovers along the way. Ferry-liners call at historic spots from the gateway at Ketchikan to the terminus at Haines.

The luxury of leisure vacation time can be yours by planning ahead. In early summer, avoid many tourist pressures by cruising to Alaska on the Marine Highway, then driving home. Later in the year, simply reverse the procedure and see Alaska in the splendor of fall.



For more information about the Alaska Marine Highway System, contact your travel agent or Division of Marine Transportation, Pouch R, Juneau, Alaska 99801.

● HERO'S HONOR

Risks life for shipmate



● GEORGE TAYLOR, (left) receives congratulations from Capt. Frank T. Huxtable (center) and Merle Adlum, I.B.U. president. Huxtable, Maritime Administration representative presented Adlum with a commendation for valor.

On October 20, 1972, George H. Taylor, crew storekeeper aboard the *MV Wickersham*, risked his life to enter the water between the ship's side and the dock in an attempt to save the life of a fellow crewman, badly injured in the water. Taylor went under the dock and held the victim's head above water for several minutes until help from other crew members could be worked out.

Though Maxwell subsequently succumbed to his injuries, their seriousness was not known at the time Taylor entered the water. He was commended for his bravery in a letter to Capt. H. J. Lockhart, Director of Alaska Ferries, by Capt. Ronald J. Kutz, Master, and Gary A. Cramer, First Mate of the *Wickersham*.

In ceremonies held December 18 before the assembled crew of the *Wickersham*, Captain Frank I. Huxtable, Pacific Northwest representative for the Maritime Administration, U.S. Dept. of Commerce, Northwest Area, presented a special commendation to Taylor.

The commendation, signed by Robert J. Blackwell, Assistant Secretary of Commerce for Maritime Affairs said in part:

"I congratulate you upon the performance of service which was in keeping with the highest traditions of the United States Merchant Marine, and I have directed that a copy of this letter be made part of your service record."

This courageous action on the part of George Taylor is a credit to himself and deserves the praise of all his fellow I.B.U. members.

JONES ACT BEING CHALLENGED IN COURT BY 800,000 PEOPLE

After all the attention drawn to the Jones Act by the *Wickersham* case, another state suddenly has jumped onto the Act in a way that turns the Alaskan argument into a small passing bicker.

A class action suit has been filed in Hawaii against the Jones Act "on behalf of the state's 800,000 residents." It charges discrimination against Hawaii in particular.

The theory behind the legal action is that the 50th state is 80 percent dependent upon water shipping, and as a result a maritime strike of any kind causes excessive suffering to the residents because they are not allowed to turn to foreign-flag ships for supplies.

The suit points out that the *Wickersham* has been exempted, if only until new ferries are built, and that furthermore Alaska can be reached by highway, whereas Hawaii cannot. Therefore "during a maritime labor dispute, the residents of Hawaii must pay higher prices for the daily necessities of life and items necessary for their respective trades and business, and this cost amounts to a discriminatory and irreparable injury."

The long refusal to exempt the *Wickersham* appeared to be unreasonable under the circumstances. The Hawaiian legal action demonstrates why defenders of the Jones Act, right or wrong, did not want to give an inch for fear of losing a mile.

From Our Mailbag

Dear Sir,

I read with interest the item, appearing in the September issue, about the D 13000 "Cat" Diesel which has been pumpin' along for 44,000 hours. A rather impressive record I'd say. However, I would like to bring to your attention another interesting fact:

That each of the main engines (there are two to a ship) powering the Alaska Marine Highways ferries, the MALASPINA, MATANUSKA and TAKU, have logged over 52,000 hours (as of August 9, this year) since the ships went into service in 1963. The average was 52,315 hours. I'll save you the trouble of figuring this out in terms of years — that's about six years.

These engines, V-12 diesels built by DeLaval (Enterprise), produce 4,060 continuous H.P. at 360 R.P.M. Other than routine maintenance and the replacement of an occasional head, piston or cylinder liner they have given virtually trouble free service and there is every indication that they will be pumpin' along for another 52,000 hours or more.

As a matter of additional interest our new 418 foot ocean-going ferry, presently being built by Lockheed Shipbuilding of Seattle, will be powered by two 9,200 H.P. Enterprise Diesels. I understand that these will be the largest American-designed engines ever built in this country.

We receive the "News" at the ferry terminal each month and I rather enjoy reading about the latest doings along the Container Route. Thank you for including us in your mailing.

William F. McVaugh
Terminal Manager

**Wickersham
Should Come to
Seward**

The Motor Vessel *Wickersham* should run between Vancouver, B.C. and Seward, Alaska.

This was unanimously decided at the Boro meeting Tuesday night when the assembly adopted a Resolution to that effect. E.D.A. executive J. Vincent O'Reilly introduced the Resolution. The City of Seward recently passed a similar resolution.



DON PAGE

Our Ocean Passenger Business Booms

Seattle's ocean passenger business is booming this winter. Probably you, like us, fret sometimes that we have no ocean passenger business on Puget Sound. But let us not forget the ocean passenger business around our Alaska Ferry Terminal at Pier 48. Weekly in summer and twice a week in winter an Alaska ferry pulls out of here for Juneau and way points up the Southeast Alaska coast. These are big boats, on the order of ocean liners. Particularly since the Malaspina was jumboized last year, from 100 passenger berths to 284. The Malaspina arrives here every Friday at 7 a.m. and sails at 5 that afternoon. The Wickersham sleeps 380 passengers. She arrives on Sundays at 6 p.m. and pulls out Tuesdays at 10 a.m.

THOSE ALASKA FERRIES are hauling passengers in and out of Puget Sound this season at a record rate. To make some comparisons: In December, 1969, Alaska ferries hauled 475 passengers inbound or outbound here. By December, 1971, that total had grown to 801. And last month the Alaska ferries handled 2,033 Seattle passengers.

Dick Berg, the Port of Seattle's Alaska representative, points out two reasons for that huge growth. First, the Malaspina is bigger this year. Second, this is the first full season when the Wickersham has been free to deliver passengers between Seattle and U.S. ports in Alaska. On her Christmas run Dec. 19, the Wickersham carried a record 302 passengers in here.

THE 49TH STATE will celebrate the 10th anniversary of big ferryboat service for Southeast Alaska with the Malaspina's Seattle departure Jan. 12. And Alaska State Ferries have been running regular service out of Seattle for four years now. Very profitably for the state and for Alaska tradesmen who serve the tourists that load here. The business should grow bigger and still more profitable in 1974 when Lockheed delivers a new \$20 million Alaska ferry for year-round service out of Seattle.

Meanwhile, let us never think we're without ocean passenger service out of Puget Sound. Not so long as liners of the Alaska Ferry fleet sail in and out of Pier

Marine

TWO MORE ALASKA FERRY TERMINALS ARE PLANNED

ANCHORAGE — The State of Alaska Dept. of Public Works, Division of Water and Harbors has applied for Dept. of Army permits to construct two ferry terminal facilities.

One of the terminals would be located at Kasaan Bay, Hollis Anchorage, on Prince of Wales Island at the Maybeso Experimental Site, Tongass National Forest, and the other at Port Frederick on Chichagof Island.

The Kasaan Bay facility will be used by the 92-foot ferry MV Chilkat of the Alaska Marine Highway System. The proposed terminal at Hoonah will be located approximately one-half mile north of the existing ferry terminal and will accommodate larger vessels of the 235-foot class.

A new 235-foot ferry for the Marine Highway System currently is building at Peterson Builders, Inc., Sturgeon Bay, Wis., designed by Nickum & Spaulding Associates, Seattle.



MERRY CHRISTMAS

Mounties Search For Missing Ferry Worker

KETCHIKAN, Alaska (AP) — State ferry authorities say Royal Canadian Mounted Police began searching in British Columbia waters Monday for a 29-year-old Ketchikan woman who disappeared Saturday from the ferry Malaspina.

Spokesmen said Barbara Nelson, a stewardess on the ferry, was reported missing late Saturday while the vessel was in Grenville Channel, about 200 miles south of Ketchikan.

Troopers said the woman was

under observation before her disappearance after officers reported her despondent and unresponsive during the day.

Canadian authorities in Victoria said an air search Sunday turned up no trace of the mother of three.

A spokesman for the Victoria Rescue Coordination Center said her chances of surviving in the water were slim.

The channel area includes an uninhabited stretch about 100 miles long.



CITED FOR RESCUE ATTEMPT—George Taylor, assistant steward storekeeper on the Alaska state ferry Wickersham, receives a letter of commendation from Gov. William A. Egan, right, for his attempted rescue of a shipmate who slipped and fell into the water while the vessel was at a Seattle pier last fall. At left is Captain H.J. Lockert, director of the Alaska Division of Marine Transportation. Taylor dove into the water in Seattle and attempted to keep his fellow crew member, Thomas Maxwell, afloat until a rescue squad arrived. "Your unselfish action," Governor Egan said in the letter, "is deeply appreciated by Alaskans."

Ferry, Impact Statement Urged At City Conference

By BARBARA D. KALEN

Delegates to the Southeastern Conference of Cities and Chambers of Commerce meeting in Petersburg Jan. 5 and 6th agreed that a speedy construction start of a second "Bartlett Class" ferry, and a speedup in preparation of Environmental Impact Statements by the U.S. Forest Service for future timber sales are the most urgent overall needs facing South-eastern communities.

Addition of another "Bartlett Class" vessel was seen as the first priority for the ferry service, and there was general agreement that the small northern panhandle communities and Sitka should be given the first

vessel, now on the ways, when it goes into service.

Delegates also reaffirmed a previous resolution asking that the Highway Department finish their studies and make a choice between Warm Springs Bay or Rodman Bay for a "mainline" port to serve Sitka, and to begin work as soon as possible on a road connection to one or the other of these points. Other previous actions reaffirmed include a request to the Governor and state government to keep the ferry "Wickersham," to include ferry construction

with highways in any future bonding proposals, and to increase the winter discount on the ferry system from 10 percent to 25 percent for passengers and privately-owned passenger vehicles.

Referred back to member communities for further study is the matter of freight hauling -- private enterprise vs. private enterprise on board state ferry vessels. The original concept of the ferry system did not envision the state in the freight business, nor making the run to Seattle. The next meeting of the Southeast Conference is set for next September or early October, in the small fishing village of Pelican, which is located on Chichagof Island, north of Sitka.

State Officials Ponder Future Of Wickersham

State officials say numerous inquiries have been made as the result of plans to sell the state ferry Wickersham, a trouble-plagued ship that need an act of Congress to validate its routes.

Gov. William Egan is asking the legislature to provide near-

ly \$720,000 more for the marine highway system that is receiving \$15.1 million already this year.

Of the total requested for the supplemental budget, the administration says it wants \$461,400 to pay for winter operations of the Wickersham, a 363-foot ship purchased from Sweden in 1968 and now entering its final year of Alaskan service.

Egan told newsmen last week that while he considered the Wickersham to be worth about \$20 million, "We hope to get a lot more than the \$7 million we borrowed from the general fund to build new ships."

Originally named the Stenna Britannica, the Wickersham was purchased for \$6.9 million in 1968 and promptly ran into provisions of the Jones Act.

That federal law prohibits foreign-hulled vessels from operating between American ports.

The state finally obtained a congressional waiver of the Jones Act last spring.

Egan told newsmen last week that while he considered the Wickersham to be worth about \$20 million, "We hope to get a lot more than the \$7 million we borrowed from the general fund to build new ships."

Egan's 1974 budget includes plans to sell the Wickersham in October with the new ship on line by January or February of 1974.

Administration commissioner Joe Henri says there are "a lot of interested people" seeking information about the ship. He says the state is "sparring around with interested parties."

Egan says officials will "shortly be getting together and taking positive steps" for the sale.

Malaspina

With dignitaries from government and business in attendance, the Alaska state ferry Malaspina will sail from Seattle Friday in the 10th anniversary of the Marine Highway System.

Gov. William A. Egan said a delegation of representatives from some 35 transportation firms--was scheduled to host a reception when the Malaspina arrived in Juneau Monday.

Juneau Empire
1/15/73

Cordova C. of C. News of Interest

Mr. Bruce Massey, Cordova's new City Manager was introduced to the other 32 people attending the Tuesday noon meeting at the Club Cafe.

Mr. George Easley, Commissioner of Public Works told the group of the State plans for the Cordova area. The ferry Bartlett will go out for annual repairs from Dec. 26 to early March, when she will definitely return here, with about 40 feet added to her length to take care of the increasing traffic.

There is \$80,000 earmarked for our small boat harbor.

A Fire and Rescue unit will be added to the Mile 13 airport within the next year or 2.

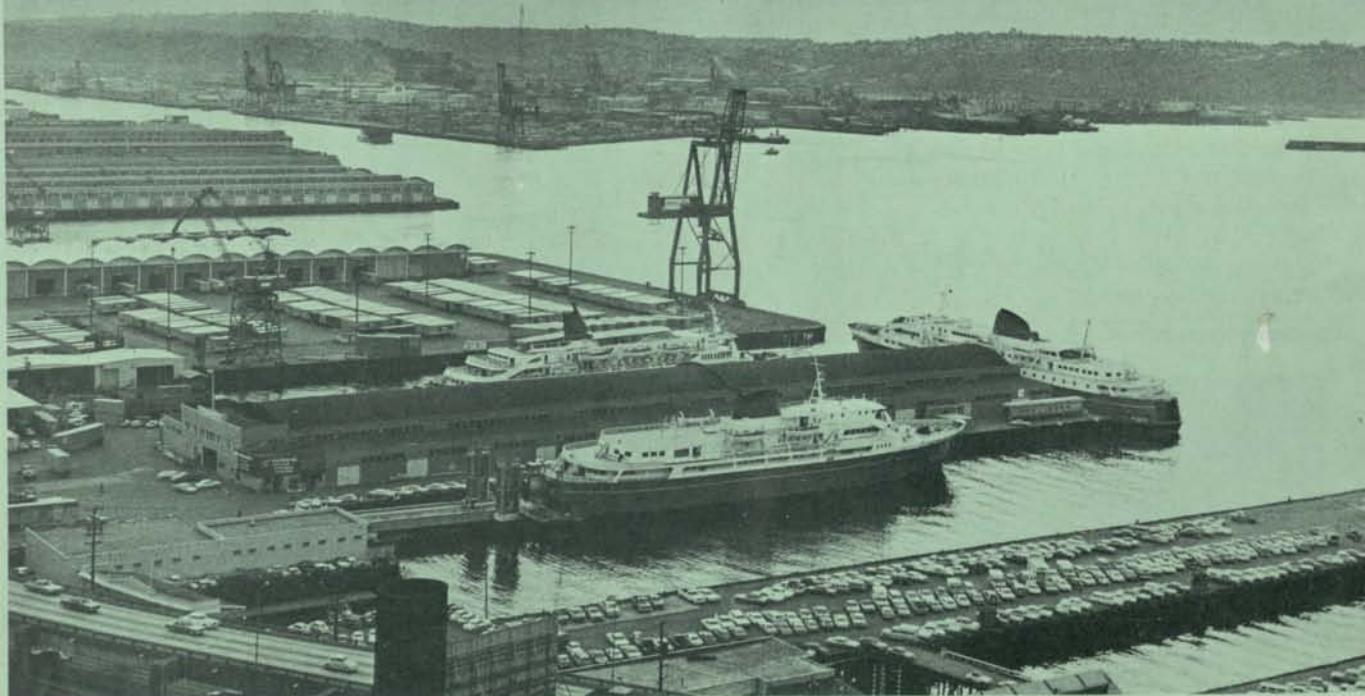
The State will have \$100 million to spend on highway's for '73 and, incidently the Copper River Highway is top priority in the State.

The Tustumena will cover for the Bartlett, running from Seward to Cordova, to Valdez, then to Cordova -- then Seward. Aurora will have about 13 hours here each week, coming by way of Seward.

Incidently the Bartlett summer run is already booked full on the Whittier-Valdez run.

alaska's business:

A Monthly Roundup
of Significant
Business News



A Seattle convention of Alaska ferries. Unusual photo taken at the Port of Seattle shows three of the state's big auto ferries at dock at the same time. One of the vessels is on the regular Seattle-Alaska run with the others in the Puget Sound city for winter maintenance work.

Chilkat

Dear Editor:

An ocean voyage of whatever length somehow appeals to the

romantic side of our nature. The sea is often like a fickle woman — changing from a flat, glassy calm which soothes the fears of the landlubber to a horrible monster which strikes terror in the heart of the old salt during the course of one short trip. Such was the fate of the crew and passengers of the ferry, M.V. Chilkat on a recent cruise between Hoonah and Juneau.

I have traveled on the little ferry several times, but it was only when I made the round trip last weekend that I became aware of the teamwork, discipline, seamanship of the Chilkat crew. Previous voyages had been made in the summer months and long daylight hours. Apparently navigation is good weather and daylight is not too difficult as the trip is sometimes made by skiff. But, winter travel when landmarks are obliterated by darkness and fog is something else. I disembarked at Auke Bay with a much more respectful attitude.

The Chilkat, constructed in 1957 and a veteran of many voyages between ports in Alaska, is mini in all ways. Round trip fare for a 10 hour cruise to Hoonah and return is \$8.00. The 4½ hours between ports it gives the traveler a view of some of Alaska's most spectacular scenery, then allows him a brief respite

ashore. Even though land is usually in sight, one is gently reminded that this is the sea and only a few generations ago it was plied by sailing ships and war canoes. (On the voyage I mentioned earlier the travelers received a rather violent reminder when the normal 4½ hour trip took 17 hours.)

In command of this substantial little ship is Capt. Louis Cavanaugh. Crew members are Jack Grabler, Joe Patterson, Stewart Jorgensen, and Fred Whitanen. The only facet of this vessel that is not mini is the hospitality of this group.

On Friday, January 5 the Chilkat and her crew head south to Seattle for her annual inspection and overhaul. The length of her stay in Seattle is indefinite at this time.

Hurry back, little Chilkat. You have become an important part of our scene. We will miss you.

Sincerely,
Neilson W. Sharp
Juneau



Ferry Stopover Was First For Residents of Yakutat

The Alaska state ferry Tustumena laid claim to a mixed collection of firsts last week in a stop at Yakutat. It was the first call to Yakutat by a state ferry, the occasion of television's "premiere" in that South-eastern community, and probably the first time for a mayor, as the official greeter, to help tie up a visiting vessel as she docked.

Students from Head Start classes through high school, and about three-fourths of the townspeople, some 250 in all, turned out for the event and, according to Mayor Larry Powell, "had a great time."

They toured the big blue and white vessel, which was fresh out of drydock and in shipshape trim, visited with Captain Donald Odow and the crew, and watched tourist films on the vessel's closed circuit television system.

Yakutat, where even radio reception leaves much to be desired, has movies once a week at the Alaska Native Brotherhood hall but it has no television and the mayor said the viewers no doubt included a number of people who had never seen TV before. "There are a lot of little kids here who have never even been out of town," he said, and TV was "a real novelty" for them.

Even the weather cooperated for the occasion. "It was a beautiful day," Powell said. "It had just snowed and the sun was out. They couldn't have picked a better day to come in."

The ferry, which operates on the Anchorage-Seward-Kodiak run of the Alaska Marine Highway system, made the stop at Yakutat on her return trip north from annual maintenance in Seattle.

"We happened to hear that the Tustumena was going south

for her annual drydocking and there was a possibility they would stop if we asked," Powell said. "We wrote a letter (to the Alaska Department of Public Works which operates the ferry system) and they said they could stop going back north."

The vessel delivered four vehicles and various other cargo, including several transformers for the school, the mayor said.

"The last boat calling at Yakutat before this was in early October," he said, "and the next one probably won't be until February, so this was a really important stop for us as well as being a real community event."

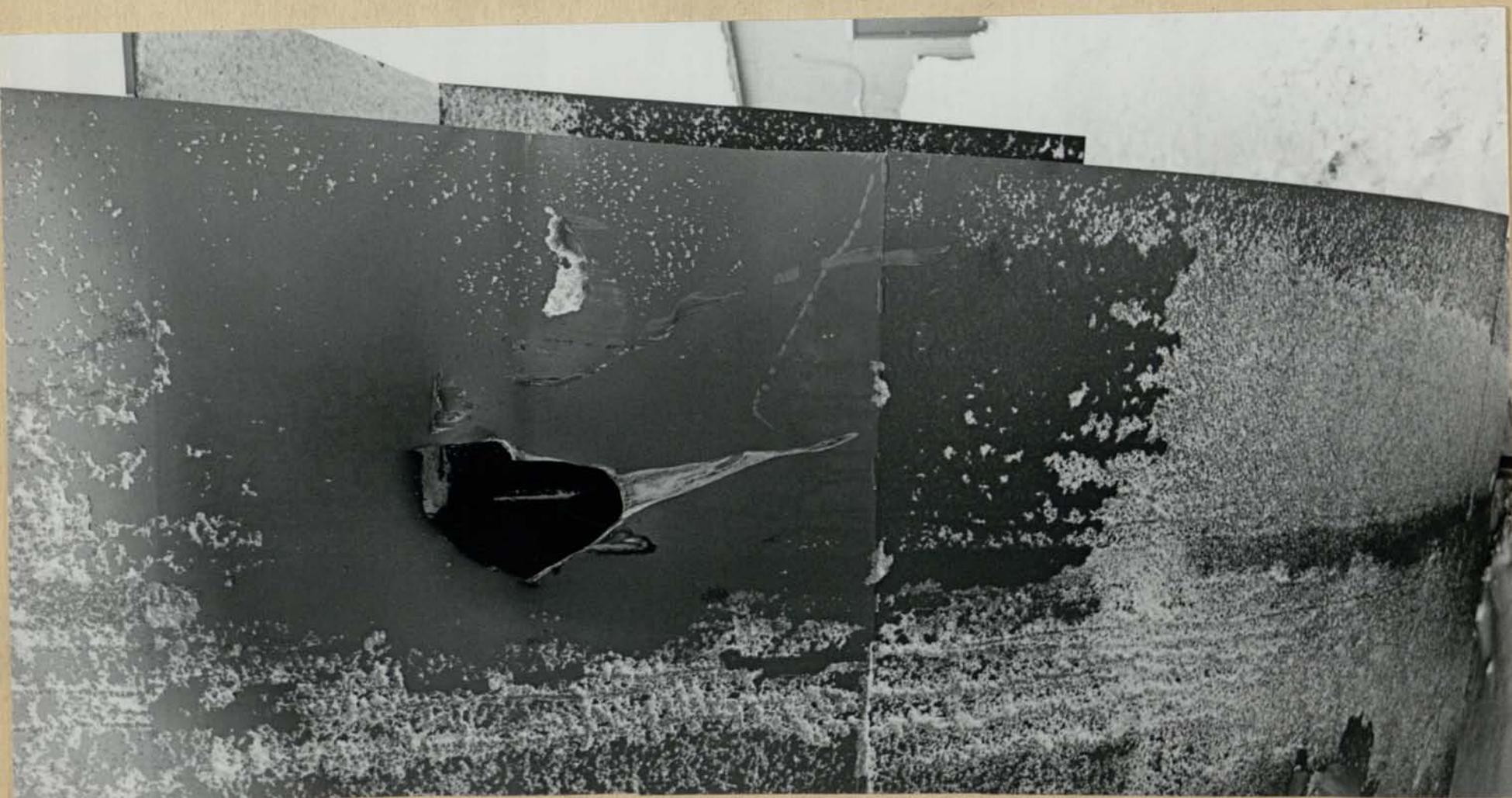
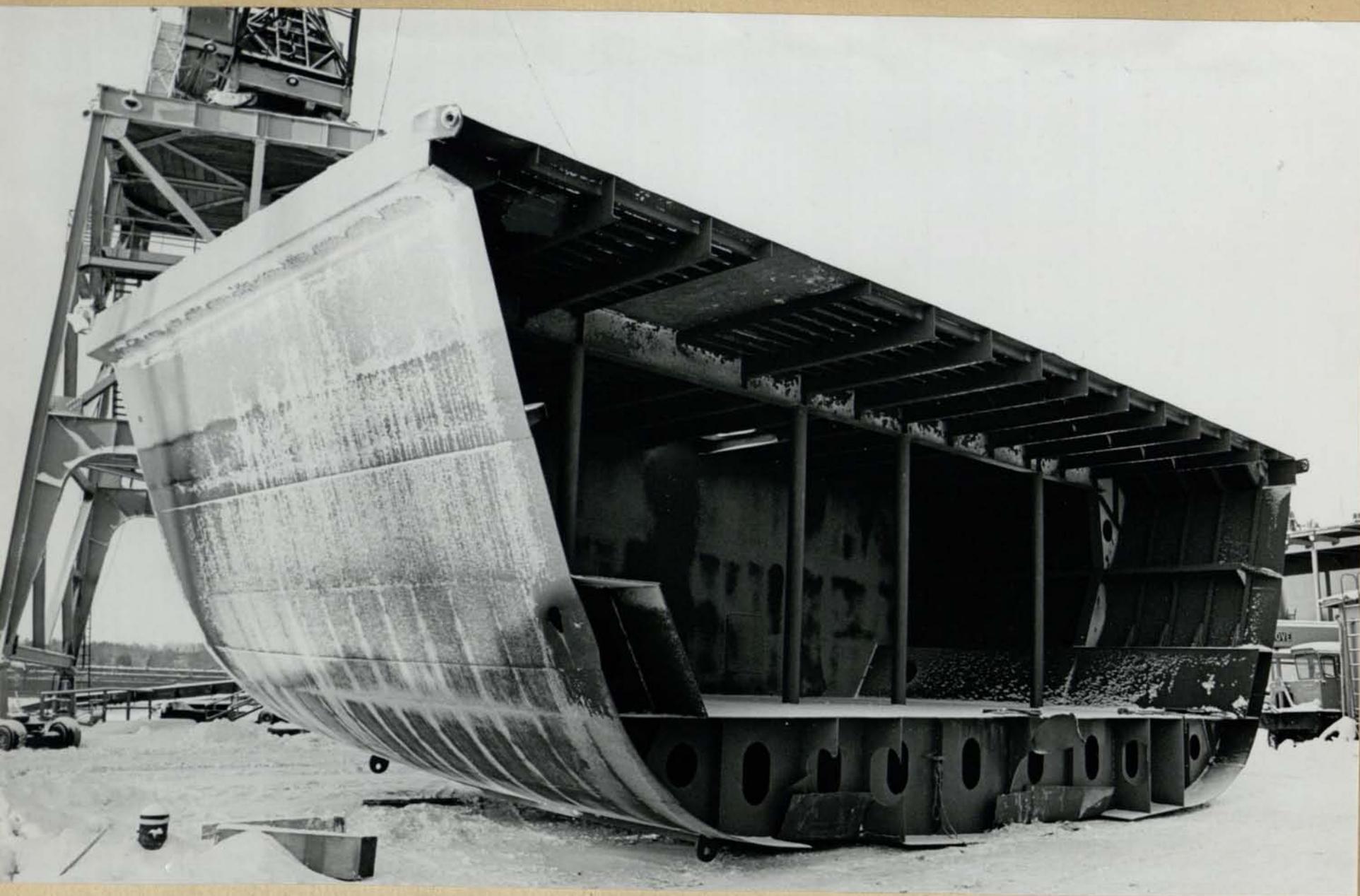
Powell said the community hopes an annual visit by the Tustumena can become a regular part of her operation.

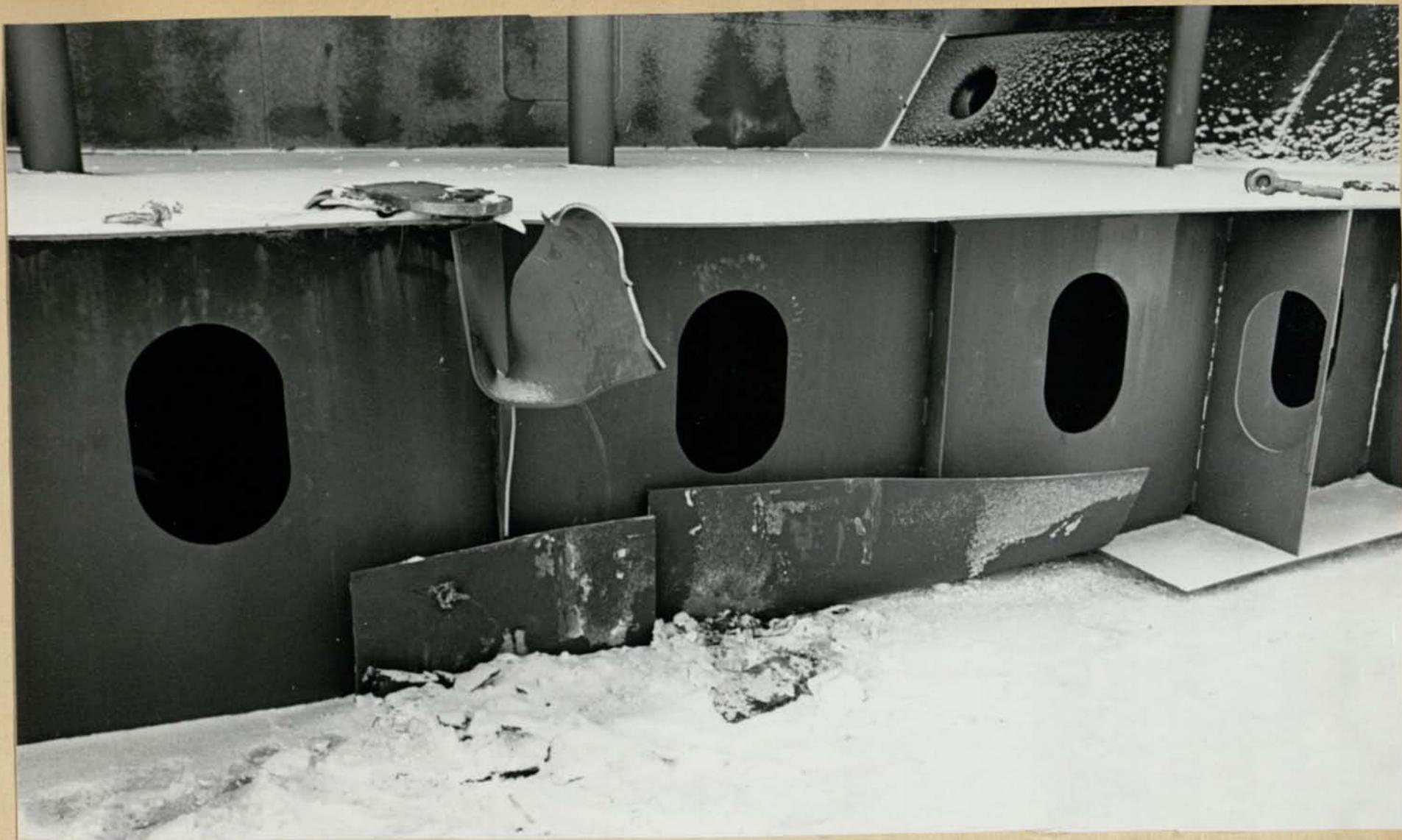
"She really looked beautiful tied up at our dock," he said.

Alaska ferry to sail Friday

Dignitaries from government and business will attend when the Alaska state ferry Malaspina sails from Seattle Friday in the 10th anniversary of the Marine Highway System.

Gov. William A. Egan of Alaska said a delegation of representatives from some 35 transportation firms is scheduled to host a reception when the Malaspina arrives in Juneau Monday.





MARINE DIGEST

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Number 16

ALASKA STATE
FERRY SYSTEMS
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MV MALASPINA

ALASKA MARINE HIGHWAY SYSTEM GROWING

SEE STORY PAGE 11

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Shoddy Work

Dear Editor:

Last night I watched an hour long television program depicting a trip from Seattle to Skagway on the state ferry Malispina. How terrible it was!

This is a typical example of the type of shoddy tourist advertising that is presenting Alaska to the outside world so crudely and is largely responsible for prompting the "do gooders" to try to make a huge national park and wilderness area out of our state.

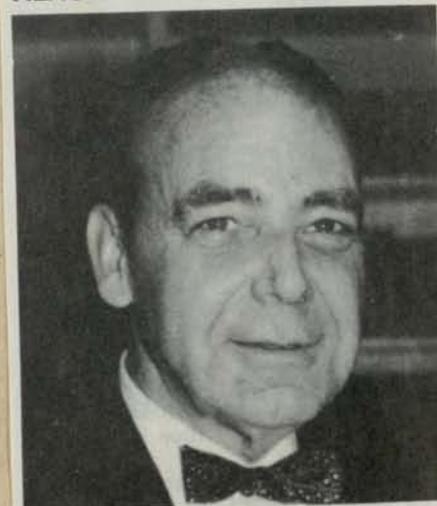
I wish we would do something about this shoddy kind of tourist publicity.

O. E. Darling
Seward



The Alaska Ferry, Taku, was delivered in 1963. At this moment the 352-foot vessel is at Todd Shipyards Corp. undergoing annual overhaul. She is expected to remain at the Todd yard until the first of the year. Photo by Joe Williamson.

SPAULDING TO SPEAK ON ALASKA FERRY HISTORY



PORTLAND — Philip F. Spaulding, vice president, Nickum & Spaulding Associates Inc., Seattle, will present a paper on the History of the Alaska Ferry System at a meeting of the Columbia River Section of the Society of Naval Architects and Marine Engineers here Feb. 9. The meeting will begin at 6 p.m. at the Thunderbird Motel Inn, 1401 North Hayden Island Drive, Portland.

NEW BUSINESS: West moved that President Laurance's appointment of Captain "Red" Lockert to the AVA Board of Directors be approved. Johnson seconded. Unanimously carried. West moved that President Laurance's appointment of John Gillis to the AVA Board of Directors be approved. Prewitt seconded. Unanimously carried.

ALASKA MARINE HIGHWAY GROWING WITH STATE COVER STORY



The Alaska Ferry, Wickersham, built in Norway and registered in Panama, currently calls at Seattle under a waiver from the federal government. Photo by Mel Fredeen.

SEATTLE — The Alaska Marine Highway System, which offers some of the niftiest little ocean cruises you can find anywhere, is growing at a healthy rate, right along with its parent, the State of Alaska.

Two new ferries are building to provide service for an ever-growing number of passengers, one a 418-foot ocean-going vessel being constructed at Lockheed Shipbuilding & Construction Co., Seattle, and the other a 235-foot shuttle ferry being built at a Wisconsin yard, both designed by Nickum & Spaulding Associates, Seattle.

returns to Seattle at 7 a.m. on the following Friday.

The 363-foot Wickersham, the more controversial member of the Alaska Marine Highway fleet, makes all the same stops as the Malaspina but does it in more of a hurry, departing Seattle at 10 a.m. Tuesdays and returning at 6:30 p.m. Sundays.

A former Swedish cruise ship built in Norway, the Wickersham was delivered to the Alaska Marine Highway System in June, 1968, and is of Panamanian registry.

Jones Act Waiver

In that the vessel fell under the jurisdiction of the Jones Act, passengers could not board at one U.S. port and disembark at another, so she called at either Prince Rupert or Vancouver, B.C.

The federal government granted her a waiver, however, in April, 1971, to last three years

while the new ferry is being completed at Lockheed.

The Wickersham was initially scheduled to be laid up this winter, but that decision was later reversed. As a result, the Alaska Public Works Dept. has recommended a large supplemental appropriation for the Marine High System (as high, perhaps, as \$1 million) to pay primarily for the Wickersham's winter service and secondarily

In 1963, passengers carried on the Southeastern vessels totaled 84,000. By 1969 the total had risen to 130,000, and by 1971 the total was almost 160,000 and still rising.

The summer months, as one might imagine, are busiest on the Alaska Marine Highway, when the 408-foot Malaspina, for instance, sails weekly with 500 passengers filling every nook and cranny. During the winter, a passenger count of around 100 is considered good.

Winter Discount

"This is a good time for people to take advantage of travel-

for some mechanical work on the Taku and Malaspina.

Moreover, it's been rumored that the Wickersham will be sold once the new ferry is completed.

The new ferry, with its length of 418 feet, will be the largest in the Alaska fleet. Equipped with twin screws, twin rudder and diesel power, she'll have a service speed of 21 knots. Draft will be 16 feet.

Certified passenger capacity will be 1,000, while passenger berthing capacity will total 324. The vessel will be capable of carrying approximately 184 average American automobiles. If portable ramps are installed, vehicle capacity will increase to some 226 automobiles, Nickum & Spaulding said.

A complete fin stabilization system will be installed to improve sea keeping characteristics, dampening the roll and pitch of the vessel for maximum passenger comfort. The vessel's two diesel engines are rated at approximately 9,000 shaft horsepower. Drive will be through reduction gears, with each engine driving a controllable-pitch propeller.

The new 235-foot shuttle ferry is being built at Peterson Builders, Inc., Sturgeon Bay, Wis. Intended for service on the inland waters of Southeastern Alaska, she'll have twin screws, twin rudder and diesel power.

The smaller ferry's popul-

ing on the ferries," advised Vicki James, who takes care of ticketing, reservations and general information for the ferry system here. "There's a 10 per cent discount on vehicle and passenger fares until the first of April, the traffic is light and the Alaskan scenery is very picturesque now," she said.

Round trip for two on the Malaspina right now is \$313.20, which includes a two-berth room, but not meals.

Two Sailings

Currently, there are two sailings from Seattle each week. The Wickersham sails at 10 a.m. on Tuesdays, and the Malaspina departs at 5 p.m. on Fridays. Also, on Tuesdays and Friday mornings, the Matanuska departs Prince Rupert, B.C. for Skagway.

The Malaspina calls at Ketchikan, Wrangell, Petersburg, Juneau, Haines and Skagway, and stops at the same ports returning south, with the addition of Sitka.

There's time to visit ashore: a couple of hours at Ketchikan; an hour in Juneau; a couple of hours in Haines; a few hours at Skagway; and up to three hours at Sitka.

sion will be twin 2,000 shaft horsepower internal combustion engines driving twin fixed-pitch propellers through reverse reduction gears. She'll also have a bow thruster to assist maneuvering during adverse weather conditions.

She'll have a draft of 12 feet, nine inches, a service speed of 15 knots, passenger capacity of 250 and vehicle capacity of 47.

Overhauling

During the winter months, as is the case each year, the ferries are being laid up for overhaul and substituting on various

routes. The Taku, which, like the Malaspina, has a passenger capacity of 500 and vehicle capacity of 105, is currently at Todd Shipyards Corp. here for annual overhaul until the first of the year. The Matanuska will then go in for two-month overhaul at an un-named shipyard, and the Taku will take her run.

The Malaspina will go into a yard for repair during March and April, at which time the Matanuska will take the Seattle Friday sailing. The Wickersham will continue her Seattle run

through May, then sail from Prince Rupert during the summer.

The 296-foot Tustumena is in Lockheed for overhaul until mid December, after which she'll run between Seward and Kodiak.

The 193-foot Bartlett, which began service in July, 1969, will be overhauled in mid December. She's the newest Alaska ferry in service. The smallest ferry is the 92-foot Chilkat, on the Juneau-Hoonah run, and she'll be here the first of the year for an indefinite layup.

After June, just the Malaspina will be making the Seattle run. The Wickersham, Matanuska and Taku will make two runs each on a weekly basis out of Prince Rupert.

Beginnings

The state ferry system had its beginning in early 1963 with the delivery of the Malaspina. Later in 1963, the Taku and Matanuska, sisterships to the Malaspina, were delivered, and the three established regular

service between Prince Rupert and Skagway.

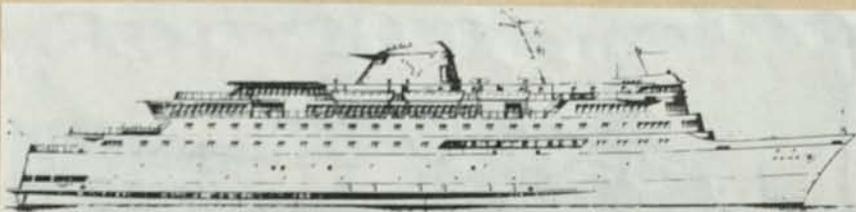
Prior to 1963, the fleet consisted of just the Chilkat, on the Skagway-Haines to Juneau run. In 1964 the Tustumena was delivered and began service in Southeast Alaska.

Bond Issue

An \$18 million bond issue passed by the citizens of Alaska in 1960 funded the four vessels and necessary terminal facilities.

A second bond issue totaling \$15.5 million was approved in 1966 for purchase of the Bartlett, which now provides service between Valdez, Cordova and Whittier, and the Wickersham, delivered in April, 1968, and lengthening and improvement of the Tustumena.

Roughly 60 per cent of the ferry traffic occurs during June, July and August. Alaskans make up about 50 per cent of the traffic, Californians, 10 per cent, and Washingtonians, eight per cent.



Ocean going Alaska ferry, with an overall length of 418 feet, is currently building at Lockheed Shipbuilding & Construction Co., Seattle. Drawing courtesy, Nickum & Spaulding.

board the Malaspina, 408 feet of Alaska pushing
ugh Canadian waters.
got a belly full of cars and trucks but only 103
S.
e a plush hotel with the convention in the next
Malaspina is capable of carrying 750 persons.
urist season is definitely over for another year.
aboard this ship are mostly unassuming and
finitely not the tourist type.

lly - full of vehicles is mostly trucks. The ship
ed for a couple of hours in Ketchikan on her way
use someone found out how empty she was travel-
egan shuffling semi's into line at the Ketchikan

The poor guy who had to back them all on was
e had come down expecting to load a couple of
d ended up with half a dozen. We didn't catch his
then he wasn't really in the mood for giving it.
k a walk up to the bridge a while ago to see how
e blue canoes looks from that angle. Capt. Harold
Ketchikan has this run of the Malaspina. He
ps with alternate skipper Ken Florian.

e stepped onto the cream - colored bridge, though,
an named Otto Licka, also of Ketchikan, was on
duty. Licka is the state's official Ketchikan-
e pilot, and makes every Seattle trip with the
, joining the southbound ship Wednesdays and
ff as she goes through northbound on the following

s Lika's 208th such trip. He figures there is no
ve mariner who has made more trips between
d Seattle than he has.

the way the bridge is:

spacious place, the width of the ship, of course,
with windows full across the front, the center
pt clear of rain by a common - zwap, zwap, zwap,
d wiper.

ace has cream - colored walls, a white ceiling,
oleum floor, grey control consoles front - center
sive throttle and propeller - control handles, and
ainless steel and chrome. The doors to the flying
n either side are varnished hardwood and so is
wheel that helmsman Oran Jewett twirled while
a magnetic compass before him and a true - set
pass to his left.

bridge of the Malaspina, under way, there is a
like decorum. Men speak in undertones and sip
ee and stride from one side of the ship to the
d stare ahead, all to the tune of the pleasant, dull
of the moving ship, the slap of the windshield
d a pip of static that comes, sput ... sput ... sput
of the radios for every revolution of the radar
bove.

ttles are at full-ahead and the ship, Licka reckons,
g 16.2 knots "over the ground." The starboard
being run just a little under maximum power
me new parts recently installed are allowed to

says the Malaspina is a little faster since she got
ot section installed in her center last year, but
e fussier in a wind due to her added length. "It's
re sail," is the way mariner Licka, who first wnet
a lad of 13½, puts it.

are 73 crewmen aboard the Malaspina this trip.
gas, an able - bodied seaman, is the only Wran-

way, we got the gen on seagulls and the way they
up with a ship without so much as twitching a
seems that the ship's movement creates updrafts
tain parts of her hull and superstructure.

graceful seabirds simple convert the updraft to
motion. Men's sailplanes do the same thing, using
rents from cliffs, and currents created by heating
rth's surface.

we did a half - hour scientific study of the gulls,
were impressed. They take up stations in front of
ge windows and hang like they were suspended on

They can twitch their tails, drop one or both legs
e the kinks out, twist their heads, and even scratch
cks without so much as swaying from their aerial

said the Malaspina used to have a bigger contin-
n the half dozen gulls we watched together. He
hy, too.

opped dumping garbage overboard a year or so ago
gulls gave up on us," he said. "Before that, we
treds."

No Berth to Spare at Pier 48



Three sleek ferries of the Alaska Marine Highway System were moored at Pier 48 at the same time when this photo was taken on October 13 by R. H. Fletcher from the Norton Building. At the south berth is the "Wickersham," which was in Seattle for her regular overhaul. At the face berth is the "Malaspina," which was awaiting a one-week check-up, while at the north berth was the "Taku," which was to take over the "Malaspina's" regular run for one week.

ALASKA HOUSE PASSES FERRY FUNDING BILL

JUNEAU — The House has passed a bill making a supplementary appropriation of \$719,800 to enable the Alaska Marine Highway System to finish out the current fiscal year.

Part of the money will pay for the unexpected pressing interest service of the ferry Wickersham after the Malaspina broke down last fall.

No money had been appropriated for the Wickersham's use because last year's legislature had been told she would be put into mothballs.

Another large part of the appropriation went for state contributions to the Marine Engineers' Pension Fund.



PETERSON LAYS KEEL FOR OCEANGOING ALASKA FERRY: Ceremonies marking the laying of the new Alaska Ferry's keel were held recently at Peterson Builders, Inc., Sturgeon Bay, Wis. 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 seven vessels in service on the Alaskan Marine Highway System. This is the largest oceangoing 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. She is scheduled to go into service in the spring of 1974. 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 southeastern Alaska. Officiating at the ceremonies were, left to right: **Joseph Angerer**, vice president, engineering, Peterson Builders, Inc., program manager of this project; **Ellsworth L. Peterson**, president, Peterson Builders, Inc.; **Phil Runquist**, hull superintendent, Peterson Builders, Inc.; **George W. Easley**, Public Works Commissioner, State of Alaska; **Capt. H.J. Lockert**, Director of Marine Transportation, State of Alaska; **Hugh MacDonald**, Resident Inspector, State of Alaska, and **Harold Pratt**, representative for Nickum & Spaulding, design agent.

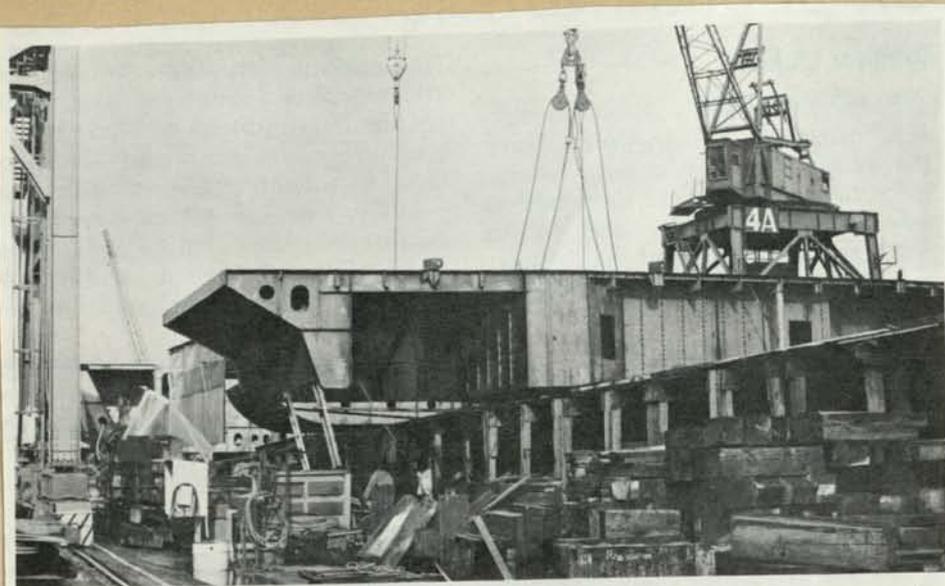


Alaska Ferry Tie Bars

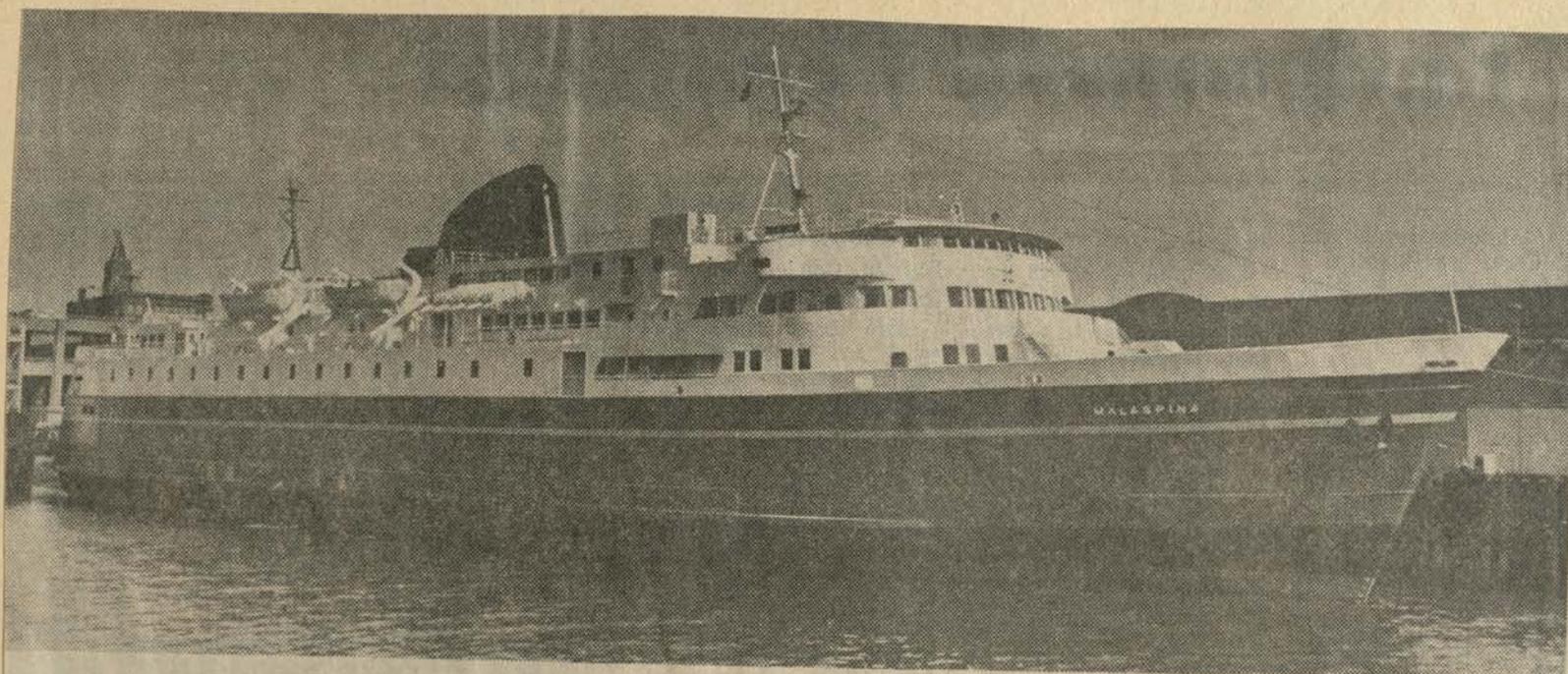
LERA now has on sale ALASKA STATE FERRY tie bars for \$2.75. You can help support your Recreation Association, and get a unique and inexpensive replica of our Alaska State Ferry. The funds from these sales are used for employment activities such as the picnic, fishing derby, etc.

Tie bars may be purchased at the following locations:

PLANT I — Ext. 270, Pat Hawke Purchasing Lobby, 1st Floor, Administrative Bldg.



Alaska Ferry Hull Progresses — Meanwhile her first main propulsion diesel engine passed overload tests at DeLaval, Oakland, at a rating of 10,120 horsepower. The second engine goes on test November 7.



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 352 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.

House passes ferry aid bill

JUNEAU (AP) — Even those who supported it said they did so reluctantly as the House passed Monday a bill making a supplementary appropriation of \$719,800 so the state ferry system can finish out the current fiscal year.

The measure passed on a 30 to 8 roll call vote. One of the negative votes came from the chairman of the House Finance Committee, Rep. Earl Hillstrand, D-Anchorage.

Part of the amount of the bill was to pay for pressing the ferry Wickersham into service last fall after the Malaspina broke down.

LAST YEAR'S legislature, having been told that the Wickersham would be put into mothballs, did not appropriate money for its use.

The finance committee members said another large chunk of the appropriation was for state contributions to the marine engineers' pension fund.

They said the engineers had not collected the money previously, but that since the state had contracted to pay for it, it was obligated to do

so now when the engineers wanted it.

"THE REALITY of the situation is that they'll shut down the ferry system if we don't pass this," said Rep. Andy Warwick, R-Fairbanks, another member of the finance committee, and there is not a thing we can do about it."

Some members of the House, including Rep. Clem Tillion, R-Halibut Cove, took exception to the fact that the legislature was not notified prior to using the Wickersham again.

"The first I knew about it was when I read it in the newspaper," he said.

The House also passed on a 37 to 2 vote a bill changing the official observance of Veterans Day in Alaska to Nov. 11.

The dissenters were Reps. Russ Meekins, D-Anchorage, and Bud Saylor, R-Anchorage.

By federal law, Veterans Day now is observed on the fourth Monday in October so that government employes can have a three-day weekend.

Large group attends Alaska meet

The visitation by Seattle-area business leaders to Alaska for the annual meeting in Juneau with key Alaskan government and business officials was the largest since the program was started 10 years ago. The contingent was led by Seattle Port Commissioner Merle D. Adlum.

In all, there were more than 40 top officials from steamship, truck, rail, towboat and airline firms, plus several Port of Seattle representatives.

Conferences were held with Alaska Governor William Egan, other state officials and Juneau business and civic leaders on January 15.

A reception for the Governor, his cabinet officers and members of the state legislature was held that evening.

The Seattle group went north on the "Malaspina" of the Alaska Marine Highway System, which was celebrating its 10th year of service.

Alaska representatives promote state

By MILLY WOHLER

of The Oregonian staff

When Mary Baker says "Welcome to Alaska" there's a strong twang of Texas in the greeting.

"People are always commenting on my 'Hi y'all' accent. I guess I'll never get the Texas out of my voice—but you'd have an even harder time getting me out of Alaska."

Except, of course, for such events as the Portland Boat, Trailer and Sport Show where Mrs. Baker, as travel promotion specialist for Alaska's division of tourism, has been responsible for setting up and operating the Alaska booth.

Those who look around for "the man in charge" will not find one. Mrs. Baker's associate is Ginger Johnson, information officer for the department of public works, division of marine transportation, for Alaska. They will be at Portland Memorial Coliseum through Sunday.

The two women, each with just about three years of residency in Alaska, are still considered newcomers.

"After 30 years you're called a pioneer," explained Miss Johnson, who moved from New Mexico (over the protest of her mother, who worried that she would never find a doctor).

There's very little that the two don't know about their adopted state. Both are veterans of travel and trade show presentations which involve as much as nine hours daily of answering questions.

Miss Johnson is the specialist on the ferry system. About 65 per cent of the queries concern schedules and reservations.

"You'd be surprised at the number of people who think they can drive to Seattle in August and hop on a ferry without a reservation. We're booked solid all three summer months. You have to get a reservation no later than the end of February.

"Of course there's always a chance of cancellation but it's fairly small. Or one can drive on to Prince Rupert, about 1,000 miles, and probably get on there," Miss Johnson explained.

When Mrs. Baker "sets up" for a show she uses a photographic display with 20 to 30 large pictures of Alaska.

"What we're trying to do is tell people about our scenery and our friendly people. You can at least see some of the scenery in the pictures.

"Alaska still has a ring to it that no other place has. We're the last frontier. For awhile we tried to dispel the ice and snow image but finally decided it was foolish. We do have lots of warm weather but where else can



GINGER JOHNSON and MARY BAKER

you also see glaciers and little icebergs in the fiords," Mrs. Baker pointed out.

The former Texan, who moved to Juneau with her attorney husband, Bob, admitted that there is no middle ground of emotion for those settling there.

"You either hate it or you're madly in love with it."

Travelers, however, always seem to fall in the latter category whether they are fishing, hunting, camping, skiing, dog-sledding, gold-panning or just taking pictures.

"One of the nicest things about the travel show experience is talking to people who have been to Alaska. They'll stop and tell us all about their trip. They just want someone to re-live it with them.

"We're not encouraging people to come there and live anyway. We have a very high unemployment rate and Alaskans have job priority. But we are able to accommodate the number of tourists we are encouraging to come," Mrs. Baker said.

Best months to visit are April-May and September-October, which travel promoters call the "shoulder months."

While Mrs. Baker is selling the whole state of Alaska ("And it's even bigger than Texas") she has a special fondness for her "home" town, Juneau, which is also the capital.

"I love the friendly small-townness of it. It's a good place to bring up our three

children. They can be safe and yet independent."

There almost seemed a contradiction when she added that she made a point of trying to bring the children

to the lower 48 at least once a year.

Then she explained: "It's important for them to see what other places are like so they'll appreciate Alaska."

Since the last session of the legislature adjourned, we have covered that the plans for the state ferry system have been because, the state administration says, there isn't enough money for a second Bartlett class ferry. The one to be built will be used at the northern end of the Panhandle and the smaller ferry Chilkat to our area. The Chilkat isn't adequate for this area either and we recommend the state sell it for conversion to a fish cannery or other thing and build another Bartlett class vessel.

ALASKA FERRY STATEROOMS — Following a Company decision to build all 91 of the "plush" staterooms required in the Alaska State Ferry contract, work has begun in the Plant II Sheet Metal Shop. Production Manager, Frank Walker, confers with sheetmetal leadman, Al Strom, about details of the stateroom module, while sheetmetalman, A. Merriam, proceeds with his job at Walker's left. There will be 66 four-bunk staterooms and 25 with two-bunk arrangements.



Alaska promoters at work

Ginger Johnson, an information officer for the Alaska Department of Public Works, and Mary Baker, travel promotion specialist for the Alaska Division of Tourism, extol the virtues of Alaska before visitors to the International Boat, Trailer and Sports Show in Portland, Ore. An attendance of 120,000 was anticipated during the show's run which ended Monday.

ALASKA PICTURES INC.

No

3

presents

the World Premiere of

THE TIMBER TRAMPS

February 3, 1973, at 7:30 p.m.

MEET THE STARS IN PERSON —

☆ CLAUDE AKINS

☆ CESAR ROMERO

☆ LEON AMES

☆ MICHAEL HAGERTHY

A CHUCK D. KEEN PRODUCTION

ALASKA PICTURES INC.

No

2

presents

the World Premiere of

THE TIMBER TRAMPS

February 3, 1973, at 7:30 p.m.

MEET THE STARS IN PERSON —

☆ CLAUDE AKINS

☆ CESAR ROMERO

☆ LEON AMES

☆ MICHAEL HAGERTHY

A CHUCK D. KEEN PRODUCTION





The sparkling new Malaspina is back in service after a more than \$6 million modernization and lengthening project in Portland, Oregon, which added 56 feet to her original 352 feet. The new Malaspina is now capable of carrying 750 passengers and 134 passenger vehicles. Also included is a newly installed

solarium to afford a better view of the spectacular scenery on her regular run through British Columbia and Southeastern Alaska. The regular masters assigned to the new "Queen of the Fleet" are Capt. Kenneth Florian and Capt. Harold Payne. The Malaspina sails from Seattle each Friday at 5 p. m.

\$19.5 Million Vessel Under Construction

ALASKA'S MARINE HIGHWAY HAS PHENOMENAL GROWTH

The contract for Alaska's new \$19.5 million vessel being constructed at Lockheed Shipbuilding and Construction Company in Seattle is the largest ever awarded by the State.

The new 418-foot vessel will enter the Alaska Marine Highway System in 1974 as the largest of eight ferry liners. Construction is estimated to take 27 months.

The new vessel will replace the foreign-built *Wickersham* which joins the fleet of modern oceangoing vessels operating over routes extending 2,200 miles along Alaska's coast line and connecting the 49th State with Prince Rupert and Vancouver, British Columbia and Seattle.

This Marine Highway System had its beginning in 1949 when a private operator purchased a navy surplus LCT, converted it to carry 30 passengers and nine automobiles, and began operating between Juneau and Skagway.

The Natural Resources Commission had made the first suggestion for a marine highway system in 1937. The National Pacific Commission meeting in 1944, affirmed the position taken earlier and issued a report entitled, "Feasibility of Auto Ferry Service Connecting Southeastern Alaska with the Canadian Highway System at Prince Rupert with the Alaska Highway via Haines". The report pointed out that the linking together of coastal communities would stimulate development and open up the area to tourism.

In 1951, the Territorial Board of Road Commissioners took over the private operator's small operation and continued service until 1957 when the *Chilkoot* was retired and replaced by the *Chilkat*.

Transportation studies made in 1949, 1957, 1958, and 1959 all recommended an expanded ferry system and this was

undertaken. The 1960 Legislature authorized placement of an \$18 million bond issue on the November ballot. The voters approved the issue of general obligation bonds and expansion of the ferry system began.

Three years later, the 352-foot *Malaspina* began her inaugural cruise from Seattle to Juneau. Later in the year the *Malaspina's* two sister ships were delivered to the state and began service in Southeastern Alaska. During the following summer of 1964, the 296-foot *Tustumena* was delivered and began service in Southwestern Alaska.

A second bond issue approved by Alaskans in 1966 provided an additional \$15.5 million that were used to increase the ferry fleet to its present size of seven ships ranging from the 1,300 passenger *Wickersham*, 363 feet in length, to the 59 passenger *Chilkat*, 95 feet in length. The *Malaspina*, *Taku* and *Matanuska* have capacities of 500 passengers. The

Tustumena can transport 200 passengers and the *Bartlett* 165 passengers. All of the ferries carry automobiles, trucks, campers, cargo vans and other land transport vehicles.

The success of the Marine Highway Ferry System is reflected in the number of passengers carried and earned revenue. Preliminary feasibility studies conducted prior to 1963, projected that the ferry system would be carrying 46,000 passengers and 13,000 vehicles at the end of the fourth year of operation. This estimate was surpassed in the first year of operation. That year approximately 84,000 passengers and 16,000 vehicles were carried.

The Alaska Marine Highway is now embarking on its most ambitious expansion and improvement program to date funded by \$37 million in State funds, federal transportation money and proceeds anticipated from sale of the *Wickersham*.

In addition to the new 418-foot vessel, a 235-foot ferry is under construction at Sturgeon Bay, Wisconsin and is expected to be in service in the Spring of 1973.

Ferry System Funds Approved

Two supplemental appropriations totaling \$886,000 for the Special Congressional Election and the State Ferry System were approved by the senate Tuesday.

Lawmakers unanimously adopted and sent to the governor a bill to spend \$146,200 for the March 6 election.

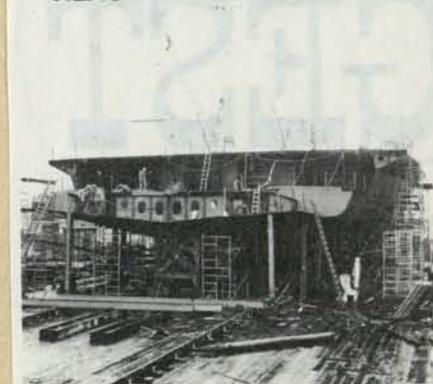
Approved 16 to 2 was \$719,800 for the Marine Highway System.

In other action, the chamber adopted a House bill restricting occupancy of "open to entry" lands to state residents.

It also approved 11 to 7 but held for reconsideration a measure tightening legislative controls on executive budget alterations.

Sent to the House was a measure giving legislative approval for use of foundation money for year-round public school programs. However the measure specified the money could be used only to accelerate students and not "for program enrichment."

ALASKA FERRY BUILDING

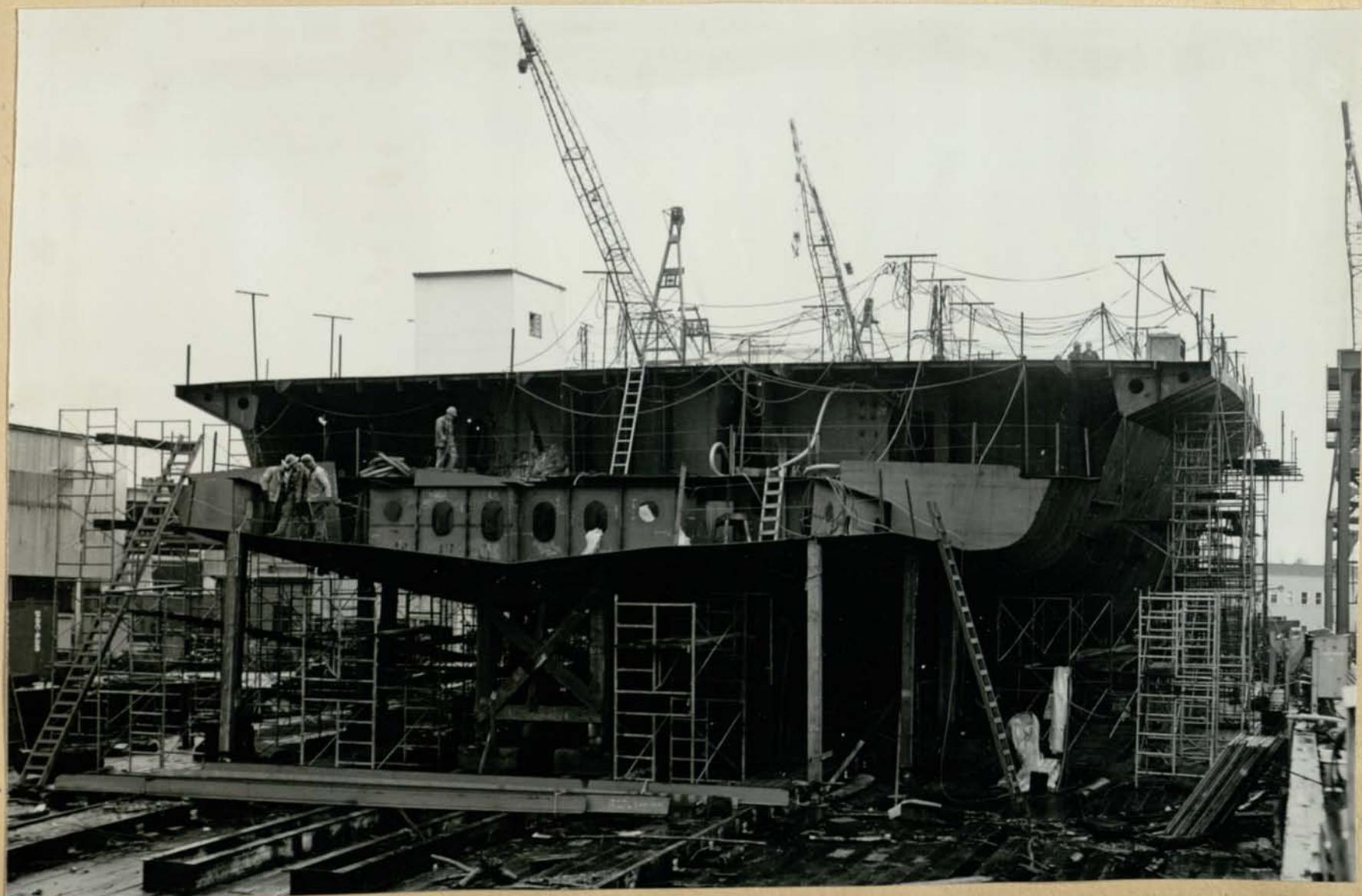


SEATTLE — Work continues on the new 418-foot ocean going ferry for the Alaska Marine Highway System at Lockheed Shipbuilding and Construction Co. She'll be launched this spring and delivered in early 1974. Jim Davis photo.

BARTLETT FERRY BILL

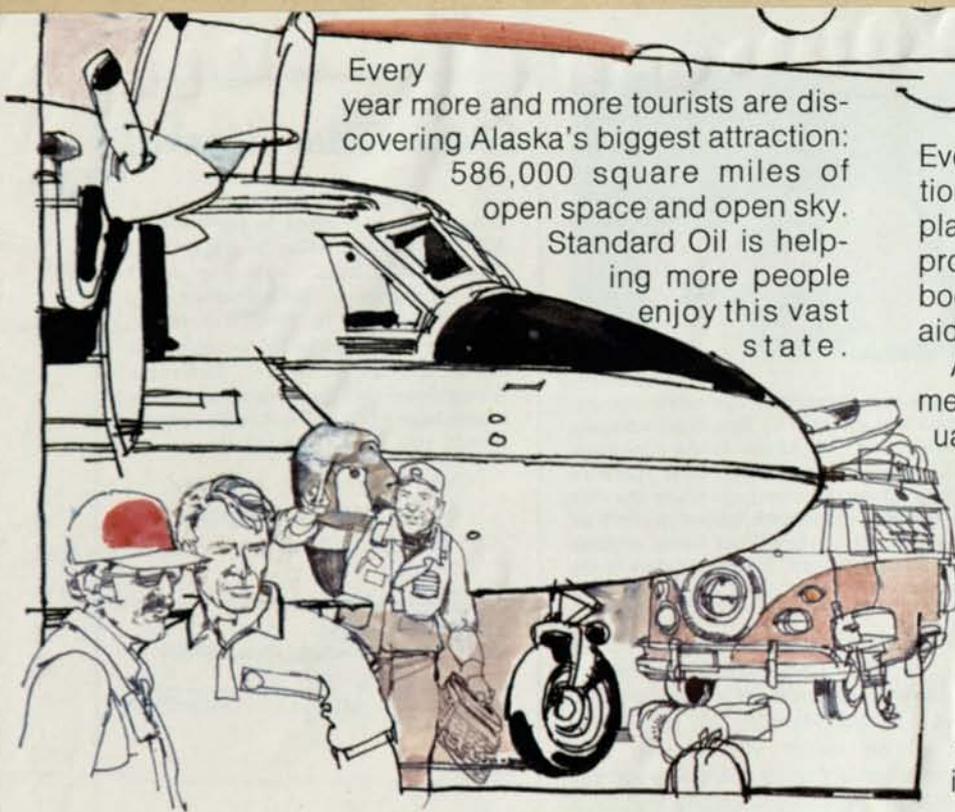
JUNEAU — Rep. Ernie Haugen, R-Petersburg, has introduced a bill in the state legislature seeking funding for a Bartlett-class ferry for the Alaska Marine Highway System.

The MV Bartlett, which began service in July, 1969, is 193 feet long and has a capacity for 165 passengers and 35 vehicles.



418 FT. OCEAN GOING FERRY
BEING BUILT FOR
THE STATE OF ALASKA
HON. WILLIAM A. EGAN GOVERNOR
BY
LOCKHEED
SHIPBUILDING AND CONSTRUCTION CO.
SUBSIDIARY OF LOCKHEED AIRCRAFT CORP.
KEEL LAID SEPT. 7 1972





Every year more and more tourists are discovering Alaska's biggest attraction: 586,000 square miles of open space and open sky. Standard Oil is helping more people enjoy this vast state.

Every year we provide travel information and guidance to thousands of families planning trips to Alaska, and we actively promote Alaska tourism through travel films, books, magazines, maps and other travel aids.

As Alaskans, we're working with government, business and individuals to achieve the objectives of the tourist industry of tripling visitors to Alaska by 1980. We think the tourist industry will play a significant part in Alaska's future growth.

As longtime Alaskans, we've been helping tourism grow ever since "the Highway" went in, and

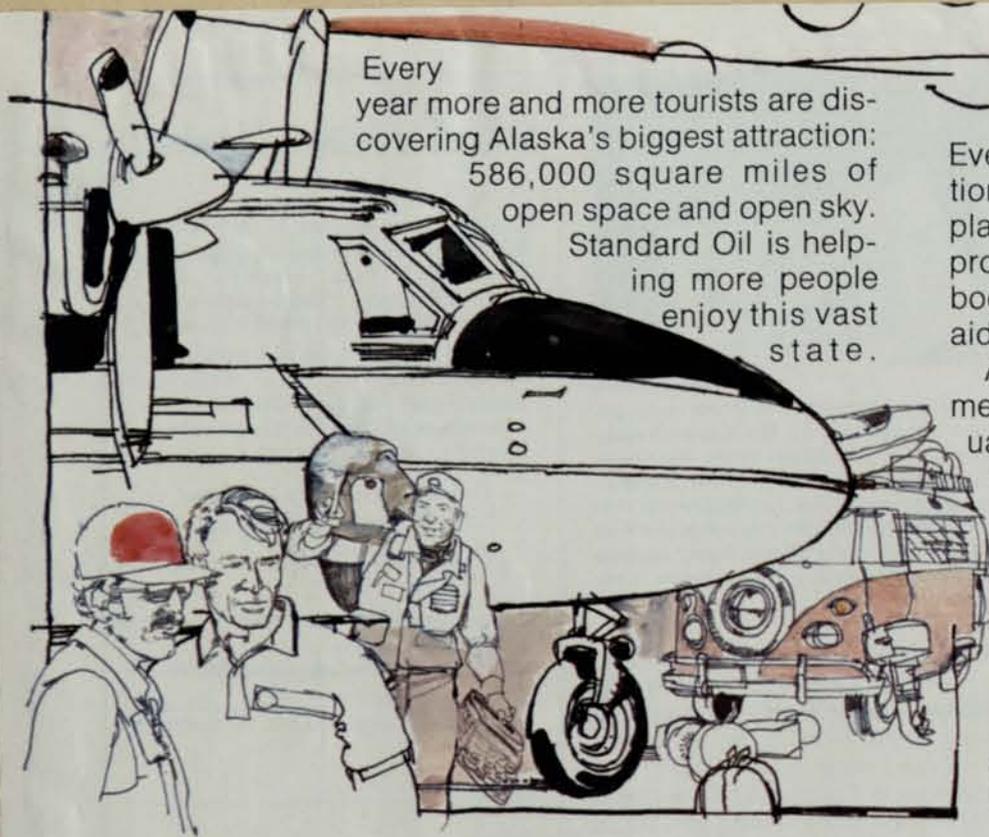


we built the first network of modern service stations in the state. Today we're the major petroleum supplier for every state to Alaska—Alaska's never more from a Chevron state highway available at Highway. Alaska's been a steady participant since active promotion

We're working to Alaska tourism



Alaskans helping Alaskans



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We're working Alaska tou



Alaskans helping Alaskans

we built the first network of modern service stations in the state. Today we're the major petroleum supplier for every route to Alaska—road, sea and air.

Alaska residents and tourists alike are never more than a tankful of gasoline away from a Chevron Dealer on any of the major state highways, and Chevron products are available at over 35 points along the Alaska Highway.

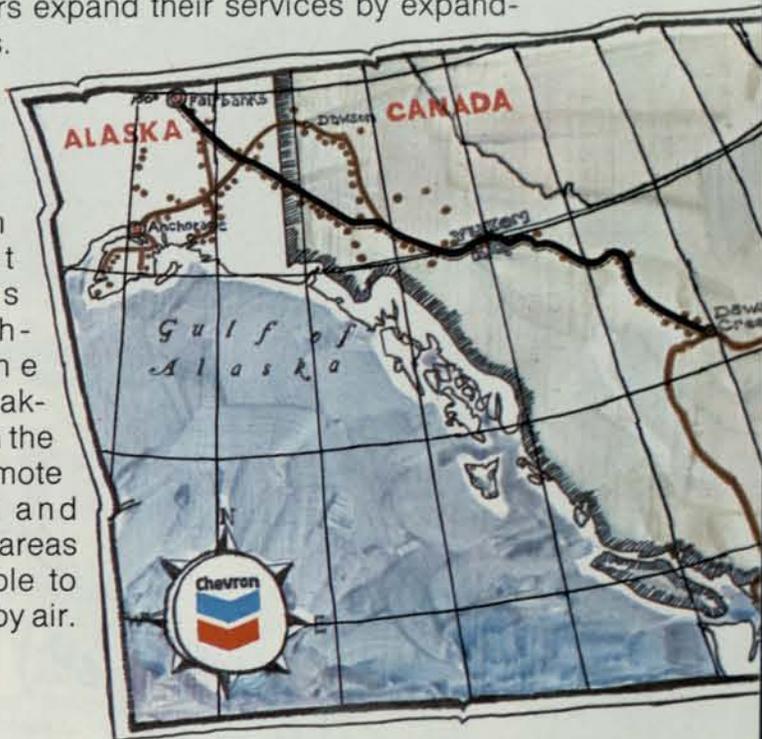
Alaska's Marine Highway System has been a steady user of Chevron fuels and lubricants since it started. And we've been an active promoter to help fill its passenger lists.



Last year 24,000 visitors arrived by ferry alone!

We have long supplied major interstate and intrastate airlines serving Alaska. And we've helped Alaska's charter plane operators expand their services by expanding ours.

Today there are over fifty Chevron Airport Dealers throughout the state, making even the most remote fishing and hunting areas accessible to visitors by air.



g to triple rism by 1980.

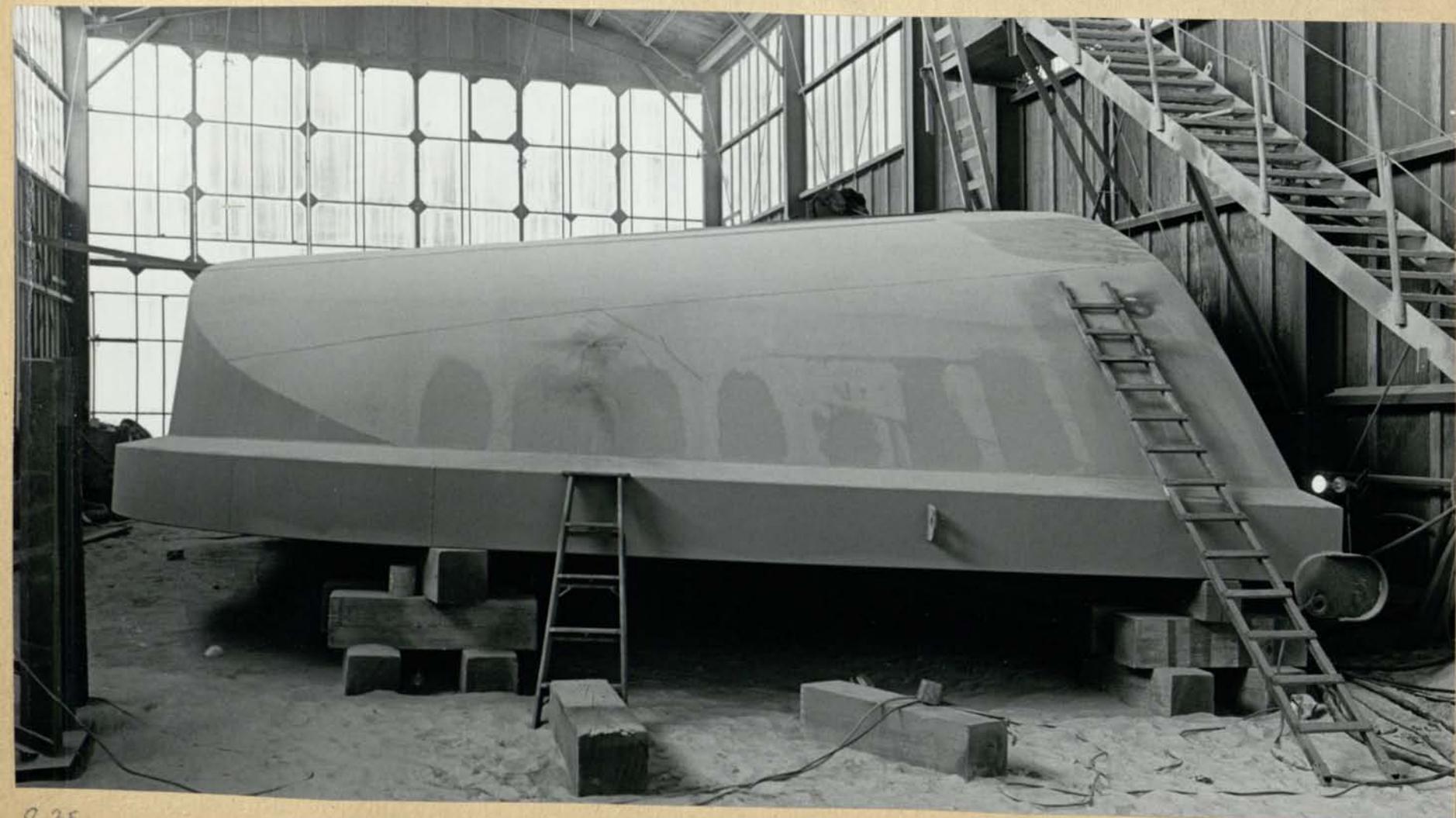
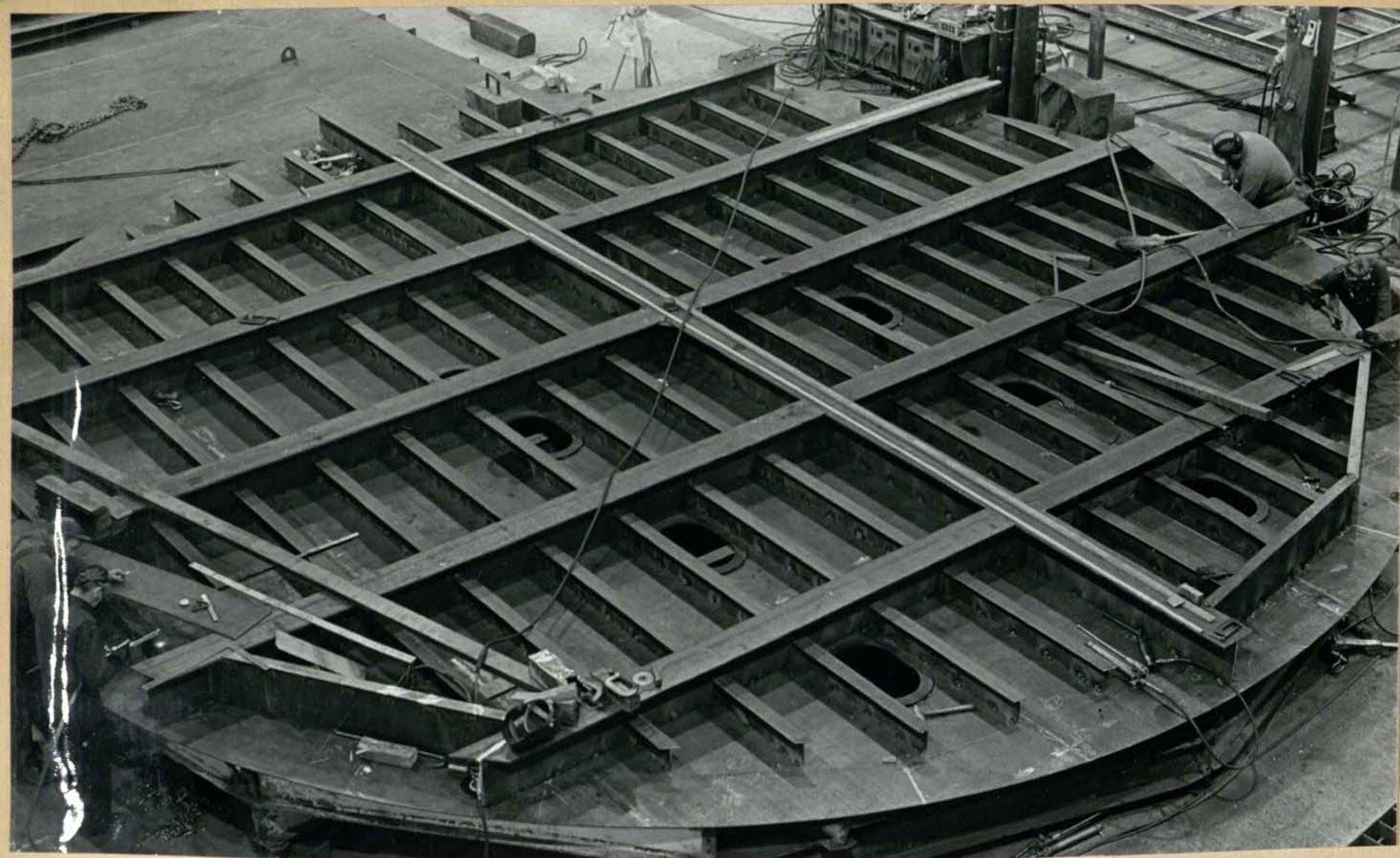
Standard Oil is working with Alaskans everywhere—from Ketchikan to Barrow—in petroleum, fishing, mining, tourism, government, ecology, education, forest industries, construction and transportation.

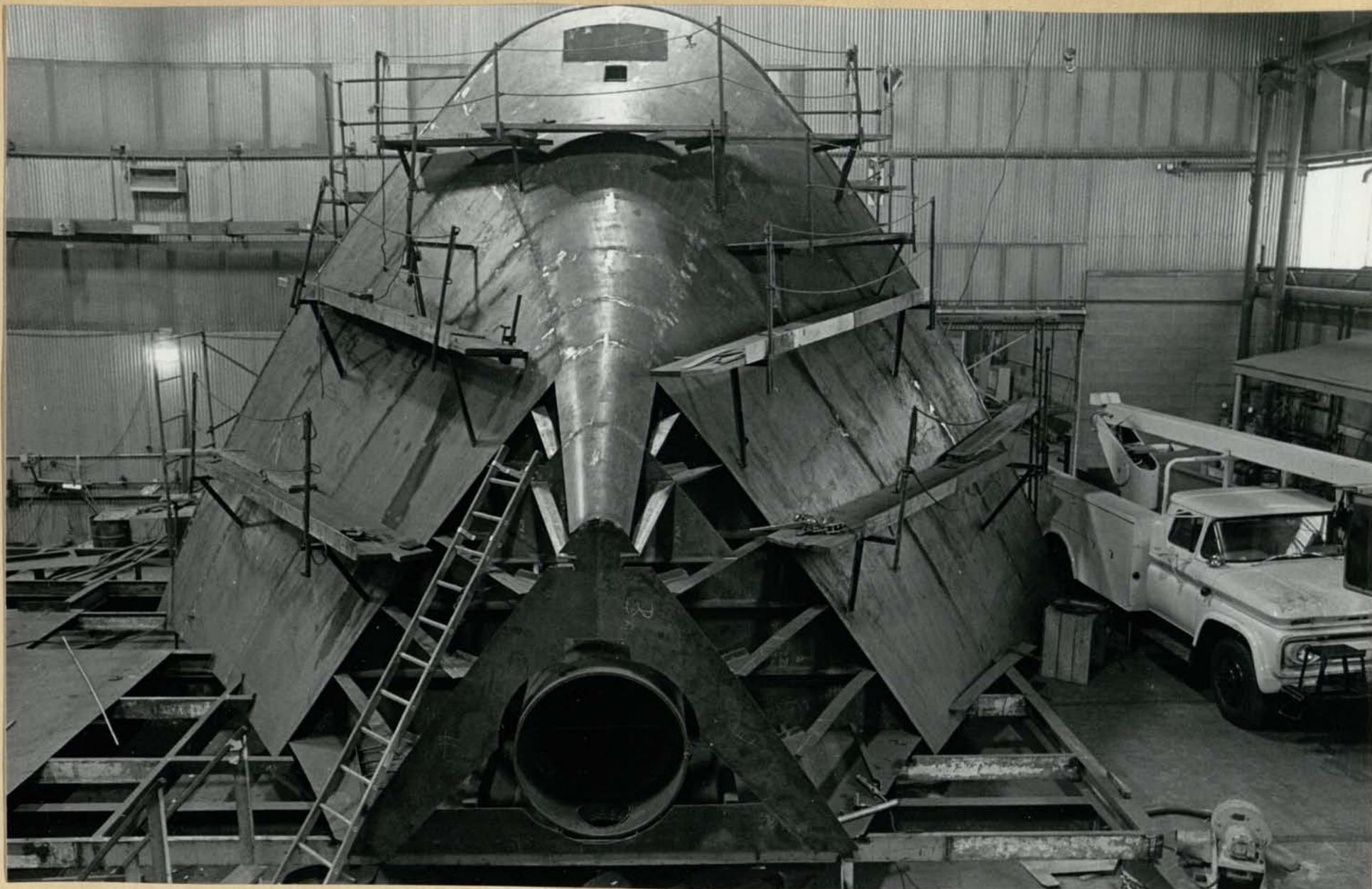
We're continuing to expand services, developing special products for Alaskan needs, and working closely with the problems and concerns of all Alaskans. We've been helping pioneer Alaska since before the turn of the century. So we know how to help.



**Standard Oil Company
of California**







—P-I Photo by Phil H. Webber

MERLE ADLUM HELD HIS THREE-MONTH-OLD GOAT AUCTIONED IN ALASKA

"One of my favorite drinks is goats' milk and scotch . . ."

Agents Should Book Early For Alaska State Ferries

"Travel Agents should book state-rooms on Alaska State Ferries far in advance," advises Bill Morrice, traffic manager of the State of Alaska Division of Marine Transportation. "We were filled to capacity this past year on our seven vessels," he pointed out.

Although two additional ships are under construction to be ready for the 1974 summer, Morrice claims that extending the season is the only solution. He suggests agents recommend May and early June or September and October. "People come to Alaska not to be crowded," Morrice adds. "If we over extend ourselves, we haven't given them what they have come to Alaska to see."

Agency commission is 7%.

HELP WANTED

**ASSISTANT
PORT
ENGINEER
STATE OF ALASKA
\$1,579 IN JUNEAU**

For details contact:
John Spillman, Personnel
Division, Pouch C, Juneau

Wickersham

Dear Editor:

That was a good letter, about moving the capital to an old ship. But we should move it to the Wickersham—it'll save us all some money and the Jones Act will keep the legislature at sea if they leave shore after the waiver expires.

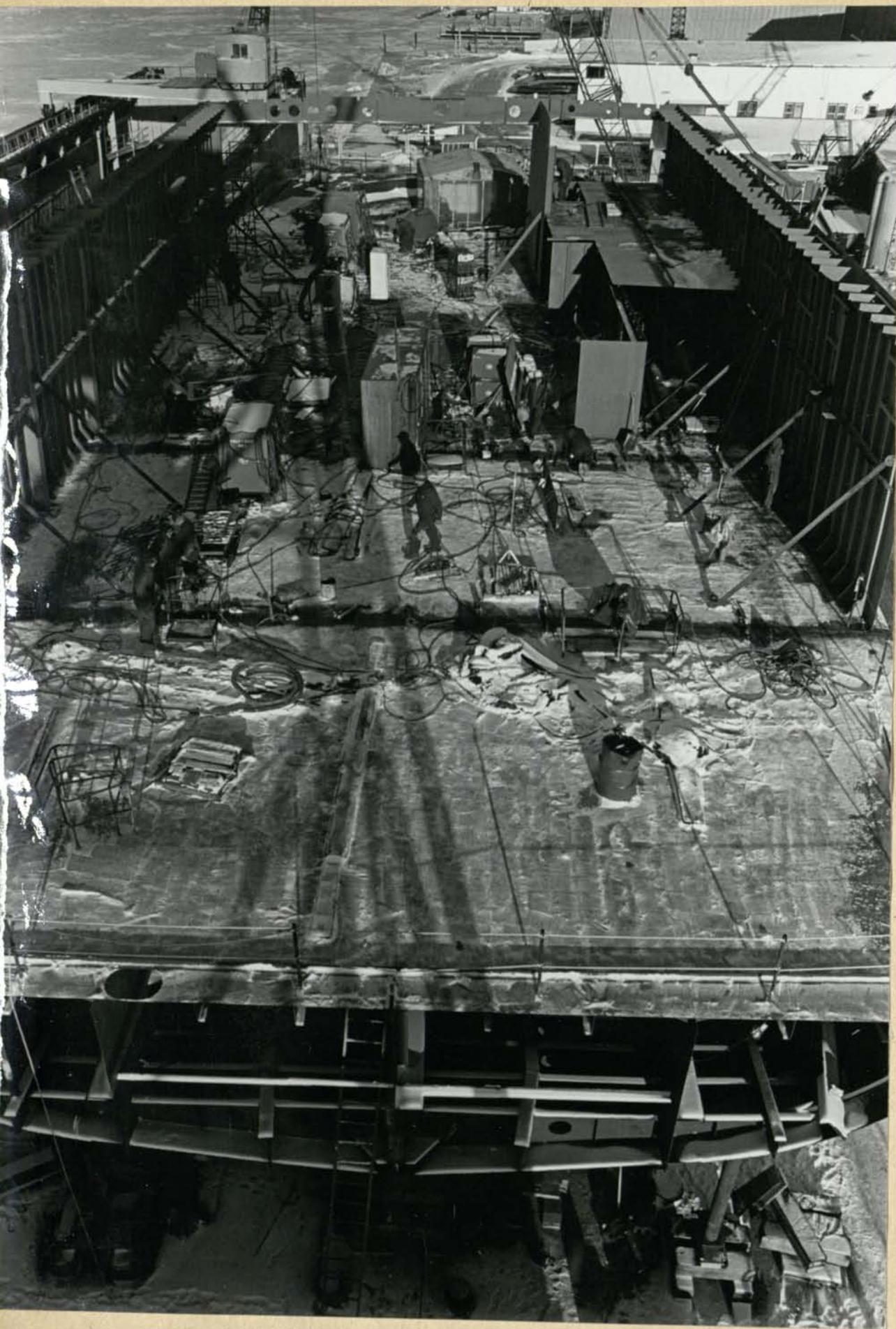
Charlie Maguire

FROM ALASKA



Richard A. Berg:
"Top representatives of no less than 39 transportation firms dealing with the Alaska trade joined with the Port of Seattle for meetings and a reception in Juneau with Governor Wil-

liam Egan, his cabinet and members of the Alaska legislature. The sessions were by far the best attended in the 10 years the Port has been sponsoring the event. A variety of important topics were covered during the meetings, including rates, service, creation of a state ports' authority and the all-important oil and gas pipeline question. More than 40 persons traveled to Juneau aboard the 'Malaspina' in commemoration of the 10th anniversary of the first sailing from Seattle to begin the Alaska Marine Highway. Since then the system has grown considerably, including the Seattle leg which, in the first four years of operation, has carried over 46,000 passengers."



MV MALASPINA IS FETED ON TENTH ANNIVERSARY

JUNEAU — A host of dignitaries from government, business, industry and the press in Western states joined in recognition of the 10th anniversary of the MV Malaspina, which sailed from Seattle to inaugurate the Alaska Marine Highway System in 1963.

Several alumnae from the first voyage of the Malaspina were aboard the vessel when she sailed from Seattle on Friday evening, January 12. The delegation arrived in Juneau to hold a reception on Monday evening, January 15, honoring Gov. William A. Egan, his cabinet, and members of the Alaska legislature at the annual "Transportation Night" sponsored by the Port of Seattle.

Some 30 to 40 transportation firms dealing with the Alaska trade were in attendance. Dignitaries included officers of airlines, railroads, ship, tug and barge lines, transportation companies, the oil industry, the tourist industry, and port and state officials from the Pacific Northwest.

The history of the Alaska Marine Highway System covers the relatively short time interval from 1949 when one vessel operated as a private commercial venture between Juneau and Skagway.

Legislation sponsored by Gov. Egan and passed by the legislature in 1960 created the Marine Highway System, which expanded to a fleet of seven vessels serving major Alaskan cities, with additional new ships presently under construction.

Ten years ago, in 1963, Alaska Ferry Service was inaugurated from Prince Rupert, B.C., to Ketchikan, Wrangell, Petersburg, Juneau, Sitka, Haines, and Skagway. Ferry service also began in 1963 between Cordova and Valdez, and later was expanded to include Whittier.

Another ferry line connects Seward, Kodiak, Seldovia, Homer and Anchorage. Southeastern service was extended to Seattle in 1967.

ALASKA FERRY HISTORY TOPIC AT SNAME MEETING



Attending the SNAME meeting at Portland were, from left to right, John Hohler, SNAME Columbia River Area chairman; Andrew Nielsen, American Bureau of Shipping; Arthur Farr, Northwest Marine Iron Works, Portland; Philip F. Spaulding, Nickum & Spaulding Associates, Seattle, author of the paper; Vincent Van Riper, American Bureau of Shipping; and George Salisbury, chairman, SNAME Northwest Section.

PORTLAND — A review of Alaska's history and the development of Alaska's ferry system was presented by Philip F. Spaulding, vice-president of Seattle's Nickum & Spaulding Associates, at a Portland meeting of the Northwest Section of the Society of Naval Architects and Marine Engineers last month.

Commencing with the Russian's fur-trading interests in the 1700's, Spaulding talked his audience through "Seward's Folly," whaling expeditions during Civil War years, gold dis-

covery in 1898, World War II's role in Alaska's development, and finally, statehood.

He pointed out that extensive studies determined that, unlike the growth of roadways in the Lower 48, a complete conventional highway system would not be economically feasible when considering sparse population, great distances to be traveled and the many bridges and structures which would have to be

built to span the countless rivers and inlets.

And so the Alaska Marine Highway was born.

The first ferry in the Juneau area, a converted Navy LCT, the Chilkoat, was replaced in 1957 by the 92-foot Chilkat.

Five larger vessels soon followed: The Taku, Matanuska, Bartlett, Tustumena, and the largest of all, the 408-foot Malaspina.

The Wickersham, a foreign-built vessel whose activities are somewhat restricted because of the Jones Act, is also a member of the "Blue and Gold Fleet." Two more vessels are presently being built and slated to join the system by 1974.

Of interest to all taxpayers in all 50 states: each Alaskan has a stake of over \$215 in the Alaska Marine Highway. This fact in itself, indicates that Alaskans became fully aware of this special transportation need and were willing to support their ferry system.

The motion picture, "Good Morning Alaska," showing the fleet of ferries gliding through Alaska's breathtaking scenery, concluded Spaulding's presentation.

Keep Wickersham, Chamber Advises

The State of Alaska should retain the MV Wickersham, is the recommendation of the Wrangell Chamber of Commerce.

Meeting last week, Chamber members voted unanimously to recommend against the sale of the Wickersham.

Legislation now before the State House proposes that the Wickersham be retained and that it be operated between Vancouver, B.C., and Seward, Alaska, the Chamber was told.

While voting to retain the vessel, the Chamber did not favor any route for the vessel.

Members pointed out, however, that the Wickersham is the only vessel operated by the State's Marine Highway System that is certificated to operate on the open sea and that the cost of replacing it would be approximately four times the original cost of the vessel to the state.

Don House told the group that both the Southeast Conference and the Governor's Tourism Advisory Committee have recommended that the state keep the Wickersham.

The vessel now is being operated under a special waiver of the Jones Act.

RECEIVED

JAN 15 1973

DIVISION OF
MARINE TRANSPORTATION
Reuben E. Crossett

Requests The Pleasure Of Your Attendance

at

THE TWELFTH ANNIVERSARY

of

"REUB'S ANNUAL ALASKA GAME DINNER"

at

SIX P.M. SATURDAY, FEBRUARY 17, 1973

at the

ELKS BALL ROOM

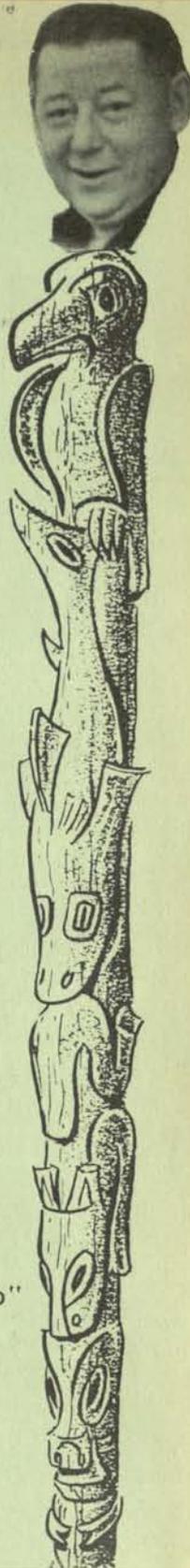
KETCHIKAN, ALASKA

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.



PIER 48 MUSEUM URGED

SEATTLE — Development of a maritime museum on the north side of Pier 48, location of the Alaska Marine Highway System terminal, has been urged by city councilman Bruce Chapman.

He suggested that the Alaska ferry moorage be moved to the south side of the pier to allow space for the proposed museum.

Chapman suggested the schooner Wawona, lightship Relief and tug Arthur Foss, all owned by Northwest Seaport, and the steam ferry San Mateo, to be rehabilitated by the state, could be located at the museum.



BIGGER BARTLETT WILL BE BUSY

When the Alaska State ferry Bartlett returns to its Seward-Cordova-Valdez run this month, people will exclaim, "My, how you've grown while you were away!"

The Bartlett went in for annual repairs during the year-end holidays, and in the process also had 40 feet added to its length. The Tustumena took over the route meanwhile.

It looks as though the extra 40 feet already has been used up by increased traffic. According to the Cordova Times, the summer run between Whittier and Valdez is booked full.

A Ferry Tale . . .

(Reprinted from
The Homer News)

Once upon a time a genius named a ferryboat. He gave it the name M.V. Tustumena, stuffed it with pipes and wires, pneumatics and muscles, steel and plastic and all sorts of compatible materials. And then is genius named it over the Alaska Marine Highway System and it became the gold-darndest ferryliner of the fleet!

The best way to see what Tustumena has to offer in the way of a two-day mini-cruise is to board her in Alaska's biggest city, Anchorage, any Friday evening during the summer months. The sun way not be hanging so high in the sky at the six p.m. ending hour, for Anchorage gets to 20 hours of sunlight on the longest day, but it will be in a position to give you a great view of the city, the nearby Chugach Mountains, and perhaps even a look at North America's loftiest peak, Mt. McKinley, some 235 miles away.

The cross-sun will highlight the majestic Cook Inlet as you start your majestic sweep down the Inland Passage headed for the first stop on the way . . . the city of Homer. En route, you may run through the Cook Inlet tidal bore, to be almost as stiff as the tide in the Bay of Fundy, considered the world's roughest tidal range.

You will also sail by the oil rigs of the Inlet, unique enough during the daylight hours but even more enchanting at night when the venting gasses—torched intentionally to avoid explosive dangers—create a panorama of torchlight in the midst of mid-inlet darkness.

Through the early part of the cruise, both shores of the Inlet will be visible. The Alaska Range will stand guard duty to the westward initially, with a change of the guard midway down the Inlet when the nearby Chugach Mountains come up on the starboard side. And off to port, (port is not remember) you'll be sailing past some of Alaska's great pres-

ent as you pass the petroleum community of Kenai—where a modern petro-chemical plant shares visitor interest with one of Alaska's oldest Russian Orthodox Churches.

About ten hours after departure, Tustumena passes Anchor Point . . . the westernmost part of the United States accessible by continuous highway. And as the land turns back to the east to meet Homer on Kachemak Bay, so will the ferryliner.

Dead ahead will be the Kenai Mountains, lofty snow-covered crags that give Homer citizens one of the finest livingroom vistas in the world. The bay itself, perhaps spotted with fishing boats and dotted by seals and porpoise, is one of Alaska's prime fishing areas for salmon and halibut.

The ferry rider may, if he makes prior arrangements, get off Tustumena in Homer and catch the next boat for another city along the route. The two-day cruise, however, dictates that passengers remain aboard while the brief period of unloading and loading takes place, and the vessel gets underway once more for Seldovia.

Seldovia is a tiny fishing village near the very end of the Kenai Peninsula. It was thoroughly battered by the 1964 earthquake, but has come back to become one of the state's most picturesque fishing villages. Accessible only by ferry and air, Seldovia remains an island of peace in the midst of wilderness.

Once Tustumena is underway from Seldovia, the ferry route takes on more of the aspects of an ocean-going service. After rounding Cape Elizabeth, and leaving the Amatuli Island aster, the ship is in the open waters of the Gulf of Alaska and generally out of sight of land. The Gulf swells give Tustumena a cradle-like motion, and many passengers disappear below for a nap before reaching the island city of Kodiak—where everyone can go ashore for a scheduled six and a half hours. After the slow trip up the channel

along Spruce Cape, Tustumena enters a narrow waterway between the city and Near Island—stopping right in the middle to tie up to the city dock!

The gangway goes down in minutes, and passengers stream ashore to walk through, or pass, the oldest remaining Russian building in Alaska. Now a museum, the structure once was headquarters for Alexander Baranov, the man credited with lurching Russia's influence over this part of the world.

Beyond the museum, slightly to the left, is the main part of downtown Kodiak. The area is new, most of it rebuilt from the ruins of the 1964 earthquake and subsequent tidal wave. It is an open-square city, fronting on docks continuing the largest fishing fleet in the state. Several bistros line the square, locally-produced curios are on sale, and Kodiak citizens do their best to make you feel at home. Many of the passengers will depart Tustumena here, and spend one or several days in Kodiak, and catch a scheduled flight back to Anchorage to complete the round-robin trip.

The shore time is all too soon up, and by 11 p.m. Tustumena is back in the channel, retracing her steps along the cape and back out into the Gulf. The swells will help you sleep the night away, to awaken early the next day as Tustumena steams along the southern fringes of the Kenai Peninsula to maintain the 7:30 a.m. scheduled arrival back in Seldovia. Perhaps a stop at Port Lions was made overnight, as this tiny isolated community is a flag stop and maintain ferry service links with the outside only on an on-call basis.

Homer's famed Spit is touched once more, and then begins the daylight cruise back up Cook Inlet. The cameras work overtime on this segment of the cruise, recording mountains, seal life, oil wells and general life aboard the Tustumena—memory fodder for the long winter nights of the future.

And finally, Anchorage once more—the 48-hour mini-vacation at an end. Going ashore with you will be memories of good food served by the crew of Tustumena, perhaps a few hours at the tiny but pleasant ship-board bar, long periods of time in the upper deck solarium watching the world go by, and the pleasant hours wandering the streets of Kodiak. Add to them the mental pictures of the route stops, the open sea, and you'll come up with a single conclusion . . . that the genius who created Tustumena once upon a time, also made provisions for a happy ever after.



BIENVENIDOS

Fernando Chavez, second from left, greets 32 Mexican travel agents who ferried along the Inland Passage to Juneau and then flew to Anchorage for a 10-day tour of Alaska. The agents arrive back in Anchorage tonight following a trip to Nome and Kotzebue today and will see Portage and Alyeska tomorrow. Kneisel Travel, Inc. is hosting the agents.

Legendary Ghost Ship In Alaskan Waters?

The Flying Dutchman, a legendary ghost ship known to mariners the world over, has made an appearance in Alaskan waters, according to crewmen of the state ferry Malaspina.

Malaspina crewmen who reported sighting the ghost ship had this report:

"An unusual sighting occurred Sunday morning, February 25, 1973, aboard the Alaska State Super Ferry MV Malaspina, as she was northbound from Seattle approximately 16 miles south of Ketchikan, her first Alaska stop.

"The ship's position when sighting was abeam of Twin Island, Revillagigedo Channel. The time of 0655 hours Pacific Standard time. The weather was clear with unlimited visibility. Wind Northeast 10 knots, temperature 28 degrees, and the barometer pressure was 30.71.

"Standing watch on the bridge was Chief Mate Walter Jackinsky and two sailors—one at the helm and one lookout. A huge vessel was seen approximately eight miles dead ahead, broadside and dead in the water. This vessel resembled very much the Flying Dutchman. The color was all gray—similar to vapor or clouds. It was seen distinctly for about 10 minutes. It looked so exact, natural and real that when seen thru binoculars sailors could be seen moving on board. Within seconds it disappeared into oblivion.

"This is the first such sighting to any of those present, all of whom were in full agreement."

State Soliciting Dock Work Bids

The state Highways Department has begun advertising for bids on construction of ferry terminal facilities at Metlakatla, Kake and Hoonah.

A spokesman said the contracts included construction of approach roads, staging areas, transfer bridges and docking structures.

Work at Kake and Hoonah is scheduled for completion Jan. 1. Metlakatla's terminal is to be completed April 1.

A spokesman said bids would be opened in Juneau May 10.

WICKERSHAM SEWARD VANCOUVER?

Expected, the Alaska Legislature voted out an extra \$719,800 to keep the lines running for the rest of the fiscal year. A large chunk was for the Wickersham which was supposed to be rebalanced for the winter but had to substitute for a disabled Malaspina. Meanwhile, plans to sell the often-controversial Wickersham when new lines are delivered ran into unexpected opposition. The Kenai Borough Assembly unanimously passed a resolution asking it be put on a Seward to Vancouver, run, with a stop at Valdez.

Ramps

Dear Editor:

Riding on the ferry last week I noticed that the overhead ramps had been removed. I learned from the ships crew that the ramps have been removed from all the vessels, excluding the M-V Wickersham.

Your current rate sheet indicates that vehicles over 6'6" are still penalized for height. Reference is to Item 510 and 515 passenger and vehicle tariff effective April 1, 1973.

I was told that the ramps were used only once. How much did this cost the taxpayers?, for installation and removal?

Will Item 515, the penalty for over height be eliminated from the rate Schedule?

Very truly yours,
James Ryan
Box 396
Douglas Alaska 99824

ALASKA FERRY TUSTUMENA CALLS AT YAKUTAT



Alaska State Ferry Tustumena photographed earlier on San Francisco Bay. Bethlehem Steel Photo.

YAKUTAT, ALASKA—One of the biggest things ever to happen at Yakutat happened in late December when the 196-foot Alaska Marine Highway System

Ferry Tustumena became the first Alaska ferry ever to call at the little town.

Students from Head Start classes through high school and

about three-fourths of the townspeople, some 250 in all, turned out for the event and, according to Mayor Larry Powell, "had a great time."

They toured the big blue and white vessel, which was fresh out of drydock and in shipshape trim, visited with Captain Donald Oldow and the crew, and watched tourist films on the vessel's closed circuit television system.

She was in Lockheed Shipbuilding & Construction Co. at Seattle for overhaul.

Yakutat, where even radio reception leaves much to be desired, has movies once a week at the Alaska Native Brotherhood hall but it has no television and the mayor said the viewers

no doubt included a number of people who had never seen TV before. "There are a lot of little kids here who have never been out of town," he said, and TV was "a real novelty" for them.

Even the weather cooperated for the occasion. "It was a beautiful day." Powell said. "It had just snowed and the sun was out. They couldn't have picked a better day to come in."

The ferry, which operates on the Anchorage-Seward-Kodiak run of the Alaska Marine Highway system, made the stop at Yakutat on her return trip north from Seattle.

"We happened to hear that the Tustumena was going south for her annual drydocking and there was a possibility they would stop if we asked," Mayor Powell said. "We wrote a letter (to the Alaska Department of Public Works which operates the ferry system) and they said they could stop going back north."

The vessel delivered four vehicles and various other cargo, including several transformers for the school, the mayor said.

"The last boat calling at Yakutat before this was in early October," he said, "and the next one probably won't be until February, so this was a really important stop for us as well as being a real community event."

Powell said the community hopes an annual visit by the Tustumena can become a regular part of her operation.

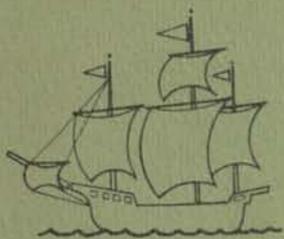
"She really looked beautiful tied up at our dock," he said.

The MV Tustumena was delivered in July, 1964, to the Alaska Marine Highway System. At that time she was 240 feet long. In the Spring of 1969, the ship was cut in half and 56 feet of midsection was added.



"ALASKA HOST"—Jerry Ruaro, purser aboard the state ferry Taku, receives an "Alaska Host" pin from Guy Russo, Alaska Tourism Division director, as Public Works Commissioner George Easley, left, and Captain H.J. Lockert, Alaska Marine Highway

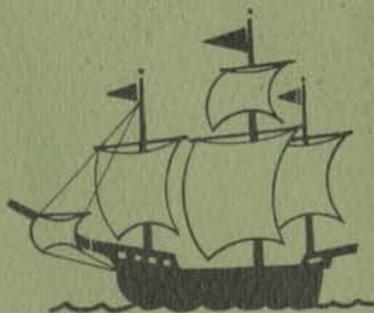
director, look on. The "Alaska Host" program, aimed at enhancing tourist enjoyment of the 49th state, is being conducted thru May 24.



46th ANNUAL

SEATTLE STEAMSHIP DINNER

MARCH 31, 1973



RED LOCKERT

Ticket N^o 523 Table No. 15



1973 46th Annual 1973

SEATTLE STEAMSHIP DINNER

Saturday, March 31, 1973 - 6:00 p.m.

OLYMPIC HOTEL

(Tuxedo Dress)

Reception—Spanish Ballroom

Dinner—Grand Ballroom

Dinner	\$16.75
Admission	4.05
City Tax	.20
Total	\$21.00

Non-transferrable. Upper portion to be retained and inserted in breast pocket for identification.

ASSISTANT
PORT
ENGINEER
STATE OF ALASKA

\$1,579 in Juneau

For details contact:

John Spillman, Personnel
Division, Pouch C, Juneau

MARCH 10, 1973

PORT OF MANITOBA



menu

OLYMPIC MARINE SALAD

CELERY EN BRANCHE

ICED ASSORTED OLIVES

★ ★ ★

BROILED FILET MIGNON

MAITRE DE HOTEL

TOMATO PRINCESS

BERNY POTATOES

★ ★ ★

STRAWBERRY COUPE ROMA

PETIT FOURS

COFFEE

entertainment

National Anthems (United States and Canada)

VOCALIST

BARBARA STEARNS

★ ★ ★

RICKY MANN

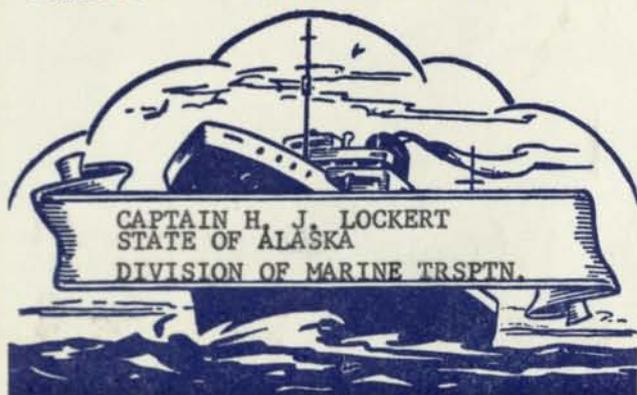
LOVEE

PETER LEGGE

JOHN MURDOCH

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MARCH 10, 1973



Anyone for a Cruise Ship?

BY STEVE WEINER

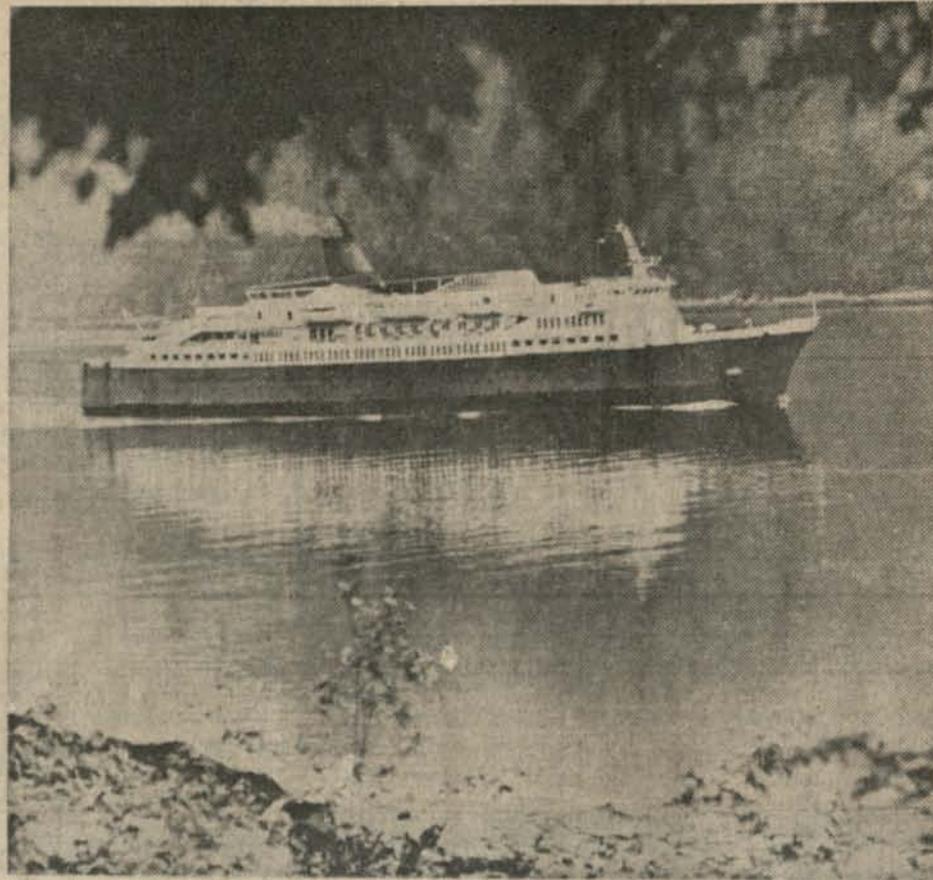
JUNEAU Alaska — (AP) — FOR SALE: Blue and gold, twin-screwed luxury cruise ship, like new condition, 363 graceful feet. Room for all your friends — 400 berths, space for 140 vehicles. Engines generate whopping 17,000 horsepower. Fully equipped with all the extras. \$23 million or best offer — we'll deal. Alaska Department of Administration. (907) 586-5571.

In less than a month, some similar advertisement may appear in marine brokerage houses worldwide. A woeful State of Alaska has an ocean-going ferry to sell, and it wants to finish the job by October.

Purchased in 1968 for \$6.9 million, the MV Wickersham — formerly the Stenna Britannica of Sweden — is the pride of the Alaskan ferry fleet. But she's also continuously troublesome.

Though a well-constructed vessel, the Wickersham has never been ideally suited for Alaska's cargo requirements. She's also been inhibited in routes by the Jones Act, the federal law that prohibits foreign-hulled ships from calling at consecutive American ports.

Alaska in 1971 went to Congress and obtained a temporary waiver of the Jones Act that expires



—AP Photo

363 FEET OF LUXURY FERRY YOU CAN BUY: ALASKA'S WICKERSHAM

Pictured during one of its cruises up the scenic Inside Passage

when the state completes work — probably in January — on a 418-foot replacement vessel. Up until then, the Wickersham, forced into inefficient

routes, had been losing about \$2 million a year. Expensive improvements were made to the Swedish-built cruiser to obtain the waiver. The state in-

stalled another fire-proof bulkhead, ventilation ducts, a U.S. standard galley and other improvements.

Still, the Wickersham —

named after legendary Judge James Wickersham, an Alaskan jurist, author, legislator, explorer and historian — didn't quite come up to permanent snuff.

Administration commissioner Joe Henri says that contracts will be signed with brokers worldwide. Because of the Jones Act restriction, he says it's unlikely the "Wicky" will remain American.

"Replacement cost today for the Wickersham is about \$23 million," Henri says. "I won't tell what our minimum price will be. But the ship is eminently salable."

Henri — whose normal duties involve matters like state payrolls and supplies — admits to feeling a little uncomfortable in the ship marketing game.

"It's not like selling a pair of socks," he says. "You have to search the face of the globe to find a buyer."

Alaska's replacement ferry, a \$20 million item, will phase in if the Wickersham phases out on schedule. October is when the ship normally would go in for an annual overhaul. If the price by then isn't right, the Wickersham may end her Alaskan days at dockside while bartering continues.

"All we want," Henri says, "is a decent price." Cruise ship, anyone?

GASTINEAU PHILATELIC SOCIETY

Panex XIII
APRIL 14 - 15, 1973



M/V MALASPINA IN WRANGELL NARROWS
ALASKA MARINE HIGHWAY
1963 — 1973



State To Sell Wickersham

Cruise Ship, Anyone?

By STEVE WEINER
Associated Press Writer

FOR SALE: Blue and gold, twin-screwed luxury cruise ship, like new condition. 363 graceful feet. Room for all your friends—400 berths, space for 140 vehicles. Engines generate whopping 17,000 horsepower. Fully equipped with all the extras. \$23 million or best offer—We'll deal. Alaska Department of Administration. (907) 586-5571.

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Chilkat Begins Summer Run

Captain H.J. Lockert today announced that the MV Chilkat will begin its summer schedule Friday, leaving Auke Bay at 9 a.m. and arriving at Hoonah at 2 p.m. The ship will leave Hoonah at 2:30 p.m., arriving back at Auke Bay at 7:30 p.m. The Chilkat will make a similar trip on April 22.

The Chilkat will make a special roundtrip sailing on April 23 to bring Hoonah School students to Auke Bay to connect with the MV Matanuska which will be carrying students bound for the Southeastern Music Festival in Ketchikan.

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.



For Sale—The MV Wickersham

Department Considers Ferry Price Increase

Public Works Commissioner George Easley says his department is "constantly looking" into the possibility of a marine highway rate increase or change.

But Easley says despite continuing discussion, "a great deal more study" will have to take place.

The commissioner said, "The Marine Transportation Division is reviewing the idea, and when we get it, we'll review it. No decision has been made, and if any rate change is contemplated, adequate public hearings will be held."

Public Works, in administrative preparations for the fiscal year 1974 budget request, submitted to the Administration Department an analysis of how ferry rates compare to commercial charges.

In a brief section on recommendations, the department said it was gathering information "to support a rate increase to be put into effect April, 1973."

Easley said the April rate increase was an idea that "never actually got on the track—it was just a matter of discussion."

FUTURE FERRY TERMINALS

Foreshadowing further expansion of the Alaska State Ferry system, the Department of Highways has called for bids on the construction of ferry terminals at Kake, Metlakatla and Hoonah. The docking facilities are to be big enough to accommodate 235-foot vessels carrying both pedestrian and vehicular traffic.

The projects are in the preliminary design stage and the invitation, through legal notices, is for those who may be interested to take a look at what is being planned.

Among other things, some costly terminal machinery is to be eliminated through the use of barges. The tide, working for free, can adjust landing ramp heights and slopes.

WICKERSHAM FOR SALE

JUNEAU — The Alaska Marine Highway System indicated it intends to sell the foreign-built ferry Wickersham by October.

Formerly the Stenna Britannica of Sweden, she was purchased in 1968 for \$6.9 million.



Egan Leads Ceremony At Ferry Christening

SEATTLE (AP) — The Columbia, which will become the flagship of the Alaska fleet of ferryliners, moved down the ways at Seattle Thursday after christening ceremonies led by Gov. William A. Egan.

Egan's wife, Neva, broke the traditional bottle of champagne over the ship's bow seconds before it eased into the waters of Puget Sound at the Lockheed Shipbuilding yard here.

The 418-foot, \$19.5 million vessel is scheduled to enter service next year and will replace the ferry Wickersham in the Alaska fleet.

The Wickersham, built in Norway, has been operating un-

der a waiver of the Jones Act, which prohibits ships built in foreign countries from touching at two consecutive American ports. The waiver will expire when the Columbia enters service.

The state already has put the Wickersham on the auction block.

During pre-launching ceremonies, Egan said the ferry system, which was instituted in 1963 when the Malaspina went into service "clearly has lived up to expectations."

"The Alaska Marine Highway today extends over 2,200 miles, joining some 17 communities in Alaska as well as connecting the 49th state to Seattle and British Columbia," he said.

During the past year, he said, 200,000 passengers traveled on the fleet's seven vessels and nearly 50,000 vehicles were hauled.

"Revenue for the year approached \$10 million," he said, "making the system about 66 per cent self-sustaining."

"When we consider what the costs would be for constructing and maintaining land highways over a similar distance the Marine Highway must be rated a definite dollars and cents success."

In the future, Egan predicted, "we will continue to see increased economic benefits accruing from it (the ferry system) to both Alaska and the Pacific Northwest."

Also joining the fleet next year will be a new 235-foot feeder line vessel being built in Wisconsin.

The Columbia will carry 1,000 passengers and have 324 berthing spaces and will haul a basic load of 184 standard size automobiles.

ALASKA FERRY LAUNCHING PROGRAM OF EVENTS

NATIONAL ANTHEM — West Seattle Stage Band

PLEDGE OF ALLEGIANCE — Boy Scout Troop 641, St. Louise Parish

INVOCATION — Father M. W. Smith OMI, Catholic Seamen's Club, Seattle

INTRODUCTORY REMARKS — Martin L. Ingwersen, President & General Manager, Lockheed Shipbuilding and Construction Company.

INTRODUCTION OF LAUNCHING PARTY

Mrs. William A. Egan, Sponsor
Mrs. George W. Easley, Matron-of-Honor
Miss Ann Alishio, Flower Girl

INTRODUCTION OF GUESTS

ADDRESS—Allin K. Walker, Administrative Assistant to Vice President, International Association of Machinists

ADDRESS—Ralph J. Osborn, Senior Vice President, Lockheed Aircraft Corporation

ADDRESS—Eldon E. Opheim, General Manager, Port of Seattle

PRINCIPAL ADDRESS—The Honorable William A. Egan, Governor of the State of Alaska

INSTRUCTIONS TO SPONSOR—John L. Cooney, Alaska Ferry Project Manager

CHRISTENING—Mrs. William A. Egan

Alaska Ferry Launching

The new flagship of the Alaska State Ferries fleet will be launched this afternoon in public ceremonies at Plant 1 of the Lockheed Shipyard.

Alaska Gov. William Egan will give the principal speech in a program starting at 6:15 p.m., and Mrs. Egan will christen the 418-foot, \$19.5 million ship that Lockheed is building as a successor to the MV Wickersham.

Mrs. George Easley,

wife of Alaska's public works commissioner, will be matron of honor, and Ann Alishio will be flower girl.

Master of ceremonies will be Martin Ingwersen, president and general manager of the Lockheed yard.

LOCKHEED SHIPBUILDING AND CONSTRUCTION COMPANY

INVITES YOU TO ATTEND THE
LAUNCHING CEREMONIES

OF THE

418' OCEAN-GOING ALASKA STATE FERRY

BUILT FOR

THE STATE OF ALASKA

AT 6:15 P.M. PACIFIC DAYLIGHT TIME

THURSDAY, MAY 3, 1973

2929 SIXTEENTH AVENUE SOUTHWEST

SEATTLE, WASHINGTON

RECEPTION

HONORING THE SPONSOR

OF THE

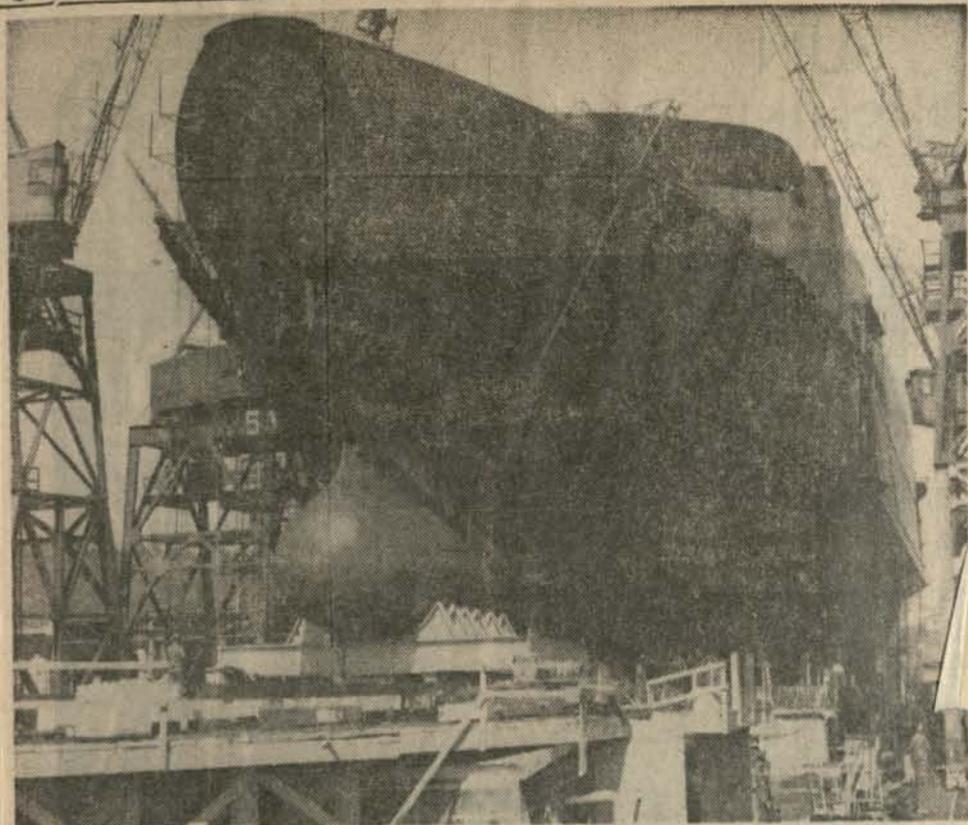
418' OCEAN-GOING ALASKA STATE FERRY

WASHINGTON ATHLETIC CLUB

THURSDAY, MAY 3, 1973

7:30 TO 8:30 P.M. PACIFIC DAYLIGHT TIME

R.S.V.P.



Alaska's biggest and newest ferry underwent preparations for launching this evening at the Lockheed Shipbuilding & Construction Co. The bulbous nose on the \$19.5 million vessel was designed for better stability and speed.

418-foot Alaska ferry to be launched here this evening

Alaska's biggest ferry is scheduled for launching at 7 p. m. today at Lockheed Shipbuilding.

Ceremonies beginning at 6:15 p. m. will include participation of Alaska Gov. William A. Egan, whose wife, Neva, will christen the \$19.5 million vessel.

The 418-foot liner, to enter service early in 1974, was designed by Nickum & Spaulding of Seattle to carry 1,000 day passengers, 324 in staterooms and 80 crewmen. The yet-unnamed ship

is designed to travel 21 knots — one more than Washington State's newest ferries, the 20-knot Spokane and Walla Walla.

Other participants will be the matron of Honor, Mrs. George Easley, wife of Alaska's public works commissioner; Martin L. Ingwersen, president and general manager of Lockheed Shipbuilding; Ralph J. Osborn, senior vice president of Lockheed Aircraft Corp., and J. Eldon Opheim, Port of Seattle general manager.

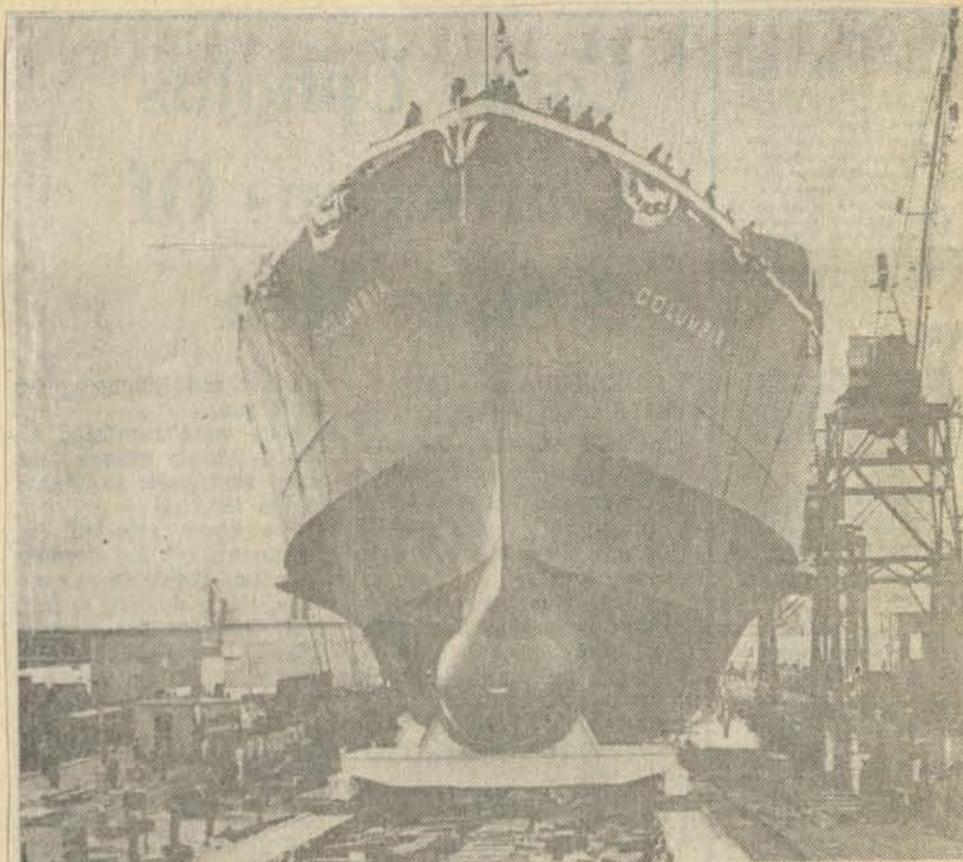
Others scheduled are the West Seattle High School stage band, Boy Scout Troop 641 of St. Louise Parish, the Rev. M. W. Smith of the Catholic Seamen's Club, Ann Alishio as flower girl, Allin K. Walker, assistant to the vice president of the International Association of Machinists, and John L. Cooney, Alaska Ferries project manager.

The twin-engine, 18,000-horsepower vessel will replace the foreign-built Wickersham, which will be sold, on the Seattle-Alaska run. The Alaska ferry system consists of eight vessels.



THIS IS SHIP-CHRISTENING week in Seattle. A new queen for the Alaska Marine Highway System will be launched on tomorrow's high tide at 7 p. m. at Lockheed Shipbuilding. The \$19.5 million, 418-foot ferry will be the subject of speeches and ceremony beginning at 6:15 p. m.

Such notables as Alaska Gov. William A. Egan; George Easley, Alaska commissioner of public works; H. J. (Red) Lockert, director of the marine highway system, and Eldon Opheim, Port of Seattle general manager, are scheduled.



A New Alaska Ferry Is Launched

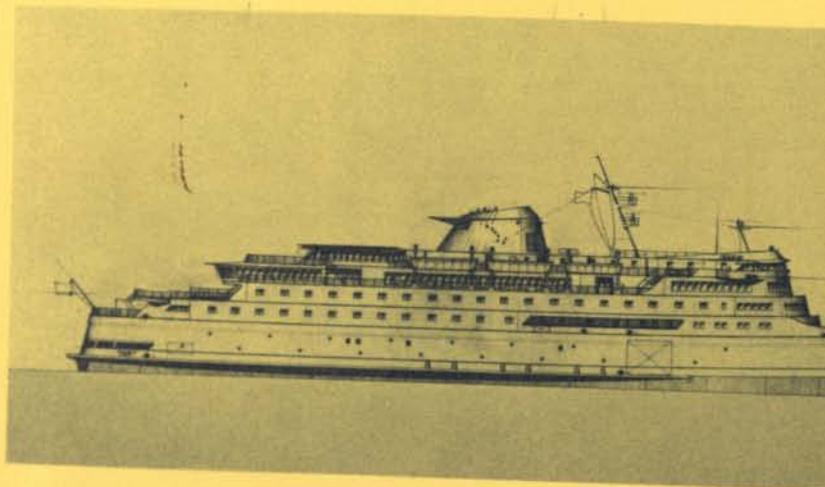
THE COLUMBIA, largest of eight Alaska Marine Highway System ferries, slid into the Puget Sound yesterday. Due to begin service to Southeastern Alaska in 1974, the 418-foot vessel accommodates 1,000 day passengers with berths for 324 and space for 226 cars. Built here by Lockheed Shipbuilding and Construction Co., the Columbia will cruise at 21 knots. Doing the champagne honors yesterday was Neva Egan, wife of Alaska Gov. William Egan. At left was Paula Pence Easley, wife of Alaska Public Works commissioner George Easley. Ann Alishio, center, daughter of Lockheed's production manager Paul Alishio Jr., was flower girl. Behind Mrs. Egan is Lockheed president Martin Ingwersen, master of ceremonies.—P-I Photos by Tom Brownell

Lockheed Shipbuilding and Construction Company

THE SHIP — The Alaska Marine Highway System will place the largest of eight ferry liners in service early in 1974 with accommodations for 1,000 day passengers, berths for 324 passengers, and 80 crewmen. A contract award on February 4, 1972 started work on the oceangoing vessel designed by the Seattle offices of Nickum & Spaulding, Marine Architects. As a replacement for the foreign built M/V WICKERSHAM, the new vessel will operate directly between American ports and offer improved service particularly to Southeastern Alaska. Twin DeLaval ENTERPRISE diesels will power controllable pitch Escher Wyss propellers to a speed of 21 knots at a 16 foot draft. A bow thruster will further increase maneuverability of the vessel. Keel was laid September 7, 1972 and the ship will commence sea trials late this year.

CHARACTERISTICS

Length	418 ft. overall 385 ft. (LWL)
Beam	85 ft.
Draft	16 ft.
Displacement	6,700 tons
Horsepower	18,000 BHP
Speed	21 knots
Bow Thruster	600 BHP



Launching May 3, 1973

Alaska Ferry Launching

The new flagship of the Alaska State Ferries fleet will be launched this afternoon in public ceremonies at Plant 1 of the Lockheed Shipyard.

Alaska Gov. William Egan will give the principal speech in a program starting at 6:15 p.m., and Mrs. Egan will christen the 418-foot, \$19.5 million ship that Lockheed is building as a successor to the MV Wickersham.

Mrs. George Easley,

wife of Alaska's public works commissioner, will be matron of honor, and Ann Alishio will be flower girl.

Master of ceremonies will be Martin Ingwerseon, president and general manager of the Lockheed yard.

LOCKHEED SHIPBUILDING AND CONSTRUCTION COMPANY

INVITES YOU TO ATTEND THE
LAUNCHING CEREMONIES

OF THE
418' OCEAN-GOING ALASKA STATE FERRY

BUILT FOR
THE STATE OF ALASKA

AT 6:15 P.M. PACIFIC DAYLIGHT TIME
THURSDAY, MAY 3, 1973

2929 SIXTEENTH AVENUE SOUTHWEST
SEATTLE, WASHINGTON

Egan Leads Ceremony At Ferry Christening

SEATTLE (AP) — The Columbia, which will become the flagship of the Alaska fleet of ferryliners, moved down the ways at Seattle Thursday after christening ceremonies led by Gov. William A. Egan.

Egan's wife, Neva, broke the traditional bottle of champagne over the ship's bow seconds before it eased into the waters of Puget Sound at the Lockheed Shipbuilding yard here.

The 418-foot, \$19.5 million vessel is scheduled to enter service next year and will replace the ferry Wickersham in the Alaska fleet.

The Wickersham, built in Norway, has been operating un-

der a waiver of the Jones Act, which prohibits ships built in foreign countries from touching at two consecutive American ports. The waiver will expire when the Columbia enters service.

The state already has put the Wickersham on the auction block.

During pre-launching ceremonies, Egan said the ferry system, which was instituted in 1963 when the Malaspina went into service "clearly has lived up to expectations."

"The Alaska Marine Highway today extends over 2,200 miles, joining some 17 communities in Alaska as well as connecting the 49th state to Seattle and British Columbia," he said.

During the past year, he said, 200,000 passengers traveled on the fleet's seven vessels and nearly 50,000 vehicles were hauled.

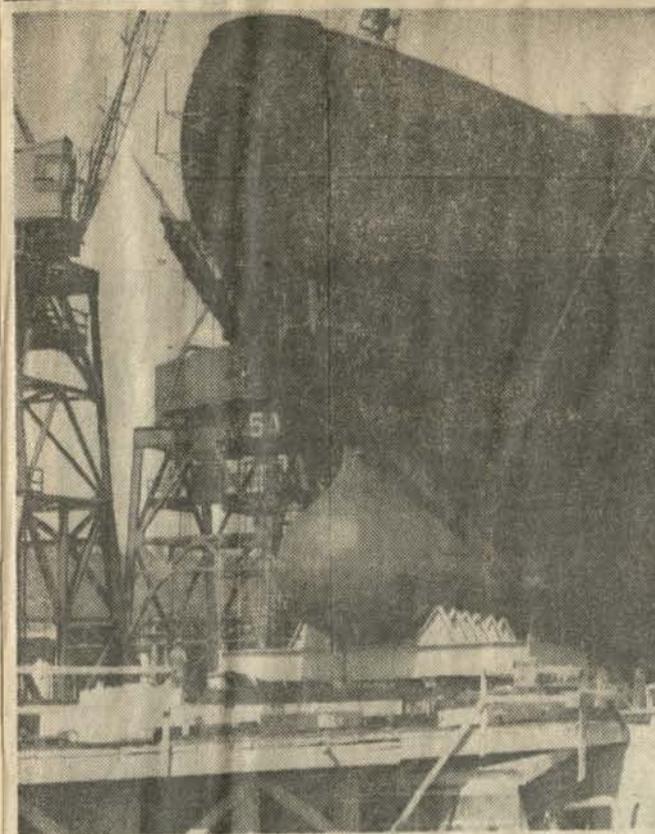
"Revenue for the year approached \$10 million," he said, "making the system about 66 per cent self-sustaining."

"When we consider what the costs would be for constructing and maintaining land highways over a similar distance the Marine Highway must be rated a definite dollars and cents success."

In the future, Egan predicted, "we will continue to see increased economic benefits accruing from it (the ferry system) to both Alaska and the Pacific Northwest."

Also joining the fleet next year will be a new 235-foot feeder line vessel being built in Wisconsin.

The Columbia will carry 1,000 passengers and have 324 berthing spaces and will haul a basic load of 184 standard size automobiles.



Alaska's biggest and newest ferry underwent preparation for launching at the Lockheed Shipbuilding & Construction Co. on the \$19.5 million vessel was designed for better sta-

418-foot Alaska ferry launched here this

Alaska's biggest ferry is scheduled for launching at 7 p. m. today at Lockheed Shipbuilding.

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is designed to travel 21 knots — one more than Washington State's newest ferries, the 20-knot Spokane and Walla Walla.

Other participants will be the matron of Honor, Mrs. George Easley, wife of Alaska's public works commissioner; Martin L. Ingwersen, president and general manager of Lockheed Shipbuilding; Ralph J. Osborn, senior vice president of Lockheed Aircraft Corp., and J. Eldon Opheim, Port of Seattle general manager.

ALASKA FERRY LAUNCHING PROGRAM OF EVENTS

NATIONAL ANTHEM — West Seattle Stage Band
OATH OF ALLEGIANCE — Boy Scout Troop 641, St. Louise

PRAYER — Father M. W. Smith OMI, Catholic Seamen's Club,

INTRODUCTORY REMARKS — Martin L. Ingwersen, President & General Manager, Lockheed Shipbuilding and Construction Company.

INTRODUCTION OF LAUNCHING PARTY
Mrs. William A. Egan, Sponsor
Mrs. George W. Easley, Matron-of-Honor
Miss Ann Alishio, Flower Girl

INTRODUCTION OF GUESTS

ESS — Allin K. Walker, Administrative Assistant to Vice President, International Association of Machinists

ESS — Ralph J. Osborn, Senior Vice President, Lockheed Aircraft Corporation

ESS — Eldon E. Opheim, General Manager, Port of Seattle

OFFICIAL ADDRESS — The Honorable William A. Egan, Governor of the State of Alaska

INTRODUCTIONS TO SPONSOR — John L. Cooney, Alaska Ferry Manager

CHRISTENING — Mrs. William A. Egan

RECEPTION

HONORING THE SPONSOR

OF THE

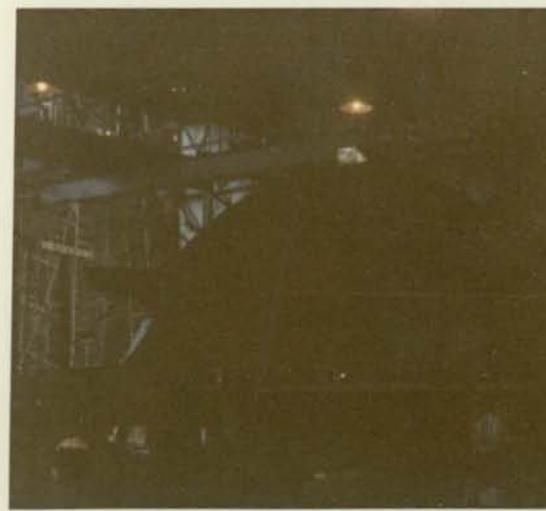
418' OCEAN-GOING ALASKA STATE FERRY

WASHINGTON ATHLETIC CLUB

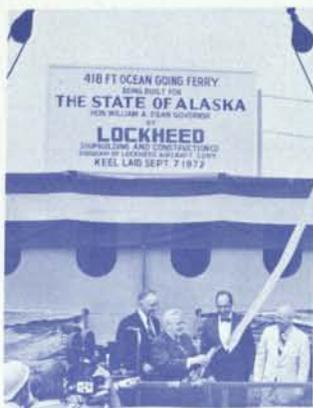
THURSDAY, MAY 3, 1973

7:30 TO 8:30 P.M. PACIFIC DAYLIGHT TIME

R.S.V.P.



Lockheed Shipbuilding and Construction Company
Seattle, Washington



Recent Photo of
New Alaska Ferry
Under Construction

- *Sponsor* of the New Alaska Ferry is Mrs. Neva Egan, First Lady of the State of Alaska.
- *Matron-of-honor* is Mrs. Paula Pence Easley wife of George W. Easley, State of Alaska Public Works Commissioner.
- *Flower Girl* is Miss Ann Alishio, daughter of Lockheed Shipbuilding's Production Manager Paul Alishio Jr.
- *Principal Speaker* at the launch ceremonies is The Honorable William A. Egan, Governor of the State of Alaska.
- *The Builder* is Lockheed Shipbuilding and Construction Company, a subsidiary of Lockheed Aircraft Corporation.



Sponsor
Mrs. William A. Egan



Principal Speaker
The Honorable William A. Egan



Matron-of-honor
Mrs. George W. Easley



Flower Girl
Miss Ann Alishio

building as a successor to
the MV Wickersham.
Mrs. George Easley,

INSTK
Project
CHRIS

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aker
am A. Egan

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- Boy Scout Troop 641, St. Louise
- Smith OMI, Catholic Seamen's Club,
- Martin L. Ingwersen, President & Building and Construction Company.

CHRISTENING PARTY

- Matron-of-Honor
- Girl
- Administrative Assistant to Vice President of Machinists
- Senior Vice President, Lockheed Aircraft
- General Manager, Port of Seattle
- Honorable William A. Egan, Governor of

COCHAIRMAN—John L. Cooney, Alaska Ferry Manager

CHRISTENING—Mrs. William A. Egan

RECEPTION

HONORING THE SPONSOR

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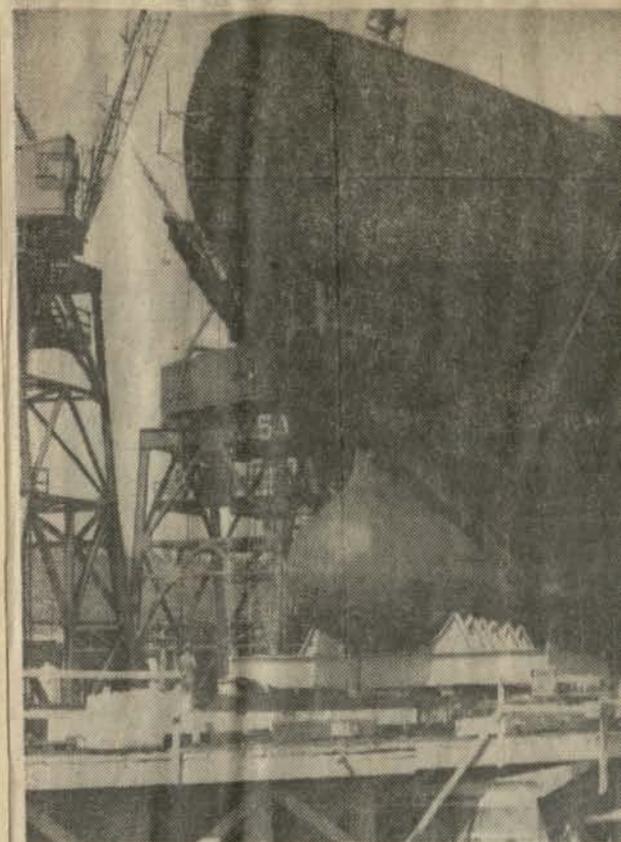
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RIDE A FERRY TO ALASKA

During the Winter months, one thinks of going to Hawaii, Florida, Arizona or the Palm Springs areas. There he will find warm weather and freedom from the rain, snow or cold weather that is then present where he lives.

It is difficult for one during the Winter to think of a trip to Alaska, our 49th State, as he envisages it as having more snow, ice and cold weather than at home. Conceding that Alaska is no place to visit in the Winter for a vacation pleasure trip, that is the time of the year when plans and reservations should be made for the Summer Season.

Unless one is in a hurry and wants to fly, the most enjoyable way to reach Alaska is to leave ones automobile at home and travel on one of the ferries owned and operated by the State of Alaska. They leave Seattle each Friday for Skagway and the round trip takes one week. A stop over and trips into the interior can be arranged.

The staterooms are comfortable and the meals extremely appetizing. Because the ferries use the Inside Passage, they seldom encounter any rough water.

Full information and reservations may be secured from Department of Public Works, Division of Marine Transportation, Pouch R, Juneau, Alaska 99801.

One Warning! Make your reservation early because the space is limited and is usually reserved many months ahead of time.

If one desires to tour the interior of Alaska in his own automobile, he can take it along on the ferry and disembark at Haines or Skagway.

ARTHUR E. CAMPBELL-HUSTED CO.

General Insurance Adjusters

633 Dexter Horton Building

Seattle, Washington 98104

Telephone MAin 4-4313

State studies ferry rate hike

JUNEAU (AP) — Public Works Commissioner George Easley said Wednesday his department is "constantly looking" into the possibility of a marine highway rate increase or change.

But Easley said despite continuing discussion, "a great deal more study" will have to take place. No decision has been made, and if any rate change is contemplated, adequate public hearings will be held.

PUBLIC WORKS, in administrative preparations for the fiscal year 1974 budget request, submitted to the administration department an analysis of how ferry freight rates compare to commercial charges.

In a brief section on recommendations, the department said it was gathering information "to support a rate increase to be put into effect April, 1973."

Easley said the April rate increase was an idea that "never actually got on the track — it was just a matter of discussion."

"IT TAKES a great deal of hard work before you go thumping out with a rate change," he said. "When we come up with a plan, we'll give particular reference to a greater discount during the winter months and the possibility of an increase during the summer months."

In its freight rate analysis, the department said it had purposely avoided rate struc-

tures designed to charge according to what was being shipped. It said that sidestepped possible clarification by the Federal Maritime Commission of the ferries as common carriers.

It said a study showed state ferries transported larger passenger vehicles more economically than Foss Alaska Line. For instance, it said a 10-foot wide trailer 55 feet long would go by ferry from Seattle to Juneau for \$1,237. Foss Alaska, it said, would charge \$1,255.

The department said, though, that Foss would assume liability for contents and provide loading services not available by ferry.

It also said it was impossible to compare private and public shipping costs for most commodities.

The study concluded that freight rates "are equitable between common carriers and the Alaska Marine Highway" as far as could be identified.

Boat Museum Group

Another controversy could develop in the unscheduled matter of the Pioneer Square and Historical Boat/Marine Museum groups wanting the Port to allow it to use the north side of its Pier 48 for mooring several museum ships.

Again, a parade of spokesmen made known the same fact — that the area needed and deserved suitable display space for these ancient craft.

However, it was pointed out that the Pier 48 area is leased through 1979 by the Alaska Marine Highway Systems for its big autoliners. Since there is little chance of moving this profitable account to any other spot in the harbor, the prospect of pleasing the museum advocates appears quite dim.

The Commissioners agreed that the plan was excellent except for the lease with a very good tenant which brought a large rental to the Port.

Ferry Dock To Be Moved?

SEATTLE (AP) — Alaska Ferries says it doesn't want to move from the site suggested for construction of the maritime historical museum here.

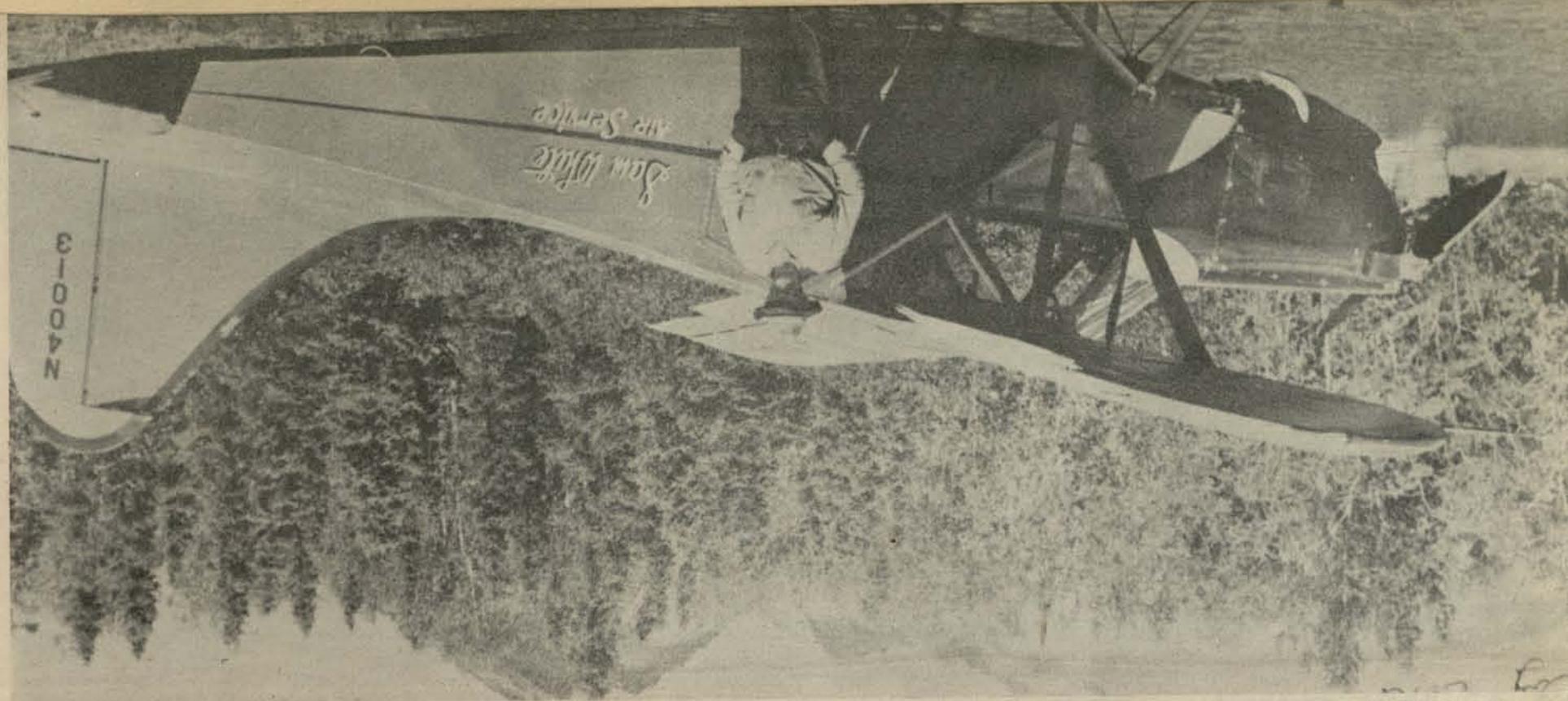
However, Seattle Port Commissioners created a committee Tuesday to study the Pier 48 site for the Pioneer Square District's proposed museum.

Commissioner Merle Adlum quoted a letter from Capt. H. J. Lockert, Alaska Ferries director, as saying: "... we can not even contemplate changing terminals, and if forced out, we might well forget the whole thing and let the Canadian ports reap the traffic benefits."

"We have to look very hard at what the Alaska ferries mean to this port..." Adlum said, noting that the Port and the State of Alaska have a five-year lease agreement on the facility.

"This is not a complex problem," said commissioner Henry Kotkins. "We have a lease we can not break."

At the same time Tuesday, the port raised the docking fees at the port-administered Shilshole Marina from \$1 to \$1.25 a month per berth foot.



2010 Annual Progress Edition, 1973

26-Daily News-Miner, Fairbanks, Alaska

Introducing the Leisure Liners for Alaskans

Sure, you probably know that Alaska's leisure liners are one of our greatest tourist attractions. You've heard time and again that the trip up the Inside Passage is filled with breathtaking sights. And that our visitors enjoy the awesome splendors from heated solarium decks. You already know all that.

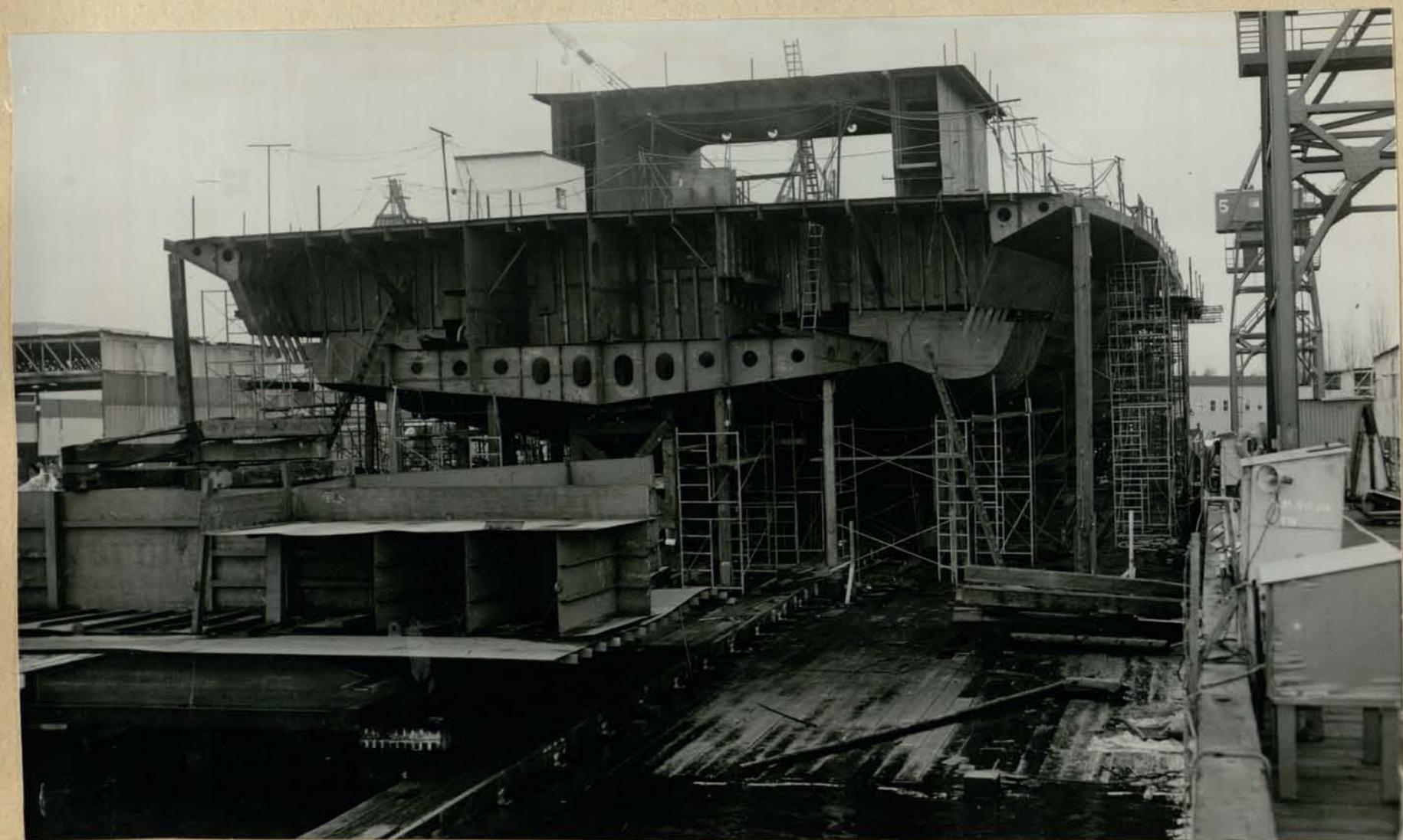
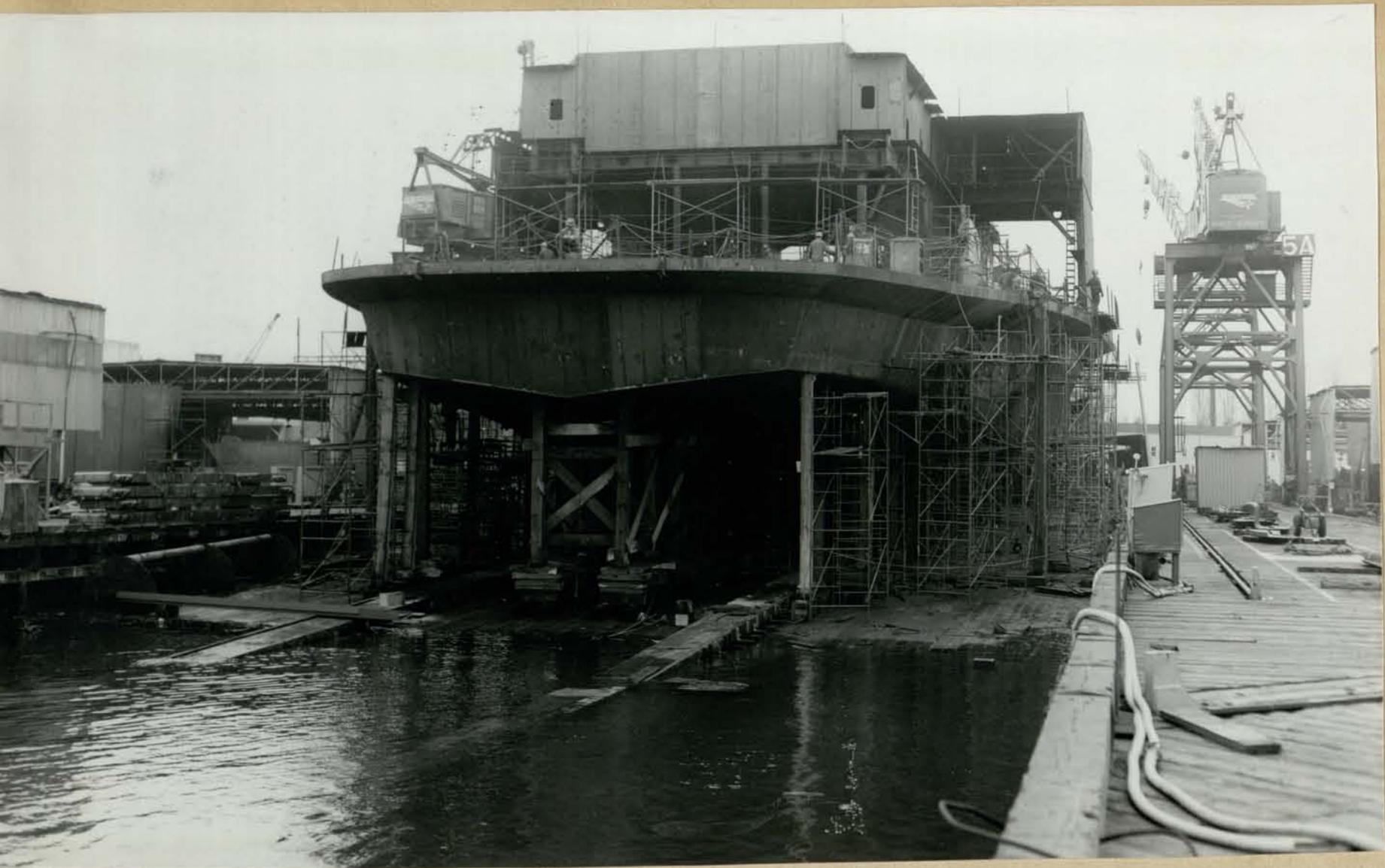
But did you ever think of taking your vacation in Alaska? Did you ever consider boarding the Wickersham, Bartlett, or Taku—just for the fun of it? Here we sit in the midst of the most beautiful scenery in the world. We work here. We play here. Now, isn't it time we just sat back and watched that world go by...from a comfortable deck lounge recliner? And wouldn't it be nice to be so far away from home...yet so near?

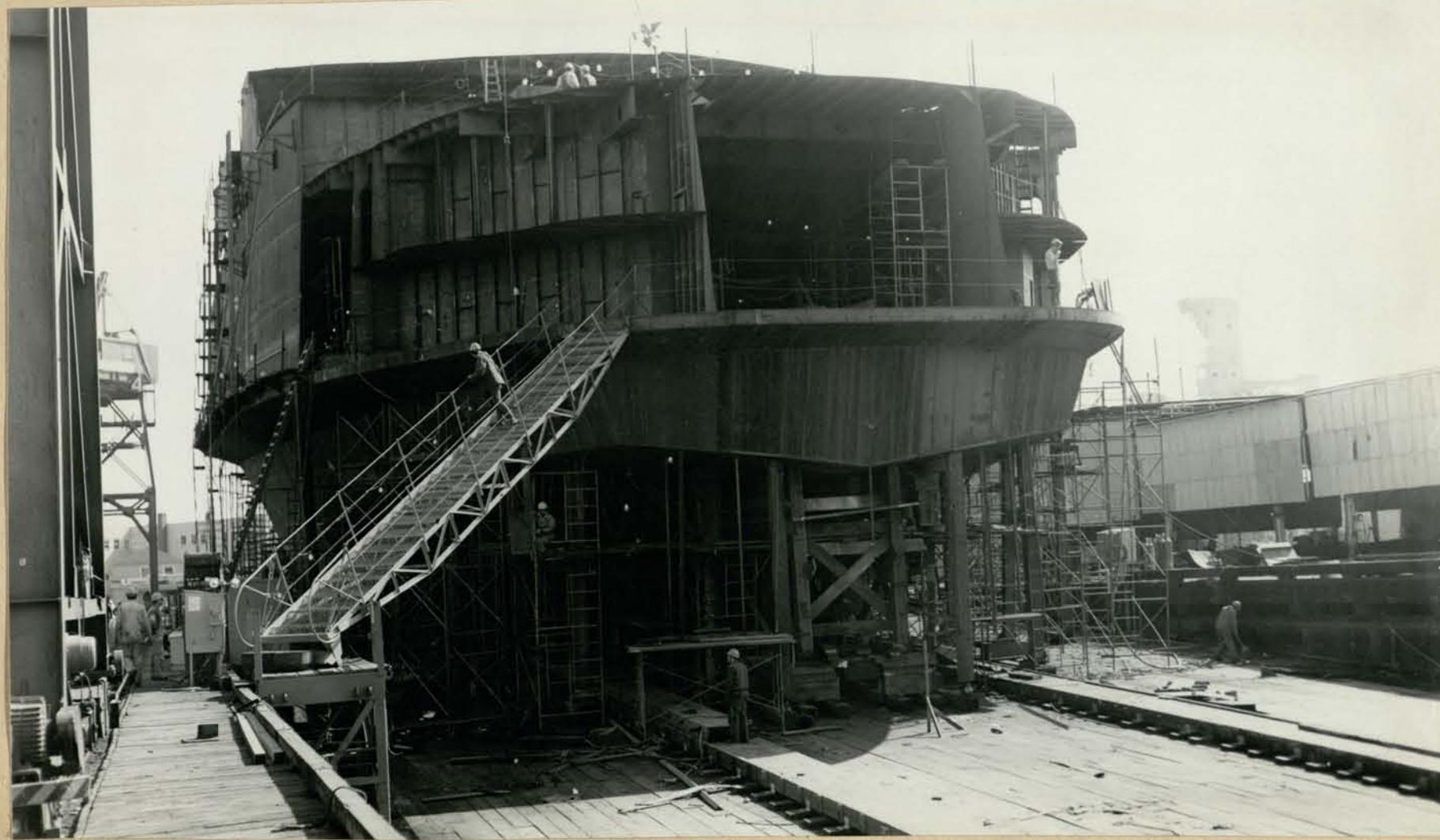
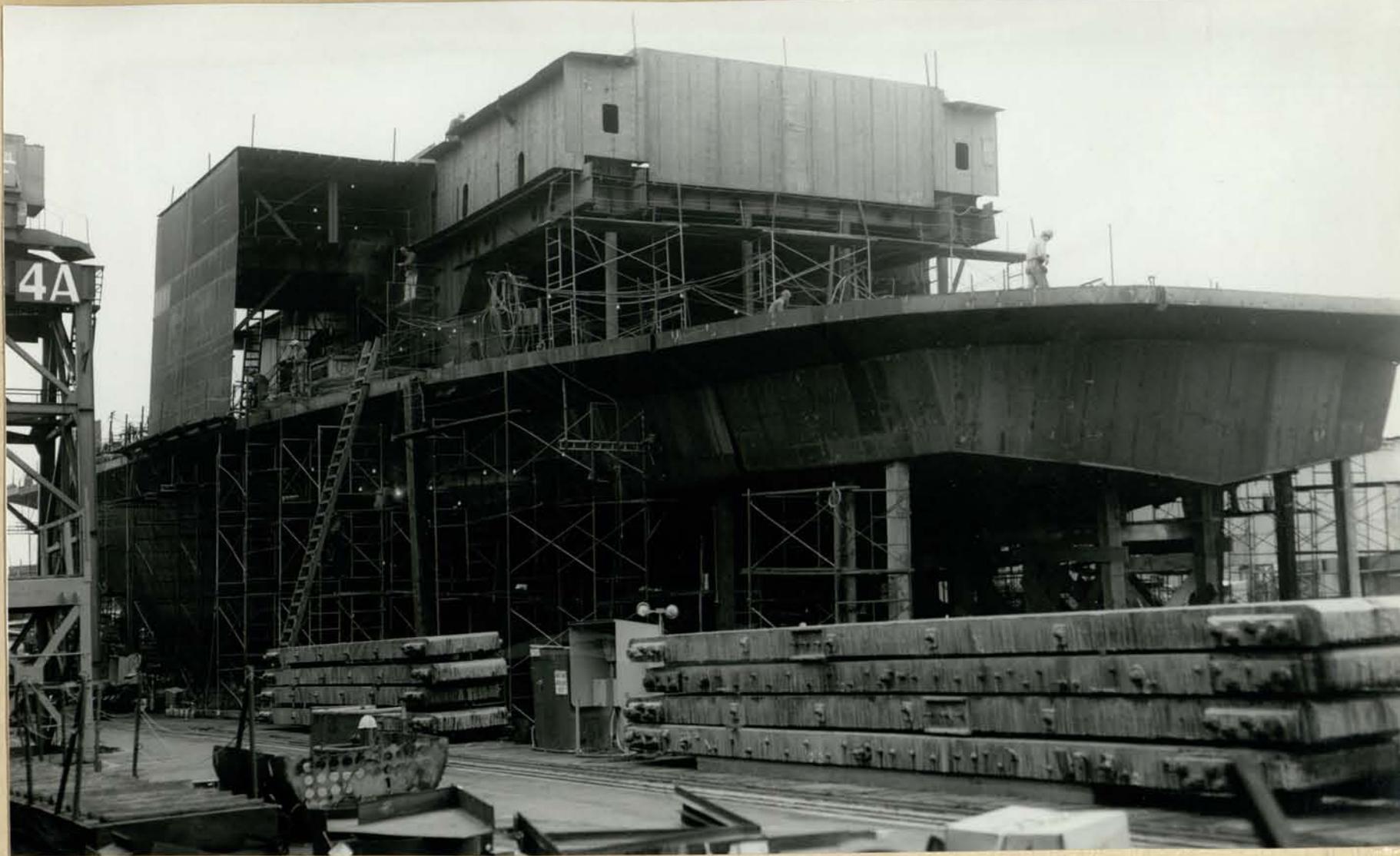
The Alaska Marine Highway isn't just for tourists. It's for all Alaskans who want to enjoy the pleasures of our great state. Discover Haines or Skagway or Ketchikan this year. Drop into Kodiak sometime.

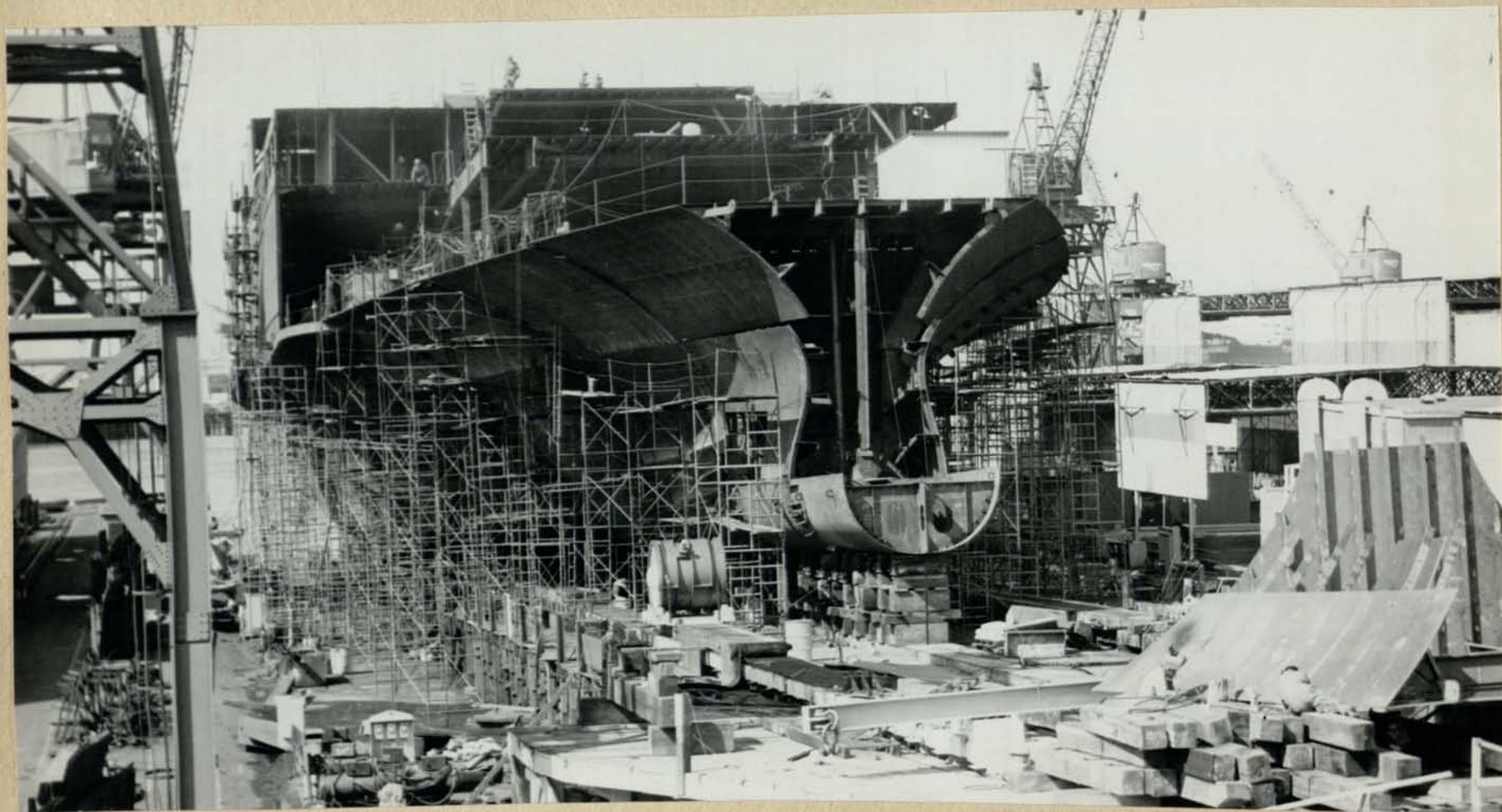
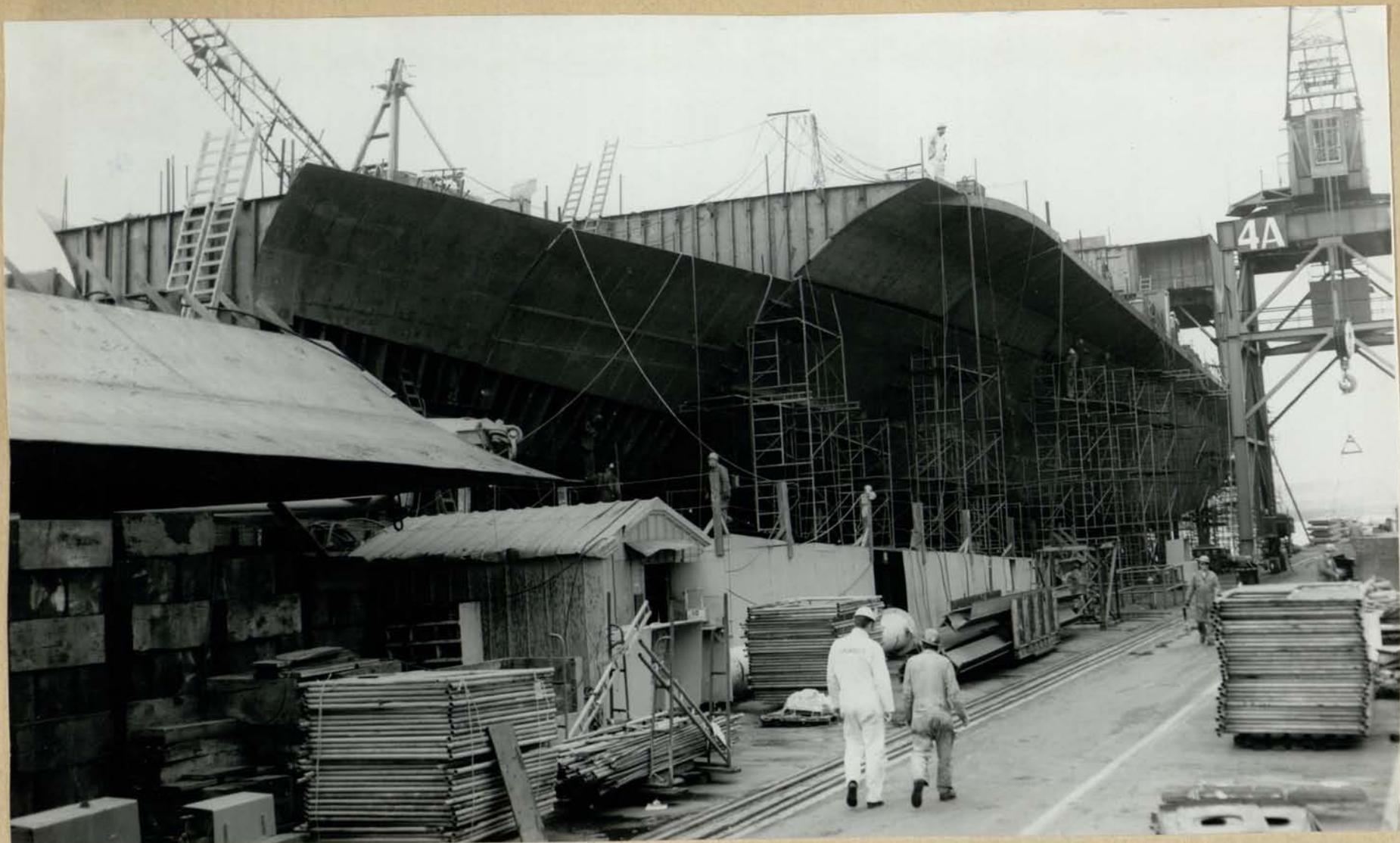
Board the leisure liners for Alaskans...on the Alaska Marine Highway System. Discover Alaska. Again.

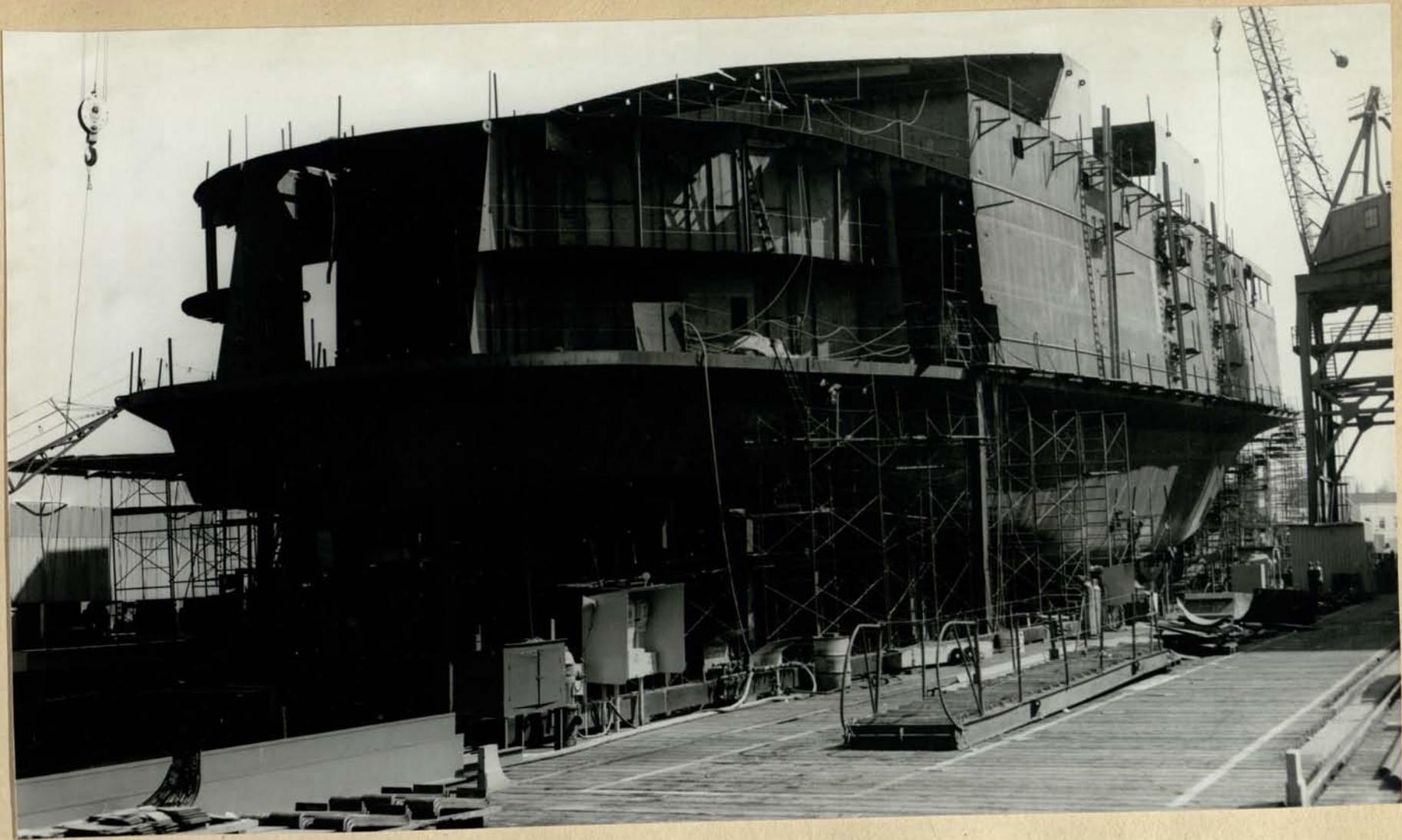
For more information about the Alaska Marine Highway System contact your travel agent or Division of Marine Transportation, Pouch R, Juneau, Alaska 99801.

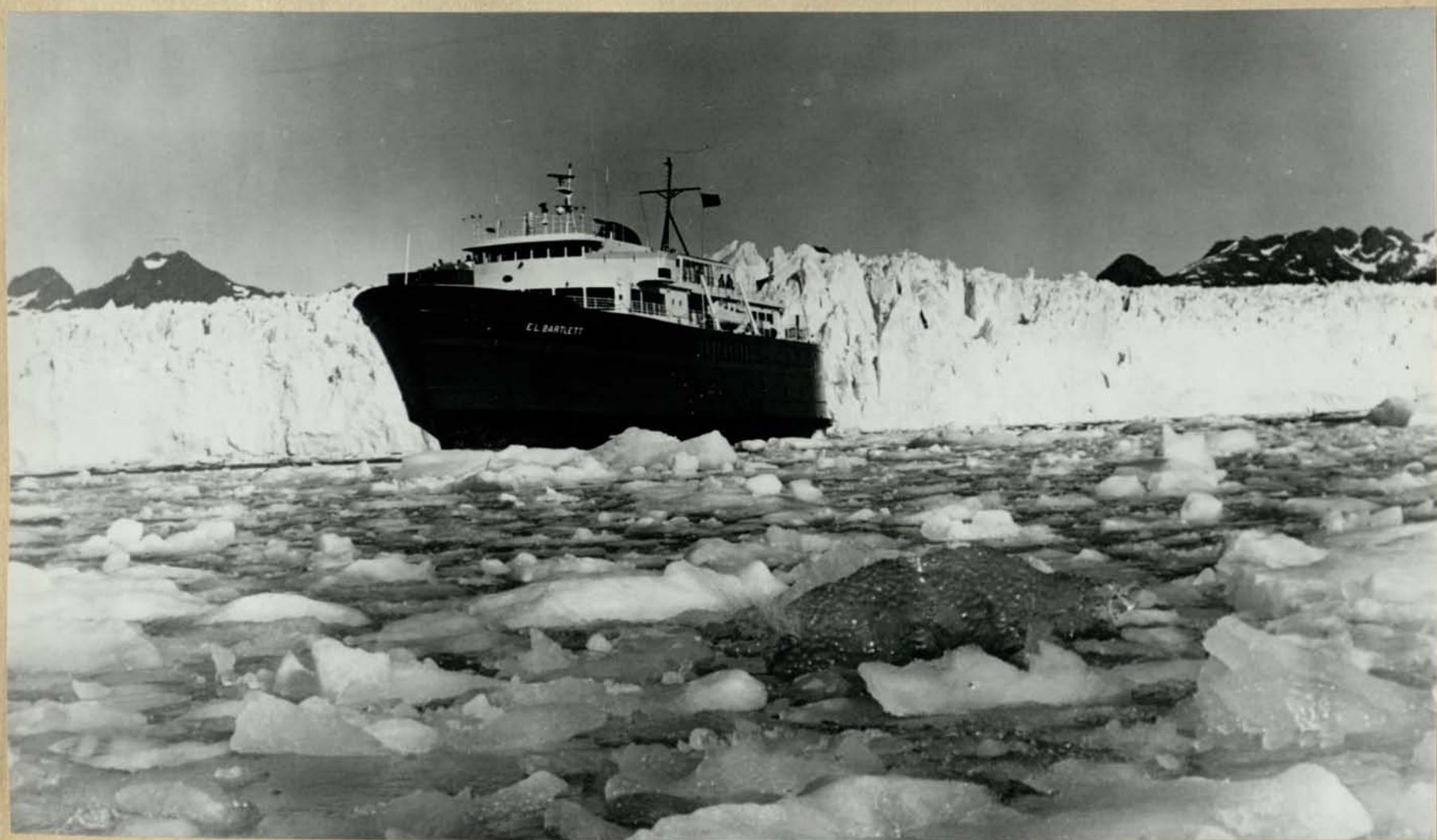


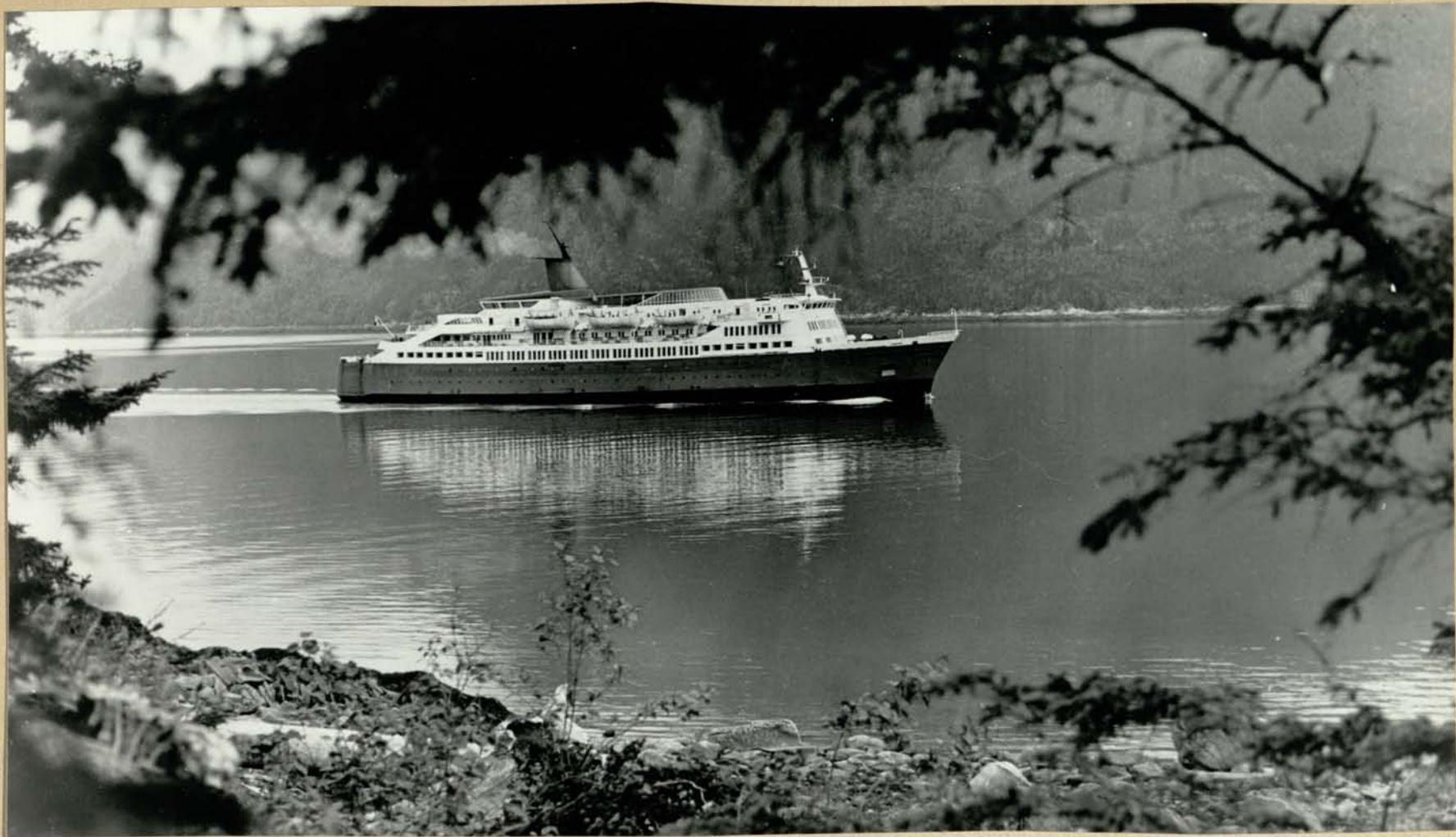












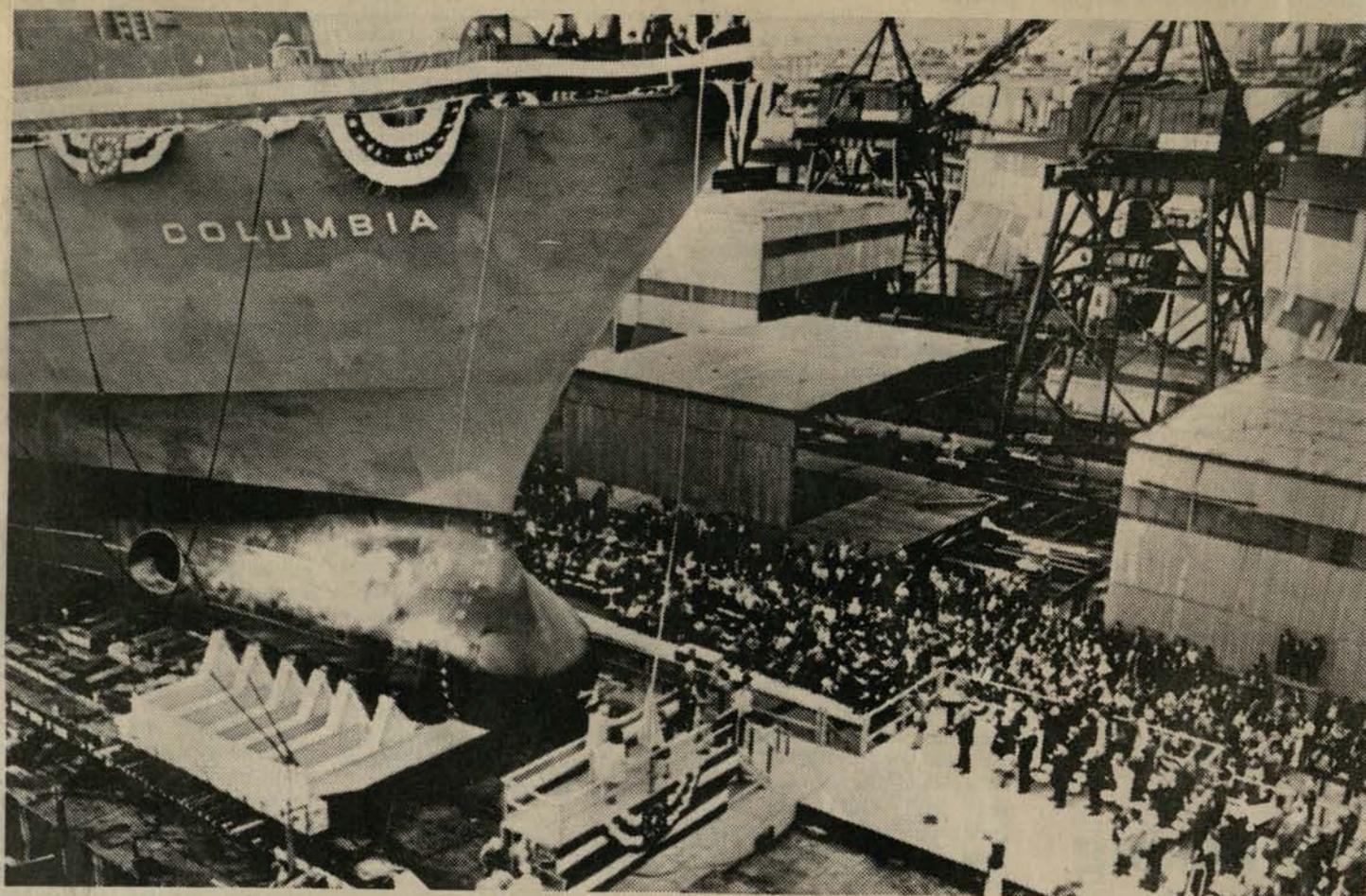
Alaska's Ferry System Honored

In 1973 the Alaska Marine Highway (Alaska's ferry system) celebrates the tenth anniversary of its inauguration.

Alaska state ferries and their crews often are the first contact many traveling Americans have with the 49th State, its people, their hospitality, and the magnificence of its scenery as they "drive" the Inside Passage.

Among many of the significant accomplishments of the State Ferry System has been the tying together of the communities of Southeast and Southcentral Alaska that before 1963, because of the absence of highway connections, had existed in virtual isolation from one another.

On the occasion of PANEX XIII, April 14-15, 1973, the Gastineau Philatelic Society recognized the unique contribution being made by the State Ferry System toward the improvement of the transportation and communication network so essential for progress in "The Great Land" and in the promotion of tourism in Alaska by the issuance of a souvenir envelope with a special cachet and cancellation in honor of the Alaska Marine Highway's first decade of operation.



IN THE WATER—With the new Alaska state ferry Columbia in the water now after last Thursday's christening ceremonies in Seattle, finishing work continues on the 418-foot, \$19.5 million vessel, scheduled to enter service next year. Gov. William Egan and his wife Neva led ceremonies, with Mrs. Egan breaking the

traditional bottle of champagne over the ship's bow seconds before it eased into the waters of Puget Sound. Scheduled to become the flagship of the state ferry system, the Columbia is to replace the MV Wickersham, which the state is now trying to sell. (AP Wirephoto)

State Rejects Bid

\$500 For Wickersham?

A group of 20 Seattle-Tacoma area families has been told by the state that they have not enough to purchase their "dream come true"—the ferry Wickersham

In fact, Administration Commissioner Joe Henri says their \$500 offer for the 363-foot is almost \$15 million too little.

Henri said the family group and an offer from England for

"over \$8 million" are the only purchase nibbles so far encountered in the process to sell the craft.

Dean Carmichael, Pat Cleary and Francis Grant, all of Tacoma, wrote that the 20-family enterprise wanted to sell homes and purchase a vessel for a "two or three year cruise."

"In order for this dream to come true, we would all have to pool all our resources to find a suitable ship, stock it and maintain it and ourselves for this period," they wrote.

They offered \$500 for the vessel that has an estimated replacement cost of \$23 million. Because the Wickersham loses about \$2 million a year, they said, the state, no longer burdened with that expense, could in effect "pay it off" in about 10 years.

Henri said the state wanted \$14 million for the vessel, which is scheduled for replacement in January by the 418-foot vessel

Columbia.

Elsewhere, he said, a London marine broker representing unspecified interests made the "over \$8 million" offer.

The state purchased the Wickersham from Sweden for \$6.9 million in 1968.

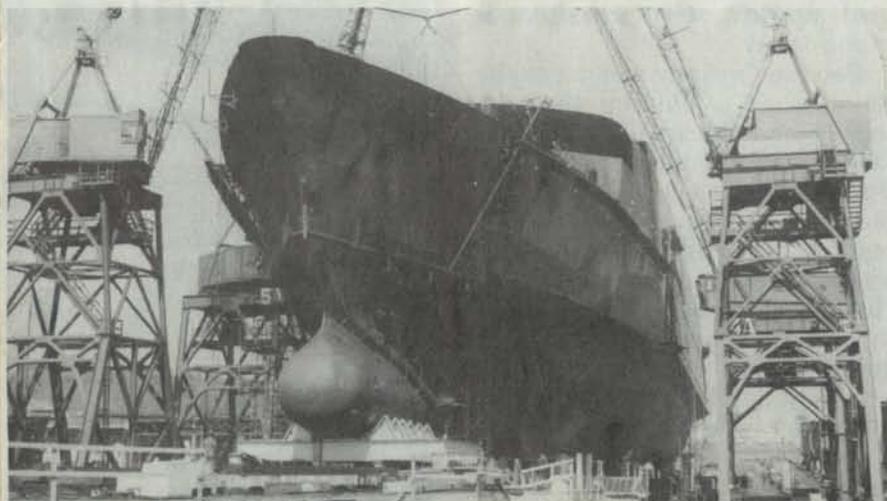
"It's good to know," Henri said, "that somebody out there is interested in the ship."

But, he said, the English offer was far too low.

He said brokers worldwide were being asked to submit representation contracts to the state before May 18, the day officials will decide who will market the vessel.

"Three or four" West Coast brokers, he said, have contacted the state since sale of the ship was detailed in news reports last month. He said he and Deputy Administration Commissioner Dick Freer have, by telephone, been on two live Seattle-area talk shows discussing the ship.

ALASKA FERRY LAUNCHED MAY 3 AT LOCKHEED



SEATTLE — Alaska Marine Highway System's new 418-foot ocean-going ferry was launched into the West Waterway of the Duwamish River at 7 p.m. May 3 by Lockheed Shipbuilding and Construction Co. The largest vessel in the Alaska ferry fleet entered the water from building ways No. 3 on Harbor Island. She'll have a service speed of 21 knots at about 18,000 shp. The Coast Guard requested that all marine traffic remain clear of the waterway between 6:45 p.m. and 7:30 p.m. Full story on the new ferry next week. Photo

CHILKAT, MALASPINA AT LAKE UNION DRYDOCK



SEATTLE — The Alaska Marine Highway System ferries Chilkat (little 92-footer) and Malaspina (408-footer) entered Lake Union Drydock Co. at the beginning of April to undergo topside conversions including construction of new quarters. They'll remain there until early May. Vessel in left foreground is king crabber, Chief. In left background is Coolidge Propeller Co. Photo by Jim Davis.

WICKERSHAM AWAITS AUTOS FOR RUN TO ALASKA



SEATTLE — The Alaska Marine Highway System ferry Wickersham was photographed recently waiting to front-load autos and passengers for her weekly run to Alaska ports. The Alaska ferries are already booked full for the summer Alaska runs out of Seattle, but the Wickersham, Matanuska and Tustumena still have openings out of Prince Rupert, B.C. Photo by Mel Fredeen.

SIX HUNDRED ATTEND SEATTLE'S FORTY SIXTH ANNUAL SS DINNER



CONTINUED FROM LAST WEEK
 Fred Higdon, Fritz & Co.; Jack Davies, International Shipping Co.; Bill Jolley, Bellingham Stevedoring; Gordon Maclean, Japan Line; R.J. Cowan, American Mail Line; Bob Buckingham, Seaport Shipping.



Dave Moore, Olympic Steamship Co.; H. Henke, Jr., attorney; Al Ingrham, Argo International; Curt Simmons, transportation consultant; Bob Fletcher, Port of Seattle; Capt. Lockert, Alaska Marine Highway.



Bob DeWaney, Pacific Cargo Inspection Bureau; Bill Flynn and Gene Seaton, both Port of Olympia; J. Lake, Occupational Safety & Health, Paul Stumpf, American Mail Line; Captain Skolmen, O.S.H.A.



Open house aboard the "Wickersham"

ALASKA FERRY

The Port of Seattle played an important role in helping the State of Alaska obtain a Jones Act exception for the Alaska Marine Highway System liner "Wickersham."

As a foreign-built vessel, she had been prohibited by the Act from carrying passengers and cargo directly between Seattle and Southeast Alaska. The waiver allows the "Wickersham" to operate for three years or until its replacement, now under construction at a Seattle shipyard, is ready to go into service.

The unrestricted operation of the "Wickersham" helped materially to boost traffic between Seattle and Alaska. The passenger traffic in 1972 was 20,865, compared with 11,349 in 1969.

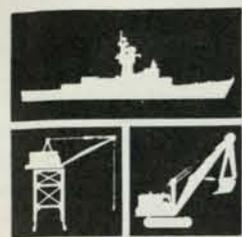


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MAY 10 1973

Look to Lockheed for Leadership



NorthStar

LOCKHEED SHIPBUILDING AND CONSTRUCTION COMPANY

VOLUME II • NUMBER 2

APRIL 1973

SEATTLE • WASHINGTON

Alaska Ferry

Characteristics: Length' 418 ft. overall, 385 ft. (LWL); beam, 85 ft.; draft, 16 ft.; displacement 6,700 tons; horsepower, 18,000 BHP; speed, 21 knots; bow thruster, 600 BHP.

The Alaska Marine Highway System will place the largest of eight ferry liners in service early in 1974 with accommodations for 1,000 day passengers, berths for 324 passengers, and 80 crewmen. A contract award on February 4, 1972 started work on the oceangoing vessel designed by the Seattle offices of Nickum & Spaulding, Marine Architects. As a replacement for the foreign built M/V WICKERSHAM, the new vessel will operate directly between American ports and offer improved service particularly to Southeastern Alaska. Twin DeLaval ENTERPRISE diesels will power controllable pitch Escher Wyss propellers to a speed of 21 knots at a 16 foot draft. A bow thruster will further increase maneuverability of the vessel. Keel was laid September 7, 1972 and the ship will commence sea trials late this year.

Alaska Ferry Launching May 3, 1973 Program of Events

6:15 p.m. NATIONAL ANTHEM — Band
PLEDGE OF ALLEGIANCE — Boy Scout Troop 641, St. Louise Parish
INVOCATION — Father M.W. Smith OMI, Catholic Seaman's Club
INTRODUCTORY REMARKS — Martin L. Ingwersen, President &

DIVISION OF
THE ASSOCIATION



WAGB-10 (USCG Icebreaker) in foreground on Shipway No. 1 and Alaska Ferry in background on Shipway No. 3 illustrate some of the differences in the amount of welding required in the two ships. Machines and welding leads cover the main deck of WAGB-10 while larger compartments and lesser amount of welding needed on the Alaska Ferry permits placement of machines inside the hull.



VISITORS FROM ALASKA — Neighbors from the North made such an appealing request to visit LSCC that we relaxed our rules against scheduling plant tours for high school students. The pictured group is one of two from the Mt. Edgecumbe High School in Alaska who wanted to see their new Ferry under construction and to get an idea of work in a shipyard. The teachers that accompanied the group are pictured second from left and second from right, with Employment Manager C.J. Gallagher on extreme right.

The twelve students are Alaska natives (Eskimo, Indian, and Aleut) who have grown up in Alaskan bush villages. Many have not been in a large city; by coming to Seattle they hoped to view life in a major city and be exposed to jobs and occupations found here.

General Manager, Lockheed Shipbuilding and Construction Company

INTRODUCTION OF LAUNCHING PARTY

Mrs. William A. Egan, Sponsor
Mrs. George W. Easley, Matron-of-Honor

Miss Ann Alishio, Flower Girl
INTRODUCTION OF GUESTS

ADDRESS — Allin K. Walker, Administrative Assistant to Vice President, International Association of Machinists

ADDRESS — Ralph J. Osborn, Senior Vice President, Lockheed Aircraft Corporation

ADDRESS — Eldon E. Opheim, General Manager, Port of Seattle

PRINCIPAL ADDRESS — The Honorable William A. Egan, Governor of the State of Alaska

INSTRUCTIONS TO SPONSOR — John L. Cooney, Alaska Ferry Project Manager

7:00 p.m. CHRISTENING — Mrs. William A. Egan



Alaska Fleet—It's Ferry, Ferry Fine

... of the happier ferry stories around is the State Ferries system and Seattle's share in it. That's the report today from the Port of Seattle. Not only is everybody apparently "living happily ever after," a survey shows, but when it comes to Alaska ferries, we ain't seen nothing yet.

Marine

Within the next 20 years, the Port tips us, Alaska will have 11 new vessels built to keep up with growing traffic. Alaska will spend \$258 million on building program and the accompanying outfitting of three present vessels. And those are dollars, not the shrunken bucks that we're likely to see looking at by 1993 if we're lucky enough to still be around then.

Alaska ferries has built most of its floating stockpile, including the \$19.5 million Columbia that was launched this week at the Lockheed yard, and the Port hopes piously that this building tradition will continue.

SEATTLE HAS BEEN A GOOD THING, too, for Alaska ferries. Since Alaska extended its system to the Seward Sound in late 1967, the Seattle run, besides bringing tourists north, has been the only run to make it in the black. Last year Alaska ferries carried 22,000 voyagers in or out of the Alaska Ferry Terminal here. Also, you'll be interested to hear that 10 tons of commercial cargo in truck vans that the ferries north or south.

The Seattle run provided a little better than a third of total revenues of the Alaska Marine Highway System, as it's called officially. The Port comments proudly:

As is the case in other kinds of transportation, long haul has proved to be the profitable one for Alaska Marine Highway System."

PARTNERSHIP IS a two-way road, of course, on a "Marine Highway." While we Southerners open the ferryboat coffers, the Port estimates that Alaska ferries, in one way or another, add 900 jobs and \$9.3 million a year to our Greater Seattle pay-roll. The Port adds:

"Annual revenues in the Seattle Port District generated by the system's traffic approach \$30 million."

By 1990, the way the system's growing, our Port predicts, Alaska ferries' passenger and cargo load—economic impact here—is likely to treble. (Makes one almost treble, don't it?)

BIG IDEAS are a tradition up North. And from a peek into Alaska's crystal ball, the Port of Seattle reports long-range Alaska plans by 1995 to tie its northeast and southwest ferry routes together with a

577-mile link running between Juneau and Cordova via Yakutat. Then, finally, by land across the Alaska Peninsula and by water the rest of the way, a 1,278-mile extension of the system north from Homer to St. Michael, on Norton Sound not too far south of Nome.

That St. Michaels run could be a rugged one. Very seasonal, we would guess, unless they're going to serve it by icebreaker-ferry.

NEVER UNDERESTIMATE those Eskimos and Aleuts and Sourdoughs, though. It's 106 years now since Russia conned Uncle Sam out of \$7.2 million for a barren, frozen 586,400 square miles of mountains and muskeg, and more than 300,000 Alaskans are still up there trying to prove "Seward's Folly" was a good investment after all.

Some Seattleites agree with those Alaskans. This latest Port survey reports:

"The State of Alaska has been of vital importance for Seattle waterborne trade, fishing and passenger and cargo traffic for many decades."

Last time the Port looked, Seattle's Alaska maritime commerce alone accounted for 12,000 jobs in King County.

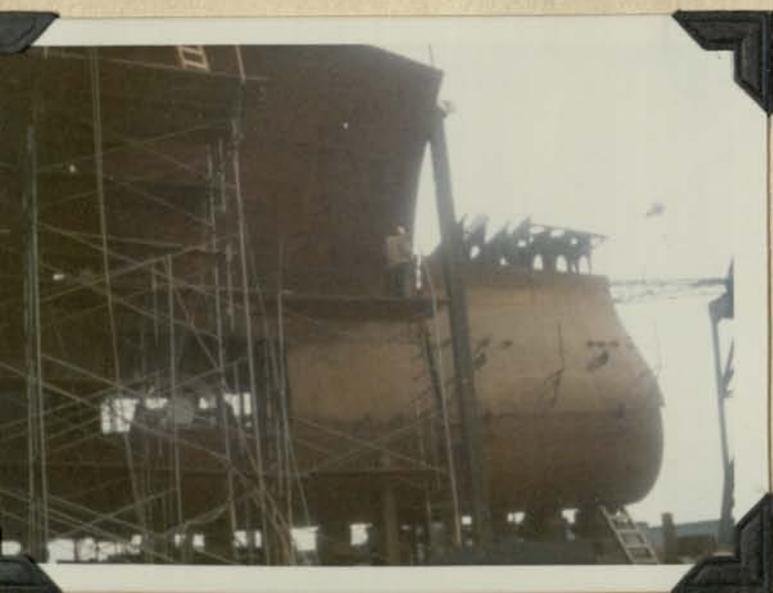
The 49th State generates 11 per cent of the passengers and 30 per cent of the freight that flies through Seattle-Tacoma Airport. The Alaska airline business supports about 1,000 jobs, the Port thinks.

And 600 of the fishermen who winter their boats here at Salmon Bay Fishermen's Terminal make most of their landings from Alaska waters.

ALL THIS REPRESENTS a lot of cool cash from the country up North and makes Alaska a very valuable neighbor indeed.

We have a sneaking hunch that the Port of Seattle was inspired to survey our stake in Alaska and her ferries after a group of bright-eyed planners suggested last month that the Port shuffle its Alaska Ferry Terminal to some other part of the waterfront and open up Pier 48 as a moorage for museum ships.

Judging from yesterday's Port report on its survey, we would guess the museum ships will have to look for another dock. Seattle will keep doing all it can to accommodate our good neighbor Alaska and her golden fleet of ferryboats.



THE GASTINEAU ELK

Page Three



PER Vic POWERS presenting 25 year pins to his long time Brother Elks

PER Vic Powers presented 25 year pins to the following Brothers: Joseph Alexander, James J. Brunette, James R. Burns, William J. Darlin, Ray Graff, Jack B. Gucker, Stuart Houston (PER), Kenneth Kearney, H. J. Lockert, A. Minard Mill, Evan Scott, Kenny J. Thibodeau and Eugene "Jim" Wood.



Disembarking from M.V. Wickersham in Sitka, passengers of assorted ages and travel styles head into town

By ferry to see the totem poles

One way to reach some of the more remote totem poles pictured on pages 120 to 129 is to travel Alaska's Marine Highway System. The system's ferries have been carrying passengers and vehicles through the Inside Passage since 1963.

In addition to totems, you'll see some majestic scenery. Forested slopes rise straight from the water's edge, often backed by snowcapped peaks. And hundreds of dark, lonely islands speckle the ice-blue water.

From now through May 31, two ferries a week depart from Pier 48 in Seattle for Skagway. Every Tuesday at 11 P.M. the M.V. Wickersham leaves for Skagway, stopping in Ketchikan, Wrangell, Petersburg, Sitka, Juneau and Haines-Port Chilkoot. Every Friday at 5 P.M., one of the other vessels, the M.V. Malaspina, M.V. Matanuska, or the M.V. Taku, makes the same trip, except it doesn't stop in Sitka. Sitka-bound passengers must sail on Tuesday or plan to stop in Sitka on the return trip. After June 1, there will be only one sailing a week from Seattle, leaving Pier 48 at 5 P.M. every Friday.

You can arrange to get off at any of the ports of call and catch a later ferry. There is no charge for this provided you ask for a "stop-over coupon" with your ticket. Ketchikan, Wrangell, Sitka and Haines - Port Chilkoot all have noteworthy collections of totem poles. Ketchikan has the largest. The Alaska State Museum in Juneau has a wide-ranging display of Indian and Es-

kimo art and a number of interesting remnants from the days of early Alaska. A journey through the Inside Passage can also begin at Prince Rupert. Here, too, you can see a good collection of totem poles. Ferries leave the British Columbian city daily except Sunday, following the same route to Skagway as the Seattle-Skagway boats. You can reach Prince Rupert by highway, railroad, or air.

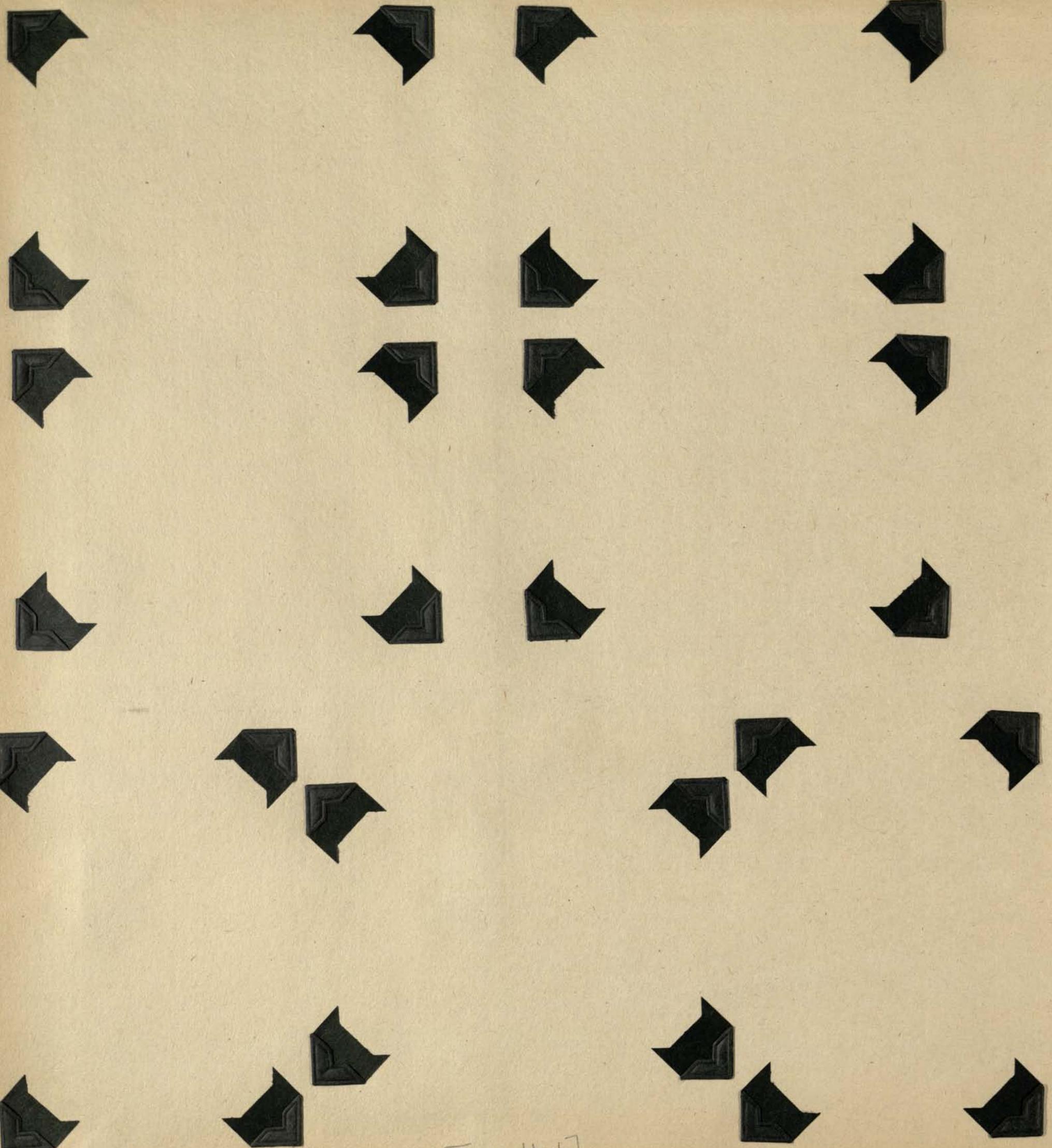
Fare from Seattle to Skagway for an adult (over 12 years old) is \$62, Ketchikan \$44, Wrangell \$49, Petersburg \$51, Sitka and Juneau \$57, Haines - Port Chilkoot \$61. Children between the ages of 6 and 12 go half fare. Younger children travel free.

Vehicle fare depends on length and height (trailer and hitch are included in computing overall length). From Seattle to Skagway, you'll pay \$230 to transport a typical family sedan, \$45 for a motorscooter. Bicycles are carried free; the limit is one per passenger.

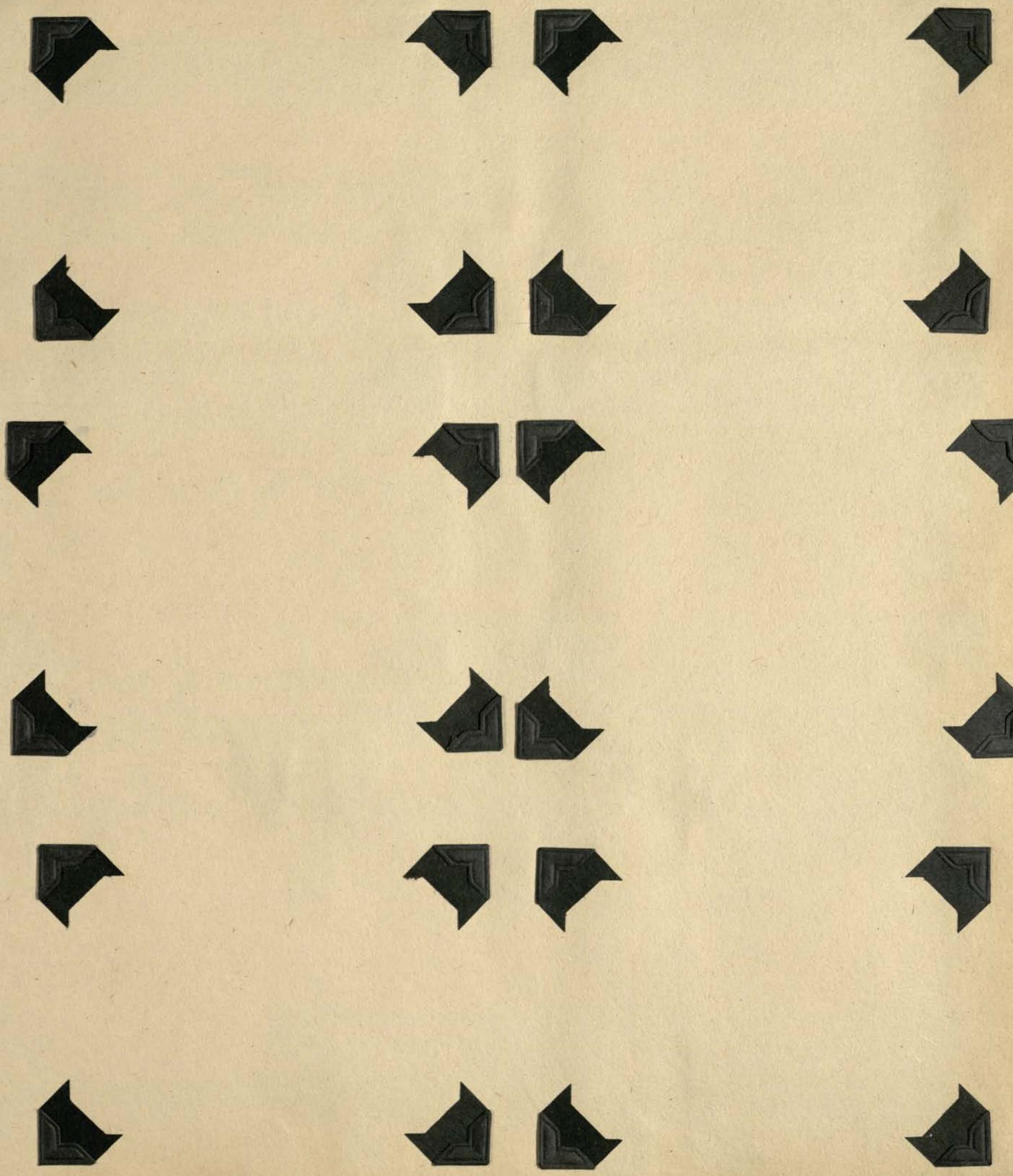
Passengers with vehicles aboard may not sleep in their vehicles, but a broad choice of cabins is available. Prices vary with the number of berths and the facilities. In a comfortable two-berth cabin with a washbasin, the cost per person from Seattle to Skagway would be an additional \$19.50.

For reservations and further information, write or telephone Alaska Marine Highway System, Pouch R, Juneau 99801; (907) 586-3405—or Pier 48, Seattle 98104; (206) MAin 3-1970. □





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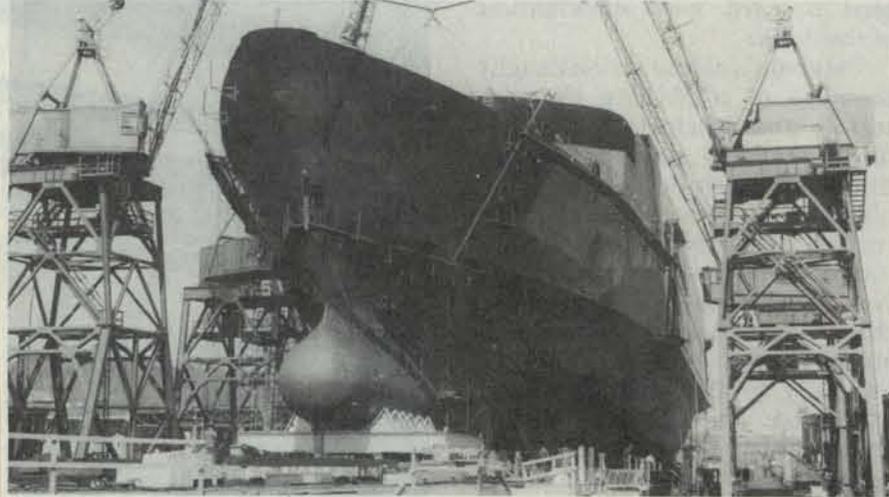
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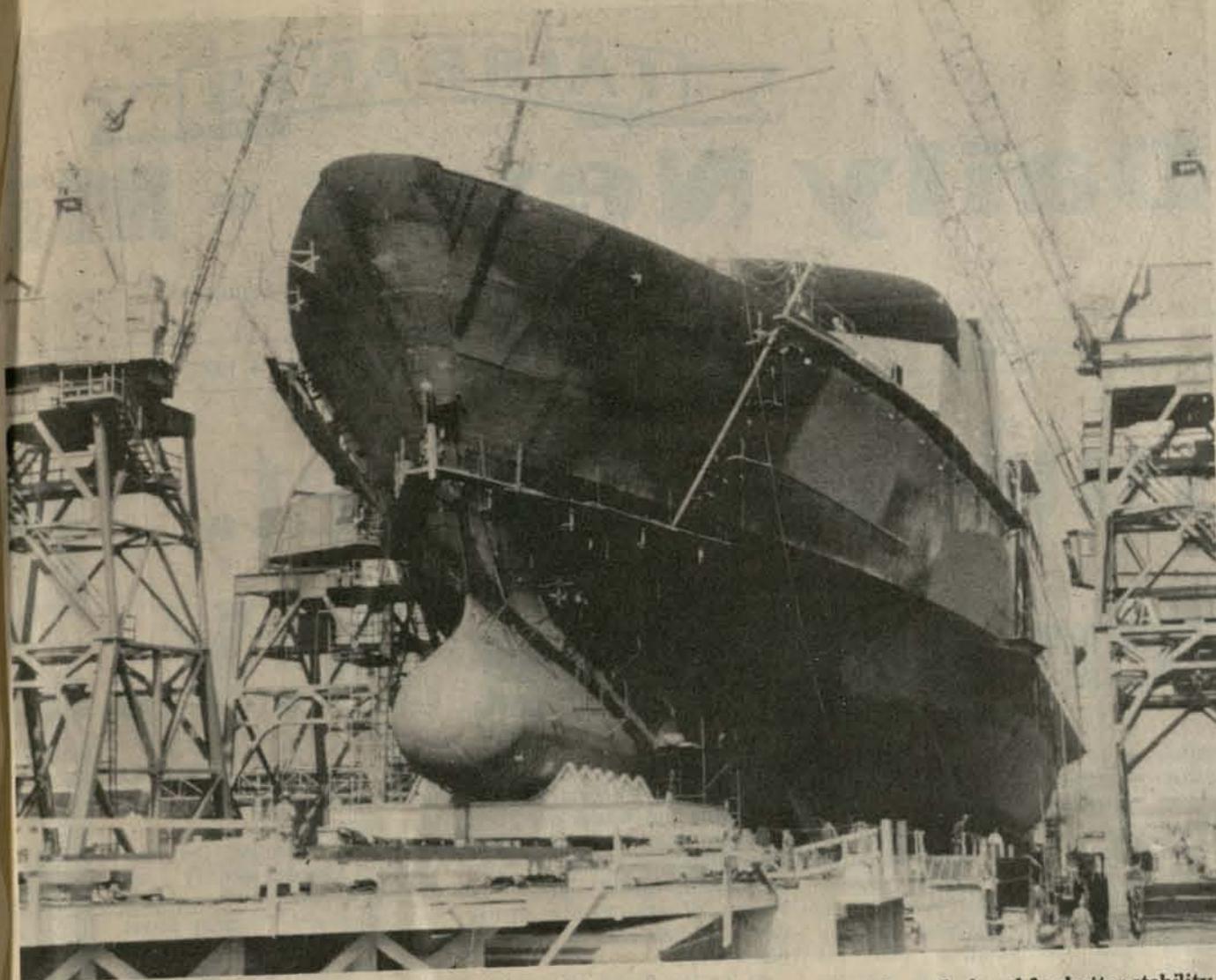
ALASKA FERRY LAUNCHED MAY 3 AT LOCKHEED



SEATTLE — Alaska Marine Highway System's new 418-foot ocean-going ferry was launched into the West Waterway of the Duwamish River at 7 p.m. May 3 by Lockheed Shipbuilding and Construction Co. The largest vessel in the Alaska ferry fleet entered the water from building ways No. 3 on Harbor Island. She'll have a service speed of 21 knots at about 18,000 shp. The Coast Guard requested that all marine traffic remain clear of the waterway between 6:45 p.m. and 7:30 p.m. Full story on the new ferry next week. Photo by Jim Davis.



Sainwants News-Miner May 4, 1973



Columbia ceremony slated for Seattle

SEATTLE (AP) — The Columbia, which will become the flagship of the Alaska fleet of ferryliners, moved down the ways at Seattle Thursday after christening ceremonies led by Gov. William A. Egan.

Egan's wife, Neva, broke the traditional bottle of champagne over the ship's bow seconds before it eased into the waters of Puget Sound at the Lockheed Shipbuilding yard here.

The 418-foot, \$19.5 million vessel is scheduled to enter service next year and will replace the ferry Wickersham in the Alaska fleet.

The Wickersham, built in Norway, has been operating under a waiver of the Jones Act, which prohibits ships built in foreign countries from touching at two consecutive American ports. The waiver will expire when the Columbia enters service.

The state already has put the Wickersham on the auction block.

During pre-launching ceremonies, Egan said the ferry system, which was instituted in 1963 when the Malaspina went into service "clearly has lived up to expectations."

"The Alaska Marine Highway today extends over 2,200 miles, joining some 17 communities in Alaska as well as connecting the 49th state to Seattle and British Columbia," he said.

During the past year, he said, 200,000 passengers traveled on the fleet's seven vessels and

nearly 50,000 vehicles were hauled.

"Revenue for the year approached \$10 million," he said, "making the system about 66 per cent self-sustaining."

"When we consider what the costs would be for constructing and maintaining land highways over a similar distance the Marine Highway must be rated a definite dollars and cents success."

In the future, Egan predicted, "we will continue to see increased economic benefits accruing from it (the ferry system) to both Alaska and the Pacific Northwest."

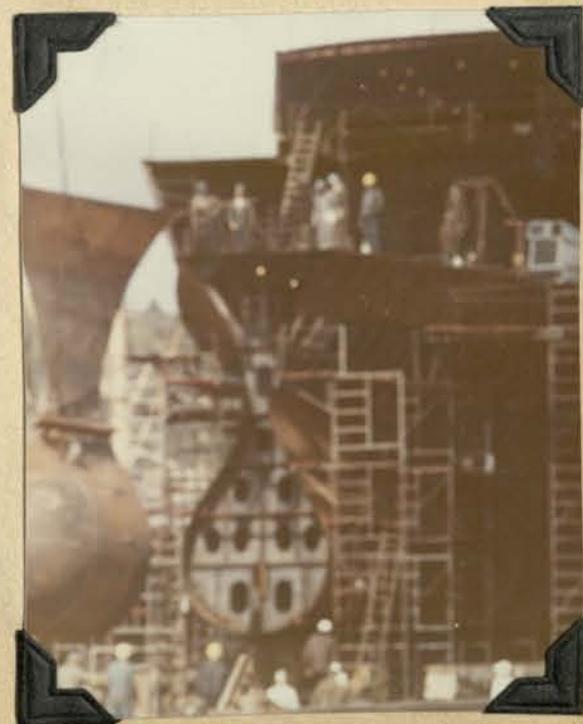
Also joining the fleet next year will be a new 235-foot feeder line vessel being built in Wisconsin.

The Columbia will carry 1,000 passengers and have 324 berthing spaces and will haul a basic load of 184 standard size automobiles.

ALASKA FERRY TO BE LAUNCHED—Alaska's biggest and newest ferry undergo preparations for its launching Thursday in Seattle by the Lockheed Shipbuilding and Construction Co. The bulbous nose on

the \$19.5 million vessel was designed for better stability and speed. Alaska Gov. William A. Egan and his wife, Neva, will christen the new vessel.

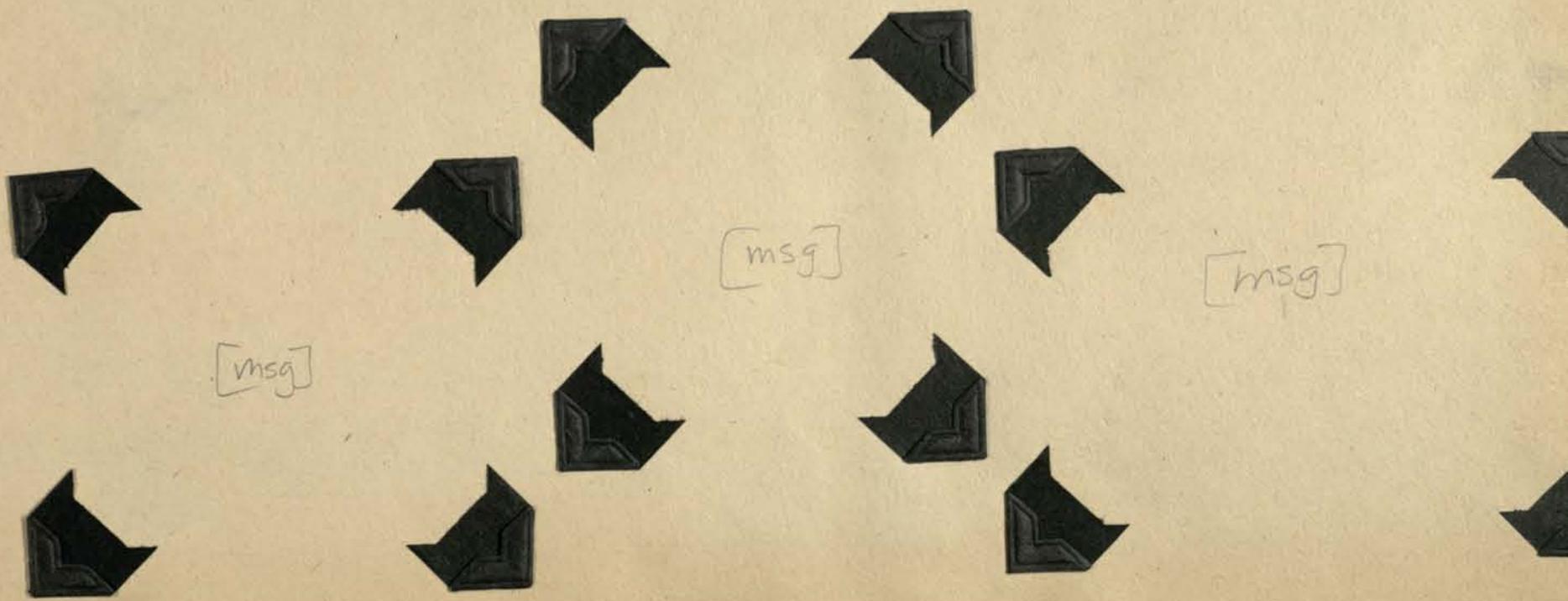
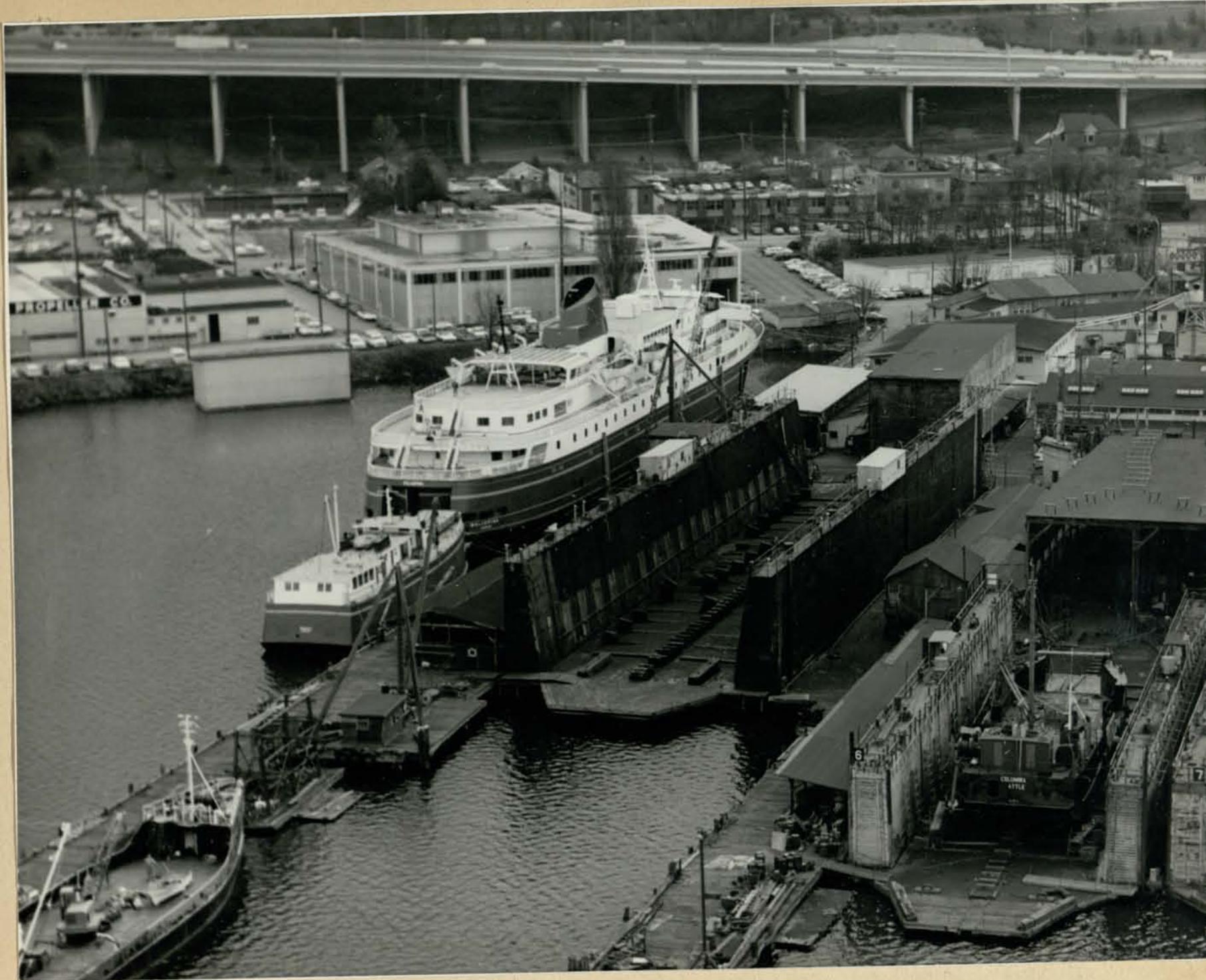
(AP wirephoto)

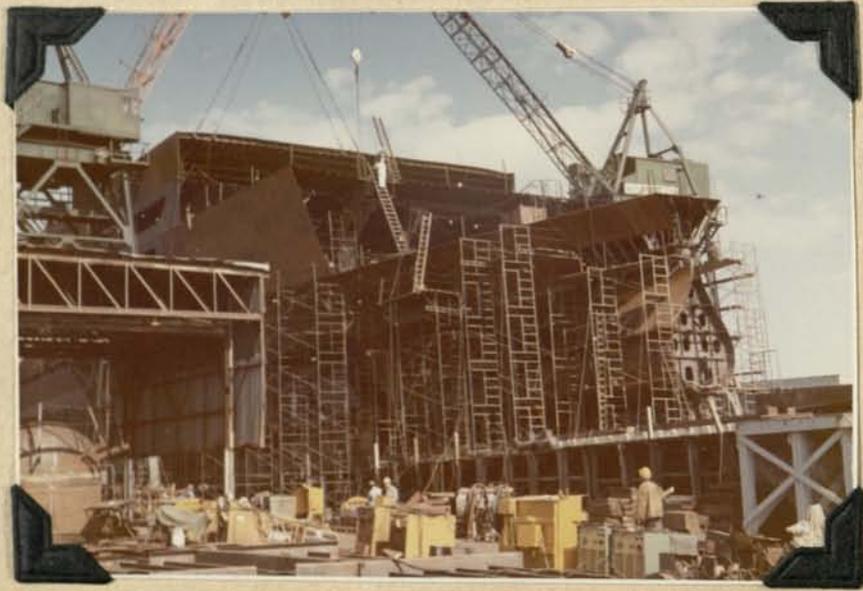


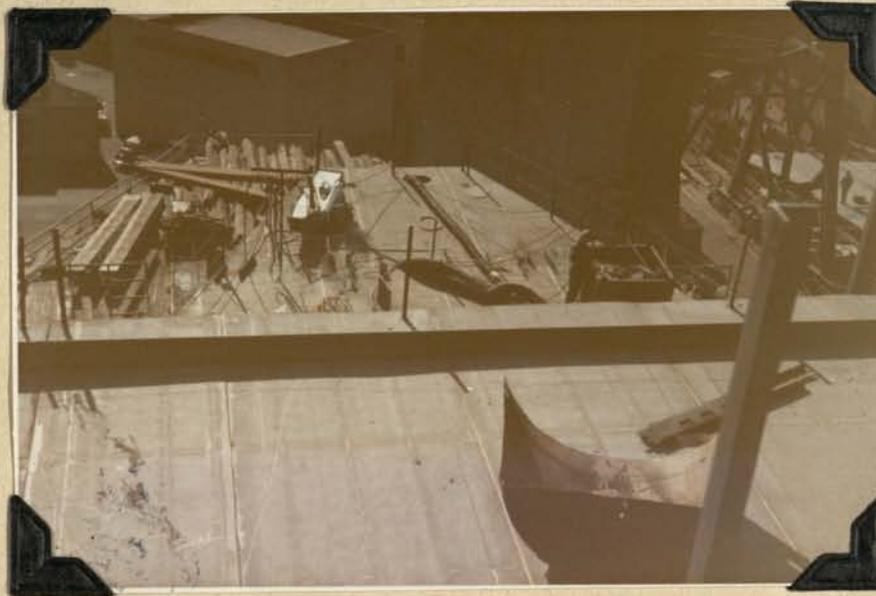
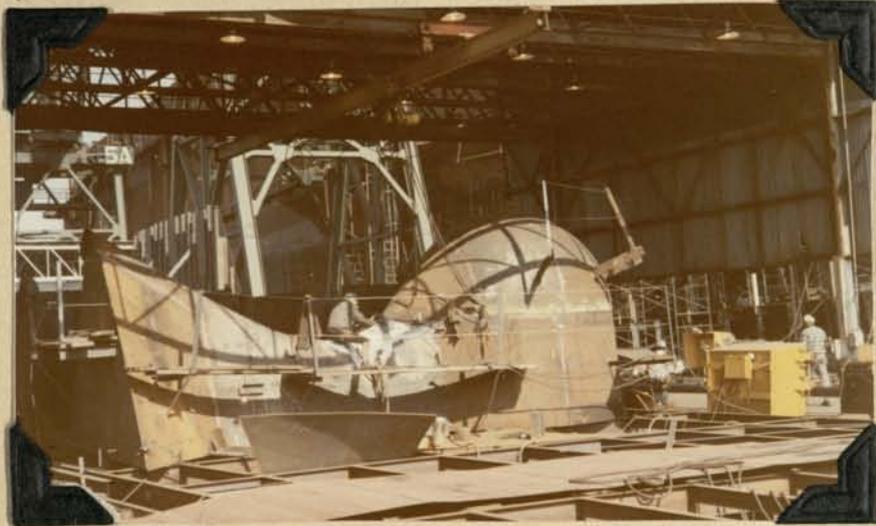
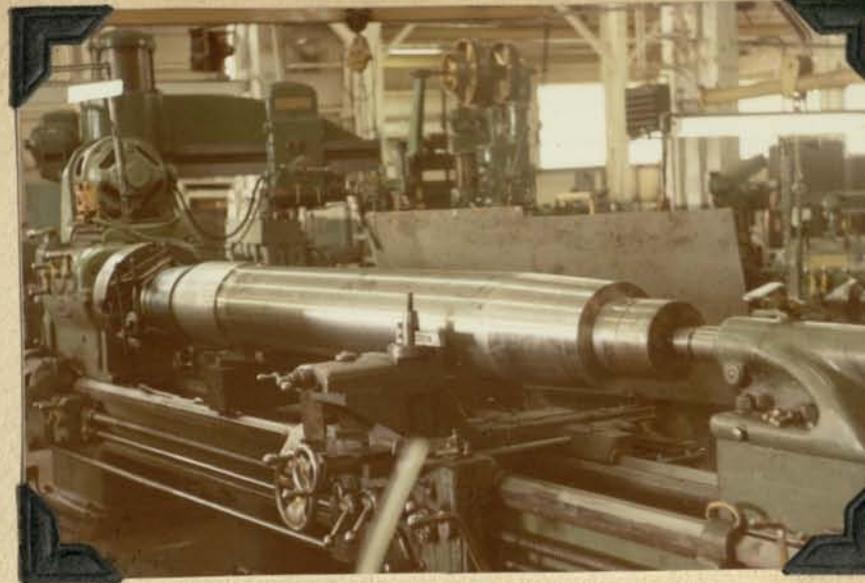


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Three Accidents Occur On Highway

Three motor vehicle accidents have been reported recently, according to the Alaska State Troopers.

Minor injuries were reported Sunday in a one-car accident near the Salmon Creek Power House, said troopers.

Reports said that Herbert Lockert of Switzer Village, sustained a bump on the head and minor lacerations after the car he was driving reportedly went out of control after he swerved to miss a dog. The car reportedly turned over and came to rest on its top.

No citations were issued in the accident.



Travel **alaska** And The YUKON



AN "ALASKA HOST" Jerry Ruaro, purser aboard the state ferry TAKU, receives an Alaska Host pin from Guy Russo, Alaska Tourism Division Director, as Public Works Commissioner George Easley (left) and Captain H. J. Lockert, Alaska Marine Highway Director, look on.

The "Alaska Host" program, aimed at enhancing tourist enjoyment of the 49th state and extending the visitors length of stay has trained over 2300 Alaskans during the past 60 days. Ninety per cent of the Marine Highway public contact employees attended the course.

A minor miracle of the Christmas season for the tiny town of Yakutat was the docking of a big, blue and white ship, the *M/V Tustumena*. First state ferry ever to stop there, the vessel delivered cargo—including four vehicles and transformers for the school—and then welcomed aboard most of the community's 250 residents. Highlight of the shipboard tour for many of the children was the viewing of tourist films on the closed circuit television system. (Yakutat has no television, and some of the children have never left town.)

Returning north to the Anchorage-Seward-Kodiak run after annual maintenance in Seattle, the special stop of the *Tustumena* made it the first ship to call at Yakutat since early October, with none other expected until February. *AK Mag. May 1973*

In Superior Court Donald Brooks, charged with embezzling funds from the state division of Marine Transportation, was given a three-year suspended imposition of sentence on the conditions that he make resitution to the department of public works in the sum of \$1,700, that he pay the court \$1,000, and that he serve four weekends this month in jail.





HOWIE CLIFFORD'S Western Airline newsletter on Alaska thinks we may soon see the following ad: "For sale: Blue and Gold, twin screw luxury cruise ship, like new condition, 363 feet, 400 berths, space for 140 vehicles, engines generate 17,000 horsepower, fully equipped with all extras. Price \$23 million or best offer." That would be the MV Wickersham, due for sale by the Alaska Dept. of Administration. The Wickersham, which has been losing about \$2 million a year, will be replaced by a 418-foot American-built ship

SUCCESSFUL DECADE FOR ALASKA FERRIES — EGAN

SEATTLE — Gov. William A. Egan of Alaska, speaking at the launching of the new 418-foot Alaska ferry, Columbia, at Lockheed Shipbuilding and Construction Co. here May 3, pointed to a decade of successful service by his state's Marine Highway System and its role in maintaining close ties with the Pacific Northwest.

The \$19.5 million vessel will become the flagship of that fleet of Alaska ferryliners.

She will enter service early next year on the Southeastern segment main-line run of the Alaska Marine Highway. Egan noted that a new 235-foot feeder-line vessel being built now in Wisconsin also will enter the system about the same time.

Egan said that during the 10 years since the first Alaska ferryliner, the Malaspina, went into service in 1963 the system "clearly has lived up to expectations."

He said the Alaska Marine Highway today extends over 2,200 miles, joining some 17 communities in Alaska as well as connecting the 49th State to Seattle and British Columbia.

During the past year, Egan noted, 200,000 passengers traveled on the fleet's seven vessels and nearly 50,000 vehicles were hauled.

"Revenue for the year approached \$10 million," he said, "making the system about 66 per cent self-sustaining. When we consider what the costs would be for constructing and maintaining land highways over a similar distance, the Marine Highway must be rated a definite dollars-and-cents success."

The Alaska ferry system completed its first decade of operation early this year. In the future,

Egan predicted, "we will continue to see increased economic benefits accruing from it to both Alaska and the Pacific Northwest. Maritime tonnage during 1972 between the two areas, for example, reached the 1 million ton mark and cargo hauled by the Marine Highway accounted for a substantial part of that."

The governor said Alaskans are "well pleased with the success and growth" of their ferryliner system, which by now has five vessels operating throughout Southeastern Alaska and one each on routes connecting Whittier-Cordova-Valdez and Anchorage-Seward-Kodiak.

"We also are pleased," he said, "with the continuing ties of friendship and commerce with Seattle and the Pacific Northwest which the Marine Highway helps maintain. Those ties extend far back into the past, and they will become ever more important in the future as Alaskans develop their rich natural resources and continue building a great state which contributes more and more to the progress of the nation and the Northwest."

Egan noted that the new ferryliner is the fourth one to be built by Lockheed for the Alaska Marine Highway. The others were the Malaspina, Matanuska and Taku, which were the first ones built for the system.

The new flagship will have the capacity to carry 1,000 passengers, will provide 324 berthing spaces plus reclining chairs, and will carry a crew of 80. It will haul a basic load of 184 standard-size automobiles.

Governor Egan decided on construction of the vessel soon after he returned to office this term to replace the ferry Wickersham, for which utilization and routing is limited severely under provisions of the federal Jones Act because she is a foreign-built vessel.

Through the porthole

'Columbia'

Alaska Ferry's new flagship launched



The Alaska Marine Highway System's newest and biggest ferry, the "Columbia," was launched amid colorful ceremonies on May 3 at Lockheed Shipbuilding & Construction Co.'s yard on Harbor Island.

The 418-foot vessel is scheduled to go into the Seattle-Southeast Alaska service in early 1974. As the replacement for the foreign-built MV "Wickersham," she will be the flagship of the Alaska System's fleet of eight cargo liners.

The "Columbia" holds the distinction of being the largest ocean-

going ferry ever to be built on Puget Sound, costing \$19.5 million. She was designed by Nickum & Spaulding Associates, widely-known Seattle naval architects.

The "Columbia" will have accommodations for 1,000 day passengers, berths for 324 passengers and 80 crewmen.

Her car capacity will be 184 standard U.S. autos, expandable to 226 with the addition of portable ramps.

Among features which are sure to please passengers are a top-deck



Governor William A. Egan of Alaska, speaking at launching ceremonies. (Photos, Lockheed Shipbuilding & Construction Co.)

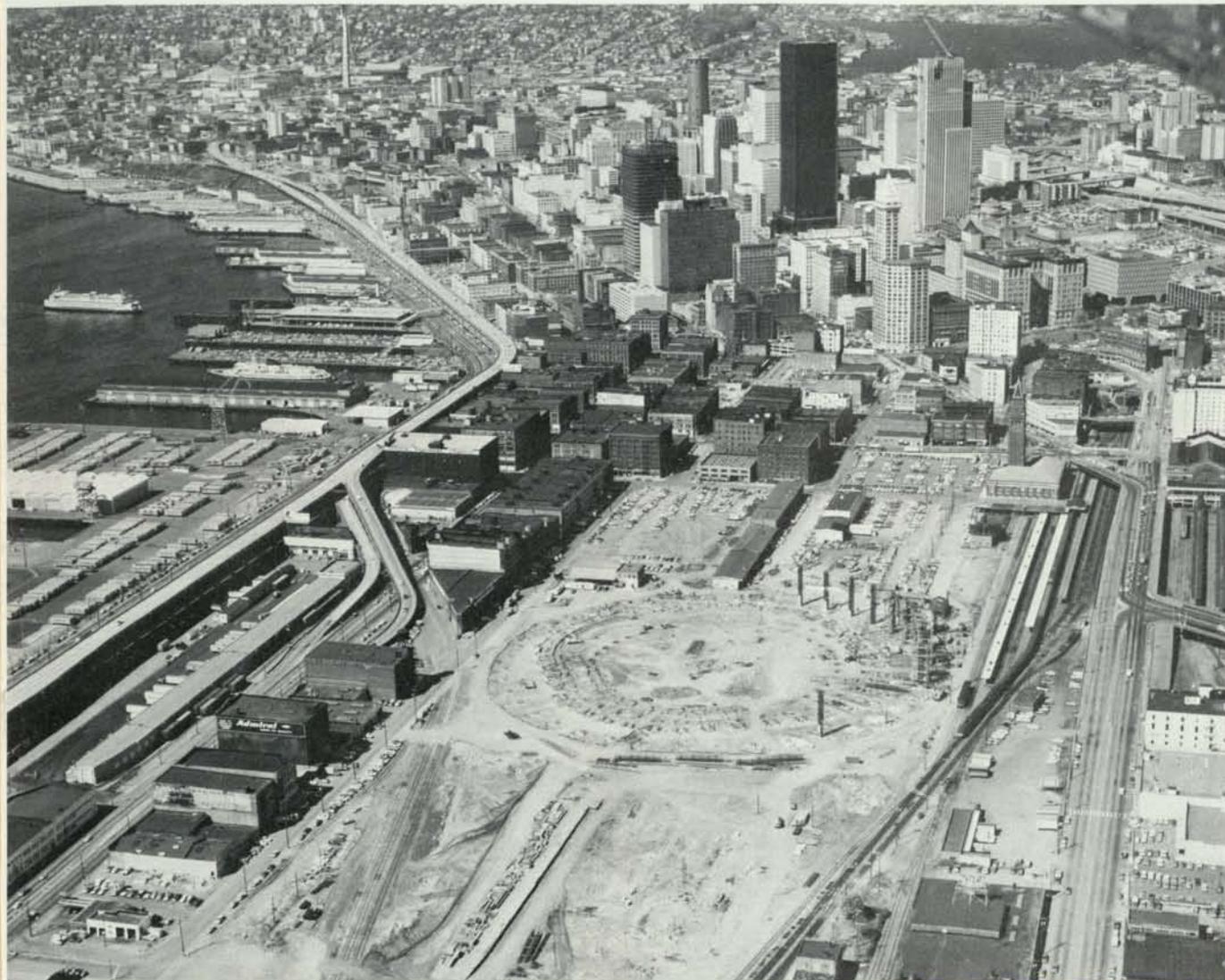


Mrs. Egan smashes traditional bottle of champagne.

solarium, observation lounge, cocktail lounge, cafeteria and dining room on the deck. Later on, a hospital, gift shop and beauty salon will be added.

The principal speaker at the launch ceremonies was William A. Egan, Governor of Alaska. His wife was the ship's sponsor. Martin L. Ingwersen, president and general manager of Lockheed, was chairman of the launch program.

Domed stadium moving right along



This photo of the construction site of Seattle's long-awaited domed stadium, taken by Harry Gilmour on April 18, also encompasses a magnificent sweep of the central waterfront and the downtown business dis-

trict. The proximity of the stadium to the waterfront is accentuated in this aerial. The \$40-million stadium, scheduled for completion by January 1975, will seat 65,000 for football and 50,000 for baseball.

State Ferry System Notes Traffic Gain

Preliminary figures for April show that the Alaska Marine Highway is carrying more passengers and vehicles than ever before on its southeastern segment with revenue also hitting an all-time high, up nearly 12 per cent over last year, Public Works Commissioner George Easley said today.

The large gain in southeastern was due mainly to the lengthening last year of the Malaspina, "which with its greater capacity was able to increase traffic volume," Easley said.

Easley said the Malaspina had a 33 per cent increase in traffic, compared to like periods of operation the previous year.

Since it is now possible to more fully utilize the foreign-built ferry Wickersham, through obtaining a temporary waiver of the federal Jones Act, the Wickersham and other smaller vessels were able to maintain traffic at a high volume than before, Easley said.

He said the current rate of increase "is projected through the coming year as the new ferry Columbia comes on line and the second full year's utilization of the lengthened Malaspina is realized."

The state ferries are expected to carry a quarter million passengers next year, Easley said.

Port rejects request for Pier 48 museum

Requests by several organizations and City of Seattle officials for use of Port Pier 48 to establish a marine museum were turned down by Port Commissioners at their April 24 meeting.

Commissioners were sympathetic with a proposal for a museum on the waterfront, but declared it was not feasible to establish it at Pier 48.

This pier is leased to Alaska Marine Highway System, which operates a thriving twice-weekly service to Southeast Alaska. And Alaska Marine holds a lease contract that runs through 1979.

The Port approved a first amendment to the lease to increase the rental and surcharge of fees per passenger. The amended lease is expected to bring the Port an income of about \$63,000 in 1973.

Alaska Ferry's impact described

Approximately 900 King County citizens, earning nearly \$9.3 million annually, are involved in the \$30 million of sales and revenues generated each year in the Seattle area by the Alaska Marine Highway System.

These figures, and others, reflecting the impact of the Alaska ferry operations on the Seattle-area economy, were recently released by the Planning & Research Department of the Port of Seattle. The report also revealed that more than 22,000 passengers used Seattle's Pier 48 terminal last year, and prophesied a passenger volume of over 60,000 by the year 1990.

"The System has a ship-building program extending up to 1995," the report indicates, "which calls for construction valued at \$258 million (in terms of 1973 dollars). Most of this construction, ship modifications and maintenance is to be carried out by Seattle shipyards."

The State of Alaska's plans include the "jumbo-izing" of the "Taku" and the "Matanuska" dur-

ing the next five years at a cost of more than \$16 million, a "stretch job" on the "Bartlett" in 1983 for \$4.4 million and the construction of 11 new ferries. The "Malaspina," sister-ship of the "Taku" and "Matanuska," recently underwent an enlargement and modernization program.

Income to the Port of Seattle has nearly doubled since the first full year of the Alaska Marine Highway's Seattle-Alaska service in 1968. In that year the Port's return on its heavy investment at Pier 48 was \$24,000. Last year the figure was up to \$46,000. Projections for 1973, based on the first three months of this year, indicate a probable Port income of approximately \$80,000.

Alaska is currently spending more than \$19.5 million in Seattle for the construction of its newest ferry, the "Columbia," which will replace the "Wickersham" on the Seattle-Alaska run when it goes into service next year.

—R.H.F.

Spaulding Named Maritime Man of Year

Naval architect Philip F. Spaulding was named by the Puget Sound Maritime Press Association yesterday as its 23rd annual "Maritime Man of the Year."

The Man of the Year award to Spaulding highlighted Seattle's annual Maritime Week luncheon in the Olympic Hotel.

Dr. Lauren Donaldson, retiring professor of fisheries at the University of Washington, received a special award for selective salmon and trout breeding that has won him international recognition.

Spaulding's selection as Man of the Year recognized a good-sized fleet of outstanding vessels that came off his office drawing boards to sail the North Pacific.

In presenting the award, Press Association President Steve Tiebout noted that Spaulding designs have led the way for most of the Alaska State Ferries system. Also for nine vessels of the British Columbia Ferry System and the two newest vessels of Washington State Ferries.

Perhaps his most basic design was the MV Coho, a boat built for Black Ball Transport.

The 66,000-ton bulk carrier San Juan Trader and the first hydrofoil test craft built by the Boeing Co., also are of Spaulding design.

Spaulding is vice president of Nickum & Spaulding, Associates.

In awards for journalis-

tic excellence, Seattle Port Commission President Paul Friedlander presented "anchor plaques" to Don Page of The Post-Intelligencer for news, Glen Carter of The Times for editorial, David Suffia and Richard Miller of The Times for features and George Willard of Todd Shipyards for photography.

This year's maritime luncheon was sponsored by the Propeller Club and Chamber of Commerce. It drew well in competition with another major event on the waterfront.

At Terminal 5, Sea-Land Service welcomed 1,500 persons to refreshments and tours of its huge, fast, new van ship Sea-Land Commerce. Later in the afternoon the Sea-Land Commerce saluted Seattle and National Maritime Week with a turn around Elliott Bay before departing on its first voyage to Japan.

The principal speaker at yesterday's maritime luncheon pointed to the Sea-Land Commerce's arrival here as evidence of the growing strength of the American merchant marine.

Howard F. Casey, deputy assistant secretary of commerce for maritime affairs, flew from Washington to speak here.

In introducing Casey, Sid Campbell of the Foss Launch & Tug Co., noted government and industry efforts to revive the merchant marine.

Casey recalled that the

government program that led to the Merchant Marine Act of 1970 was first discussed by Richard Nixon in a 1968 presidential campaign speech at Seattle.

"In the 2½ years since the program's enactment," Casey said, "shipyard orders aggregating over \$1.7 million in new construction and conversions have been placed. These orders cover 37 new ships and conversion of 16 conventional freighters into container ships, and they have resulted in American shipyards' amassing the largest backlog of merchant ship orders in their peacetime history."

One key advance, Casey said, is the "spirit of cooperativeness and recognition of mutual interests" that is developing in the 1970s between maritime labor and management.

The national energy crisis will pose new problems and opportunities for the merchant marine, Casey forecast.

"The U.S. commercial fleet," he said, "is just now flexing its muscles, preparing for a new surge of a ctivity and growth, meeting the challenges presented by this country's growing energy needs and expanding trade opportunities."

Page 2 Alaska, Ketchikan Daily News, Friday, June 8, 1973

More Political

It is unfortunate that the ferry Wickersham is the symbol of political disagreement as well as a useful part of the state ferry system.

The Republican Hickel administration purchased it. The Democratic Egan administration is going to sell it. The Hickel administration was unable to get a waiver of the Jones Act for the ship to run between Alaska ports so it operated from Prince Rupert, B.C., to Alaska. The Egan administration secured a waiver but only for the time it takes to build a new ship in a U.S. yard to replace the foreign-built Wicky—a political compromise.

That the debate over the Wickersham is more political than practical is proven by a little past history. Canadian ships for years were accorded an exemption to the Jones Act to serve Alaska ports, particularly where no U.S. ships served (the U.S. passenger carrying ships last sailed in Alaska in 1954). The waiver granted was usually a very routine action by Congress.

Also more political than practical is the criticism of the ship. There are reports that it uses more fuel so costs more to run than the Malaspina, Taku and Matanuska. This is true but the ship also carries more passengers and is considerably faster. For example, the run between Ketchikan and Wrangell is five and one-half hours on the Malaspina class ships. It is four and one-half hours on the Wickersham. If the Wicky slowed to the speed of the other vessels, its fuel consumption would be comparable. But it would not be able to maintain a weekly schedule and stop in Sitka both northbound and southbound.

The ship also has stabilizers and is certified for ocean service. It would be a good ship to put on the proposed run to Southwest Alaska. Another possibility for the ship would be to run it from Prince Rupert to Haines and return on an express run during the peak traffic months in the summer. Then tie it up or lease it out in the winter.

Current state plans are to take it out of service Sept. 30, selling it immediately. This will present a small problem, too. The crews of the ship will be out of work until the new ferry Columbia is ready in January.

Although we have been told it is unlikely that the state administration will change its mind on the Wicky sale, we wish it would. To build a comparable ferry will cost a lot more than the \$7 million the ship cost five years ago. And the state is going to have to build more ferries, even after the Columbia, if it is to keep up with traffic demand. The state's own studies say so.

Freeman Hopeful on Ferry, Wolf Bounty

Rep. Oral Freeman, D-Ketchikan, hopes for favorable action on legislation appropriating \$650,000 for a second Bartlett class vessel for Southeastern Alaska.

The first such vessel, now under construction, is slated to go into operation between Juneau, Sitka and Petersburg. And the smaller ferry, Chilkat, is slated for service in the southern end of the Panhandle.

The bill appropriating the state's share for a second vessel was sponsored by Freeman and Rep. Ernie Haugen, R-Petersburg. Freeman reports the bill is in the house state affairs committee where it is indicated it will receive favorable action.

MAR 3 1973

People would rather go south than north on the state ferry system, figures show. In 1972, a total of 39,429 passengers and 11,327 vehicles boarded the Alaska State ferries in Seattle and Prince Rupert, heading north. However, 47,833 persons and 11,573 vehicles boarded in Skagway or Haines heading south.

Juneau was the busiest single port on the ferry system in 1972 with 31,424 passengers and 7,154 vehicles embarking and 33,317 passengers and 7,815 vehicles disembarking. Haines and Prince Rupert trailed slightly and Ketchikan had about two-thirds the Juneau traffic, according to figures from the marine highway system.

I conferred with Commissioner Easley, Department of Public Works, about future ferry service for Sitka. He assured me that upon the delivery of the Bartlett Class vessel, January 1, 1974 that Sitka will receive four calls a week in addition to the regular mainline ferry schedule. This means that the small vessel will make two connecting trips a week from Sitka to Petersburg, and two trips a week to Juneau connecting with mainline ferries.

A Dutch Harbor resident has filed an application with the Alaska Transportation Commission to provide ferry service among the islands of Umnak, Unalaska, Amaknak, Akutan and Akun in the Aleutian Chain.

A ghost ship closely resembling the legendary *Flying Dutchman* was sighted in the waters of Southeastern Alaska in February by three crewmen of the State ferry *Malaspina*. The chief mate and two sailors, one at the helm and one at lookout, were standing watch on the bridge early on a clear Sunday morning, as the big ferry moved north toward Ketchikan. When the ship was abeam of Twin Island, Revillagigedo Channel, a huge gray vessel suddenly loomed about eight miles dead ahead broadside and dead in the water. For ten minutes the seamen watched it and reported that it looked "exact, natural and real," with their binoculars even revealing sailors moving on board. Then the mysterious ship vanished.

None of the three men had made such a sighting before, but the *Flying Dutchman* is familiar to mariners the world over. The famed ship is often associated with the Cape of Good Hope, South Africa.

Alaska Map May 1973

8-8-75

Young Hits Jones Act

JUNEAU — Republican U.S. House candidate Don Young today said he would renew the fight in Congress to amend the Jones Act if elected in the March 6 special election.

Young said the legislation may be all right for the Lower 48 but it was "definitely harmful" to Alaska. The federal law, passed before statehood, prohibits the U.S. of foreign-built vessels for moving people and goods between U.S. ports.

In a radio interview here today he said waiver of the act to allow use of the MV Wickersham in the state's marine highway system was a beneficial step, "but this goes beyond any one ship.

"With a simple amendment of the law, we could improve the flow of American resources from the 49th State to the rest of the American people," he said. "It would encourage a much greater Alaskan tourist trade and that's a step to answering our international trade deficit problems."

The state expects to advertise within a month for four new ferry terminals, one for Metlakatla and one for Hollis in this area. The others will be at Kake and Hoonah. The terminals are in anticipation of a new ferry going on the run to outlying areas of Southeastern Alaska and connecting to the main ferry system.

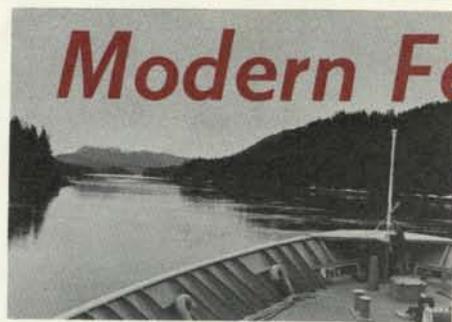
The new terminals will be of different design from the current elaborate towers and transfer bridges. They also will not require an operator.

There will be transfer bridges but instead of using steel towers, cables, motors and cement weights to raise and lower the bridges, there will be a barge which goes up and down with the tide.

Public Works Commissioner George Easley says the barges will be of wood construction but will have copper-sheathed bottoms and a cement deck.

The ferry will pull alongside the barge, which will float at a height close to that of the ferry car deck. A small ramp will flop over from the barge to bridge the narrow space to the car deck and the ferry will unload and load.

The new terminal design is considerably cheaper to build and operate than current terminals.



Hundreds of passengers who will ride this year over the White Pass Route from Skagway to Whitehorse will have arrived in the Alaska city aboard one of the Alaska Marine Highway System's fast ferries from Seattle, Prince Rupert, or one of the Alaska Panhandle cities.

The Alaska Department of Public Works operates the 500-passenger ferries Matanuska and Taku, the 750-passenger jumboized MV Malaspina, and the luxurious 1,300 passenger Wickersham on routes from Seattle and Prince Rupert, and the E.L. Bartlett and Tustumena on the Southwest Marine Highway System covering all ports from Kodiak to Cordova.



The 352-foot ferry Taku has been melding together ports along the Alaska Marine Highway since her delivery from the Puget Sound Bridge & Dry Dock Company, Seattle, in early 1963.



Norwegian-built, the Wickersham, most-luxurious ship on the Marine Highway system, can carry 90 passenger cars and has berths for 380 passengers in staterooms. Her maximum passenger capacity is 1300.

Modern Ferries Ply Alaska's Coast

At the present time, a new 418-foot ocean-going ferry is under construction in Seattle, at a cost of \$19.5 million to replace the Panama-registered Wickersham. She was scheduled to be launched this month, with delivery early in 1974. Another ferry, building in Wisconsin, for the Southeastern Alaska run, is expected to be in service late this year.

The ferries travel one of the most picturesque routes in the world, at times gliding through narrow passageways, almost narrow enough for a passenger to reach out and pluck alpine flowers from each bank. At other times they are chunking up deep inlets under the shadow of white peaks carrying glaciers on their shoulders.

A four-color folder, published by the highway system, describes the trip this way: "The scenery through-

out is nothing less than fabulous. You cruise peacefully in a world of blue and green and white. Past snow-capped mountains rising thousands of feet straight from the water's edge. Past hundreds of tiny jewel-like islands. Past glaciers and tumbling waterfalls. Past hundred of miles of primitive forested shoreline where the very sight of a cabin or a house is noteworthy. And to spice your voyage, stops along the way in the colorful and historic coastal cities of Alaska."

Although the vessels are primarily ferries, they are able to provide adequate stateroom facilities for anyone taking the full trip from Seattle to Skagway. For those who want to travel in style, there's a dining room and a cocktail lounge, and stateroom accommodation. But for those who want to do their own thing in the most economic way, there's a cafeteria; and there's room aplenty out on deck to unroll a sleeping bag.

In the dining room, Alaska seafood is a specialty, and one eats under panels depicting legends told by the coastal Indians.

Ports of call along the southeastern marine highway are Ketchikan, said to have the world's largest collection of totem poles; Wrangell, which began as a fur trading post in 1834; Petersburg, a fishing community; Sitka, with its rich history of the Russian era; Juneau, the capital city; Haines; and historic Skagway, the gateway to the Klondike in the gold rush days and now the terminus of the White Pass route.

The average running time from Prince Rupert to Skagway, via Sitka, is 39 hours.

Motorists can drive over good roads through British Columbia's interior to Prince Rupert, or they can travel north to "Rupert" from Vancouver Island via the B.C. Government ferry Queen of Prince Rupert.

The entire trip, from the "Outside" to Alaska or to the Yukon is a never-to-be-forgotten experience through a land of rugged beauty. The Alaska Marine Highways adds comfort for the visitor in some of the most modern and safest vessels of their type in the world today.



8-77



ALASKA STATE
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Number 38

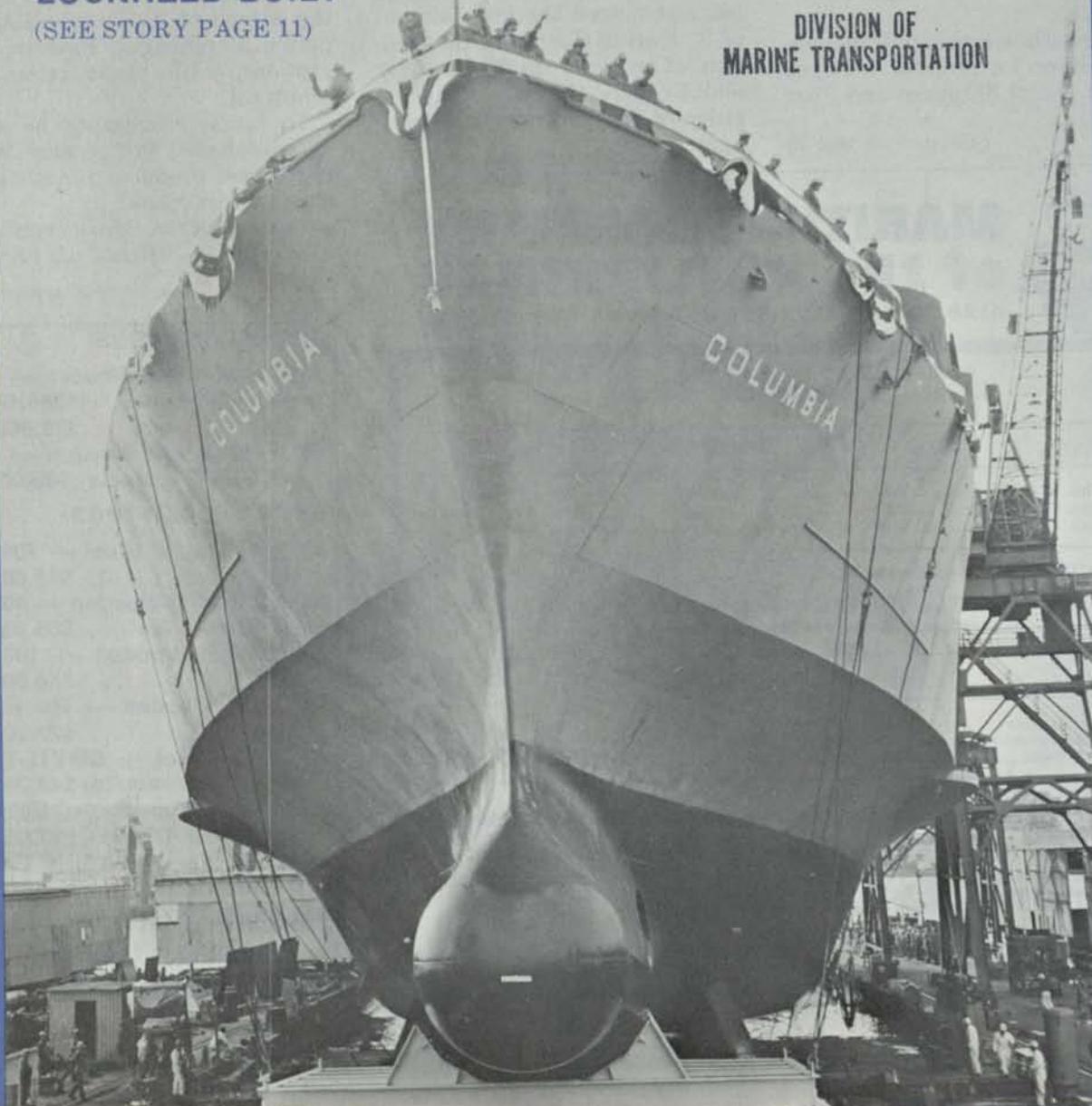
MARINE DIGEST

ALASKA FERRY COLUMBIA
NICKUM & SPAULDING DESIGN
LOCKHEED-BUILT
(SEE STORY PAGE 11)

RECEIVED

MAY 16 1973

DIVISION OF
MARINE TRANSPORTATION



LOCKHEED LAUNCHES ALASKA FERRY MS COLUMBIA
(COVER STORY)



Mrs. Neva Egan, wife of Alaska Gov. William A. Egan, christens the Columbia, as project engineer John L. Cooney, telephone receiver in hand, tells the boys to let her go. At left in background is Mrs. George W. Easley, matron of honor, and next to her is little Miss Ann Alishio, flower girl.



SEATTLE — Lockheed Shipbuilding and Construction Co., Seattle, launched the new 418-foot Alaska Marine Highway System Ferry, Columbia, into the West Waterway of the Du-

wamish River at 7 p.m., May 3, before a large audience under clear, daylight-savings-time skies.

Alaska Gov. William A. Egan was principal speaker.

Service in Early '74

The new Alaska ferry will go into service in early 1974 with accommodations for 1,000 day passengers, berths for 324 passengers, and 80 crewmen.

A contract award in February, 1972, started work on the ocean-going vessel. Keel was laid Sept. 7, 1972, and the ship will commence sea trials late this year.

Named After Glacier

The Columbia, named after an Alaska glacier, is a twin screw, twin rudder, diesel powered passenger and vehicle ferry built of all welded steel construction using the transverse system of framing. Complete double bottoms are fitted through the major length of the vessel.

A passenger elevator will provide service between all deck levels from the main deck to the boat deck.

In addition to passengers, the ferry will be capable of carrying about 184 average American

automobiles (or 226 with portable ramps).

Smooth Ride

A complete fin stabilization system will improve her sea keeping characteristics, dampening the roll and pitch, resulting in maximum passenger comfort.

Propulsion is provided by two DeLaval Enterprise diesels rated at a combined 18,000 shp. Drive will be through reduction gears, with each engine driving a controllable pitch propeller.

Other than her 418-foot length, principal characteristics are: length on design load waterline, 385 feet; length between perpendiculars, 375 feet; breadth, 85 feet; depth, molded, 24 feet; draft, 16 feet; service speed, 21 knots; trial speed, 22.5 knots; and displacement, 6,700 tons. She'll also be equipped with a 600 bhp bow thruster unit.

Burhans Retained

Nickum & Spaulding retained the firm of Burhans Design Associates, Seattle, to be respon-

sible for all interior design features of the vessel's passenger areas.

Each passenger stateroom will have private shower and toilet facilities.

In addition to stateroom accommodations, sufficient in number for all "Ocean" passengers, other spaces will include lounges, dining saloon with full galley service, cafeteria, cocktail lounge, public toilets, etc.

Space has been provided for future installation of a gift shop, a beauty salon, a hospital and a radio room.

A solarium will be installed on the sun deck to provide a sheltered, panoramic viewing area for passengers. The solarium will be provided with infrared radiant heating units.

Suppliers

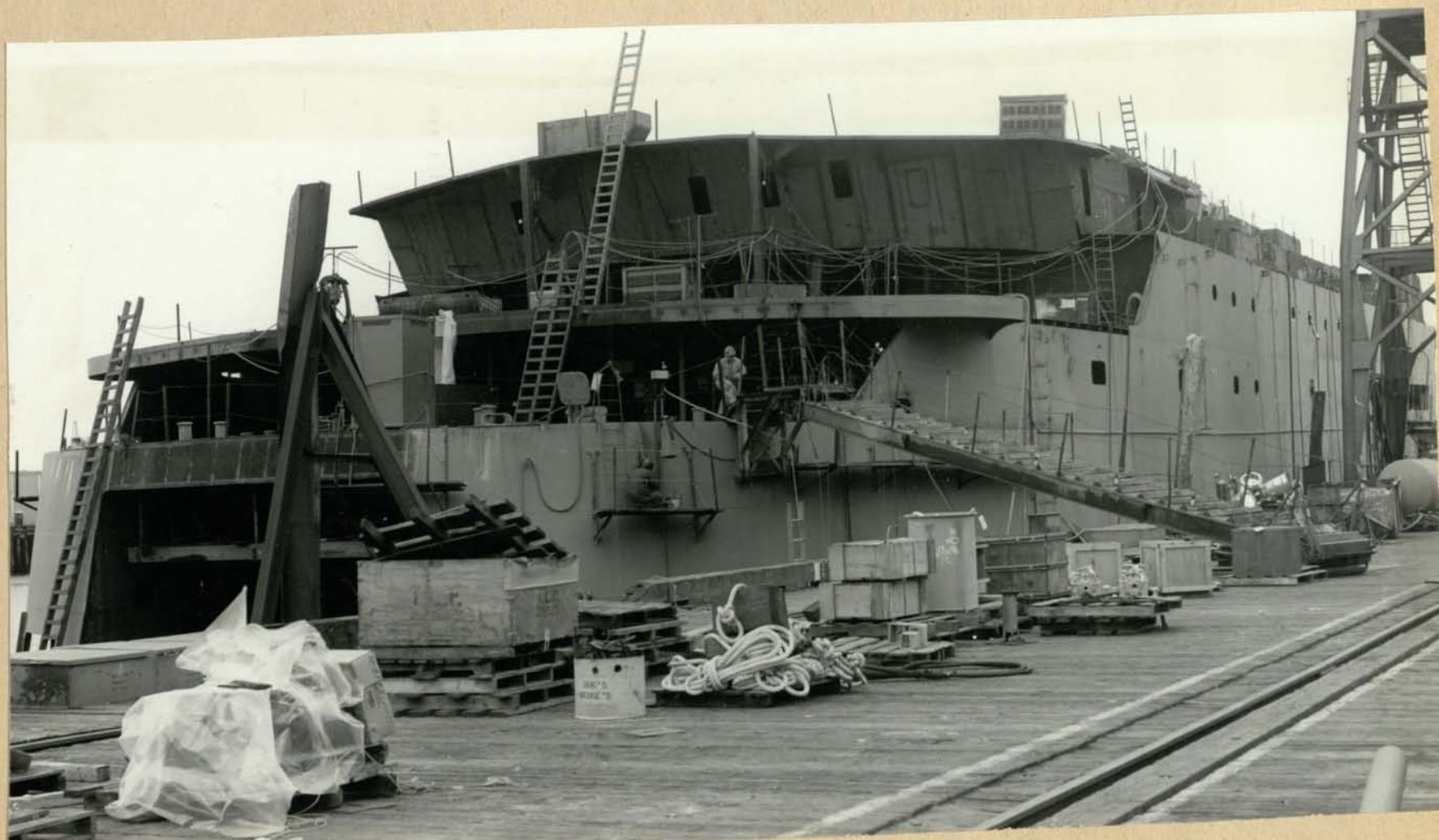
Primary suppliers for the new vessel include: propulsion diesels, DeLaval; complete shafting system with controllable pitch propeller, Allis-Chalmers; bow

thruster, Allis-Chalmers; emergency turbine generator, Ford Turbine Co.; steering gear, Sperry; anchor, windlass, and mooring capstan, New England Trawler; electric motors, General Electric; lifeboats, winches and davits, Marine Safety; insulation (ship), Norgaard; joiner work, Frigitemp; lighting fixtures, Lightolier; insulation (pipe-end ventilation), Owens Corning; fans, New York Blower; and elevators, Otis. Controllable pitch propellers are by Escher Wyss.

The Wickersham is expected to be sold by October.

Cover photo and all other photos in this story taken by Jim Davis.





Brokers Named For Wicky Sale

Alaska has selected four international brokers to handle the sale of the state ferry Wickersham.

The plush, 363-foot Swedish-hulled vessel is scheduled to end its service in the state late this summer. The state reportedly is asking a minimum price of at least \$8 million.

Commissioner of Administration Joe Henri said brokers contracted for the sale included Wallace Shipping of London; A.L. Burbank and Facq. Pierot and Sons, both of New York; and Rodskog and Co. of Hong Kong.

PBI to launch ferry

There'll be no fanfare Saturday morning as Peterson Builders launches a 235-ft. passenger and auto ferry in Sturgeon Bay. Ceremonies will be held later this year when the ship is turned over to its owner, the state of Alaska.

The ferry, to be christened Mendenhall after the Alaskan glacier of that name, will join a fleet of eight vessels operated by the Alaska state department of public works. Her initial routing will be in the southeastern part of the state.

The Mendenhall will carry 250 passengers and 47 vehicles including semis and mobile homes. She is scheduled for delivery in the fall.

Peterson's will not open the yard for the launching but the best vantage point for the splash is not there anyway. Between the local launching fans and thousands of tourists expected for the Memorial Day weekend and cherry blossoms there should be a large crowd of people on the west side and in small boats in the bay.

There was a similar scene for launching of the tuna boat Margaret L. last summer.



Peterson Builders will launch the 235-ft. auto and passenger ferry Mendenhall, built for the state of Alaska, at approximately 10 a.m. Saturday. Location is the same as last year's tuna boat launching so the bridge and west side dock will be prime vantage points for spectators. —Hermann

Increased Service

Captain H. J. Lockert today announced that the summer ferry service to Hoonah has been increased to three trips on Fridays, Saturdays and Sundays.

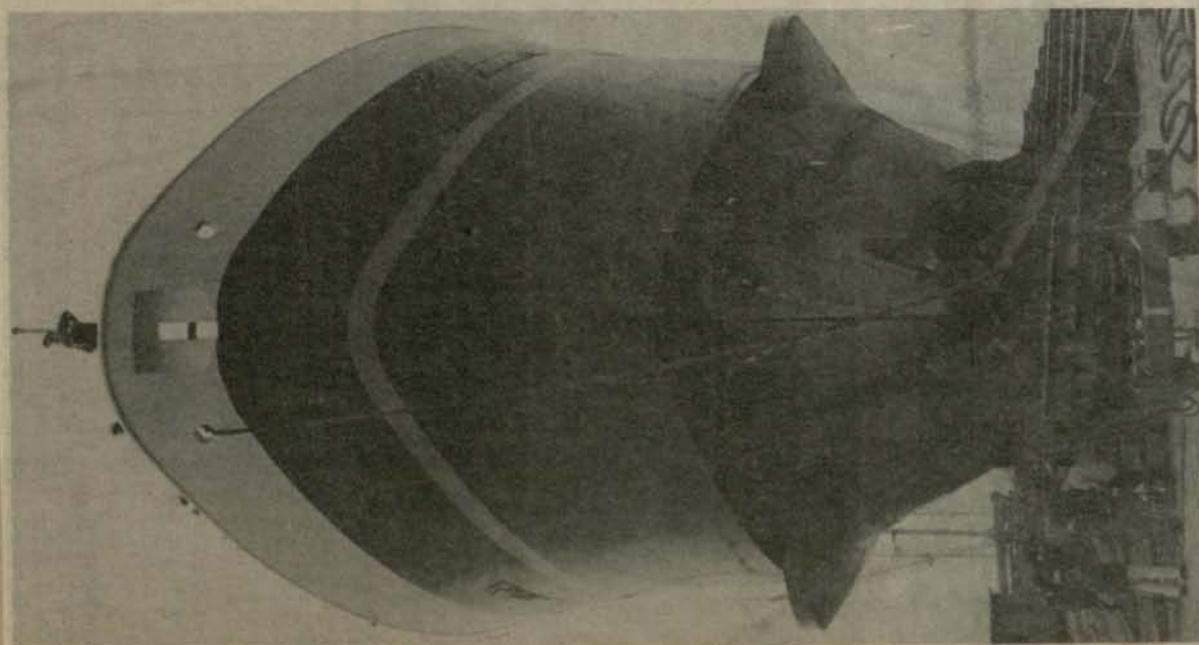
The additional trip on Saturday, Captain Lockert said, will be scheduled to allow one-day excursion foot passengers to go ashore, visit and return the same day. Vehicle traffic will also be scheduled for Saturday trips when tidal conditions allow.

NORTHERN NOTES

Future ferry terminals mentioned in the May KEEPING MILEPOSTED advanced a step since then. Six companies bid on construction at Kake, Hoonah and Metlakatla, with the apparent winner figuring the job at \$1,689,532. State engineers were pleased. They had guessed it at another 100 grand.

Tentative schedule for completion of the terminals is January 1, 1974, at Kake and Hoonah, and April 1 at Metlakatla.

Anyone who wants to take a voyage on the 363-foot Alaska luxury ferry Wickersham had better book passage soon. This may well be the final summer to ride the Wicky. A state schedule calls for sale of the foreign-built vessel by October. Meanwhile a replacement vessel, the Columbia, has been launched (See



FERRY TO PLY ALASKA WATERS

Shown prior to launching at Sturgeon Bay, Wis., this new Alaska Marine Highway vessel will operate on a feeder run between smaller communities in southeast Alaska. Under construction at the Peterson yard, the ferry is scheduled to go into service early next year.

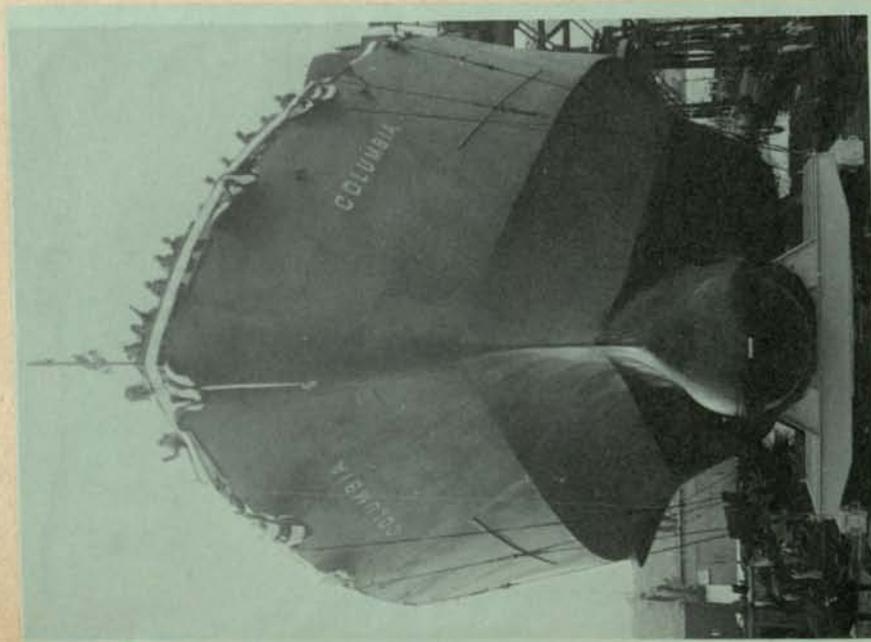


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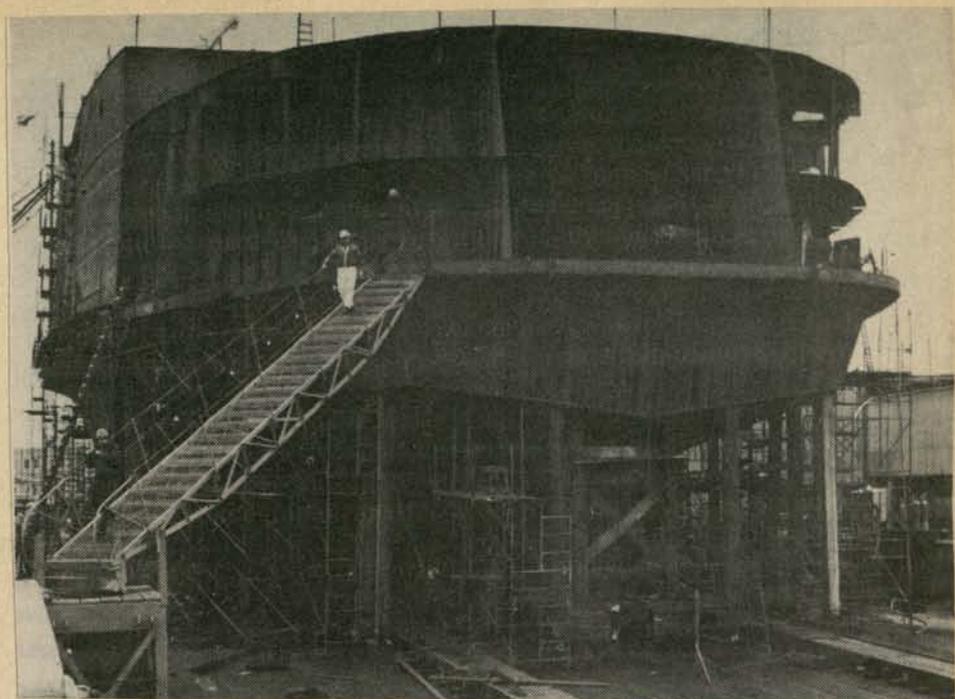
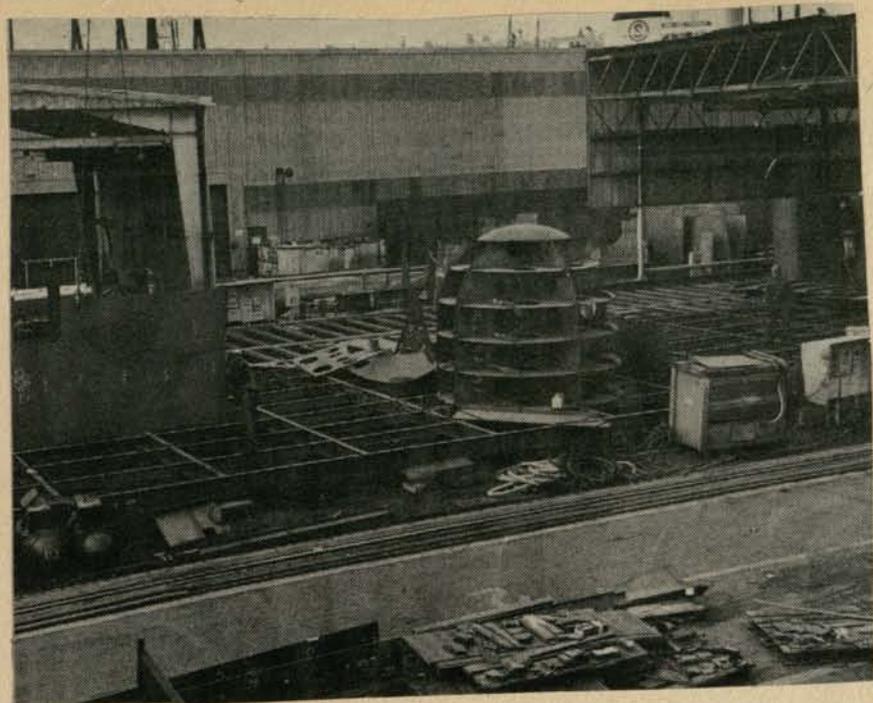




Columbia floats



Alaska's newest and biggest ferryliner, the Columbia, has been christened in Seattle by Neva Egan, wife of Gov. William A. Egan. The 418-foot vessel will go into service on the Alaska Marine Highway System next year replacing the foreign-built Wickersham. Named for Columbia Glacier, the new ship will carry 324 in staterooms, up to 1,000 day passengers and 80 crew members. It is designed to travel at 21 knots. Designed by Nickum & Spaulding, the ship is being built at Lockheed Shipbuilding and Construction Co.









Ferry Hearing Wednesday

Alaska's Commissioner of Public Works, George Easley, will be in Ketchikan all day Wednesday to iron out problems with the airport opening and to conduct a hearing on ferry operation and proposed new rates.

Easley said today that the rates for winter traffic will remain basically the same. The summer season rates will be raised an average of eight per cent. He believes that all rates will be within price guidelines under Nixon's economic program.

The ferry rate hearing begins 8 p.m. in the city council chambers with members of the borough assembly in attendance.

The Ketchikan Chamber of Commerce transportation committee meets at 4 p.m. today to discuss the new rates and prepare a brief for the hearing. Anyone interested is invited to attend.

Prior to the Wednesday night hearing, the commissioner will meet at 7 p.m. with the borough assembly to work out a lease of the airport by the state to the borough.

Easley said it appears the airport will open on Saturday as he has scheduled it, but the opening depends on Ketchikan Public Utilities completing its electrical hookup.

Other problems with the airport will be worked out at a 10 a.m. meeting Wednesday attended by representatives of the engineering firms, the contractors, the state and the borough. Easley said he believes the failure of the ferry slips to accommodate the airport ferry is

HEARINGS TONIGHT ON FERRY RATES

JUNEAU — Operations of the Alaska Marine Highway will be discussed at a series of public meetings this month in major communities served by the system's main line vessels in Southeastern and Southcentral Alaska, Public Works Commissioner George Easley said today.

Easley said interested persons are urged to attend the informal meetings and offer their views.

All aspects of the system will be open for discussion, and views on the system's passenger and vehicle rate structure will be sought specifically.

The Petersburg meeting will be held Thursday, June 28, at the City Council Chambers at 7:30 p.m.

Public Works Deputy Commissioner Robert Dwyre, Doug Burton, marine transportation planner; and Bill Morrice, Marine Transportation traffic manager, will be in Petersburg for the meeting.

a minor thing that can be easily corrected.

He said that Capt. Red Lockert of the marine highway system will be in Ketchikan to assist the borough in setting up the airport ferry system.

Borough Chairman Karl Steward and Alaska Airlines officials were planning on a Friday opening of the airport. But Easley said his schedule calls for Saturday. The state leases the airport to the borough after the state accepts the project from the contractors. He believes that will take through Friday, hence the Saturday opening.

LOCKHEED FITTING OUT ALASKA FERRY COLUMBIA



SEATTLE — The 418-foot Columbia, new flagship of the Alaska Marine Highway System, is pictured above fitting out at Lockheed Shipbuilding and Construction Co., Seattle. Launched last month, the new oceangoing ferry will enter service in early 1974 with accommodations for 1,000 day passengers, berths for 324 passengers, and 80 crewmen. Designed by Nickum & Spaulding Associates Inc., of Seattle, the diesel-powered Columbia will do 21 knots at 18,000 bhp. Photo by Jim Davis.

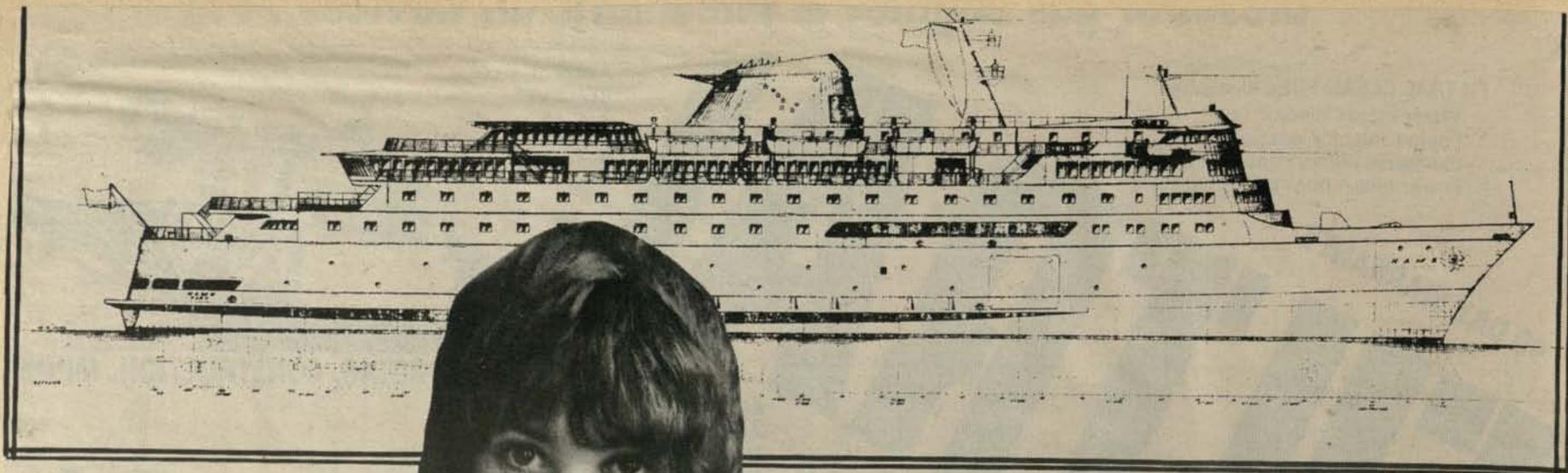
Ferry Columbia Launched in Seattle

The 418-foot ferry Columbia, building in Seattle for the Alaska Marine Highway System, was launched at the Lockheed Shipbuilding & Construction Co. yard at 7 p.m. May 3.

The Columbia, which will replace the foreign-built Wickersham on the Seattle-to-Alaska run, will be the largest vessel in the ferry fleet, the next being the 408-foot Malaspina. The ship is expected to go into service early in 1974 and will accommodate 1,000 passengers. She will have berths for 324.

The vessel was named for an Alaska glacier and will become a proud member of the popular ferry system linking Alaska communities.





by Susan MacDonald

associate editor
Port of Seattle

PHOTOS BY HARRY GILMOUR, PORT OF SEATTLE AND LOCKHEED SHIP AND CONSTRUCTION COMPANY

"On schedule" is undoubtedly the sweetest phrase in the construction business. To Alaskans, the words should have a special ring since they apply to progress on the State's newest Marine Highway vessel, rapidly taking shape at Lockheed Shipbuilding and Construction Co. in Seattle.

Port Photographer Harry Gilmour and I suited up in hard hats and safety glasses for a first-hand look at your developing ship. Russ Cook, assistant to the president and temporary acting director of public relations for Lockheed, expertly guided us through mounds of steel plates and shapes — decoding chalk marks on those pieces destined for the ferry, describing where the parts would eventually fit and, finally, leading us to the massive hull that is beginning to look very much like a ship.

We left with the certain excitement of having been in on the preface of a great event to come. Also, thanks to Cook's comprehensive tour, we absorbed a rudimentary course in shipbuilding along the way.

The process, very simply, goes like this: First, the mill scale and rust is removed from the rough plates of steel by blasting them with steel shot in a machine called a wheelabrator. Moving along on rollers, the refined sections slide under paint sprayers where they are

doused with a coat of primer as a rust retardant. The shapes are then cut into specific sizes by a fully-automated torch cutter that traces patterns drawn to one-tenth the actual size.

Small pieces of the ship are sent to the yard's plate shop where all bending or rolling is done, and the larger sections to slabs located on both sides of the shipways where the major assemblies are put together. Four 50-ton whirley cranes, two on each side of the hull, hoist the modules into place for welding. All major machinery and foundations are installed as the hull is constructed since it would be difficult, at best, trying to stuff a bilge pump or a diesel engine through the passenger quarters after the ship is completed.

Launching was accomplished in May with delivery of the 418-foot ferry scheduled for early in 1974. When she makes her debut in Alaska, she will be completely outfitted with solarium atop, and observation lounge, cocktail lounge, cafeteria and dining room on the boat deck. Lounge, officer and crew messes and staterooms are planned for the mezzanine deck with provisions for later installation of a hospital, gift shop and beauty salon.

The new flagship, will carry 1,000 passengers, with berths for 324 and accommodations for a crew of 80. It will be capable of carry-

(STORY CONTINUED ON PAGE 8)

Specifications for the **COLUMBIA** \$19,500,000 WORTH!

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CAPT. SCHMIDT, M. L. Needles, (center) resident inspector, Alaska Marine Highway System, and Cooney start a hull-section assembly on the slab.

Anatomy of the "Columbia"

OR: Why we love Alaska in Seattle!

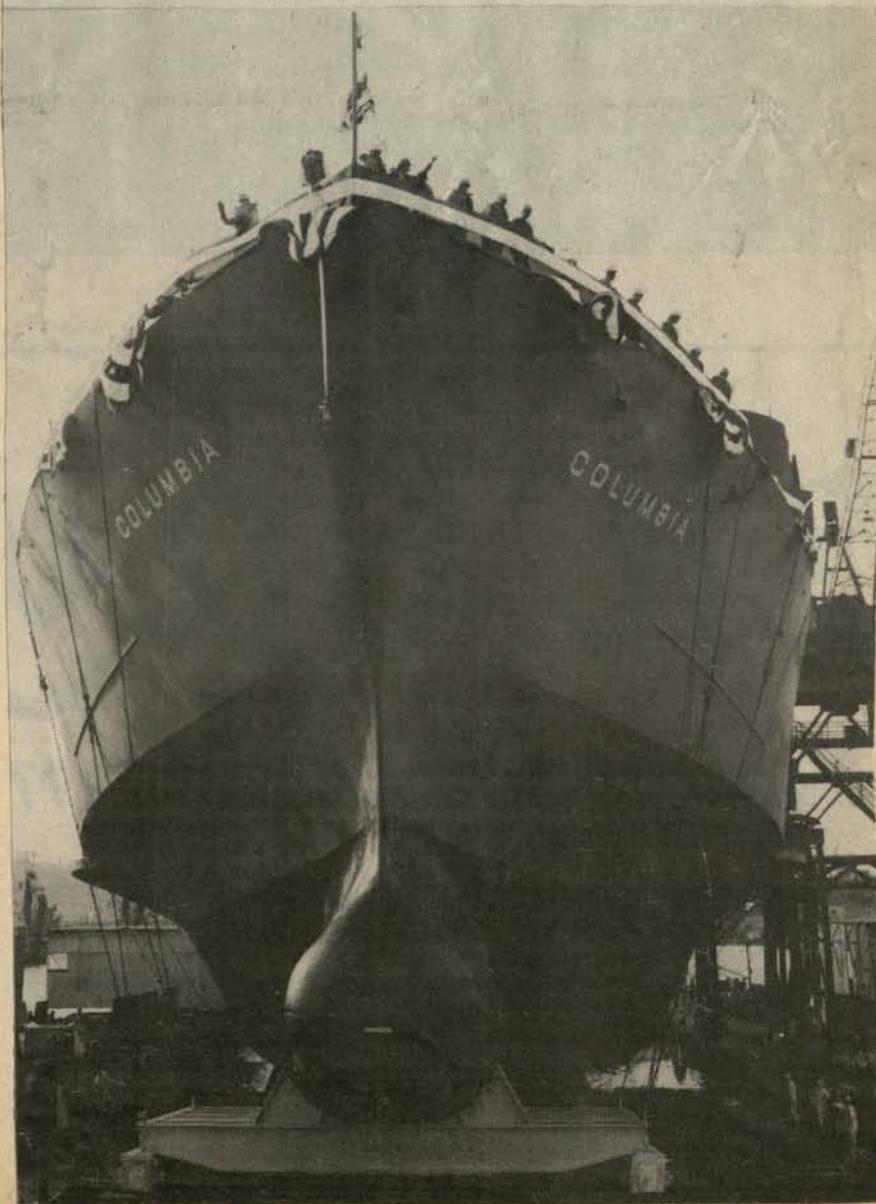
THE LAUNCH . . .

7 p.m., May 3rd, 1973



JIM DAVIS PHOTOS

MRS. NEVA EGAN, wife of Alaska Gov. William A. Egan, christens the Columbia, as project engineer John L. Cooney, telephone receiver in hand, tells the boys to let her go. At left in background is Mrs. George W. Easley, matron of honor, and next to her is little Miss Ann Alishio, flower girl.



COLUMBIA slides quickly and smoothly down the ways

Fire Car Dumped Off Ferry

HAINES, Alaska — (AP) — The state ferry Matanuska churned into the Haines harbor late Monday, looked for a comfortable spot to nestle into shore and made its customary 180 degree turn.

Then it happened.

Midway through the turn, the Haines Fire Department station wagon plunged through the Matanuska's open bow doors and nose-dived into the water, floating momentarily before settling in the murky deep 50 fathoms below.

"I couldn't believe my eyes," said fireman Marolo Schnurstein. "The ferry went into this hard left turn and our red car zapped right out and disappeared."

The early-model Ford took with it half the boots, rubber overcoats, helmets and gloves belonging to the 24-member fire department. The loss also wiped out 20 per cent of the force's equipment.

Schnurstein and a dozen other Haines firemen had returned from a training course in Skagway by charter airplane. They had put all their gear into the wagon for the boat trip back.

"The last call the car made was 50 fathoms straight down," Schnurstein said. "And all donations will be greatly appreciated."

Ferry Boat Zaps Haines Fire Dept.

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A spokesman for the State Division of Marine Transportation said, "Fortunately, it doesn't happen very often. We're investigating."

Car Dives Off Ferry At Haines

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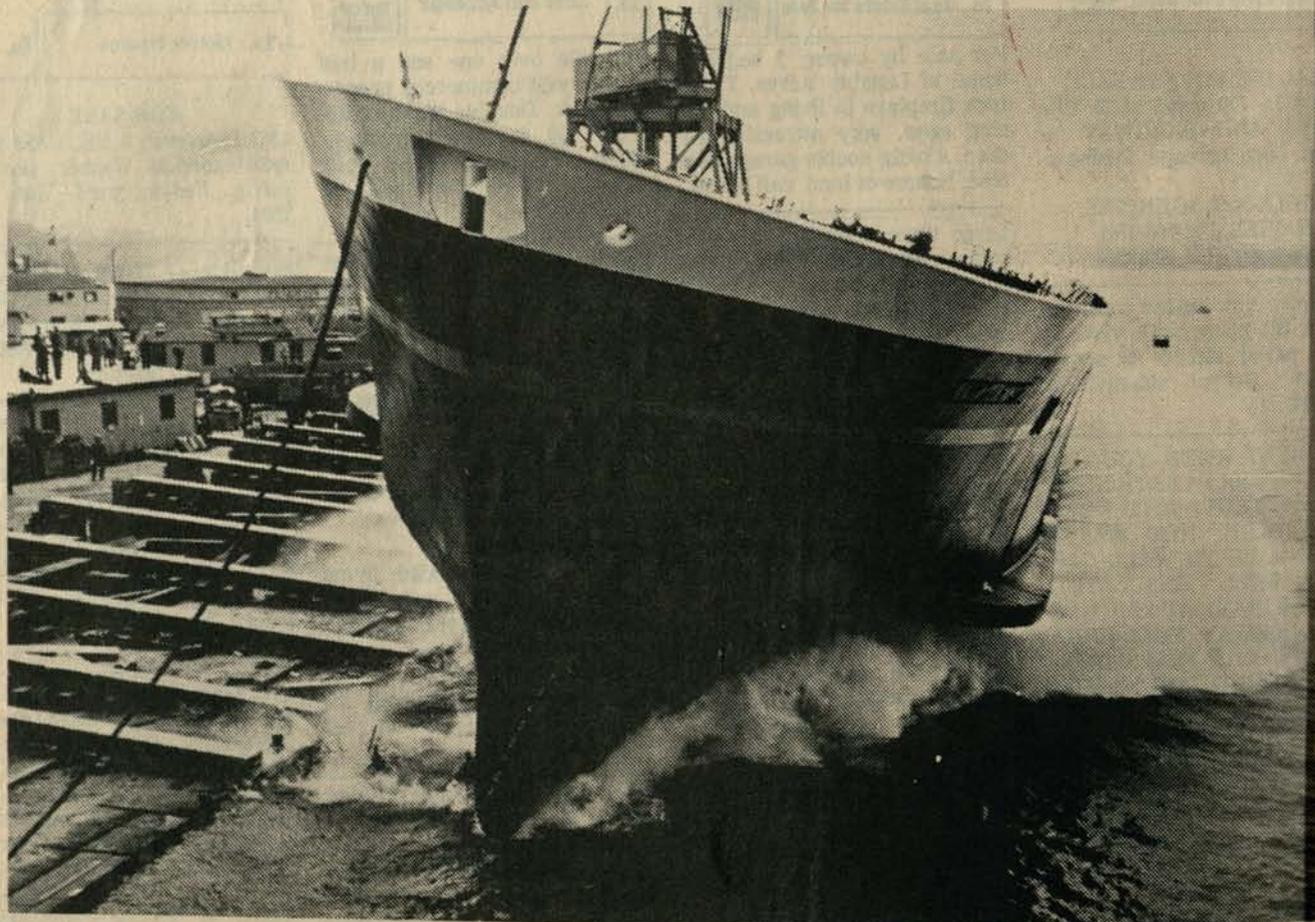
The early model Ford took with it half the boots, rubber overcoats, helmets and gloves belonging to the 24-member fire department. The loss also wiped out 20 per cent of the force's equipment.

Deputy Commissioner of Public Works, Robert Dwyre, said today the incident is under investigation to determine if the state's insurance will cover the loss.

He said the car rolled off because "someone failed to put the vehicle in gear or the emergency brake on. It was an incident of loading it on last so it could come off first."

"It just came off a little early."

Thurs., June 28, 1973



FERRY LAUNCHED—The State's new 235 foot ferry slides into the water at recent launching ceremonies at Sturgeon Bay, Wisc. The new Alaska Marine Highway vessel, which will operate on a

Nosedive! Haines fire wagon sinks

HAINES (AP) — The state ferry Matanuska churned into the Haines harbor late Monday, looked for a comfortable spot to nestle into shore and made its customary 180-degree turn.

Then it happened.

Midway through the turn, the Haines Fire Dept. station wagon plunged through the Matanuska's open bow doors and nosedived into the water, floating momentarily before settling in the murky deep 50 fathoms below.

"I couldn't believe my eyes," said fireman Marolo Schnurstein. "The ferry went into this hard left turn and our red car zapped right out and disappeared."

The early model Ford took with it half the boots, rubber overcoats, helmets and gloves belonging to the 24-member department. The loss also wiped out 20 per cent of the force's equipment.

Schnurstein and a dozen other Haines firemen had returned from a training course in Skagway by charter airplane. They had put all their gear into the wagon for the boat trip back.

"The last call the car made was 50 fathoms straight down," Schnurstein said. "And all donations will be greatly appreciated."

Meanwhile, in Juneau, the silence at the Division of Marine Transportation was deafening. A spokeswoman said that anyone who could talk with authority about the incident was tied up in a labor negotiations meeting.

The sinking did happen, she said. "Fortunately, it doesn't happen very often. We're investigating."

Presumably, state insurance would be used to replace the car.

feeder run between smaller communities in Southeast Alaska, being constructed by Peterson Builders, Inc. and is scheduled go into service early next year.

Services Held In Seattle For Peter DeBoer

Services were held Monday for Juneau businessman Peter DeBoer, 58, who died June 20 at Providence Hospital after suffering a cerebral hemorrhage in Juneau June 9.

Born in Seattle, we went from Franklin High School to a Coast Guard enlistment, stationed at Ketchikan. Later he stayed in Ketchikan as a troller and Standard Oil Company employe. He worked up to plant manager in Juneau and was transferred to Seattle in 1955 as assistant regional manager.

He also worked for Standard in Sacramento and Portland before returning to Seattle in 1962 as public relations director for Alaska and Northern Washington. Standard transferred him back to Juneau last November as a resident manager.

Survivors include his wife Anetha; a son, John, of Petersburg; three daughters, Mrs. Dolores Kimball of Redmond, Wash., Mrs. Julsen Mehus of Portland, Ore., and Mrs. Karen Dixon of Juneau; two sisters, Mrs. Nell Brown of Mercer Island and Mrs. Marie Lucas of Clinton; three brothers, Frank of Kingston, Ray of Upper Preston and Quentin of Anchorage, and seven grandchildren.

Well-Known Alaska Businessman Passes

Pete DeBoer, one of the best-known businessmen between Puget Sound and Alaska, died June 20 in Providence Hospital, Seattle. He had suffered a cerebral hemorrhage 10 days earlier in Juneau.

Mr. DeBoer earned his reputation as a raconteur and Alaska enthusiast during 36 years employment with the Standard Oil Company of New Jersey.

Born in Seattle 58 years ago, he went from Franklin High School to a Coast Guard enlistment, stationed at Ketchikan. Later he stayed in Ketchikan as a troller and oil company employe. He worked up to plant manager in Juneau and was transferred to Seattle in 1955 as assistant regional manager. He also worked for Standard in Sacramento and Portland before returning here in 1962 as public relations director for Alaska and Northern Washington.

In the latter post, Mr. DeBoer traveled incessantly about the 49th State. He also served as chairman of the Alaska Division of the Seattle Chamber of Commerce.

He particularly enjoyed travel aboard the Alaska State Ferries. He led campaigns to install piano-bars aboard those ferries, and he loved to play the pianos. Standard transferred him back to Alaska last November, as resident manager in Juneau.

OBITUARIES

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Thurs., June 21, 1973

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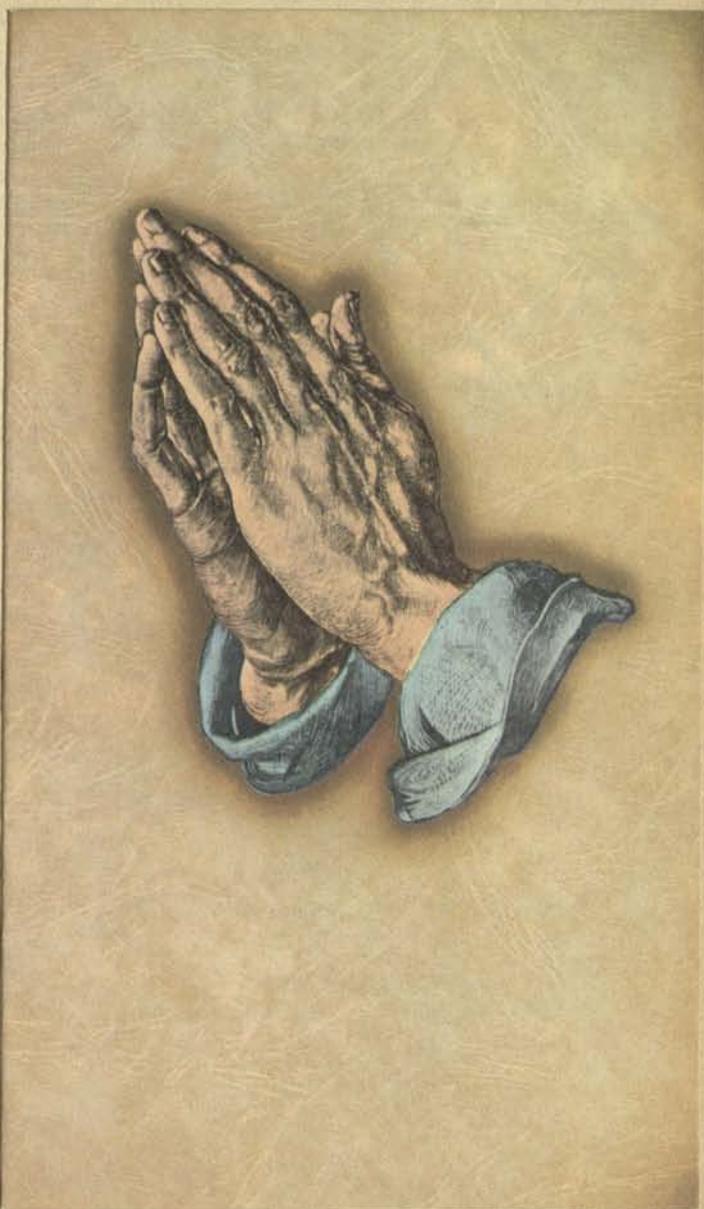
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Rosary is set for 7:30 p.m. Sunday at Manning & Sons, mass Monday at 9:30 a.m. in Sacred Heart Church. The family requests memorials to the Petersburg Hospital Children's Home, Petersburg, Alaska.



Peter DeBore Dies

SEATTLE (AP)—Peter DeBore, a resident manager of Standard Oil of California in Juneau died Wednesday in Seattle's Providence Hospital after a brief illness.

He was 58.

DeBore, a Seattle native, worked for Standard for 30 years, most of the time in Seattle. He traveled extensively throughout Alaska. He was posted to Juneau the past two years.

STATE FERRY SYSTEM PAYS TIE-UP GANGS WAGES AND OTHER EARNINGS BELOW THE MINIMUM ESTABLISHED BY COLLECTIVE BARGAINING AGREEMENTS IN THIS AREA BY THE ALASKA LONGSHORE UNIONS FOR LIKE WORK.

WE CANNOT MAINTAIN OUR PRESENT UNION STANDARDS OR IMPROVE THEM AS LONG AS THERE ARE EMPLOYEES IN OUR INDUSTRY WHO ARE RECEIVING LESS.

WE ASK FOR YOUR SUPPORT IN OUR EFFORTS TO MAINTAIN OUR UNION WAGES, HOURS AND WORKING CONDITIONS.



Bartlett Sails Again

After being stalled for four days by a union dispute at the port of Valdez, the state ferry Bartlett steamed out this morning following issuance of a restraining order against the Inland Boatmen's and International Seafarers's union.

The order was issued yesterday by an Anchorage Superior Court.

The Bartlett, its cargo and a dozen or so passengers was scheduled to leave Valdez Monday when stevedores from the International Seafarers Union set up an informational picket line to protest the paying of substandard wages and other earnings below the minimum established by the collective bargaining agreement. Bartlett deckhands, represented by the IBU, refused to cross the picket lines.

The ferry was bound for Cordova, its home port.

The 10-day restraining order bars the union from picketing and refusing to release the ferry's line. A hearing is set for 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.

A spokesman for the union here said there "isn't much we can do now except turn the matter over to our attorneys who will try to protect the right of our members to protest."

Assistant Atty. Gen. John Reeder explained that the state requested the restraining order because for "citizens of Cordova to have the service of a ferry is paramount, pending a determination of the rights of the unions."

Sailors Picket Ferry System

JUNEAU, Alaska (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."

Locker said that tie-up of state ferries at state-owned facilities is 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."

Lockert said the state has had no contact with the Sailors International Union.

Late last Thursday, the state obtained a 10-day restraining on picketing the ferry Bartlett and it has been busy on schedule since then. It is expected that further court action will keep it in operation while a union contract is being worked out.

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.

Engineers' Suit Blocks State Directive on Change Ports For the State Ferry System

Hopes For Early Court Date For Suit Over Ferry Hiring

