

Capt H. J. "Red" Lockert

1973-1974

MS207
SCRAPBOOK 9





115257
9-1



9-2





9-4



Jim Davis PHOTOGRAPHY, Seattle













EANS QUALITY ZD







9-14





A-16



NOTICE OF PUBLIC MEETING

The Alaska Marine Highway cordially invites all interested persons to attend a public meeting in Ketchikan on Wednesday, June 27, at 8:00 p.m., at the City Council Chambers. Purpose of the meeting is to invite discussion on proposals for rate structure changes, which include winter reduction and summer increases in transportation costs, and a modification of vehicle categories. If you are interested in your Marine Highway, please plan to attend.

Time: Wednesday, June 27, 8:00 p.m.
Place: City Council Chambers,
Ketchikan, Alaska.



Sincerely,

George W. Easley
Commissioner
Department of Public Works

NOTICE OF PUBLIC MEETING

The Alaska Marine Highway cordially invites all interested persons to attend a public meeting in Petersburg tonight, June 28, at 7:30 p.m., at the City Council Chambers. Purpose of the meeting is to invite discussion on proposals for rate structure changes, which include winter reduction and summer increases in transportation costs, and a modification of vehicle categories. If you are interested in your Marine Highway, please plan to attend.

Time: Tonight, June 28, 7:30 p.m.
Place: City Council Chambers, Petersburg,
Alaska



Sincerely,

Robert G. Dwyre
Deputy Commissioner
Department of Public Works

NOTICE OF PUBLIC MEETING

The Alaska Marine Highway cordially invites all interested persons to attend a public meeting in Juneau, on Thursday, July 12 at 7:30 p.m., at the City Council Chambers. Purpose of the meeting is to invite discussion on proposals for rate structure changes, which include winter reduction and summer increases in transportation costs, and a modification of vehicle categories. If you are interested in your Marine Highway, please plan to attend.

Time: Thursday, July 12, 7:30 p.m.
Place: City Council Chambers



Sincerely,

George W. Easley
Commissioner
Department of Public Works

ALASKA FERRY LAUNCHED AT STURGEON BAY, WIS.

STURGEON BAY, WIS. — The Alaska Marine Highway System's new 235-foot ferry was launched recently by Peterson Builders Inc. here and is scheduled to go into service early next year.

The twin-screw, twin-rudder passenger and vehicle ferry will be used on the inland waters of Southeastern Alaska.

She'll be powered by two General Motors Electro-Motive Division 4,300-hp power engines and will have a cruising speed of 16 knots.

Continued to page 31



Alaska's new 235-foot ferry for use on inland waters of Southeastern Alaska is side-launched at Sturgeon Bay, Wisconsin.

NOTICE OF PUBLIC MEETING

The Alaska Marine Highway cordially invites all interested persons to attend a public meeting in Anchorage on July 16, 1973, at 7:30 p.m. in the Conference Room at the City Municipal Light and Power Building. Purpose of the meeting is to invite discussion on proposals for rate structure changes, which include winter reduction and summer increases in transportation costs, and a modification of vehicle categories. If you are interested in your Marine Highway, please plan to attend.

Time: July 16, 1973 at 7:30 p.m.
Place: Conference Room in the City Municipal Light and Power Building, 1200 East First Avenue, Anchorage, Alaska.



Sincerely,

George W. Easley
George W. Easley
Commissioner
Department of Public Works

NOTICE OF PUBLIC MEETING

The Alaska Marine Highway cordially invites all interested persons to attend a public meeting in Seward, on Tuesday, July 17 at noon, at the City Council Chambers. Purpose of the meeting is to invite discussion on proposals for rate structure changes, which include winter reduction and summer increases in transportation costs, and a modification of vehicle categories. If you are interested in your Marine Highway, please plan to attend.

Time: Tuesday, July 17, noon
Place: City Council Chambers



Sincerely,

Robert G. Dwyre
Robert G. Dwyre
Deputy Commissioner
Department of Public Works

Easley: No Hope To Keep Wicky

"As a practical matter," the state has almost no chance of keeping the Swedish-built ferry MV Wickersham in operation in the state, Public Works Director George Easley says.

Easley called it both a burden on Alaska taxpayers and a breach of faith with Congress to try to keep the Wickersham in the Alaska Marine Highway fleet.

Congress in 1972 approved a temporary waiver to the Jones Act, which requires that foreign-built vessels such as the Wickersham not load or unload passengers at successive American ports without an intervening stop at a foreign port.

"When the Wickersham waiver expires in 1973, Alaskans would not be able to travel directly between Alaskan ports, which was the original purpose of the marine highway system," Easley said. "To keep the ship under heavy subsidy, and not be able to use it would not be good management."

He also said the Wickersham never was meant to handle Alaska-sized traffic "and as a result we have an inefficient use of car deck space."

It would be a breach of faith with Congress because "it was very explicitly stated to us that the waiver would be granted only until a replacement vessel entered service or until three years elapsed, whichever occurred first. We have no indication whatsoever that Congress would amend this condition after completion of the (replacement) Columbia."

Easley's comments came in reply to resolutions from various communities including Anchorage and Ketchikan asking that the marine highway system try to keep the Wickersham in service.

Anchorage Asks State To Keep Wicky In Service

ANCHORAGE, Alaska (AP) — The Anchorage City Council has asked the state not to sell the ferry MV Wickersham.

The resolution, requested by Mayor George Sullivan, asks that the Swedish-built Wickersham remain in service "for the purpose it is presently used with due regard for such legal restrictions as may be imposed by higher authority."

The Jones Act, prohibits foreign-built ships from calling on consecutive U.S. Ports. The state received a temporary waiver of the Jones Act in 1971. It expires when the state finishes work on a 418-foot replacement vessel.

The state moved last April to sell the Wickersham by October. The asking price is \$23 million.

Sullivan had received a similar resolution from the City of Ketchikan.

READYING FOR COLUMBIA

ANCHORAGE — Application has been received by the Alaska Dist. Corps of Engineers from the Director, Division of Water and Harbors, Juneau, Alaska, for a Department of the Army permit to modify the existing ferry terminal in Taiya Inlet at Skagway, Alaska.

The modification entails removal of existing timber pile dolphins and replacement with a steel and concrete turning dolphin and dredging of approximately 13,600 cubic yards of material to provide a 25-foot depth for the new ferry Columbia, which will be calling at this port.

Alaska Urged Not To Sell Ferry Wickersham

ANCHORAGE, Alaska — (AP) — The Anchorage City Council has asked the state not to sell the ferry MV Wickersham.

The resolution, proposed by Mayor George Sullivan, asks that the Swedish-built Wickersham remain in service "for the purpose it is presently used with due regard for such legal restrictions as may be imposed by higher authority."

The Jones Act, prohibits

foreign-built ships from carrying passengers or freight between U.S. ports. The state received a temporary waiver of the Jones Act in 1971. It expires when the state finishes work on a 418-foot replacement vessel under construction in Seattle.

The state moved last April to sell the Wickersham by October. The asking price is \$23 million.

Sullivan had received a similar resolution from the City of Ketchikan.

Tustumena Sails Again

The Alaska Marine Highway ferry, Tustumena was on her way again yesterday after a mechanical problem last weekend aborted her weekend run from Anchorage to Kodiak.

The full vessel headed out of Anchorage on time Saturday but near Seldovia, a burned-out bearing on the starboard engine prevented it from continuing the normal run to Kodiak Island.

Del Bradford, director of the

Alaska Marine Highway System here, said passengers were let off in either Seldovia or Homer while the boat prepared for a slow run back to Anchorage.

All payments for the ride were refunded to passengers and those who wanted to return to Anchorage received a two-day cruise in Cook Inlet. Bradford said that the repairs were made here and the ferry resumed its normal schedule yesterday at 2 p.m.

New Vessels Being Built

Two new vessels currently are being built for addition to the Alaska Marine Highway fleet. One of these, a 235-foot feeder vessel, will operate exclusively in Southeastern Alaska.

A new dock at Hoonah, which up to now has had only a tidal operation, will make possible connections to other ports on a regular schedule.

Addition of the new 235-foot vessel will also help to free the MV Chilkat — now run only between Juneau and Hoonah — for additional service. This will greatly improve service to an area where more than 2,500 Alaskans depend on the system.

The connection at Hollis on Prince of Wales Island, which has an extensive road network and various recreation possibilities, will allow people to drive to Craig and Klawock, with future connections possible to Hydaburg and Thorne Bay, as well as to other smaller communities.

The 235-foot vessel which will serve these new areas is being built at Sturgeon Bay, Wisconsin, and is scheduled to begin service in the spring of 1974.

The other new ferry, the 418-foot Columbia with ocean-going capabilities, is being built in Seattle by Lockheed Shipbuilding and Construction Company and will become the flagship of the Alaska Marine Highway fleet when it begins service, also in the spring of 1974.

With the recently lengthened Malaspina back in service, the Alaska Marine Highway established new highs in revenue as well as the transportation of passengers and vehicles in calendar year 1972. Two hundred thousand passengers traveled on the seven vessels of the fleet, as well as nearly 50,000 vehicles. Revenue for the year approached \$10 million.

From about 170,000 passengers using the system in 1970, it is estimated that over 1 million will be using it by 1985, presuming a corresponding increase in the number of vessels it would take to accommodate them all.

Overall, the Alaska Marine Highway now connects from Seattle and Prince Rupert, British

Columbia to Ketchikan, Wrangell, Petersburg, Sitka, Juneau, Haines, and Skagway in southeastern Alaska. In Southwestern Alaska, it connects Cordova, Valdez, Whittier, Seward, Kodiak Island, Seldovia, Homer and Anchorage.



The Pacific Navigator

WEST COAST & PACIFIC REGION OF INLAND DIVISION, INTERNATIONAL ORGANIZATION OF MASTERS, MATES & PILOTS



Alaska's new 235-foot ferry slides into the water at recent launching ceremonies at Sturgeon Bay, Wisconsin. The new Alaska Marine Highway vessel, which will operate on a feeder run between smaller communities in Southeast Alaska, is being constructed by Peterson Builders, Inc. and is scheduled to go into service early next year.

Gov. Egan Presides At Launching Of Columbia

Alaska Governor William A. Egan, pointing to a decade of successful service by his state's Alaska Marine Highway system and its role in maintaining close ties with the Pacific Northwest, recently presided over launching of the *Columbia*, a large new \$19.5 million vessel which will become the flagship of that fleet of Alaska ferryliners.

The 418-foot vessel, launched at Lockheed Shipbuilding and Construction Co. in Seattle, will enter service early next year on the Southeastern segment main-line run of the Alaska Marine Highway.

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 to British Columbia, Canada.

During the past year, the Alaska governor 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 percent 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.

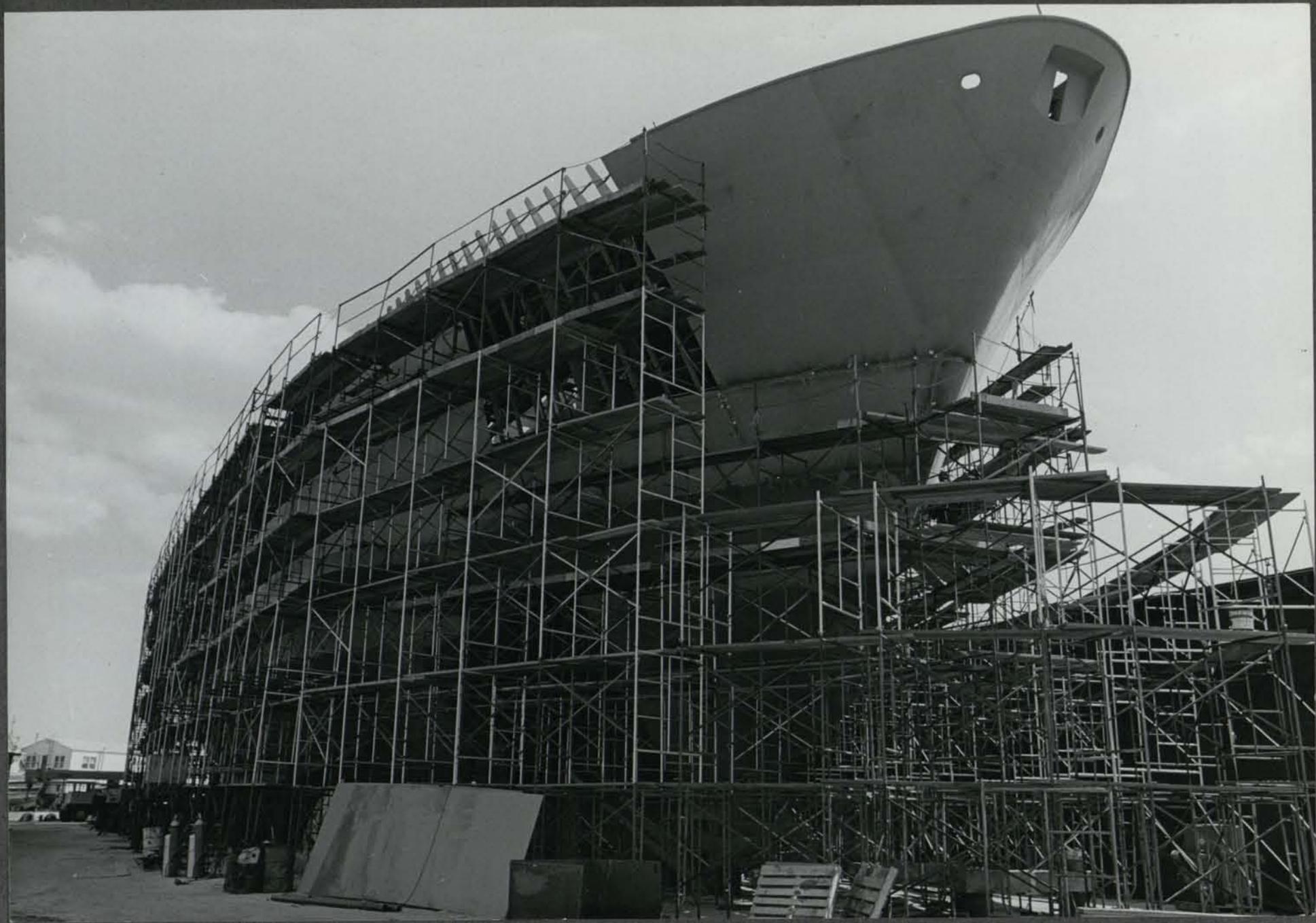
The new flagship will have the capacity to carry 1,000 passengers, will provide 324 berthing spaces plus reclining chairs, and will carry a crew of 80. It will haul a basic load of 184 standard-size automobiles.





Blank
9.22





q-24





Traffic on Southeastern ferry system at all-time high

SPRING TRAFFIC on the Southeastern segment of the Alaska Marine Highway was at an all-time high, according to a report released by George W. Easley, public works commissioner.

Easley said preliminary figures for

April showed that the Southeastern ferry runs were carrying more passengers and vehicles than ever before and revenue was also at an all-time high, up nearly 12 per cent over last year.

Easley said the system's South-

western segment, serving Whittier-Cordova-Valdez and Anchorage-Seward-Kodiak, remained "static."

He said the Southeastern segment's large gain was due mainly to the lengthening last year of the ferry *Malaspina* "which with its greater capacity was able to increase traffic volume. Before the *Malaspina* was lengthened, this was not possible." He said the *Malaspina* experienced a 33 per cent increase in traffic compared to like periods of operation the previous year.

Also, Easley said, with it now being possible to more fully utilize the foreign-built ferry *Wickersham*, since obtaining a temporary waiver for it under the federal Jones Act, the *Wickersham* and other smaller vessels were able to maintain traffic at a higher volume than before.

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."

He said the state ferries are expected to carry a quarter million people next year.

The state ferry system extends over 2,200 miles, joining some 17 communities in Alaska as well as connecting the state with Prince Rupert in British Columbia and Seattle.

During last year 200,000 passengers traveled on the fleet's seven vessels and nearly 50,000 vehicles were hauled. Revenue for the year approached \$10 million making the system about 66 per cent self-sustaining.

The ferry service started in 1963 when the first modern ferryliner, the *Malaspina*, went into service in Southeastern Alaskan waters.

Haines Ferry Terminal Awarded

The state has awarded a \$268,288 contract for construction of a ferry terminal at Haines, Gov. William A. Egan said today.

The Division of Marine Transportation project, let to Teigland Construction Inc., Lynnwood, Wash., will provide 5,632 square feet of terminal space and is scheduled for completion in December.



Hollis To Join Ferry System

The Panhandle community of Hollis will be added to the state marine highway network under a contract for construction of a ferry docking facility.

The state contract for \$187,000 gives Lundgren's Pacific Construction Co. of Seattle five months to build the dock.

The terminal at Hollis will allow direct access to the ferry system for residents of Craig, Klawock and Thorn Bay on Prince of Wales Island.

Gov. William A. Egan's office also announced that Earth Movers of Fairbanks was awarded a \$45,000 contract for airport improvements at Holy Cross. The project includes lengthening the airstrip from 2,200 to 3,000 feet.

Ferry Sought At Ketchikan

KETCHIKAN, Alaska — (AP) — Two members of the state House Finance Committee say they plan to renew efforts for construction of a new ferry to serve the lower end of the Alaska Panhandle.

The announced sale of the Wickersham brought the comment from Reps. Oral Freeman, D-Ketchikan, and Ernie Haugen, R-Petersburg, who envision the ferry based in Ketchikan to serve Annette, Prince of Wales Island and Prince Rupert.

News Beat

Vacations To Offset Layoffs?

KETCHIKAN, Alaska (AP)—The Inland Boatmen's Union plans to ask some state ferry workers to take vacations en masse this fall to offset expected layoffs due to the sale of the Wickersham.

Union spokesman Roland Whitman said it was certain "there will be some people on the beach" before the new ferry Columbia goes on the line next year.

However, he said, union members with the most service and due longer vacations will be asked to soften the blow dealt 116 Wickersham crew members who will be left without a ship on Sept. 27.



White Elephant

Glowing political speculation follows former Alaskan Governor and Secretary of the Interior Walter J. Hickel.

Some say he may challenge Governor William A. Egan, others mention Senator Mike Gravel's seat. A few maintain Hickel's evolution into a 1976 Presidential candidate.

While we wish Mr. Hickel well in the particular political arena, if any, he chooses to enter, the electorate should not forget that one of Alaska's greatest bloopers, the purchase of the state ferry Wickersham, occurred during the Hickel administration.

We mention this fact, not to bludgeon Mr. Hickel with the past, but only to temper the favorable emotional political rhetoric, which Mr. Hickel deserves, with a measure of reality.

For foreign-built Wickersham was purchased for \$6.9 million in 1968. Standing alone this financial act was extremely sound, since Alaska received more ship for the dollar than previous ferries constructed in American shipyards.

However Hickel failed to reckon with the Jones Act which forbade the transportation of passengers and cargo between American ports by foreign hulled vessels.

Try as they would to overcome this obstacle, the state only felt the economic and political noose tighten around the Wickersham's neck until a waiver from the Jones Act was obtained to allow the state to market the vessel.

A layoff for Wicky workers?

KETCHIKAN (AP) — The Inland Boatmen's Union plans to ask some state ferry workers to take vacations en masse this fall to offset expected layoffs due to the sale of the Wickersham.

Union spokesman Roland Whitman said it was certain "there will be some people on the beach" before the new ferry Columbia goes on the line next year.

However, he said, union members with the most service and due longer vacations will be asked to soften the blow dealt 116 Wickersham crew members who will be left without a ship on Sept. 27.

The union last month signed a new two-year contract giving ferry workers with 10 years service seven weeks of vacation. Whitman said employees with that status would be encouraged to take leaves first.

Herbers J. Lockert, director of the division of Marine Transportation, said of the some 500 ferry system employees, those with the least seniority are threatened with layoffs.

The Columbia and a smaller new vessel, both scheduled for Southeast runs, are due for completion in January. However, Lockert said that he had "reservations" about the Columbia being delivered on schedule.

A sale price of \$10 million from an unidentified buyer was offered, and a new \$20 million ferry commissioned to replace the Wickersham.

Off the top, the state will lose a cool \$13.1 million, not counting lost ferry revenues since 1968.

Why this fiasco occurred is only speculation, but even if the Wickersham sails from Alaskan waters, it will not depart Mr. Hickel's political backyard for many years.

Broken Piston Docks Ferry

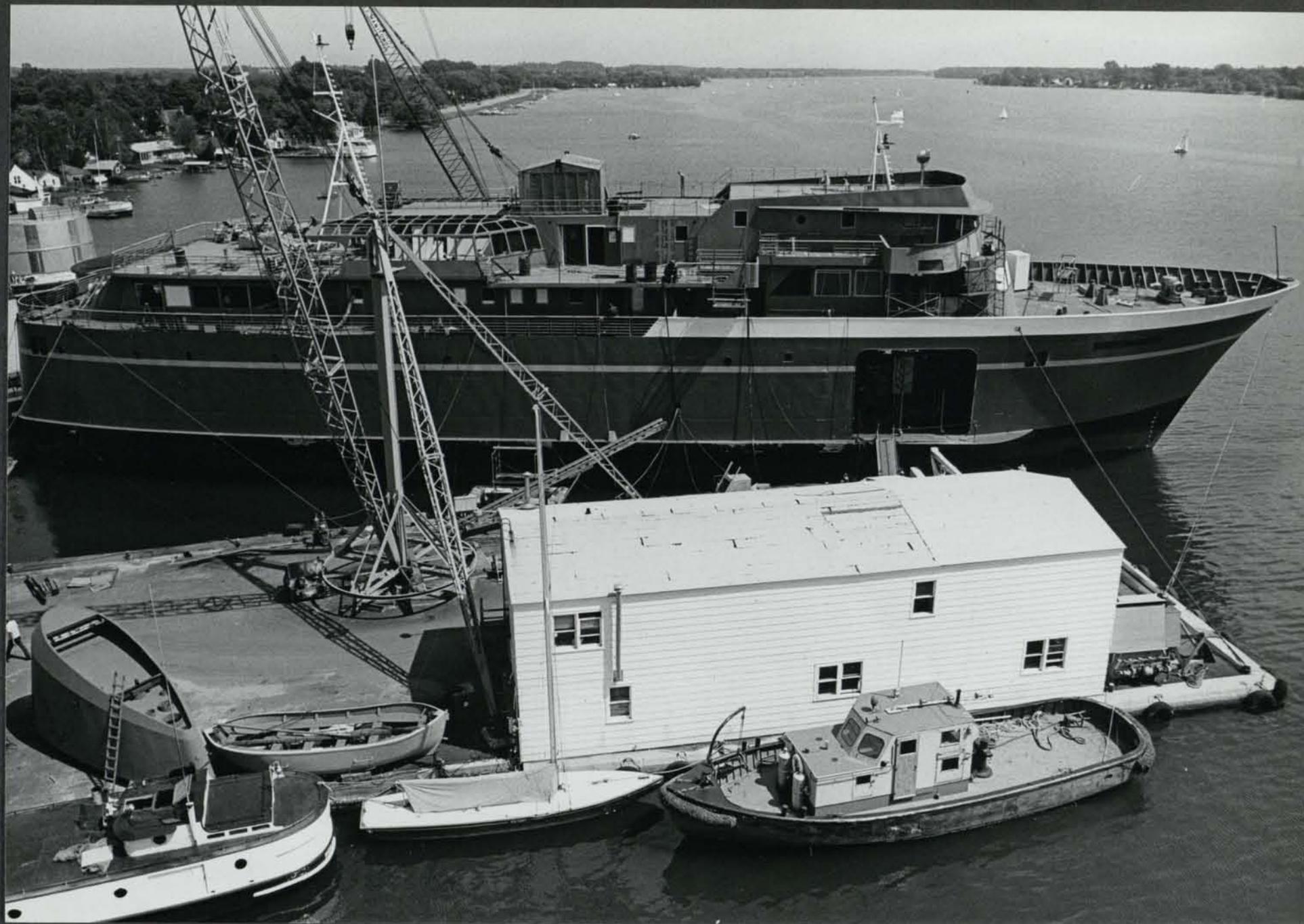
KETCHIKAN, Alaska (AP) — A broken piston has forced the state ferry Matanuska to hobble into Ketchikan, interrupting its southbound run into Prince Rupert, B.C.

The vessel, carrying 310 passengers and 76 vehicles, was expected to reach Ketchikan for repairs about midnight Tuesday.

A spokesman for the Division of Marine Transportation said the Matanuska would continue on to Prince Rupert, arriving about 6 p.m. Wednesday.

The engine failure occurred shortly before the ferry arrived at Petersburg this morning. However, the vessel was reported operating adequately on one engine.

The Matanuska's northbound run from Prince Rupert was set back at least 16 hours. The spokesman said a revised schedule for the rest of the week would be announced as soon as possible.



Wicky Loses \$1.2 Million

Public Works Commissioner George Easley released figures Wednesday designed to quiet the clamor over the pending sale of the state ferry Wickersham.

With various city and village councils urging the vessel be retained, Easley said the Wickersham lost \$1.2 million during the last fiscal year, the worst record of any ship in the state ferry fleet.

By comparison, the Malaspina required a subsidy of \$300,000 while the Matanuska and the Taku each lost about \$600,000.

Easley blamed the Wickersham's fiscal record on its car-deck configuration, designed to handle smaller foreign-built cars.

Haugen, Freeman Plan To Renew Effort For Ferry

KETCHIKAN, Alaska (AP) — Two members of the state House Finance Committee say they plan to renew efforts for construction of a new ferry to serve the lower end of the Alaska Panhandle.

The announced sale of the Wickersham brought the comment from Reps. Oral Freeman, D-Ketchikan, and Ernie Haugen, R-Petersburg, who envision the ferry based in Ketchikan to serve Annette, Prince of Wales Island and Prince Rupert.

The state has planned to shift operations of the tiny ferry Chilkat to Ketchikan when the new ferry Columbia goes on the line next year. A Bartlett-class ferry now under construction also has been committed to the Juneau-Sitka run.

Freeman and Haugen tried unsuccessfully in the last session to secure state matching funds for an additional ferry.

A bond issue approved by voters for construction of the Columbia also included funds for two smaller ferries for the panhandle. However, high costs forced the state to drop plans for a vessel in the southern panhandle.

Freeman said the second feeder ferry "will be my number one priority" in the next session.

Public Meeting On Ferry System To Be Held Here

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 W. Easley said today.

Easley said interested persons are urged to attend the informal meetings and offer their views.

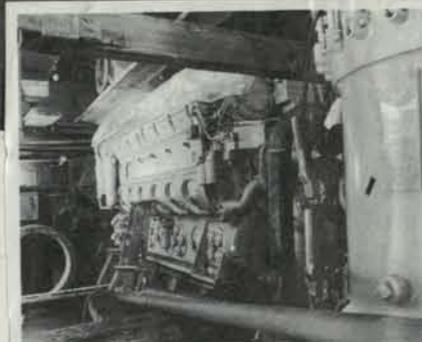
All aspects of the system will be open for discussion, and views on the system's passenger and vehicle rate structure will specifically be sought.

HOMER HIT

CORDOVA, ALASKA — As of next May, the Alaska Marine Highway System Ferry MV Tustamena will discontinue her Anchorage-Homer run, it was announced here July 10.

Under the new schedule, the Tustamena would make twice-a-week Seward-Valdez-Cordova trips and would call at Kodiak and Homer on return trips.

The MV Bartlett will handle traffic demand on the Valdez-Whittier-Seward leg.



The new Alaska Marine Highway vessel will be powered by two General Motors Electro-Motive Division 4,300 hp engines. Cruising speed will be 16 knots.

FERRY LAUNCH

Continued from page 6

Another new Alaska ferry, the 418-foot, 18,000 shp, 21-knot Columbia, was launched May 3 at Lockheed Shipbuilding & Construction Co., Seattle, and also will go into service early next year.

Both were designed by Nickum & Spaulding Associates Inc., of Seattle.

The 235-foot vessel is steel, transverse framed and of all welded construction.

Facilities include an observation lounge, foyer, sitting rooms,



Workmen install circuitry in the new vessel's engine room as she undergoes finishing work following the launching.

coffee shop with cafeteria-type galley service and a corner cocktail bar.

A solarium is installed on the sun deck to provide a sheltered panoramic viewing area for passengers. The solarium will be lighted and provided with infrared radiant heating units for passenger comfort.

She has a beam of 57 feet and draft of 12 feet nine inches. Certified passenger capacity is 250, crew accommodation, 24, and vehicle capacity, 47.





Blank
9-32

Pioneers To Hold Alaska

S.E. Alaska Empire Progress Edition, Juneau, Alaska, July, 1975-1

Reunion On Wicky

One moment in history will end this September and another era of Alaska's past will be observed when the Alaska Yukon Pioneers hold their annual International Sourdough Reunion aboard Alaska's M.V. Wickersham. For the "Wicky" it will be her last time out as a vessel of the Alaska Marine Highway system and for AYP it will be their 50th anniversary as an organization.

BUD CLARK

The organizer of this is the current President of the group, Budd Clark, a 48 year old Ketchikan-born whirlwind who now lives in Seattle but still travels, as a salesman, to Southeast Alaska "5 or 6 times a year." The trip will take nine days and will feature visitations to seven different Alaska communities, where receptions are being

planned plus a trip to Whitehorse on the famed White Pass and Yukon Railway.

Clark was in Juneau late in June and told the Empire that he had limited the reservations to 307 (the number of berths available) and had the vessel fully booked. The round trip fare is an astoundingly low \$218 which includes two meals a day plus the train fare to Whitehorse and return. "And," he stated, "I now have a large waiting list of others from all over the U.S. plus several from as far east in Canada as Quebec."

Added impetus to the Clark idea of utilizing the Wickersham came from Alaska born Stanton Patty's regular column on the 49th State in the May 27, 1973 issue of the Seattle Times. Patty, son of pioneer gold miner Ernest Patty, who also taught at and

was President of the University of Alaska, caused an avalanche of calls to Clark and he stated, "I had to come to Alaska so I could stop answering the phone."

GENERAL DOOLITTLE

Among those scheduled to be aboard is General Jimmy Doolittle, who was a resident of Nome from 1900 to 1908 (and where he sold newspapers from Seattle for \$1 a copy). Doolittle later served in the U.S. Signal Corps during the early teens in the building of a telegraph line between Seward and the Interior. Doolittle, it hardly seems necessary to add, gained prominence as an aviator during the 20's and 30's setting numerous speed records under the banner of the Shell Oil Co. He also commanded the famed "30 seconds over Tokyo" mission in 1942 off the carrier Hornet.

Clark also told of getting a reservation from a small town in Oklahoma from a Joseph J. Smith, grandson of the legendary Jefferson Randolph (Soapy) Smith. The Oklahoma Smith told Clark that he had hoped to bring his son, Jefferson Randolph Smith, along but the younger Smith, and namesake of Soapy couldn't make it. He also advised that there had been, at one time or another, seven members of his family with the name made famous or infamous by the legendary Soapy.

EASY?

The trip has been a lot easier than Clark believed it would be when he first got the idea. The last two such events have been in San Francisco and Las Vegas and Clark wanted to bow out of his term as president with something more reminiscent of the organization's purposes for being. When he first broached the idea to his wife (who has a travel business in Seattle) he was told he should visit a psychiatrist. She told him, "you are completely out of your mind..."

Clark was not deterred and he visited in Juneau with a number of State officials on one of his numerous trips. After discussing the idea with Guy Russo, Director of the Travel Division;

Bill Morrice and Milt Griffiths of the Marine Highway System; plus Governor William A. Egan, he came back to Seattle brimming with enthusiasm.

SEATTLE HELPED

This was followed with further meetings with Seattle based individuals whose advice he sought including Roy Minter and Frank Downey of the White Pass and Yukon plus a host of officials from Seattle business organizations doing business in Alaska. He received encouragement from, among others, Bob Pheasant, of Western Airlines, who resided in Juneau for several years and was Sales Manager for Pacific Northern Airlines until their merger with Western, which led to his transfer to the Seattle offices.

Others contributing input into the project were Bob Henning, Editor of Alaska Magazine (and a one-time Empire reporter) and Mayor Wybrow of Whitehorse, Yukon Territory. Juneau's neighboring city has been celebrating the 75th anniversary of the gold stampede to the Klondike throughout the year and are planning a reception that Clark has been told will be "unforgettable."

SKAGWAY TOO

Skagway is also planning to

turn it on and the reception for the AY-P party in that city will be held when they return from Whitehorse. A bulletin on the trip stated that "we expect to hold a Historical meeting in the refurbished Arctic Brotherhood Hall before boarding the ferry." The statement continues, "father Melbourne of Skagway has labored unceasingly in his effort to re-establish this historic building and again the enthusiasm of this Sourdoughs Return caught him and he graciously and generously offered the use of their hall for our meeting while in Skagway."

The trip leaves Seattle on September 19 and the bulletin indicates that they hope to be back by the 27th. It also advised that

clothing and costumes popular from 1898 to 1900 should be brought along so "we can dress up on occasion." Clark has seemingly touched all bases since he

said that he has a physician booked aboard in deference "to the age of many of those who'll be making the trip."

Clark also noted that Bill Morrice, traffic chief for the Marine Highway System, had indicated that Alaskans wishing to ride part way could board, say, in Ketchikan although they would not have any berths available. The Seattle Industrial parts salesman added, "heck, if they're Alaskans, who needs a berth."

GOOD HELP

Clark pointed out that while he is the outgoing president of the organization, he has had the assistance of a platoon of other officers and officials of the organization. He calls this group, "the All Work, No Praise, Absolutely No Profit, Could Go in the Hole Committee." The latter phrase is in reference to the low price being charged and Clark admitted, "we wish we

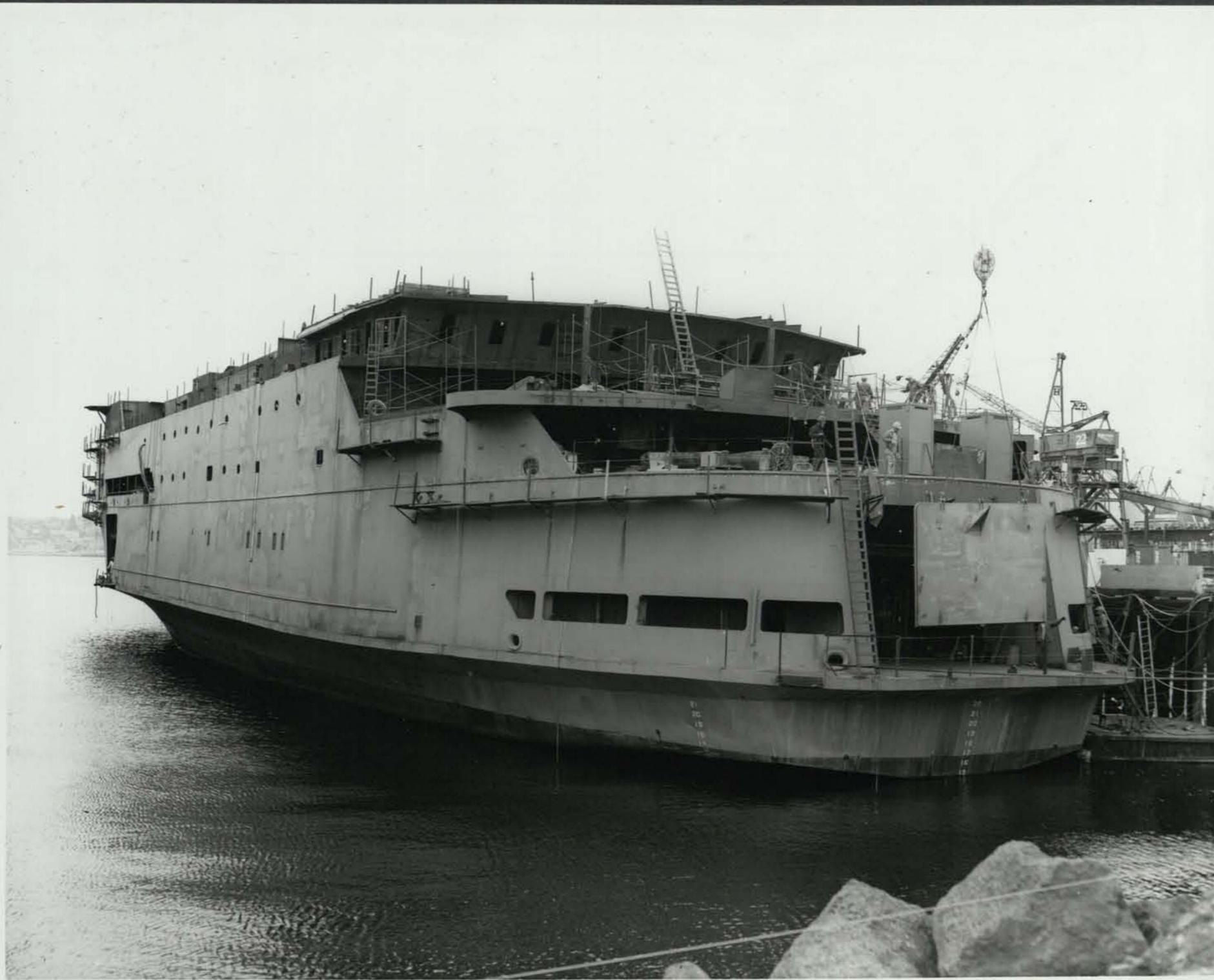
could have made it even lower, since many of our members simply can't afford even that much."

The AY-P has worked in conjunction with another organization in all of this and the president of the International Sourdough Reunion, Mrs. Bertha White McKay, 80, who first went to Nome in 1905 and lived there, off and on, until 1935 and later lived in Ketchikan where she retired in 1966 after serving 18 years as city clerk. Mrs. McKay told Stan Patty that all the old-timers call General Doolittle by "Jim" and added, "heck, Jim and I went to school together in Nome."

All things considered, Alaskans had better brace themselves for the last voyage of the Wickersham (soon to be sold) and for the return of the Sourdoughs to a land they left but never forgot.



9-39



Wicky Sold To Mystery Buyer

The state ferry Wickersham has been sold to an unnamed purchaser for \$10 million, Gov. William A. Egan said today.

The Wickersham has been surrounded by controversy since its purchase in 1968 because of restrictions placed on the Swedish-built vessel by the Jones Act. The Jones Act prohibits foreign-built ships from taking on or disembarking passengers of subsequent American ports without an intervening stop at a foreign port.

The state obtained a temporary congressional waiver of the act in March, 1972, on condition that the Wickersham would be sold when its replacement for the Alaska Marine Highway system is completed. The Wickersham will be replaced by the 418-foot American-built ferryliner Columbia, which presently is under construction in Seattle, next spring.

Egan said the broker for the transaction informed him that because of competitive business conditions in the travel trade the vessel will be engaged in, the buyer wants to remain unnamed until the time of delivery.

Provisions of the sale agreement, negotiated through the London ship broker firm of Wallace Shipping Ltd. calls for delivery of the Wickersham to a west coast port in October for drydocking, with the right of cancellation extending to Oct. 31 to assure the vessel meets agreed-upon conditions.

Egan called the transaction "highly satisfactory," and said the original purchase price of the Wickersham was \$6.9 million and "upwards of another \$1 million was spent on alterations to bring the vessel into acceptable compliance with U. S. safety regulations."

"Thus, the price we have succeeded in obtaining pretty well clears the ledger," he said.

Various city and village councils, including Juneau, Anchorage, Ketchikan and Wrangell, recently have passed resolutions asking the state to cancel the sale of the Wickersham.

In response, Public Works Commissioner George Easley released figures on Aug. 8 showing that the Wickersham had the worst fiscal record of any ship in the state ferry system during the past fiscal year.

"While no one expects to turn a profit from the Alaska Marine Highway, as a public utility providing a vital service, it is incumbent upon us as public servants to ensure taxpayers receive the fullest benefit from their tax dollars," Egan said, referring to Easley's report.

"As the figures clearly show this simply is not possible in the case of the Wickersham," Egan said.

ALASKA FERRY PURCHASE NOT PLANNED-STRACHAN

DELTA, B.C. — The British Columbia government has "no specific plans for new construction" of ferries "at this time."

This is the word received from R.M. Strachan, B.C. Minister of Transport.

Asked about the feasibility of the Alaska State Ferry Wickersham's serving the Prince Rupert run, Strachan stated, "The Wickersham has not proven to be a successful ferry for the Alaska Ferry System as its car deck design relates to small European cars and therefore has been very inadequate for the transportation of American cars and particularly recreation vehicles. We therefore would not consider this particular ship even if we were contemplating an addition to the Prince Rupert run."



Southeast Alaska Empire photo by Susan Gilmore

Originally slated for completion in July, 1975, Juneau's new eight-mile Glacier Expressway may be completed by autumn of 1974, according to Burgess Construction Company officials who are directing the project. Clearing work below Bartlett Memorial Hospital is shown in this spring photo. Work is under way which involves removing an estimated two million cubic yards of dredge material between Sunny Point and Lemon Creek.

Wicky

Dear Editor:

Your politically inspired editorial in the Southeast Alaska Empire on August 20th titled "White Elephant" does great injustice to all of the communities, news media and groups, organizations and individuals who endorsed and urged retention of the Wickersham in the Alaska Marine Highway System.

The System was started during the first administration of our present Governor. It was a much needed concept of transportation designed as an extension of available highway systems in the area and never was or has been mandated to make money; neither, for that matter, is any other highway in the State.

We did not have ocean going vessels when this ferry system was started and one terminal linking a highway network was located in the foreign port of Prince Rupert, B.C.

British Columbia Premier Bennett stopped the connecting ferry run from Prince Rupert to Kelsey Bay on Vancouver Island in the fall of 1967 denying Alaskans and the users of our ferry vessels the most direct link with the so-called South 48 by ferry. Persistent rock and snow slides blocked the road out of Prince Rupert, as well as serious flooding at times, leaving our Southbound people and vehicles stranded as well as those who wanted to come North.

Premier Bennett stated at that time that it was not an economical run and he would not put a ferry back on until the next Spring. The State of Alaska had and has invested large sums of money through the Travel Division to encourage tourist travel to and through our great state. The tragic effect of obstructing the water route upon the tourist industry and Alaskans was massive and hundreds of vehicles were back logged at Haines and way points. It was time for extraordinary action.

The Secretary of Commerce under President Johnson was contacted to see if he could assist in locating an ocean-going American built ferry. There was none available. On a "crash" basis in ruling was obtained classifying B.C. coastal waters as "Inland Waters"—an action that high-level counsel said could not be done in years. Yet it was accomplished in a matter of days.

This allowed the State to proceed with our ferries through the newly classified "Inland Waters" to Seattle thereby completing our marine highway link with the lower 48. The obvious need for a suitable vessel to serve the extended route to Puget Sound could only be met with the purchase of a foreign built ferry for the reason that no ocean going American built ferry was available that could adequately accommodate vehicles and passengers for the run.

A foreign bottom was perfectly legal from a marine standpoint as it could run between Seattle and Prince Rupert without a waiver of the Jones Act and this would solve the problem the State and its people faced. Likewise, it could run from Prince Rupert to Haines without any waiver. These were the two legs of the journey which had a high volume and where monumental traffic tie-ups occurred.

The administration that purchased the WICKERSHAM was well aware of the Jones Act and supported modification of the Act that would accommodate Alaska's peculiar needs in operating a marine highway system as an extension of surface highway systems. However, no waiver was or is needed to allow a ship like the WICKERSHAM to operate between the points herein mentioned.

The fact that the WICKERSHAM sold for \$3 million more than was paid for it shows that it was a good and wise investment. To sell the WICKERSHAM for a \$3 million profit, which is in itself justification for purchasing it, and to replace it with a \$20 million dollar vessel isn't the soundest economic decision we have heard of. We still have to run between Seattle, Prince Rupert and Haines which any foreign vessel could do.

To run down the purchase of the Wickersham for political reasons as your paper did is, in my opinion, irresponsible. A very probable consequence of selling the Wickersham is that we will immediately see a continuing growth factor in the system requiring the financing and construction of yet another \$20 million dollar vessel.

Please print this letter.

Yours very truly,
E.J. Cessnun
886 Jackson
Ketchikan

Rate Hike Discussed For Marine Highways

By CATHY ALLEN
Times Staff Writer

A tariff hike for passengers and vehicles traveling on the Marine Highway has been proposed by State Public Works Commissioner George Easley to help alleviate the growing \$6 million deficit the ferry system has incurred.

The hike, which is scheduled to go into effect by Oct. 1, is the primary subject of public hearings throughout the state where the history, financial background and general operations of the 11-year-old ferry system has been presented.

At an Anchorage hearing last night, Easley heard testimony requesting half-fare winter rates for the state's older residents, support to save the Wickersham — the head of the present ferry fleet scheduled to be sold this winter — and general acceptance of the suggested fare increases.

After a year-long study of the tariffs imposed for travel on the marine highway, the ferry system has increased fares about nine per cent, although a few fares, such as the fare for the trip from Seward to Homer, have been decreased.

Easley explained that with prices rising, it is his desire to follow the state legislature's guidelines of taking in about a

third of the revenue needed to run the seven-fleet system by tariffs and having the state put up the other two-thirds to provide the ferry service.

Easley said that with two new ferries being added to the fleet next year, an added deficit would probably be incurred until the one new route becomes popular.

The two new boats include the Columbia, now in Seattle, Wash., which will replace the Wickersham, and a smaller vessel which will run a Prince Rupert, Sitka and Juneau route in the southeastern Alaskan waters. As yet, the smaller vessel is unnamed.

Both are scheduled to join the ferry system next summer.

Another scheduling change proposed to make the ferry system more profitable is the cancellation of the run from Anchorage to Kodiak. The Tustumena which now sails that route will sail to Homer and Seward before going onto Kodiak. Jim Morris, director of the Marine Highway System explained last night that the scheduling change was made after evaluating the number of vacationers that have been taking the Anchorage-Kodiak run.

He said that most are campers who would travel to Seward to take the same trip from that port. The deletion of Anchorage as a stopping point

would allow the Tustumena to include more runs to Homer and Seward to Valdez, a route very popular and overcrowded now.

The growing movement to save the Wickersham, the foreign vessel which will be placed in dry dock by Oct. 1 when its waiver to sail between Alaska ports runs out, has concerned the Marine Highway System.

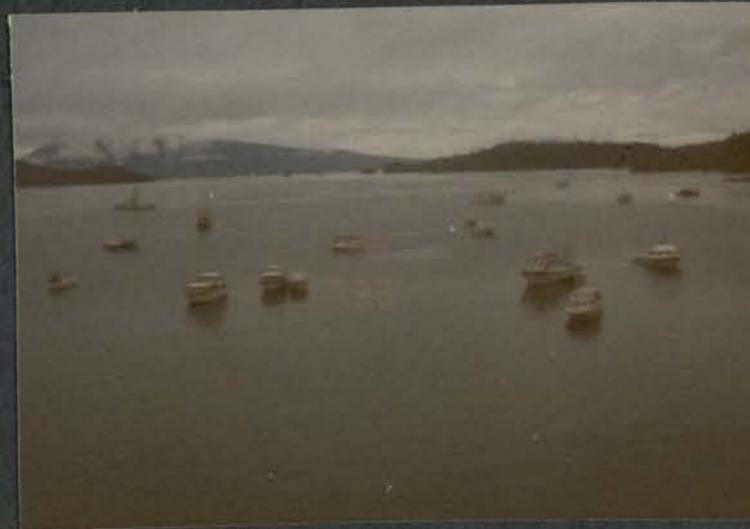
Several towns in southeastern Alaska are asking the governor to save the Wickersham for express runs from Prince Rupert, B.C., Canada to Juneau. The city of Anchorage has added its support to save the ship.

Easley said that no city nor group has approached him for information regarding the retention of the boat which is to be sold by the state legislature's resolution.

The proposed ferry rate changes are decreased from \$15 to \$13 for the Homer-Seldovia run for one average vehicle and one passenger; increase from \$27 to \$36 for the Valdez-Cordova run; increase from \$52 to \$60 for the Kodiak to Homer run; increase from 57 to \$70 for the Seward to Cordova run; increase from \$57 to \$70 for the Seward to Valdez run and increase from \$70 to \$78 for the Kodiak to Seward run.

Other increases include \$25 to \$34 for the Haines to Juneau run; \$33 to \$43 for the Ketchikan to Prince Rupert run; \$52 to \$54 on the Juneau to Sitka run; \$45 to \$58 on the Ketchikan to Petersburg run; \$64 to \$83 on the Haines to Petersburg run; \$70 to \$91 on the Petersburg to Skagway run; \$75 to \$96 on the Petersburg to Prince Rupert run; \$85 to \$107 on the Ketchikan to Juneau run; \$104 to \$136 on the Ketchikan to Haines run and \$112 to \$144 on the Juneau to Prince Rupert run.

A decrease is planned on the Seward to Homer run from \$122 to \$103.





**AMERICA'S MOST
POWERFUL DIESELS, BY
DELAVAL, DRIVE THIS
NEW ALASKA FERRY**

Two 9,200 horsepower DELAVAL Enterprise diesel engines power the 418-foot, ocean-going M/V *Columbia*, launched this year. That's something of a checkpoint in maritime history, because *these are the most powerful diesels designed and built by an American company to be installed in an American-built ship.*

And now, the producer of M/V *Columbia's* 16-cylinder RV Series engine offers a new achievement in this line of great diesels. It's the DELAVAL 20-cylinder RV20, delivering up to 12,500 bhp to ships of all types, from tugs to modern 100,000 dwt tankers.

The sleek M/V *Columbia* is being built by Lockheed Shipbuilding and Construction Company of Seattle, and designed by Nickum & Spaulding Marine Architects, whose other proud ships negotiate the challenging Alaska seas and inlets under DELAVAL diesel power.

DELAVAL

Wickersham Politics

IS THIS REALLY a political year, even though the 1974 show-down is months and months away? You better believe it.

Already the jockeying is under way for advantages that might strengthen the hopes of the candidates and the potential candidates.

And this preliminary sparring can be spotted in the most unexpected places — for example, in a speech by Gov. William A. Egan to the National Defense Executive Reserve Training Conference a week or so ago in Anchorage.

THE MEETING itself drew little public attention.

And the governor's dinner address got headlines only for his renewed discussion of plans for construction of a haul road to the North Slope — a road that will be built by the oil companies to state specifications and eventually turned over to the state for use as a public highway.

Buried deep in the midsection of his speech, however, was a strong dig by Mr. Egan at Republican Walter J. Hickel, the man who defeated him in the gubernatorial race in 1966 — and a man who well might be his opponent again in 1974.

Without mentioning Mr. Hickel by name, Gov. Egan stuck a knife in the former GOP governor over a subject which could be a familiar campaign item if the two meet again — the ferry Wickersham.

CONTENDED Mr. Egan:
"The Wickersham has required,

since its purchase in 1968, a substantial subsidy far above that for any of the American-built vessels (of the ferry fleet) . . .

"It is a much more expensive ship to operate and has a much smaller payload due to a car deck configuration that was not adaptable to American-sized automobiles.

"While this was apparently not obvious to those who purchased the ship, it was immediately clear upon our examination of the Wickersham's records that it had been running a tremendously heavy deficit since 1968, and we realized that good management practices required the building of an American replacement vessel . . ."

ANY WAY you read that, it comes out as a Democratic poke at the Republican governor who bought the Wickersham.

Defenders of the vessel have long pointed out that it appeared Mr. Egan's administration put the Wicky on an operating schedule virtually assuring it that it would run up a huge deficit and that the result has provided ammunition to fire at Mr. Hickel.

Mr. Hickel, on the other hand, has been a strong and continuing supporter of the Wickersham — and no doubt wouldn't mind taking on Gov. Egan head-to-head on the issue, if indeed it should become one.

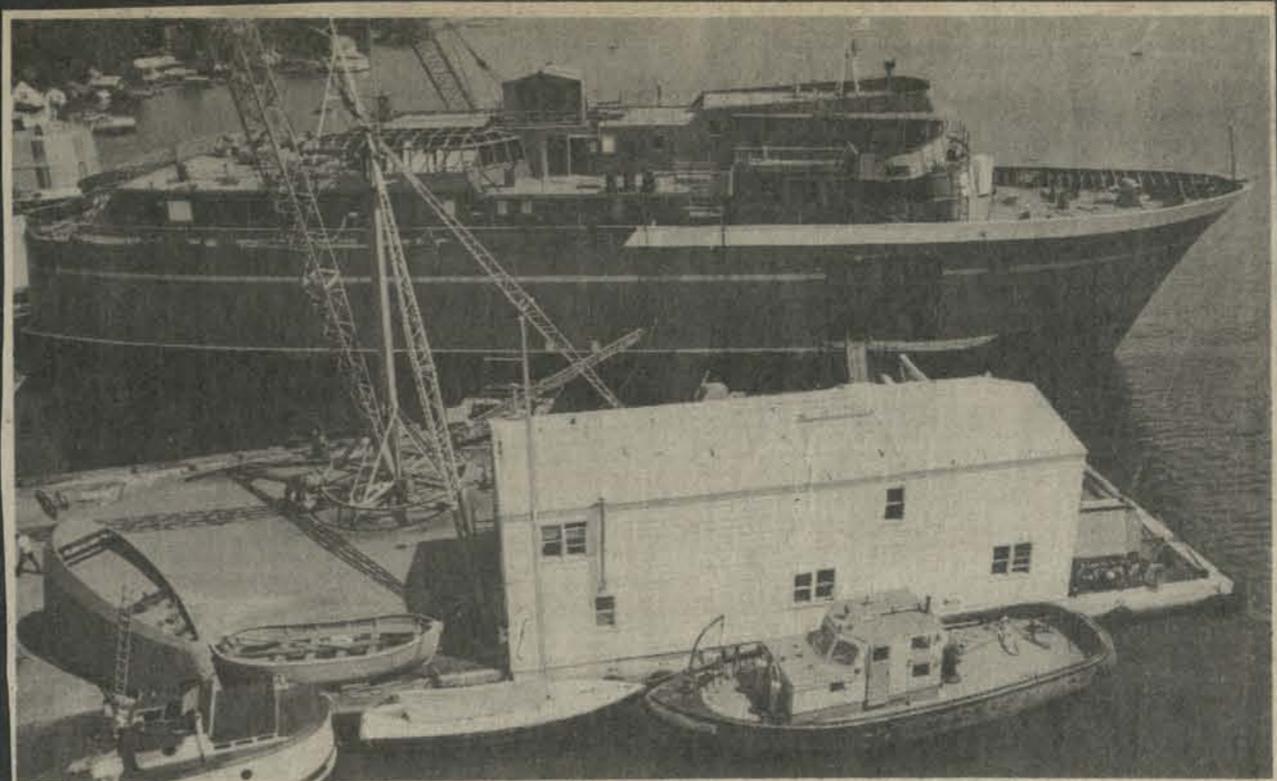
From the sound of Mr. Egan's speech, he expects that it will — and he sees Mr. Hickel as his '74 election opponent.

Wickersham sold

The state ferry *Wickersham* was sold to a foreign buyer for \$10 million in a transaction which Gov. William Egan called "highly satisfactory."

The 363-foot vessel was purchased by the state in 1968 for \$6.9 million and alterations since totaled about another \$1 million. The state was never successful in getting federal permission to run the foreign-built Wickersham between U.S. ports.

Now under construction is a large new vessel to replace the Wickersham next spring. This vessel, the *Columbia*, is being built in a U.S. yard at a cost of \$20 million.



STATE'S NEW FERRY TAKES SHAPE IN WISCONSIN

The state's new 235-foot ferry, the *Columbia*, is being outfitted at Sturgeon, Wis., for service on the Alaska Marine Highway System. The vessel, which will serve smaller communities south-

eastern Alaska and link them to the main marine highway route, is scheduled for completion next spring.

Sourdoughs Set Sweet Sailing

The flagship of the Alaska Ferries fleet sails tomorrow on her last scheduled voyage from Seattle. Old Alaska will be out en masse to give the Wickersham a sendoff and ride her north.

The Pioneers of Alaska have chartered the Wickersham for a final two-week voyage roundtrip to Southeast Alaska. They're counting on 350 passengers to join their parade of Southeastern ports as far north as Skagway, a train ride into Whitehorse, then a leisurely run back south to Puget Sound. Many passengers will board in old Alaska costumes, and the Pioneers of Alaska will hold their annual convention on the trip. Pete Jensen of Bremerton, at 98, is ticketed to be the oldest passenger. Soapy Smith's grandson, Joseph Smith, also will be aboard. Most distinguished passenger will be Maj. Gen. Jimmy Doolittle. Doolittle was born in Nome 76 years ago, and he tells us he once sold P-Is up there.

This last Wickersham voyage is a closed deal, but the bon voyage party is public. Pier 48, tomorrow morning at 11:30.

NEXT STOP for the Wickersham after its Sept. 27 return is drydock. The ex-Stena Britannica's five-year Alaska career ends this month, you know. She's been sold for \$10 million, \$3 million more than Alaska paid for the Swedish ship in 1968. The new 418-foot *Columbia* is building here at Lockheed to replace her.

Mum's still the word, officially, on who has bought the Wickersham.

That makes sense, come to think of it. The

Wickersham's car deck is designed for small autos like Datsuns and Toyotas.

ANOTHER JAPANESE FISHBOAT caught poaching off Alaska. And, according to international agreement, the Mitsu Maru No. 30 will be turned over to Japan for "punishment." The trade paper National Fisherman complains that foreign fishboats "are receiving token penalties for robbing the U.S. fishermen of their livelihood." The three Japanese boats caught netting salmon south of Kodiak last May got "100-day fishing suspensions" from their governments back home. Part of that time probably was spent on maintenance, overhauls and vacation, National Fisherman points out.

"THE PURPOSE OF PUNISHMENT for crimes," National Fisherman says, "is supposedly to discourage people from breaking the law. The present schedule of fines for foreign vessels that fish illegally in U.S. waters does not discourage them from these activities. It simply makes it a bit more expensive. If the U.S. confiscated a few fishing vessels and imposed the maximum fine once or twice, foreign skippers would become more accurate in their navigation and watch what was coming aboard in the net a little more carefully.

"The annual meeting of the International North Pacific Fisheries Commission is coming up in November. Perhaps the U.S. negotiators should suggest that all Japanese vessels violating the treaty should be tried in U.S. courts."

1974 Tour Ship Schedules Show Rise In Juneau Stops

Cruises booked into Juneau next summer by P&O Lines are almost triple their Juneau calls this summer, announces City-Borough Administrative Services Officer E.J. (Buck) Emery.

Emery said today that the jump in 1974's cruise schedule indicates a growing interest in the Southeastern Alaska cruise market by tour operators.

P&O brought the Spirit of London into Juneau for the first time this year. The ship comes in for the eighth, and last, time next Thursday.

Next summer, according to Emery, the Spirit of London is booked to make 15 eight-day cruises out of Vancouver between June 6 and Sept. 26.

In addition, the P&O liner Arcadia, which last visited Juneau two years ago, will return for seven 14-day cruises. The trips will originate in Los Angeles and are scheduled June 13 and Sept. 5.

Normal passenger complements are 750 on the Spirit of London and 1300 on the Arcadia.

Emery, who handles port arrangements for the City-Borough, also said Juneau is on the itinerary in 1974 of the Royal Viking Star.

The Norwegian luxury liner will call at Juneau June 23 as part of a 51-day Pacific Rim cruise. Emery said a similar cruise with a stop at Juneau already is booked for 1975.

A similar stop was planned for the German-Atlantic Line's Hamburg, the City-Borough official said, "but due to the dollar devaluation, the trip has been cancelled."

"Still," the City-Borough official said, "it's another indication of growing interest in the market."

Other large vessels already booked for 1974 include the Pacific Far East Lines' Mariposa and Monterey—returning for four trips after an absence this year and the Princess Cruises' Island Princess which will repeat the eleven cruises

inaugurated this summer. Two of her 1974 trips will be out of Los Angeles, and nine out of Vancouver.

Emery said the lease on the Princess Italia is terminating and the ship—first of the larger vessels to cruise Southeastern waters in recent years—will not be returning.

"If the company finds a replacement this fall," Emery said, "it will be scheduled into Juneau for at least five trips next summer."

He said he also expects the Sitmar Cruises' Fairsea back next summer, but that its schedule has not yet been received.

Emery said a proposal will be made that the Assembly recommended to the State of Alaska that next summer all state ferries be routed to Auke Bay to allow use of the city dock by the large tour vessels.

"This is the only dock available to them," Emery said, "and if Juneau as the capital city is going to encourage tour operators to make Juneau a port of call, we need to cooperate in their scheduling."

Currently, state ferries have first priority at the city dock. Large vessels unable to tie up this summer have lightered passengers to shore.

"Not only is it important to be able to berth the larger ships," Emery said, "but we also propose using the city dock instead of the city float when passengers must be lightered. It's much easier to walk up the ferry ramp than the steep ramp of the city float which has sometimes been a deterrent to passengers continuing into town."

Emery said he felt rerouting of the ferries would not detract from the amount of traffic they carry to Juneau.

He expects the proposal to come before the Assembly at its September 20 meeting.

ALASKA FERRY WICKERSHAM SOLD FOR \$10 MILLION



MV Wickersham during earlier Seattle call. Photo by Mel Fredeen, marine photographer.

JUNEAU — The state of Alaska has negotiated a "highly satisfactory" sale of the foreign-built state ferry Wickersham to an un-named buyer for \$10 million, Gov. William A. Egan announced.

Delivery is scheduled for October. The Wickersham will be replaced by the 418-foot Columbia, currently fitting out at Lockheed Shipbuilding and Construction Co., Seattle.

The Swedish vessel, purchased in 1968, was from the start prohibited by the Jones Act from taking on or disembarking passengers of subsequent Alaska ports without an intervening stop at a foreign port.

Thus, the state was able to use her only on a route to British Columbia, to provide the necessary intervening foreign stop, until the Egan administration obtained a temporary congressional Jones Act waiver in March, 1972, on condition the Wickersham would be sold when the new U.S.-built vessel enters service.

Provisions of the sale agreement, negotiated through the London ship broker firm of Wallace Shipping Ltd., call for delivery of the Wickersham to a West Coast port in October for drydocking, with the right of cancellation extending to Octo-

ber 31 while inspections are carried out to assure the vessel meets agreed-upon sale conditions.

Egan said the state's contract with Wallace Shipping provides for a one per cent commission of the sale price, or \$100,000 as the total brokerage fee for the transaction.

The Wickersham, in addition to being severely restricted by Jones Act provisions, is a much more expensive ship to operate than other vessels in the Alaska Marine Highway fleet, while at the same time having a much

A recommendation to the State of Alaska that all state ferries tie up at Auke Bay Terminal next summer will also be acted upon. The move would leave the Juneau City Terminal open to accommodate tour vessels.

smaller revenue payload due to a car deck configuration that was not adaptable to American size automobiles.

She was designed for the smaller vehicles of the European trade and her car deck capacity, for example, is half of that of the state ferry Malaspina.

Even with operation under the temporary congressional waiver, final figures for the past fiscal year show the Wickersham required a \$1.2 million subsidy compared to \$300,000 for the Malaspina and \$600,000 each for the Matanuska and Taku.

"While no one expects to turn a profit from the Alaska Marine Highway, as a public utility providing a vital service in an area that private enterprise has chosen not to enter," the governor said, "it is incumbent upon us as public servants to make sure taxpayers receive the fullest benefit from their tax dollars. And as the figures clearly show ever since it first entered the fleet in 1968, this simply was not possible in the case of the Wickersham."

"The price paid for the Wickersham in 1968 was \$6.9 million," he said, "and upwards of

another \$1 million was spent then on alterations to bring the vessel into acceptable compliance with United States safety regulations. Thus, the price we have succeeded in obtaining pretty well clears the ledger."

Big Welcome Planned For Pioneers Aboard Wicky

Alaska's M.V. Wickersham, filled with some 380 Alaska-Yukon Pioneers is expected to dock in Juneau Tuesday, Sept. 25 at 6:30 a.m. and will leave again at 11:30 a.m.

The Pioneers, who chartered the "Wicky" for their annual International Sourdough Reunion set sail from Seattle Wednesday. Their trip is expected to take nine days and includes stops at seven Alaska communities as well as a train ride to Whitehorse aboard the White Pass and Yukon railway, reenacting the voyage of the original pioneers.

Plans for the Juneau reception begin with an 8 a.m. concert aboard ship by the Juneau-Douglas High School pep band, under the direction of Bernie Hendrix.

At 8:30 a.m. a "mug-up" sponsored by the Pioneers of Alaska, Igloo No. 6 and Behrend's

Department Store will begin at the Gold Room of the Baranof Hotel. Lt. Governor H.A. "Red" Boucher will greet the sourdoughs, according to a Chamber of Commerce spokesman.

A full list of the pioneers aboard the Wickersham will be published in an Empire Pioneer section Monday.

"The pioneers are mainly interested in meeting with the people they know in Juneau," Paula Easley of the chamber said.

Since no formal tour is planned, the Chamber of Commerce encourages those who attend the "mug-up" to bring transportation and to show the pioneers the area.

The Wickersham, on its last voyage for the Alaska Marine Highway will be open to the public for inspection. The ship has reportedly been sold to a Dutch tour firm for \$10 million.

Doolittle, Smith Among Pioneers On Wicky

SEATTLE (AP) — Soapy Smith's grandson and Gen. Jimmy Doolittle, two of Alaska's best known old-timers, will be aboard the Alaska ferry Wickersham Wednesday when she begins her last journey for the state from Seattle.

A bon voyage party, planned by the Alaska Marine Highway System and Seattle Seafair and Chamber of Commerce, is set for the ferry which was sold by the state for \$10 million.

A spokesman said Joseph

Smith, Soapy's grandson, 98-year-old Pete Jensen of Bremerton and Doolittle, born 76 years ago in Nome, would be aboard.

About 350 others also will be involved in the privately chartered voyage. The spokesman said the Wickersham will call at Panhandle ports on her way to Skagway, where passengers will travel to Whitehorse, Yukon Territory by rail before returning to Seattle Sept. 27.

Wicky Departs Seattle For Pioneers' Voyage

SEATTLE (AP) — While a deckful of vintage Alaska pioneers sang "You are My Sunshine," the northern state's ferry Wickersham steamed away from this port for the last time Wednesday.

The Alaska pioneers, their families and friends, jammed the ferry's decks to sing the old tunes and toss confetti as the Wickersham glided through light drizzle in Elliott Bay at the start of the nostalgic voyage.

The 363-foot Swedish-built vessel, bought five years ago for the Alaska Marine Highway fleet, has been sold for \$10 million. She will go into drydock in Seattle after her return from Alaska.

A spokesman for Alaska Gov. William A. Egan said the Wickersham's efficiency in the fleet had been limited by restrictions on the use of the foreign-built craft, imposed by provisions of the federal Jones Act.

A new 418-foot vessel is being built here to replace the Wick-

ersham next spring.

Although the buyer of the Wickersham has not been named officially, Lee Kramer of the Alaska Tourist Division said he believes it is a Dutch tourist firm.

En route to historic Skagway, the Wickersham will call at ports all along the southeastern Alaskan coast in a charter sailing for a group calling itself the Alaska-Yukon Pioneers.

Sourdoughs from the U.S. and Canada will take a train to Whitehorse and then return for the Wickersham's southbound voyage back to Seattle.

Wednesday's gala departure saw 380 of the pioneers—many wearing period costumes complete with satin bustles, brightly-colored plume hats, fur stoles and top hats—line the decks to wave and cheer.

Retired Air Force Gen. James Doolittle, 76, who grew up in Nome in the early 1900s, was among the enthusiastic group. He said he had good reason to be there.



Empire Photo

LAST WICKY VOYAGE—The Alaska-Yukon Pioneers left Juneau late this morning following a brief visit to the Capital City. The pioneers chartered the ferry Wickersham for their annual Sourdough Reunion—marking also the last voyage of the Wicky on the Alaska Marine Highway. The Pioneers were feted with a band

concert and a "mug up" reception during their brief visit here this morning. Above, a group of pioneers mill at the ferry terminal exchanging final greetings with friends and relatives before reboarding the vessel.



WAVE GOOD-BYE—Special "Pioneers" and "Sourdoughs" wave good-bye Wednesday as the Alaska state ferry Wickersham steams off into Puget Sound on the last scheduled voyage to Alaska. The Wickersham was sold for \$10 million.

Taku Revises Wicky Schedule

The Wickersham, scheduled to be in Juneau Tuesday morning will have to leave the dock long enough for the Taku to load cars. Paula Easley of the Chamber of Commerce said today.

She said the "Wicky" is on an unscheduled run, conflicting with the schedule of the Taku.

In order to facilitate the loading of the Taku all passengers and guests must leave the Wickersham by 8 a.m. The ship should be able to dock again by 9:30 a.m.

A mug-up originally planned for 8:30 a.m. at the Baranof Hotel in honor of the Pioneers, has been moved to 8 a.m. according to Easley. A band concert which was to have been on the Wickersham will be presented at the Baranof instead.

The Wickersham will be in Juneau from 6:30 a.m. to 11:30 a.m. Tuesday.

SCUTTLEBUTT PERSISTS that Alaska's ferry Wickersham, sold for \$10 million last month, has been resold for \$12 million before its delivery to its new owners.

The presence of Dutch personnel aboard the Wickersham on her last voyage substantiated reports that the anonymous buyer was a Dutch group.

The Wickersham returned to Seattle Thursday on its last Seattle-Alaska run. It goes to a Seattle shipyard October 8 for survey before its delivery to unidentified overseas buyers.

The handful of Dutch mates and technicians rode the Wickersham to learn how to operate her. They purportedly were to help deliver her overseas as part of the original crew.

But they arrived here believing the ship already has been sold again by the Dutch buyers for \$2 million more than Alaska's selling price last month.

WICKERSHAM ON FINAL TRIP

SEATTLE — Alaska Marine Highway's Wickersham left Seattle on Wednesday of this week on her final voyage to Alaska.

After an inspection in Seattle she will sail for Rotterdam.

The sale price to a Dutch firm carried a tag of \$10 million, three million more than the Marine Highway paid for the vessel.

Ferry Move Deferred

By JULI CHASE
Acting News Editor

Action on a recommendation that state ferries dock at Auke Bay instead of at the city dock from June 1 through Sept. 10 next year was deferred by the Juneau City-Borough Assembly last night.

This proposal, said E.J. "Buck" Emery, city-borough administrative services officer, is to "facilitate the accomodation of tour vessels at our city dock."

Emery, in a memo to the assembly listed the reasons for requesting the shift in ferry docking as: "To keep the tour vessels in Juneau for the maximum scheduled time" and "to demonstrate to the tour operators we believe the business brought to Juneau by these tour operators is an important part of our economy."

Emery said the city expects to see a 27 per cent increase from this year in the number of tour ships coming to Juneau next year.

Jim Kirkpatrick, district manager for Foss Alaska Line, said the proposed move of the ferry dock would result in a "tremendous increase in operating costs" for his company and ultimately would result in higher freight rates.

Kirkpatrick said the increase in operating costs would result mainly from the added time needed to transfer vans from downtown 15 miles to Auke Bay.

In a letter to the assembly, State Department of Public Works Commissioner George Easley, said the advantage of moving ferry operations to Auke Bay would be "a much faster connection between the various ports of call."

"The disadvantage...is the tremendous inconvenience to those travelers who do not have their own transportation," Easley wrote. "I have no doubt that the thousands of people who visit Juneau each year will be denied the privilege of leaving the ship for downtown shopping due to the absence of adequate public transportation."

Easley said if the city-borough wanted the docking operations moved, the state would accomodate them, however "substantial capital improvements would necessarily be required to accomodate the increased traffic at that terminal," including a terminal building, warehouse and related facilities.

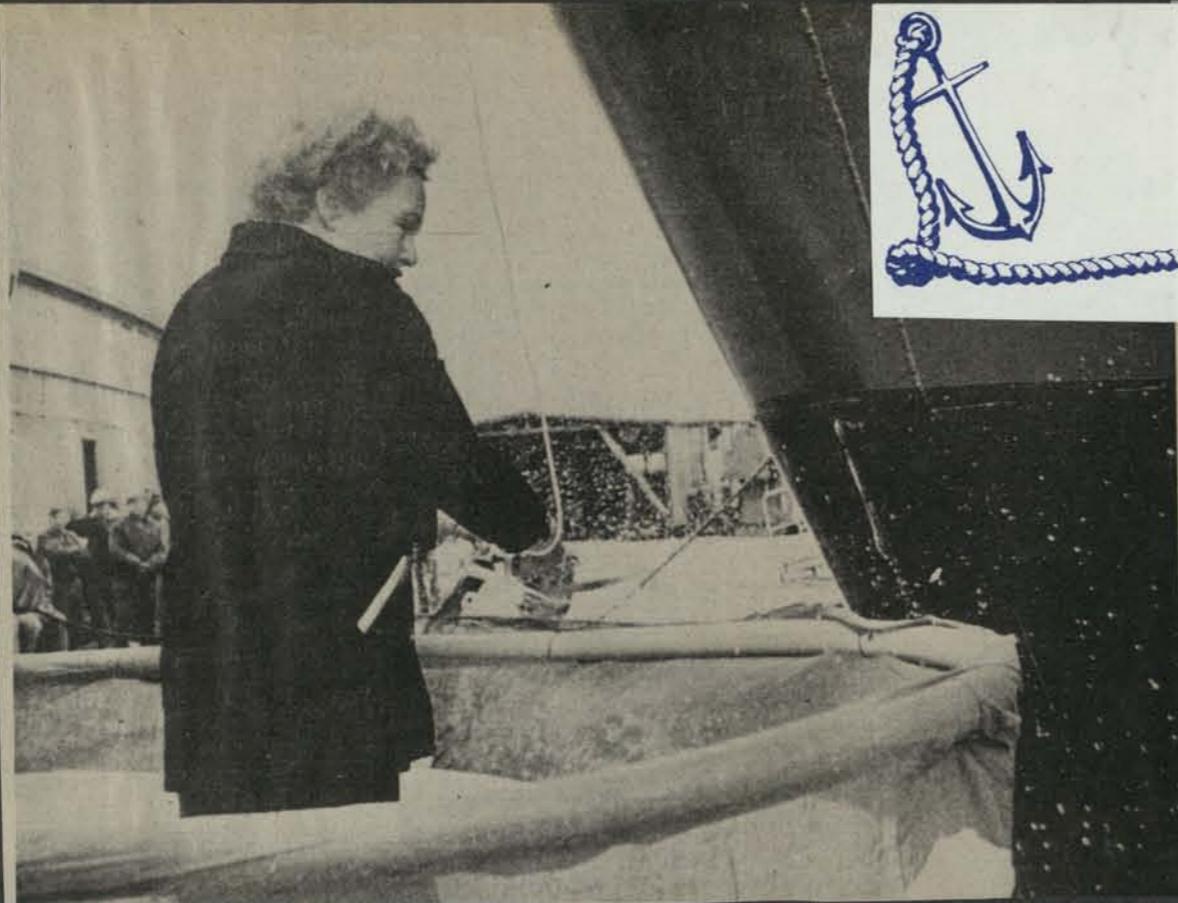
These improvements could not take place until next summer or later, Easley said.

Assemblyman Virginia Kline attempted to refer the proposal to the public works committee for further study, then a motion to table the matter was advanced by Assemblyman Bob Loescher. Both motions were defeated.

Assemblyman Clarence Jacobsen moved to defer the proposal "indefinitely," an action which was amended by Assemblyman George Rogers to direct the staff to develop an alternate proposal.

Loescher said the staff study should include information on the affect of moving ferry operations on postal service to Juneau and on other freight.





SHOP TALK

PETERSON BUILDERS, INC.

NOV 20 1973

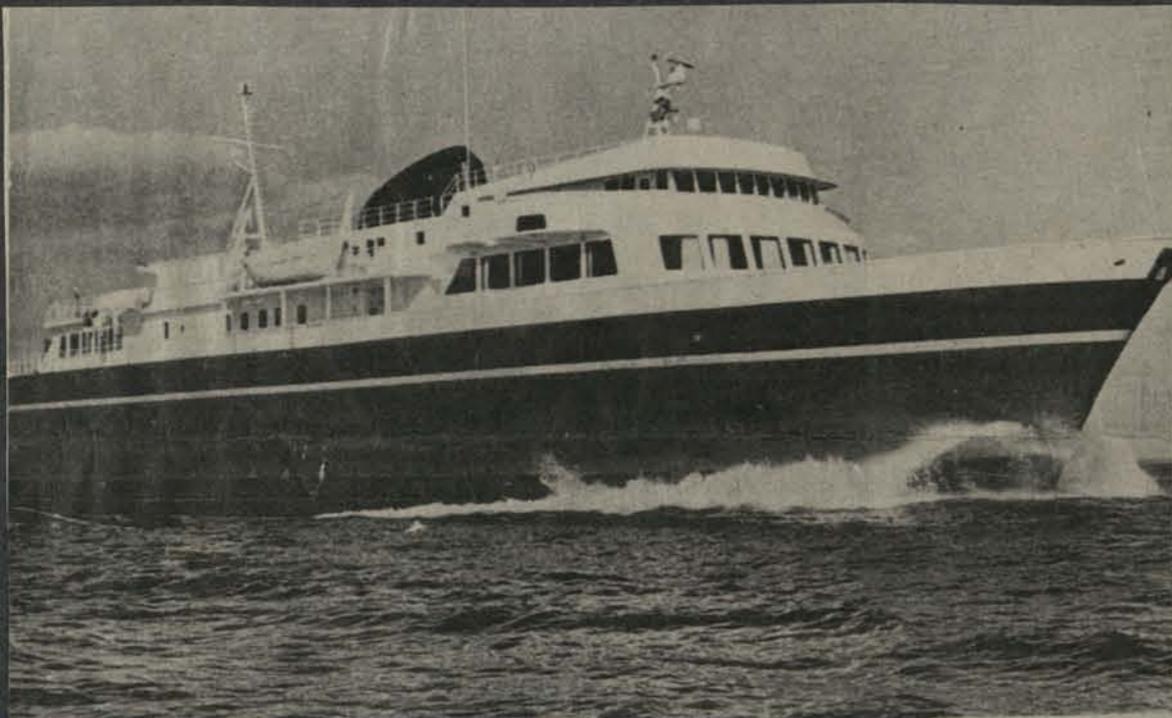
DIVISION OF
MARINE TRANSPORTATION

QUALITY PRODUCTION ON SCHEDULE

AN EQUAL OPPORTUNITY EMPLOYER
NOVEMBER 15, 1973

ALASKA FERRY TRIALS:

The Ship is out in Green Bay on Acceptance Trials being observed by the State of Alaska representatives Captain H.J. Lockert, Hugh MacDonald and Walt Sperl. The Design Agent is represented by Mr. Phil Spaulding and Harold Pratt. The U.S. Coast Guard and American Bureau of Shipping are also represented to observe compliance of their regulations. The U.S. Public Health Service will be here on Friday for their inspection.



LE CONTE LAUNCHED—The state ferry system's newest addition, LeConte, receives an official bash from the champagne bottle by Neva Egan, wife of the state's governor, Thursday, in Sturgeon Bay, Wis. The 235-foot ferry is shown undergoing sea tests in lower photo. (AP wirephoto)





Governor's House
Juneau, Alaska

October 26, 1973

Captain H. J. Lockert
Route 6, Box 6225
Juneau, Alaska 99801

Dear ^{Bill} ~~Captain Lockert~~:

This is to express my sincere thanks to you for joining me in celebrating my birthday on October 8. The enthusiastic, warm greetings from my many thoughtful and loyal friends will long be remembered by me with deep appreciation.

Mrs. Egan joins me in sending our kindest personal regards and, again, in thanking you for helping to make my birthday party here in Juneau a very special and delightful occasion.

Warm best wishes,

Bill

William A. Egan
Governor



9-44

Where Are The Buyers?

Wicky Waits In Seattle

SEATTLE (AP) — Attorney Leonard Schroeter, representing 27 foreign crewmen stranded in this port city, says he will try to unravel the financial arrangements for the in-

tended purchase of the Alaska state ferry Wickersham.

The boat was to have been purchased by Sol Lines, thought to be a European concern, for \$10 million.

Schroeter said Monday the trail may be a hard one to follow.

"The original financial arrangement may have involved major financiers. We may have to go out and find those undisclosed principals," he said. "There have been rumors of Is-

raelis, Greeks, Hong Kong Chinese and Japanese."

Schroeter was hired by the crew that was supposed to pilot the Wickersham from Seattle to Europe. Instead, the crewmen have been languishing without funds in two downtown hotels, where their bill approaches \$20,000.

An official with the Alaska Department of Public Works says there were extra costs, perhaps as much as \$100,000, when the buyer failed to come up with the \$1 million down payment by Oct. 1.

The boat was sent to Seattle from Juneau, Alaska, with an American crew at the helm shortly after the Oct. 1 deadline.

T. Vander Hoeven, hired to

skipper the Wickersham on its voyage to Europe, waited Monday with his officers and crew for word from their would-be employer, Maartin Vlaskamp, a Rotterdam businessman who set up the purchase of the boat.

Last week, Vlaskamp was in Seattle. He was served a summons by Schroeter and left town the next day. To go to Germany. To arrange financing with the ambassador from Togo, he said.

Schroeter said Sol Lines was a "paper" corporation registered in Famagusta, Cyprus, a favorite port for "paper" shipping firms.

"We've just got an incredibly tangled international fiscal mess," said the lawyer.

Dutch Firm Buys Wicky

Deputy Public Works Commissioner Bob Dwyre says the state ferry Wickersham was sold to a Dutch firm, Sol Lines Ltd.

Dwyre said the \$10 million sale will be finalized within the next two weeks.

An agreement to sell the ship was announced in August, but the buyer's name was not disclosed at that time.

Representatives of the Rotterdam firm, Dwyre said, have inspected the ferry in Seattle.

The Wickersham was part of the Alaskan fleet for five years. It was purchased from a Swedish firm for \$7 million.

WICKERSHAM BUYER NAMED

JUNEAU — Buyer of the Alaska ferry Wickersham has been identified as Sol Lines Ltd., a Dutch firm.

Alaska deputy public works commissioner Robert Dwyre said the sale would be complete by the end of this month.

The Wickersham was purchased by the Alaska Marine Highway System in 1968 for \$6.9 million and underwent \$1 million in alterations. The Dutch firm bought her for \$10 million.

Governor Sets Deadline For Buyers Of Wicky

By JOHN DEAVER
Empire Staff Reporter

Gov. William A. Egan has set Wednesday as the deadline for the buyers of the MV Wickersham to come up with the state's asking price of \$10 million, Will Lawson, the governor's press secretary, said today.

"The governor says the state must have the money by Wednesday or start looking for another buyer," Lawson said.

He said the ultimatum was issued to Sol Lines, a Dutch firm which operates a charter boat service from the island of Cyprus in the Mediterranean.

Wallace Shipping, Ltd., of London, the brokers handling the sale of the vessel, have indicated to the state the Sol Lines has not yet been able to secure the necessary loan for payment, he said.

At present, the Wickersham, formerly the pride of the Alaskan ferry system, is tied up in Seattle.

The vessel was purchased by the state in 1968 for approximately \$7 million and was retired from service this summer.

The Wickersham had been operating since 1971 under a temporary Congressional waiver of the Jones Act, the federal law that prohibits vessels of foreign construction from operating between American ports.

The waiver was to expire this year and, according to Public Works commissioner George Easley, it would have been a burden to the taxpayers of Alaska and a breach of faith with Congress to try to keep the Wickersham in the state's ferry system.



WICKY STILL WAITS—The Alaska state ferry Wickersham still sits idle at a Seattle pier. A deal between the state and a Dutch promoter fell through, leaving a multinational crew stranded in Seattle. The Dutch government arranged air tickets back to Holland for the 27-man crew, which left last week.

It's Dutch treat

SEATTLE (AP) — The Dutch government has arranged air tickets to Holland for a 27-man multinational crew stranded in Seattle the past two months, a Seattle lawyer representing the men said Thursday.

Leonard Schroeter said the arrangement was made at the urging of the U.S. State Department. He said the men leave Friday morning on a Northwest Orient flight.

The crewmen were abandoned two months ago when a \$10.5 million deal between the Alaska state government and a Dutch promoter for the old Alaska state ferry Wickersham fell through.

Sol Lines reportedly has been seeking funds to complete the deal, but for two months no one would take responsibility for the broke crewmen, Schroeter said.

The men were forwarded \$250 of their pay but since then have been running up bills in Seattle hotels amounting to \$20,000.



9-46

Legislature wants the Wicky to sail again

JUNEAU (AP) — Resolutions urging that the ferry Wickersham be put back into service on the state marine highway system have been introduced in both the House and Senate.

The measures requests that the Wickersham be restored to service and used to inaugurate an "all-Alaska ferry transportation route" linking south-central ports with those in Southeast Alaska, Canada and the continental United States.

Gov. William A. Egan has said the Wickersham is not well suited for use in Alaskan waters because of limitations on the number of vehicles it can carry. The ship was losing about \$2,000 a day when it was operating.

The House measure, co-sponsored by half the chamber, asked the state to retain the Wickersham even if Congress refuses to grant a permanent waiver from the Jones Act, which prohibits foreign-built vessels from stopping consecutively at two American ports.

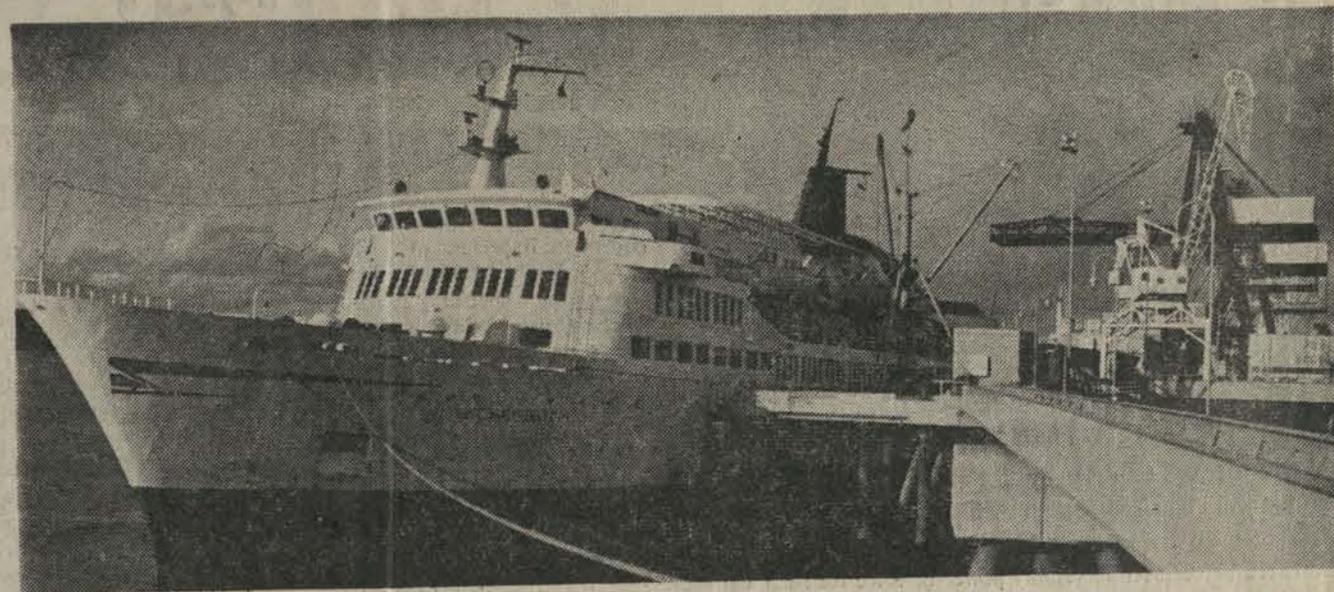
The Wickersham has been

docked in Seattle since last fall when the Dutch firm which had planned to purchase it for \$10 million failed to come up with the money. The vessel now is under a temporary Jones Act waiver, which will expire when the new ferry Columbia goes on the line about June 1.

Egan said the state has a tentative \$10 million offer from an unnamed shipping firm. He said the firm would make a \$2 million cash down payment and pay off the balance at 10 per cent interest over a five-year period.

"We'll be sure to have the \$2 million, I'll tell you that . . . and an iron-clad contract," Egan said. The state has incurred costs of nearly \$800,000 from the aborted sale and has sued the defaulting purchaser. Commissioner of Public Works George Easley says the state does not hold much hope of recovering the money.

The governor asked the legislature to appropriate about



The Alaska Legislature has requested that the Wickersham be restored to service in the ferry system.

\$762,000 to put the Wickersham in operation for 10 weeks this spring while the ferry Malaspina, is in drydock for annual overhaul.

The house finance committee Friday approved a supplemental appropriation includ-

ing funds to put the Wickersham back in service.

The House resolution urges that if a waiver is not granted, the Wickersham be used on the ferry routes only during the summer months and leased for service where the Jones Act

does not apply.

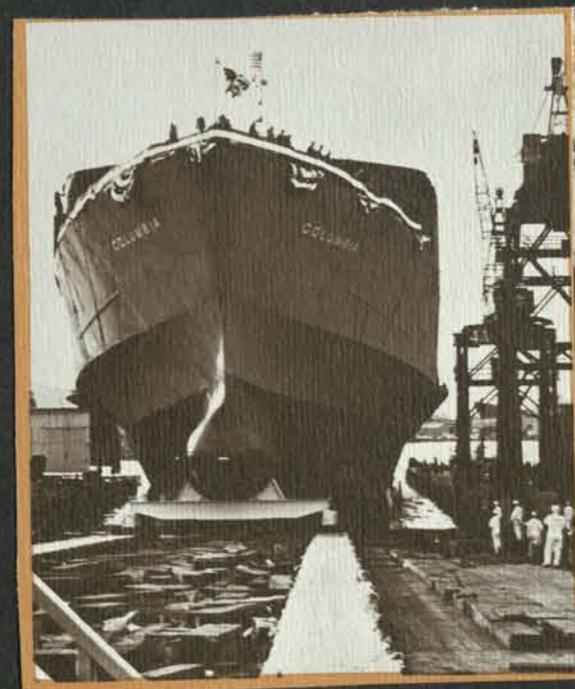
The measure also recommends that the ferry be used for service between Seward, Haines, Juneau, Ketchikan and Prince Rupert or Vancouver, B.C., during the summer and that the service be

limited to foot passengers and vehicles without camper equipment so overhead auto racks could be used.

The resolution said that would more than double the Wickersham's present deck capacity.



Rita Gravel and Neva Egan help christen the new Alaskan ferry, La Conte. The \$5.5 million vessel was built entirely with federal money from the special Alaska fund created by Senator Mike. It will travel between Petersburg, Hoonah, Kake, Juneau and Haines.



Easley Says Audit Is 'Full Of Holes'

Public Works Commissioner George Easley has taken issue with an audit questioning his department's procedures for awarding architectural contracts on state building projects.

Easley said Tuesday he planned to make a full report to the Legislative Budget and Audit Committee, whose audit the commissioner said was "full of holes."

The audit released this week found the department had selected many architects before legal notices of projects were published and that nearly all records on state bidding evaluations were incomplete or missing.

The special report, scouring 37 contracts awarded in the 18 months ending Dec. 31, also claimed the department has selected architects with lower evaluations, erred in grading some firms and ignored others in awarding contracts.

Easley and John E. Benson, director of the division of buildings, said records of architectural evaluations during the period existed but that "we couldn't find them" when auditors requested them. A search was under way, Easley said.

"Perhaps our records aren't in that good of shape," the commissioner said, "but in the last year and a half we've had more projects than at any time since statehood."

Easley said he personally reviewed each architectural contract, "and I know the evaluations exist because I've seen them."

Easley rejected the claim that some firms were being favored.

"Every board, agency and local jurisdiction in the state has their own idea on who they want for an architect," he said. "They exert pressure...and I have resisted them and made people mad. Otherwise you get an unequal distribution."

Several firms listed as not receiving any contracts during the period do not perform architectural work or have reorganized since winning state work, Easley said.

The commissioner, who plans to resign next month, said he had approved only one architectural contract without first evaluating it. That was awarded to Harold Standberg, former public works commissioner, for work on the Haines ferry terminal, he said.

Easley said architects submit annual "letters of interest" from which firms are selected, rather than relying on responses from periodic public notices.

He indicated the department likely would change requirements for published bid invitations to avoid any appearance of violating procedures.

State Has \$10 Million Offer From Greek Firm For Wicky

Gov. William A. Egan says it's not final, but he has confirmed that the state has a solid \$10 million offer from an unnamed Greek shipping firm to purchase the ferry Wickersham.

The Wickersham has been tied up in Seattle since last fall, when a planned sale to a Dutch firm collapsed. The aborted sale has cost the state some \$800,000 and moorage and maintenance charges are adding another \$2,000 each day the ship remains at the dock.

Senate Finance Committee Chairman Cliff Groh, R-Anchorage, said information from the Egan administration indicates "for all intents and purposes," the Wickersham has been sold. But Egan said later the matter still was under negotiation.

The Finance Committee today approved a \$3.08 million supplemental appropriation for the Marine Highway System, including \$761,000 to put the Wickersham back on Southeast Alaska runs for 10 weeks, starting Feb. 26.

Commissioner of Public Works George Easley told the committee the Wickersham would not be delivered to the buyer until after its 10-week spring operation. Easley said the Wickersham is needed to fill a void when the Malaspina goes into drydock for annual overhaul in March and April.

He said winter traffic is up more than 10 per cent from last year and the smaller ferry Matanuska cannot handle it.

The Wickersham's non-sale has stirred the legislature, with several pending resolutions urging the state to halt efforts to sell the ship and put it back in service permanently as a flagship for an all-Alaska ferry system.

The Senate State Affairs Committee was scheduled to consider one of the measures Wednesday.

The Egan administration contends the Swedish-built vessel is a money-loser due to its relatively small car deck. The Wickersham has been granted

a temporary waiver from provisions of the Jones Act, which prohibits foreign-built vessels from stopping consecutively at two American ports. The exemption expires when the new ferry Columbia goes on the line this spring.

Easley told the committee the state has been assured the Columbia will be ready for delivery April 26. He said the 418-foot, \$20 million ship is "booked solid" through the summer and 650 passengers have bought passage on the maiden voyage May 31.

He said if the new completion date is not met, the state will attempt to collect the lost revenue from the shipyard.

Page 2 Alaska, Ketchikan Daily News, Monday, February 11, 1974



Wavemaker:

Who is in charge of the garbage collection at the ferry terminal? What a disgrace for Ketchikan and for visitors who take a look at that garbage from the ferries. Not only the ferry traffic but also airplane traffic. It seems that there should be a garbage truck to meet each ferry and take care of the garbage then instead of letting it sit for days on end and letting all the local animals have a feast and then leave all the sacks torn and garbage scattered all over. Even when the garbage is picked up there is still lots of garbage remaining on the ground.

CONCERNED CITIZEN

The state public works department is responsible for collecting the trash and has a contract with the city to empty the carts. The state pays the city about \$500 a month to do it.

A city public works department spokesman says city garbage trucks empty the trash carts every day, sometimes twice a day. The scattering occurs because the compactors aboard the ferries don't always make the trash bundles the right size to fit the carts, and because the carts don't have snug-fitting doors, the terminal manager said. The state is going to try spring-loaded doors on the carts.

Wavemaker

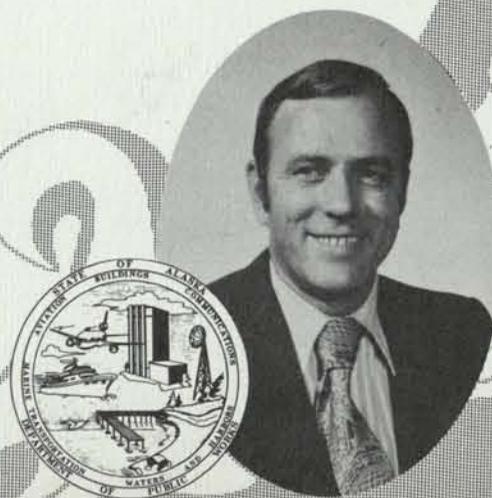
A Bon Voyage for the Commissioner of Public Works George W. Easley

Friday, February 15, 1974

Gold Room
Baranof Hotel
Juneau, Alaska

\$22.00 per couple
\$11.00 single

Cocktails - 6:30 P.M.
Dinner - 7:30 P.M.



Action Expected On Request For Funds For Wickersham

House Finance Committee Chairman Oral Freeman, D-Ketchikan, says the committee will take action Thursday on a supplemental budget request of more than \$3.2 million for the state marine highway system.

Gov. William A. Egan's original supplemental request was for \$2.287 million, but the governor Wednesday asked for an additional appropriation to put the ferry Wickersham back in service by Feb. 26.

The Wickersham has been docked in Seattle since last Fall, after sale of the vessel fell through.

Egan said ferry traffic has increased by about 10 per cent this winter and the Wickersham will be needed on the run, especially when the Malaspina is in drydock for annual overhaul during March and April.

Commissioner of Public Works George Easley called the increase in traffic "unprecedented" and said the smaller ferry Matanuska could not handle the demand while the Malaspina is out of service.

The governor's request for \$740,000 to put the Wickersham back in service for 10 additional sailings apparently will be upped by more than \$254,000 to pay for increased fuel prices.

Standard Oil Co. of California has notified the state of a \$4 a barrel increase in the price of fuel, effective Jan. 22. Easley said that price hike will cost the state an additional \$254,000 for the rest of this fiscal year. The price hike raises the cost of fuel to \$12.57 a barrel, compared with \$8.57 now. When the current fiscal year budget request was prepared the price

was \$5.03.

Rep. Andy Warwick, R-Fairbanks, asked Easley to submit a revised revenue estimate, based on the increased traffic, and a new supplemental budget request.

Egan requested that the Wickersham be put back into service only temporarily, until the new ferry Columbia is put on the line about June 1.

A group of house members has introduced a resolution asking the federal government to grant the Wickersham a permanent waiver from provisions of the Jones Act. The Jones Act prohibits foreign-built vessels from stopping consecutively at two American ports.

The Wickersham is under a temporary waiver, which will expire when the Columbia is ready to sail.

Governor Urges Appropriation For Wicky Operation

Gov. William A. Egan urged the legislature Wednesday to approve emergency funds to put the state ferry Wickersham into temporary service beginning Feb. 26.

Egan told Sen. Robert Ziegler, D-Ketchikan, in a letter that about \$750,000 in supplemental funds would be needed to pay the cost of an additional 10 sailings ending April 30.

Crews maintaining the vessel in Seattle, Egan said, had been instructed to prepare it for sailing, but the governor said he needed a "clear expression" from the legislature before issuing a final order.

The vessel was scheduled to be sold for about \$10 million, but the sale fell through last fall when a foreign buyer failed to secure a loan.

Egan noted that winter traffic on the marine highway system had increased 10 per cent over last year. He said the Wickersham's replacement vessel, the Columbia, is scheduled to go into service June 1.

Wicky 'Sold'

Senate Finance Committee Chairman Cliff Groh said Tuesday he had received word from the Egan administration that "for all intents and purposes" the ferry Wickersham has been sold to a Greek firm for \$10 million.

However, Gov. William A. Egan said later the sale "is a long way from being final." But he confirmed that the proposal from the unnamed shipping firm included a \$2 million down payment and annual installments of \$2 million for a total sale price of \$10 million.

Sale of the vessel would quash plans to put it back on southeast Alaska runs.

Groh's comments came as the Finance Committee approved a marine transportation supplemental appropriation, which includes nearly \$1.5 million to put the Wickersham back in operation for 10 weeks starting Feb. 26 and pay for mooring and insurance costs.



Captain H.J. Lockert
Director
Division of Marine Transportation

Wicky Resolutions

Resolutions urging that the ferry Wickersham be put back into service on the state Marine Highway System were introduced Friday in both the House and Senate.

The measures request that the Wickersham be restored to service and used to inaugurate an "All-Alaska Ferry Trans-

portation Route" linking south-central ports with those in southeast Alaska, Canada and the continental United States.

Gov. William A. Egan has said the Wickersham is not well-suited for use in Alaskan waters because of limitations on the number of vehicles it can carry. The ship was losing about \$2,000 a day when it was operating.

The House measure, cosponsored by half the chamber, asked the state to retain the Wickersham even if Congress refuses to grant a permanent waiver from the Jones Act, which prohibits foreign-built vessels from stopping consecutively at two American ports.

The Wickersham has been docked in Seattle since last fall when the Dutch firm which had planned to purchase it for \$10 million failed to come up with the money. The vessel now is under a temporary Jones Act waiver, which will expire when the new ferry Columbia goes on the line about June 1.

Egan said Friday the state has a tentative \$10 million offer from an unnamed shipping firm. He said the firm would make a \$2 million cash down payment and pay off the balance at 10 per cent interest over a five-year period.

House Approves Funds For Running Wicky Ten Weeks

The House has approved a \$761,800 appropriation to outfit the ferry Wickersham for a 10-week tour of duty in Southeast Alaska.

The House voted 37-3 Tuesday to return the Wickersham to service. The vessel has been moored in Seattle while the state tried to sell it.

The appropriation, which now goes to the Senate, would allow the vessel to resume ferry runs Feb. 26.

Resumption of the runs would hinge largely on whether a foreign shipping firm, said by Gov. William A. Egan to be considering a \$10 million purchase arrangement, buys the vessel. If it does, Egan says,

the Wickersham's service, scheduled through April, would be canceled or cut short.

The funds, coupled with more than \$796,000 to cover the ferry's maintenance and insurance bills while it is tied up, were included in a \$3.1 million appropriation approved by the House for the entire marine highway system. The extra costs for the Wickersham were incurred when its original buyer failed to deliver the \$10 million it offered for the vessel last fall.

About \$1.1 million of the marine highway supplemental appropriation would cover additional jobs in the system and wage and fringe benefit increases for some workers. Repairs at the Skagway Terminal accounted for \$207,300 not included in the current fiscal year budget.

Meanwhile, the Senate Tuesday approved three resolutions on voice votes, including a

measure directing the legislative council to make a study of problems of Alaska's senior citizens, particularly whether the state's costs of living are forcing elderly Alaskans to move from the state.

Another resolution, passed over objections of Sen. Ron Rettig, R-Anchorage, asks that a list of requests for special fittings for the trans-Alaska pipeline be drawn up by the commissioner of natural resources.

Rettig called the resolution "harrassment," but he did not elaborate. The special session of the legislature last fall effectively repealed state authority to require such fittings and extensions as a condition of lease.

Sen. George Silides, R-Fairbanks, sponsor of the resolution, said it was a proper planning measure. He said the state, local governments and others would want to inject or remove oil from the pipeline

THE WICKERSHAM stays tied to Pier 64, waiting for a buyer, but business is booming for other ships of the Alaska State Ferries fleet. Winters used to be dull out of here, but not this year. The Malaspina has been sailing full every Friday at 9 p.m. Two weeks ago she sailed with 367 passengers. Last week she had to leave 10 vehicles behind at Pier 48.

Today's sailing should be especially hectic. B.C. slides have cut the road to Prince Rupert, and truckers temporarily will have to route their vans either through Seattle or over the Alcan Highway. Things must have been wild up north of the border. We understand a slide forced one Lynden Transport truck-trailer from here off the road, and the drivers jumped just before their rig tumbled 300 feet over the side.

It's the sort of thing we think about sometimes, admiring the views from those hairbreadth B.C. mountain roads.

WHITHER THE WICKERSHAM, meanwhile? The big Alaska State ferry is back at Pier 48, with a partial crew putting her in shape to go back into service as early as Feb. 26 if everything goes smoothly in the Alaska Legislature. We hear talk, too, that the Wick may fill in on the new Columbia's schedule if, as is possible, Alaska's new flagship isn't out of the yard in time for her first voyage north in late May.

Actually, the Wickersham's fate is up in the air from day to day. Despite the fact she's a ship, not a plane, Alaska's still looking at some deals to replace the \$10 million floperoo that fell through last fall.

If Alaska Gov. Bill Egan has his way, the Wickersham won't be around long. She's an obsession with Egan. He sees her as a symbol of his predecessor Walter Hickel, and would like to get rid of her the soonest.

Reuben E. Crossett

Requests The Pleasure Of Your Attendance

at

THE THIRTEENTH ANNIVERSARY

of

"REUB'S ANNUAL ALASKA GAME DINNER"

at

SIX P.M. SATURDAY, FEBRUARY 16, 1974

at the

ELKS BALL ROOM

KETCHIKAN, ALASKA

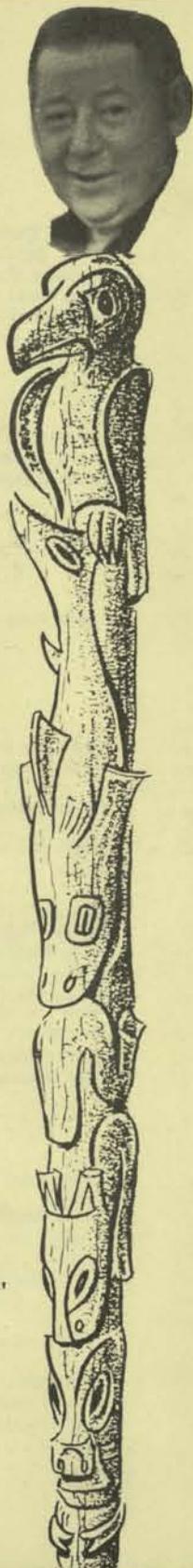
WALDEMAR W. ECKARDT, CHEF
(European Trained - Member Culinary Guild)

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

ANSWERED 2-1-74 - OK!

DRESS
"Alaska Tuxedo"

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



State Plans For Possible Strike

By JOHN GREELY
Associated Press Writer

The state has begun planning to keep essential services operating in the wake of a threatened employe strike.

Commissioner of Administration Joe Henri said Thursday the state hoped to continue with the help of administrative personnel services ranging from welfare payments to ferry and airport operations.

Meanwhile, Robert Stephen, executive director of the Alaska Public Employes Association, said Wednesday that balloting by state workers had authorized a strike but new contract talks would be sought next week.

Stephen, chief negotiator for employes, said the association planned to seek a flat \$100 a month pay hike for all workers, in addition to an unspecified percentage increase.

Henri responded: "We've made what we think is a fair and equitable wage offer, but, of course, we are willing to sit down and talk it over."

The commissioner said that planning to keep some wheels of government rolling during a work halt was tentative at best. "A lot of it hinges on whether other unions honor the picket lines," he said.

For instance, ferry terminal operators at eight locations would be the only employes in the system authorized to halt work. Administrative personnel could fill the gap, but the system likely would shut down if

the Masters, Mates and Pilots and the Marine Engineers Beneficial Association declined to cross picket lines.

Herbert J. Lockhart, director of the Division of Marine Transportation, said union officials in Seattle had refused to indicate whether they would support a strike.

It would take about 2,500 votes to authorize a strike. While Stephen did not disclose any firm figures, results released by the association have been overwhelmingly in favor of a work halt.

In Fairbanks, he said, 380 of 410 eligible voters had cast ballots, with 340 favoring a strike.

The election would have to be certified by the State Labor Relations Board.

Contract talks reached an impasse Dec. 30 when the association negotiating team rejected a state offer of a 12 per cent hike over 18 months. Any settlement would be subject to legislative appropriation.

A strike would affect about 6,000 workers. All employes except fire, police, hospital and jail workers are allowed to strike.

"We are hoping to avoid a work stoppage," he said, "we will do our best to convince the state of the necessity of the hikes."

But the APEA head was not as optimistic that the talks would bear fruit, adding there is a "distinct possibility" the strike would be called.



Menu

HORS D'OEUVRES

Special Thlinget Indian Smoked Salmon (courtesy Mike "Pack 'em by the case" Cusak, Russ Duval, Bill "Good Evening Folks" Baker, and Ed McLean). Prize Winning Award, Hand Packed Pickled & Plucked Herring (by "Tessie"). Caribou Sausage (Doug Eurers, Sage of Tok Junction). Wild Alaska Sheep & Goat Cheese (Ike "Precipice" Crossett, LaCrosse, Wis.). Deep Fired Black Cod Cheeks - a new seafood delicacy - by "250 Fathom" S.A. & Jim Vincent.

COCKTAILS

Alaska Shrimp Shrimp King II of Alaska, Dave Ohmer, Petersburg
Alaska Dungeness Crab Elder "35 Pot" Lee, Petersburg

SALADS

Alaska King and Queen Crab Dave Ohmer, Petersburg

ENTREES

Wild Duck (complete with pellets) "Camp Island Hunters"
Alaska Osborn Caribou (disregard the Cari and we serve only the bou) . . . - Hopefully -
Harvie Hildre
Alaska Prim(ed) Moose . . . "Dynamite" Duke Chase; Fred & Leonard "Totem In" Angerman;
"One Yank" Floyd; Frank Denny; Harry "Fast Ball" Ludwigsen;
"Wild" Bill Woodcock; John "Bull Moose" Gilbert; Chuck "Rim
Rock" Rohlfling.
Alaska "Go Gettum" Goat . . . Chuck "Chuckles" Rohlfling and Herman "Loop" Ludwigsen . .
Alaska "Sheepish" Sheep "Big Bad Bob" McKinley and Gordie Tate
Prudo Prairie Hens Phil "Indy 500" Rudy
Alaska "Winter" King Salmon "Tongass Narrows" Weston
Alaska Deer (served with your favorite wolf) . . . "Long Lake" John McKinley; Chuck "Ever-
ready Deer Call" Rohlfling; Bud "Salt Cake" Stewart; Bill "Dead-
Eye" Bernard.
"Brown Nose" Reindeer "Bering Sea" Stanley Sobocienski
Taku Pheasant Jerry Beesona

SURPRISE SPECIAL

"Italian Special Delight" Only served one time before by the fanous Gourmet Chef and
owner of the "Four-10 and Victor's 610" restaurants of
Seattle. VIC ROSELLINI

AMAZING SPECIALS

Beverages Winslow's Canadian Club; Dohoney's Rainier Beer; Dick Loeb, Bud White-
side & Peter "Pet 'Em" Ruaro's Paul Masson Wine; and featuring the
infamous "Reub's Alaska Martini Bowl".
Toppers Imported German Bread by Doug "Boomer" Roberts

Program

ELKS BALL ROOM

6:00 P.M. "Friendship Hour"

7:30 P.M. "Dinner"

□□□□

AL ROBERTSON, M.C.

Introduction of our guests

□□□□

ENTERTAINMENT

Camp Island Troubadours Surprise Musical Act From The Far North

Doctor in Attendance Dr. Ralph W. Carr
"The Platonic Physician"

Sergeant of Arms "Totem Pole" Charlie "The Horse" Stene
(He hunts wild goat with a six thread)

□□□□

NOTE: All out of town guests may contact the following for reservations: Hotels, Ingersoll, Gilmore and Marine View.

NOTE: "Twenty Cubic Feet of Promises", the infamous Harvie Hildre of Juneau has again refused to make a disclosure of his contribution to this banquet. However, rumor has it that he is ram-rod-ding a flock of Panda Bears through Ketchikan around the time of the banquet.

NOTE: This year name tags have been prepared for you and will be handed out at the door. Just present your invitation and sign the guest register.

ANOTHER NOTE: General Chairman Bill "Your Honor" Stump, has announced (from Hawaii) that a swim meet definitely will be held at 5:00 P.M. in "Reub's Alaska Martini Bowl" with the winner receiving a full years' membership in the A.A.

State Plans For Possible Strike

By JOHN GREELY
Associated Press Writer

The state has begun planning to keep essential services operating in the wake of a threatened employe strike.

Commissioner of Administration Joe Henri said Thursday the state hoped to continue with the help of administrative personnel services ranging from welfare payments to ferry and airport operations.

Meanwhile, Robert Stephen, executive director of the Alaska Public Employes Association, said Wednesday that balloting by state workers had authorized a strike but new contract talks would be sought next week.

Stephen, chief negotiator for employes, said the association planned to seek a flat \$100 a month pay hike for all workers, in addition to an unspecified percentage increase.

Henri responded: "We've made what we think is a fair and equitable wage offer, but, of course, we are willing to sit down and talk it over."

The commissioner said that planning to keep some wheels of government rolling during a work halt was tentative at best. "A lot of it hinges on whether other unions honor the picket lines," he said.

For instance, ferry terminal operators at eight locations would be the only employes in the system authorized to halt work. Administrative personnel could fill the gap, but the system likely would shut down if

the Masters, Mates and Pilots and the Marine Engineers Beneficial Association declined to cross picket lines.

Herbert J. Lockhart, director of the Division of Marine Transportation, said union officials in Seattle had refused to indicate whether they would support a strike.

It would take about 2,500 votes to authorize a strike. While Stephen did not disclose any firm figures, results released by the association have been overwhelmingly in favor of a work halt.

In Fairbanks, he said, 380 of 410 eligible voters had cast ballots, with 340 favoring a strike.

The election would have to be certified by the State Labor Relations Board.

Contract talks reached an impasse Dec. 30 when the association negotiating team rejected a state offer of a 12 per cent hike over 18 months. Any settlement would be subject to legislative appropriation.

A strike would affect about 6,000 workers. All employes except fire, police, hospital and jail workers are allowed to strike.

"We are hoping to avoid a work stoppage," he said, "we will do our best to convince the state of the necessity of the hikes."

But the APEA head was not as optimistic that the talks would bear fruit, adding there is a "distinct possibility" the strike would be called.





Marine Transportation Bills Are One-Third Of Request

Marine transportation bills make up over one-third of Gov. William A. Egan's supplemental budget request of \$6,075,800 for the current fiscal year.

The total of \$2.28 million includes more than \$1 million for wage and benefit increases and additional personnel in the ferry system.

Another major chunk, \$796,400, would go for moorage and insurance costs when the anticipated sale of the state ferry Wickersham was scuttled in a tight-money market last fall. Operation costs for the vessel were budgeted through October.

Spiraling fuel costs contributed another \$190,000 to unanticipated ferry system costs, and \$207,300 was requested for repairs at the Skagway terminal.

Other supplemental requests: Longevity bonus—\$1.19 million to make up for shortfall in estimated number of persons eligible for bonus in fiscal year

1974.

Assistance payments—\$655,000 to provide funding for the current level of support for aged, blind and disabled persons.

State match for teachers retirement—\$41,400 to supplement appropriation now in the Senate Finance Committee.

General relief medical—\$492,400 to maintain current level of medical services and offset loss of federal funds when Supplemental Security Income was launched Jan. 1.

Vessel restoration—\$435,000, including \$358,000 in state and \$76,200 in federal funds to renovate three commercial fisheries patrol boats.

Alaska Pipeline Commission—\$181,900 for the commission's first five months of operations.

Military affairs—\$122,700, including \$41,000 to provide re-en-

listment benefits required by law and \$81,000 for 1971 and 1974 workmen's compensation coverage to provide aircraft liability insurance for state missions flown by national guardsmen.

Neighborhood Youth Corps—\$85,600 to pay for jobs not covered by a \$838,000 federal grant.

Lt. Governor—\$39,100 to pay for the second reprinting of the Alaska Administrative Code Registers.

Fairbanks Pioneer Home—\$31,500 including general funds of \$27,700 and federal aid of \$3,800 to fund seven new positions and related costs for the new wing.

Occupational licensing, game guide board—\$12,300 in financing for travel and related costs of the game guide licensing board.

Easley Resigns

State Public Works Commissioner George Easley says he will resign at the end of February to become a senior vice president of Burgess Construction Co. in Anchorage.

Easley said Friday he will be in charge of Alaskan operations of the construction firm, which has subsidiaries in Arizona and several overseas projects.

He said he had no plans to seek selective office.

Easley is the eighth commissioner to resign or retire since Gov. William A. Egan was re-elected in 1970. Most recently, Commissioner of Public Safety Emery Chappel announced he would resign Jan. 21.

"George Easley has done a real fine job in one of the most demanding posts in state government," Egan said in announcing the resignation, "and while I regret seeing him leave public office, I wish him the best in his endeavors in private business."

Easley has headed the Public Works Department for three years. He said his term as commissioner "presented an enormous challenge" and provided "great personal satisfaction of accomplishment."

"I count it as a pleasure and privilege to have served in this progressive and active administration," Easley said.

Easley came to Alaska from Virginia in 1961. He served as city traffic engineer and assistant city manager in Anchorage in the 1960s and was associated with a consulting engineering and planning firm in Los Angeles for two years before being appointed Public Works commissioner.

Another Buyer For Wicky?

William A. Egan says the state may have another buyer for the ferry Wickersham, which has been docked in Seattle since a \$10 million sale to a Dutch firm fell through last fall.

Egan said Thursday "we have had another offer that looks like it might work into a very good possibility." He said the unidentified shipping company would pay \$2 million down on the \$10 million purchase price and pay off the balance at 10 per cent interest over five years.

Meanwhile, the House Finance Committee Friday gave a "do pass" recommendation to an amended supplemental appropriations bill for the marine transportation system.

The bill includes \$761,800 to put the Wickersham back on the ferry routes for 10 weeks to replace the Malespina, which is due for annual overhaul during March and April.

The original supplemental request of about \$2.28 million was amended to reflect increased fuel costs and the costs of putting the Wickersham back in service.

Egan said the Wickersham won't go back on the run until Feb. 26 "so we'll have two or three weeks to see what happens with the sale."

House Finance Committee Chairman Oral Freeman, D-Ketchikan, and committee member Ernie Haugen, R-Petersburg, said they opposed sale of the vessel if a permanent waiver from provisions of the Jones Act could be secured. The act prohibits foreign-built vessels from stopping consecutively at two American ports. The Wickersham now is under a temporary waiver, which will expire when the new ferry Columbia goes on the line about June 1.

Wickersham Sale Tale Gains International Sailing Notoriety

By CATHY ALLEN
Times Staff Writer

The abortive sale of the Wickersham has acquired the notoriety of an international scandal, the intrigue of an election year, the tragedy of a crew stranded in a foreign country and enough headlines to fill a yearbook.

"And all we wanted to do was sell the ship to help pay for the new one we're getting in May," said Joe Henri, state administration commissioner.

The six-year-old passenger vessel last sailed under the Alaska flag on Sept. 15 when her final passenger list included a prospective buyer and Henri. The ship was to be sold to Sol Lines, Ltd., a Rotterdam, Holland, company for \$14 million. The company's president was Martin Vlaskamp, who proposed to sail the Norwegian-built ship in the Mediterranean waters from Italy to Israel.

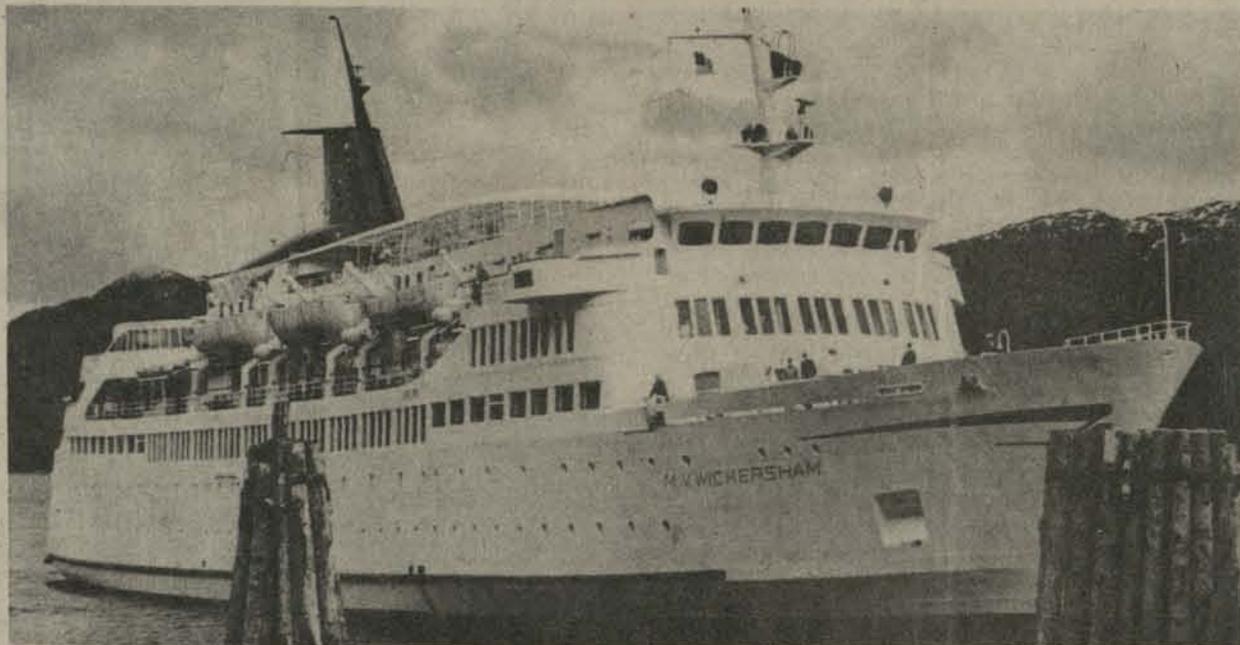
However, the Wickersham is still in dry dock — tied to a Seattle pier — where a crew of 11 is maintaining what has been the largest of the marine highway fleet.

The Wickersham, named after well-known Alaska Judge James Wickersham and a glacier, was to be a passenger cruise vessel like many others in the Mediterranean Sea. It would have had an operating casino, a lot of dancing room and "a lot of ladies entertaining as ladies do," said one state official who had talked with the fast-talking Vlaskamp.

The saga of the Wickersham dates back six years ago when she was bought during former Governor Walter Hickel's administration to run from Seattle to Alaska year round. As the Jones Act prohibits foreign-hull ships from carrying passengers and freight between American ports, a special waiver had to be obtained. The special ruling was granted by Congress on the condition that once an American ship could be constructed, the Wickersham would be sold.

The Egan administration agreed to this in 1941, as the vessel was not the most lucrative ferry in the fleet.

"As a matter of fact," said Bob Dwyer, deputy public works commissioner, "the ship is a money-loser." Her



WANTED: A HOME

The controversial Alaska Marine Highway vessel, Wickersham, pulls into dock during her early days in service in the Southeast. The ferry, now painted blue and gold, sits in dry dock in Seattle awaiting a new owner. A deal with a Dutch firm fell through after about three months of complex

wheeling and dealing. The Norwegian-built vessel, a state possession for nearly five years, was to have been used as a floating casino and entertainment center in the Mediterranean Sea between Italy and Israel.

cargo hold was arranged for small foreign-built cars — not the travel trailers and campers that crowded her lower decks during Alaska tour seasons.

The legislature in 1971 agreed to sell the beautiful vessel, and at that time Henri came into the picture as his department handles the sale of state property.

Until her last voyage as Alaska property, the Wickersham was not a newsworthy topic, although she had become a symbol reminding some of the Hickel administration.

On that final trip to Seattle, the Wickersham was reportedly sold to Vlaskamp and Sol Lines Ltd., but Vlaskamp requested that Henri not make the name of the buyer public. Had he released the information, Henri would have found out that Sol Lines Ltd. was a "paper" company recently formed to acquire the Wickersham. The mailing address was Curacao, a Dutch island near Venezuela and a popular tax haven for "off-shore" companies.

Henri then received Vlaskamp's feasibility study of what a ship like the Wickersham could be able to do, finan-

cially, in the Mediterranean Sea. Henri said he then learned the ship would be renamed Sol Phryne. Phryne, in Greek legend was a temptress, lady of the night, courtesan, and-or a seductress who succeeded in luring Alexander the Great's wealth away through a love-crazed treasurer.

"We weren't about to question the morals of the buyer if the supplier could hand over cold hard American dollars," Henri said.

The money presented another problem and subsequent chapter in the sales of what had grown to be a popular subject in Alaska. While municipal governments, chambers of commerce and

nostalgic ferry riders began a crusade to keep the Wickersham, Henri was wading through teletype messages and letters from Vlaskamp promising money for the ship.

Public Works Commissioner George Easley, in Seattle to check on the new ferry, to replace the Wickersham, finally got fed up with the company's inability to come up with the money and told the prospective buyers to leave the ship.

The entrepreneur meanwhile brought captains, officers and crew members to Seattle in anticipation of the sale. The crew members, half of them from the Cape Verdes Islands near Portugal, who had paid up to \$100 apiece to get the ferry work opportunity, told Seattle Post-Intelligencer reporter Dick Clever a tale of underhanded hiring that landed them in Seattle awaiting work.

The stranded crew made Seattle headlines daily as it chalked up more than \$30,000 worth of hotel and restaurant bills Vlaskamp had once promised to pay. He has paid none and now the U.S. State Department and the Dutch Foreign Ministry are trying to get back some of the money.

The stranded crew members who were at the mercy of hotel personnel had refused to return to Holland unless they were promised at least the money they had put out for the job opportunity.

A coalition of business leaders, the state department and Dutch residents finally succeeded in obtaining airline tickets to get the crew home. When the frustrated men did get to Rotterdam, they showed

up at Vlaskamp's home "to collect." Awaiting them was the elusive entrepreneur with four bodyguards. He said he had no money; the deal had fallen through.

The countries involved still vow to continue their pressure on Vlaskamp until the money at least comes back to the Seattle business with the \$30,000 bills.

When the crew was in Seattle, it succeeded in getting into a small scuffle in the VIII Bells Restaurant. Apparently a racial slur (someone called the restaurant owner a Jew) after a rather expensive dinner found the chief steward at the captain's neck. The captain ended up in Swedish hospital with several stitches.

Easley, by this time, had discovered the weak financial basis of the Sol Lines. "We wanted to sell the ship so bad that we were all hoping the money would come from somewhere. However, there comes a point when reasonable men agree that their patience is spent," he said in late November.

Henri, tired of looking at promises wired from across the world, sent the word out that the Wickersham was for sale again.

But, the news of the Wickersham saga in Seattle, had not ended. The Seattle paper again carried a front page story last

Sunday from the crew members departing for Holland. They told Clever a story of how they were forced to pay up to 250 guilders, or \$100 for "job tickets" for this job offer. As there are many Cape Verdeans without jobs, the job speculation scene is big business in Rotterdam.

Back in Alaska, Gov. Egan now faces an election year

legislative session with several lawmakers who have voiced the possibility of bringing the ship back to Alaska waters.

The boat will have about \$1 million worth of expenses in just maintenance and licensing fees if she's still tied in Seattle by March. "But, that is still about half the expenses she would have been incurring

had she been running back and forth from Seattle to Alaska throughout the winter," Henri said.

Dwyer said although there has been no new directive from Egan other than "sell the ship," there have been some public works' personnel who have looked into the possibility of obtaining a permanent waiver of the Jones Act "simply as a matter of course," said Dwyer.

Henri said there have been four offers or sincere inquiries concerning the purchase of the ship. A recent detailed request for information came from an American firm needing a ship much like the Wickersham, "and they need it immediately which certainly doesn't bother us," said Henri.

The sister ship of the Wickersham formerly the Stena Britannica, is now sailing in German waters to Sweden. Called the Stena Germanica, the Wickersham's sister ship also has been for sale for the past two years at a selling price of about \$12 million, said Henri.

"You know, I hate to see the state accept the black eye in

this matter, as we honestly did what any other prospective seller would have done," Henri said.

Henri admitted that he still receives information almost weekly from Vlaskamp, who still desires to piece together a purchase. "The International Banking Corp. money fell through, but there is no saying the company or Vlaskamp himself could not come up with money," he said. "I must

admit I'm rather pessimistic, though," Henri said.

The state has already paid \$7 million of \$20 million for the new ship, the Columbia, which should sail into the state's waters around May 15. The Wickersham was bought for \$7 million and if she can be sold for \$10 million, the first seven will pay off the down payment already forwarded to the Columbia. The rest will go into the general fund.

9-52



9-53



CHRISTMAS CRASH—The above automobiles were involved in a three-car collision Christmas Eve on North Douglas Highway, which resulted in total damages of \$5,500, according to Juneau po-

lice, who attributed the accident to extremely icy road conditions. Law enforcement officials urge motorists to exercise caution in driving in hazardous winter situations.

Empire Photos

Holiday Traffic Deaths Run Behind Predictions

Police Blotter

Burglary

A key chain with seven keys on it and \$12.50 in cash were recovered from a 17-year-old male in connection with a burglary at approximately 12:30 a.m. Tuesday at Sunset Street in Lemon Creek, according to Alaska State Troopers.

The juvenile was arrested on a charge of burglary in a dwelling, troopers state.

Fire

The residence of Don Tetzlaff, Mile 19½ Glacier Highway, sustained an estimated \$1,500 in damages Monday as the result of a fire caused by a faulty fireplace stack, troopers report.

The call was answered by the Auke Bay Fire Department.

Multiple Accidents

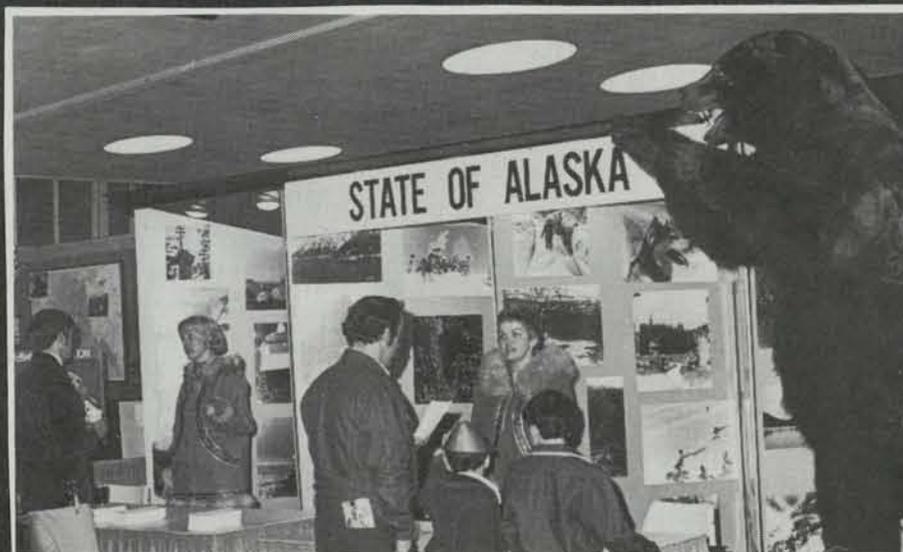
A three-car collision occurred Tuesday morning at the intersection of Loop Road and the Glacier Highway when a 1965 Scout driven by Eunice Jacobs reportedly failed to negotiate a turn and run into a 1969 Rambler driven by Judith Cole and a 1970 Chevrolet driven by Phillip Conner, according to troopers.

An estimated \$1,900 in damages resulted to the three vehicles.

Troopers say that no citations have been issued.

Juneau police report that no citations were issued in a three-car collision Monday on the North Douglas Highway which resulted in an estimated \$5,500 in damages.

According to police reports, a vehicle operated by Richard Carlin ran into the rear of Herbert Lockert's vehicle, which in turn



Dept. of Tourism

Visitors to the 9th Annual Southern California Sports, Vacation & Recreational Vehicle Show, Jan. 4-13, obtained information about off-season travel to Alaska from Ginger Johnson (left), Alaska Marine Highway Information Officer, and Mary Baker, Travel Promotion Specialist for the Division of Tourism. The Alaska exhibit included 70 color photographs, an 11-foot Alaskan brown bear and was the Grand Arena highlight of the Anaheim show.

HELP HELP

We need help in finding a buyer for the Alaska Ferry WICKER-SHAM.

Here is a beautiful vessel waiting for a buyer who wants her for a cruise ship?? for a ferry run?? for fast freight and passenger run??

If automobiles are not required then two hundred additional staterooms could be added and she has plenty of public rooms for the thirteen hundred day passengers she is licensed for so adding four hundred more berths would not hurt the existing three hundred and eighty four she already has.

Plans and full information available at our offices.

Here is ocean vessel available for half of replacement cost. Not in three years or five years but tomorrow.

Oaksmith Boat Sales, Inc.

FISHERMEN'S TERMINAL
Seattle, Wa. 98119 206-283-1000

MV Wickersham:

Attorney Tackles International Financing

SEATTLE (AP) — Attorney Leonard Schroeter, representing 27 foreign crewmen stranded in this port city, says he will try to unravel the financial arrangements for the intended purchase of the Alaska state ferry Wickersham.

The boat was to have been purchased by Sol Lines, thought to be a European concern, for \$10 million.

Schroeter said Monday the trail may be a hard one to follow.

"The original financial arrangement may have involved major financiers. We may have to go out and find those undisclosed principals," he said. "There have been rumors of Israelis, Greeks, Hong Kong Chinese and Japanese."

Schroeter was hired by the crew that was supposed to pilot the Wickersham from Seattle to Europe. Instead, the crewmen have been languishing without funds in two downtown hotels, where their bill approaches

\$20,000.

An official with the Alaska Department of Public Works says there were extra costs, perhaps as much as \$100,000, when the buyer failed to come up with the \$1 million down payment by Oct. 1.

The boat was sent to Seattle from Juneau, Alaska, with an American crew at the helm shortly after the Oct. 1 dead-

line.

T. Vander Hoeven, hired to skipper the Wickersham on its voyage to Europe, waited Monday with his officers and crew for word from their would-be employer, Maartin Vlaskamp, a Rotterdam businessman who set up the purchase of the boat.

Last week, Vlaskamp was in Seattle. He was served a summons by Schroeter and left

town the next day. To go to Germany. To arrange financing with the ambassador from Togo, he said.

Schroeter said Sol Lines was a "paper" corporation registered in Famagusta, Cyprus, a favorite port for "paper" shipping firms.

"We've just got an incredibly tangled international fiscal mess," said the lawyer.

Wicky Sale Falls Through?

JUNEAU, Alaska (AP) — Gov. William A. Egan says the state will begin looking for another buyer for the state ferry Wickersham if a Dutch firm that's twice missed scheduled payments fails to come up with \$10 million by Wednesday.

A spokesman said Wallace Shipping Ltd., the London brokers handling the sale, have told the state that Sol Lines Ltd. of Rotterdam can't secure

Wickersham, Crew in Midst of Money Mess

SEATTLE (AP) — Attorney Leonard Schroeter, representing 27 foreign crewmen stranded in this port city, says he will try to unravel the financial arrangements for the intended purchase of the Alaska state ferry Wickersham.

The boat was to have been purchased by Sol Lines, thought to be a European concern, for \$10 million.

Schroeter said Monday the trail may be a hard one to follow.

"The original financial arrangement may have involved major financiers. We may have to go out and find those undisclosed principals," he said. "There have been rumors of Israelis, Greeks, Hong Kong Chinese and Japanese."

Schroeter was hired by the crew that was supposed to pilot the Wickersham from Seattle to Europe. Instead, the crewmen have been languishing without funds in two downtown hotels, where their bill approaches

perhaps as much as \$100,000, when the buyer failed to come up with the \$1 million down payment by Oct. 1.

The boat was sent to Seattle from Juneau, Alaska, with an American crew at the helm shortly after the Oct. 1 deadline.

T. Vander Hoeven, hired to skipper the Wickersham on its voyage to Europe, waited Monday with his officers and crew for word from their would-be employer, Maartin Vlaskamp, a Rotterdam businessman who set up the purchase of the boat.

Last week, Vlaskamp was in Seattle. He was served a summons by Schroeter and left town the next day. To go to Germany. To arrange financing with the ambassador from Togo, he said.

Schroeter said Sol Lines was a "paper" corporation registered in Famagusta, Cyprus, a favorite port for "paper" shipping firms.

"We've just got an incredibly tangled international fiscal mess," said the lawyer.

An official with the Alaska Department of Public Works says there were extra costs,

End of the Week

The state of Alaska is conserving fuel. The state ferry Wickersham is still tied up in Seattle. And the last word we had is that it will stay tied up until it is sold even if the new replacement ship isn't ready until July. Now that is patriotic conservation of fuel.

Of course, the state had expected to sell the Wickersham by now and it expected delivery of the new ferry the Columbia in January. But the state's surplus property officer (Commissioner of Administration Joe Henri) and the shipyard building the Columbia (Lockheed) have been having their troubles.

Henri thought he had a buyer in an underfinanced couple from Holland. But after giving the proposed buyers every consideration—no deposit on the purchase, a few other things—they still couldn't come up with the money. So the state still owns the Wicky.

The problem now is that every ship operator in the world is faced with a fuel shortage. And those with fuel, the sharp ship operators, know that they have the state of Alaska on their hip, as the saying goes. They know the state has to sell the Wicky because of the Jones Act and an agreement with Congress on a waiver of the Jones Act. When the price gets down in the bargain range, somewhat under the \$10 million the underfinanced couple offered last month, there will be cash buyers.

In the meantime, what do we do with the Wicky? Let's turn it into Alaska's first floating bridge. Floating bridges are such popular structures in Seattle that several of them have been built and others are considered.

What better place to install a floating bridge than between Ketchikan and its airport on Gravina Island. We might have to extend the ferry slips a little. But the engineers who design ferry slips for Ketchikan are used to designing them too short and then making them longer.

What a luxurious floating bridge. Motorists could stop for a drink, dinner or an afternoon's snooze on the way to the airport. That sure beats the Lake Washington floating bridges. You snooze in your car there waiting in traffic jams.

When traffic has to move up Tongass Narrows, our floating bridge could weigh anchor and take the waiting motorists for a cruise to Guard Island and back.

Our only question about the plan is whether or not the Jones Act would allow a motorist to drive aboard the stern of the vessel in Ketchikan and drive out the bow on Gravina Island.

Ferry Schedule Improved for Sitka

The Alaska Marine Highway schedule for the summer of 1974 has been released, Sitka agent Harry Thorburn has announced, noting that service for Sitka will be improved.

Thorburn said that in May Sitka will have two northbound and one southbound main line ferries per week, and in June the number will jump to three northbound and two southbound. This schedule will continue to September, he said.

The number of northbound and southbound vessels will be the same as this past summer, Thorburn said, but the improvement is that one vessel per week in each direction will be a direct connection with Seattle. Last summer there was no northbound service directly to Sitka from Seattle. The fare, via Skagway, was the same but passengers had to pay the additional stateroom costs for the

longer trip. Thorburn said planned shuttle service is not listed in the schedule just released.

On another matter pertaining to the ferry system Thorburn said new state regulations require dogs to be in kennels or other containers or confined to cars aboard the ferries. No dogs will be allowed on board except under these conditions, he said.

State Seeking Another Buyer For Wickersham

JUNEAU (AP) — The state authorized its London broker today to seek other buyers for the ferry Wickersham after its first purchaser failed to meet the vessel's \$10 million price tag.



Okay, George. Now what about that 6,000 foot airstrip at Lost River?

State briefs

Wicky buyer lags on payments

By the Associated Press
Gov. William Egan said Tuesday the state will start looking for another buyer for the ferry Wickersham if a Dutch firm doesn't get back on schedule with its payments.

The Wickersham has been sold to Sol Lines Limited of Rotterdam but the firm has been unable to secure firm funding. The company already has missed two scheduled pay-

ments. The Dutch company operates a charter service with cruises starting in Cyprus in the Mediterranean Sea. The vessel was originally purchased for use by Alaska on the southeastern runs.

Only last week Administration Commissioner Joe Henri denied that the state was encountering any difficulties with the sale.

Angry 'Wicky' crew catches up with shipper

Twenty-seven crewmen who were stranded in Seattle for more than two months without pay have returned to Rotterdam and met the man who sent them here to deliver the Alaska ferry Wickersham in a \$10 million deal that fell through.

Rotterdam police were called to restore order when the angry crew appeared at the office of Martin Vlas-

kamp, a Dutch businessman, to demand their back pay earlier this week.

The Associated Press said Vlas-kamp told the men he would do his "utmost" to pay off the crew but added, "I have advanced so much money already that this for the moment has to wait."

VALASKAMP, 28, said yesterday a group of African financiers is backing the project and he still hopes to buy the Wickersham for winter cruising to the Canary Islands and European ports.

Vlas-kamp said he provided funds to return the crew to the Netherlands and contended that a Seattle shipping company (Olympic Steamship) was guaranteeing settlement of hotel and restaurant bills run up by the multinational crew.

Vlas-kamp, who operates a shipping agency in Rotterdam, said he was acting for Sol Lines, which he said was based in Curacao, a Dutch island in the Caribbean. Sol Lines does not appear in the Loyd's List of Shipowners.

A Seattle lawyer representing the 27 crewmen has uncovered no visible assets of Sol.

A DUTCH foreign-ministry spokesman denied earlier reports that the government had paid for the crew's return and said the financial arrangements apparently had been made by Vlas-kamp.

An airline spokesman in Seattle said, however, that the men's plane tickets had been prepaid with guarantee through a Dutch consul.

Vlas-kamp told newsmen the deal with the State of Alaska would have gone through "but for the Middle East war and the economic and oil crisis in a number of countries."

Part of the deal called for the State of Alaska to provide fuel for the Wickersham's delivery to Sol Lines.

Sale Snarl Strands 27

SEATTLE (AP) — Attorney Leonard Schroeter, representing 27 foreign crewmen stranded in this port city, says he will try to unravel the financial arrangements for the intended purchase of the Alaska state ferry Wickersham.

The boat was to have been purchased by Sol Lines, thought to be a European concern, for \$10 million.

Schroeter said Monday the trail may be a hard one to follow.

"The original financial arrangement may have involved major financiers. We may have to go out and find those undisclosed principals," he said. "There have been rumors of Israelis, Greeks, Hong Kong Chinese and Japanese."

Schroeter was hired by the crew that was supposed to pilot the Wickersham from Seattle to Europe. Instead, the crewmen have been languishing without funds in two downtown hotels, where their bill approaches \$20,000.

An official with the Alaska Department of Public Works says there were extra costs,

perhaps as much as \$100,000, when the buyer failed to come up with the \$1 million down payment by Oct. 1.

The boat was sent to Seattle from Juneau, with an American crew at the helm shortly after the Oct. 1 deadline.

T. Vander Hoeven, hired to skipper the Wickersham on its voyage to Europe, waited Monday with his officers and crew for word from their would-be employer, Maartin Vlas-kamp, a Rotterdam businessman who set up the purchase of the boat.

Last week, Vlas-kamp was in Seattle. He was served a summons by Schroeter and left town the next day to go to Germany, to arrange financing with the ambassador from Togo, he said.

Schroeter said Sol Lines was a "paper" corporation registered in Famagusta, Cyprus, a favorite port for "paper" shipping firms.

"We've just got an incredibly tangled international fiscal mess," said the lawyer.

WICKERSHAM SALE TO BE CONSUMMATED

The Norwegian-built Wickersham will sail out of the port of Seattle this month with a new owner.

The \$10 million sale by the State of Alaska is being consummated in Seattle now by Commissioner of Administration Joe Henri, according to his secretary in Juneau. The vessel, which was bought under Gov. Walter J. Hickel's administration for \$7 million, will be sold to Sol Lines Limited, a Dutch firm from

Rotterdam, Holland, said Department of Public Works Director Bob Dwyre.

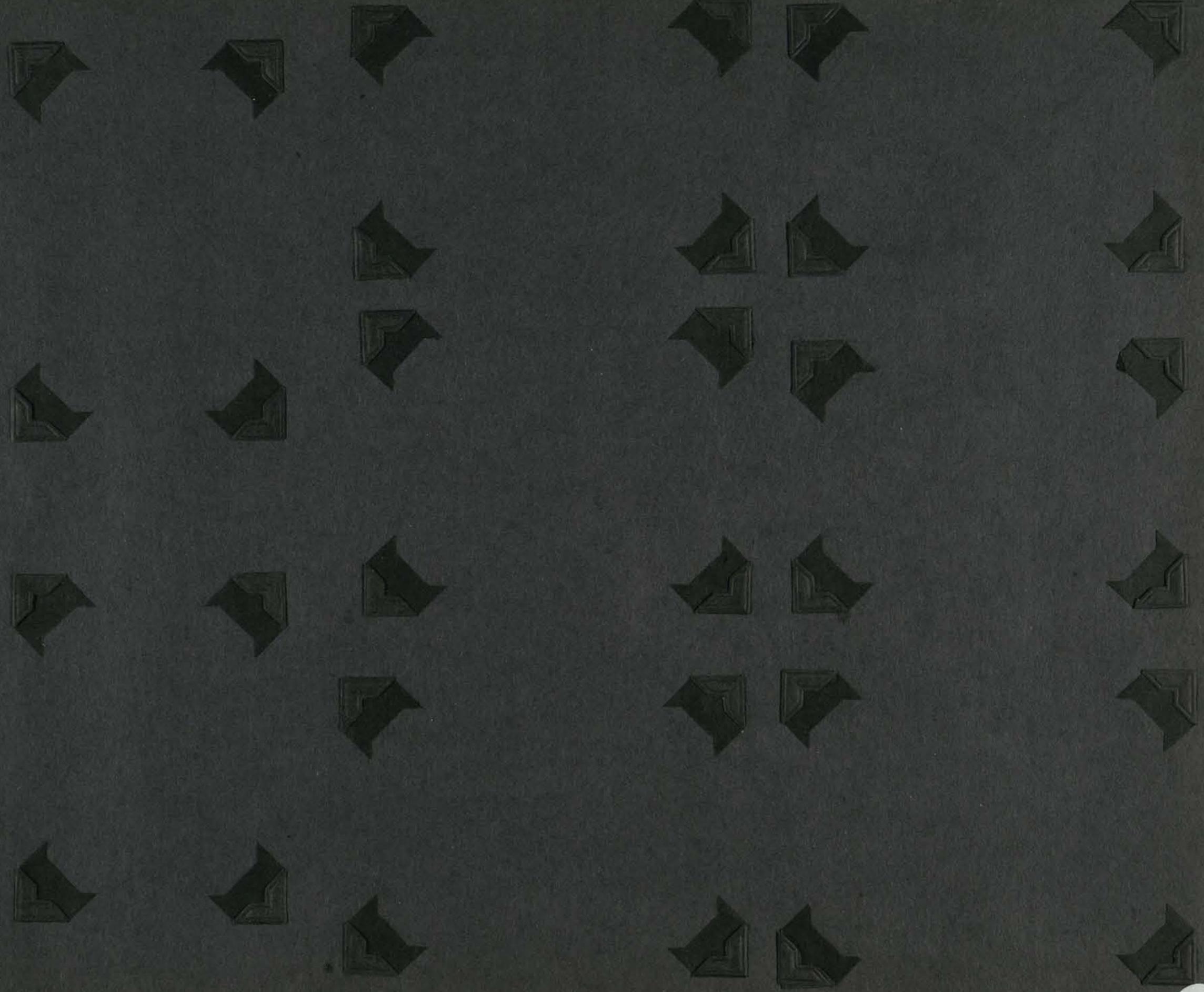
The buyers are reportedly in Seattle inspecting the ship that sailed under the Alaska flag for five years.

The Columbia, a larger ship costing twice the price of the Wickersham, will head the Alaska Marine Highway fleet next year, said Dwyre. The big ship will be one of two vessels added to make the fleet total eight vessels.



"I realize I'm supposed to put my head just this way, Ginger, but somehow it's different without a fur coat."

Carl Mathisen and Doug Burton, officials of the state ferry system, are in Ketchikan coordinating the air-sea travel package with travel agents and booking ferry traffic operations.



65-9
G10193

World Search on for Assets of Wickersham 'Buyers'

BY DICK CLEVER

An attorney for 27 stranded foreign crewmen said yesterday he would begin an international search for assets of a "paper" corporation that sought to purchase the Alaska ferry, Wickersham.

The \$10 million deal appears to have collapsed, despite a cable from Rotterdam yesterday afternoon asserting that funds for the purchase would be transferred to Seattle First National Bank today.

A Sea-First spokesman said the bank would not comment.

The crew that was sent to Seattle to take the Wickersham to Europe has been stranded for two months without pay. Two hotels have extended credit to the men in the amount of nearly \$20,000.

The crewmen have retained Seattle attorney Leonard W. Schroeter to represent their interests.

Sol Lines, the intended buyer of the Wickersham, has left a trail of debts stretching from Juneau, Alaska, to Seattle.

Besides the \$10 million for the ship, a spokesman for the Alaska State Department of Public Works said Sol Lines owes the state for the extra costs incurred by the state when the buyer failed to come up with the \$1 million down payment by Oct. 1.

Robert Dwyer, the state's deputy commissioner of public works, said the total bill could be more than \$100,000.

Warren Johnson, of Olympic Steamship Company of Seattle, Sol's agent, didn't set much store in the latest communication from Rotterdam.

Johnson said the officers of the firm had been promising the money would "arrive almost any day now" for nearly two months.

Meanwhile, the officers and crew of the Wickersham awaited word from their would-be employer, Martin Vlaskamp, the Rotterdam businessman who made all the promises.

Capt. T. Vander Hoeven

arrived in Seattle in September. He had been told that he should contact Olympic Steamship.

Vander Hoeven, a short, compactly built man who has been at sea for 24 years, says he began to worry in Juneau when paychecks didn't arrive on time.

The Oct. 1 deadline for receipt of the first \$1 mil-

lion by the State of Alaska passed. There was no word from Vlaskamp. So, Vander Hoeven and his two aides came south from Juneau aboard the Wickersham with an American crew at the helm.

They met the rest of the crew and ship's officers.

Jose Peter Araejo, a seaman from the Portuguese colony of Cape Verdes had further disturbing news.

Araejo and his 14 fellow

Cape Verdes Islanders had been held up for nearly a month in Rotterdam without pay.

"We finally forced them to give us about 200 guilders (about \$60) each," said Araejo, a soft-spoken black.

Araejo and other Cape Verdeans on the crew said they support as many as 10 dependents each.

"And there is no welfare system in Cape Verde," said one crew-

man. "You don't have money — you don't eat."

Many of the officers, while short of cash, were able to draw on bank accounts in Europe by wire.

Schroeter said Sol Lines was registered in Famagusta, Cypress, a favorite flag for "paper" Greek shipping firms.

"The original financial arrangement may have involved major financiers," Schroeter said. "We may have to go out and find those undisclosed princi-

pals. There have been rumors of Israelis, Greeks, Hong Kong Chinese and Japanese."

"We've just got an incredibly tangled international fiscal mess," said Schroeter.

Schroeter served a summons on Vlaskamp last week at the Edgewater Hotel. The next day the peripetetic entrepreneur left town. To go to Germany. To arrange financing with the ambassador from Togo, he said.

Seattle Post-Intelligencer
A 4 S* Tues., Dec. 4, 1973

Old Ferryboat?

Crew Members Angry

ROTTERDAM (AP) — A 27-man crew, sent to the United States to pick up an old ferryboat, is back in the Netherlands after being stranded in Seattle for two months.

Martin Vlaskamp, a Dutch businessman, sent the men to Seattle after he made a \$10.5 million deal with the Alaska

state government for purchase of the ferry "Wickersham."

U.S. sources said the deal collapsed. The men returned to the Netherlands last week.

Vlaskamp, 28, said Wednesday a group of African financiers is backing the project and he still hopes to buy the old boat for winter cruising to the

Canary Islands and European ports.

He said the agreement would have gone through "but for the Middle East war and the economic and oil crisis in a number of countries."

Vlaskamp said he would do his "utmost" to pay off the crew but added, "I have advanced so much money already that this for the moment has to wait."

Police were called to keep order when the angry crew appeared at Vlaskamp's office earlier this week to demand their back pay.

The young businessman, who operates a shipping agency in

Rotterdam, said he was acting for Sol Lines, which he said was based in Curacao, a Dutch island in the Caribbean. Sol Lines does not appear in the current Lloyd's List of Shipowners.

Vlaskamp said he provided funds to return the crew to the Netherlands and claimed that a Seattle shipping company was guaranteeing settlement of hotel bills run up by the crew.

A Dutch foreign ministry spokesman denied earlier reports that the government had paid for the crew's return and said the financial arrangements apparently had been made by Vlaskamp.



"Yes, indeed. That's exactly what we intend to do with the Wickersham. Any more questions?"

Crew's Bills Will Be Paid

SEATTLE (AP)—Even if the sale of the old Alaska state ferry Wickersham never goes through, the crew that was supposed to take the boat back to Europe has been assured of a way home.

J. Weidema, Dutch consul-general in San Francisco, announced Wednesday that the government of The Netherlands "has assured me that the company will guarantee repatriation of the men, payment of their expenses and back salaries."

A 27-man crew hired to bring the Wickersham to Holland has been stuck in Seattle because the Dutch firm Sol Line failed to produce the money after negotiating purchase of the ferry for \$10 million. Hotel and restaurant bills for the crewmen have been estimated at about \$20,000.

Shipless Crew Back Home—Unpaid

ROTTERDAM — (AP) A— 27-man crew, sent to the United States to pick up an old ferryboat, is back in the Netherlands after being stranded in Seattle for two months.

Martin Vlaskamp, a Dutch businessman, sent the men to Seattle after he made a \$10.5-million deal with the Alaska state government for purchase of the ferry "Wickersham."

U.S. sources said the deal collapsed. The men

returned to the Netherlands last week.

Vlaskamp, 28, said Wednesday a group of African financiers is backing the project and he still hopes to buy the old boat for winter cruising to the Canary Islands and European ports.

He said the agreement would have gone through "but for the Middle East war and the economic and oil crisis in a number of countries."

Vlaskamp said he would

do his "utmost" to pay off the crew but added, "I have advanced so much money already that this, for the moment, has to wait."

Police were called to keep order when the angry crew appeared at Vlaskamp's office earlier this week to demand their

back pay.

The young businessman, who operates a shipping agency in Rotterdam, said he was acting for Sol Lines, which he said was based in Curacao, a Dutch island in the Caribbean. Sol Lines does not appear in the current Lloyd's List of Shipowners.

State Commissioners will meet with Gov. Wm. Egan this morning to decide what to do about the state ferry Wickersham. The vessel was to be sold to a Dutch firm but the company failed to come up with the money by deadline time.

Commissioner of Administration Joe Henri, who handled the sale for the state, Commissioner of Public Works George Easley, head of the ferry system, and Gov. Egan will decide whether to give the buyers more time to raise the funds, whether to offer the ship for sale again, whether to lay it up, or whether to put it back on the run.

An announcement is expected today.

TUSTUMENA DELAYED

The last ferry this year was delayed nine hours coming into Kodiak because of considerable rough water and a lot of traffic. The ferry office stated it took a long time to load and unload and that was the major reason for the delay.

The TUSTUMENA left yesterday for Seattle for winter repairs. Jan. 28, 1974, will see her in Seward, and she will then resume her normal winter schedule.

Solution may be near on trash eyesore at state ferry terminal

By GERRYBRUDER
Daily News Staff Writer

Trash regularly strewn around collection carts at the Ketchikan ferry terminal is angering Ketchikan residents, raising the eyebrows of tourists and frustrating ferry terminal and city workers. However, a solution may soon be provided, according to the state division of marine transportation.

Terminal manager Ivan Jones said trash scattered around the carts has been a problem for at least two years. The carts are supposed to be filled by trash compacters aboard state ferries, Jones said, then removed and placed along a fence in the terminal parking lot after ferries dock. The compacters and carts don't always fit together as designed, he said, so often the carts are filled by hand instead. Loading doors are not always closed. And on some carts missing or damaged parts make it impossible to completely enclose the trash.

Consequently, Jones said, ravens and dogs frequently are able to remove the trash, and a mess is the result.

Jones said the state once tried securing the cart doors with plywood but the effort was unsuccessful. Only metal doors would keep animals and birds out, he said.

The state public works department is responsible for collecting the trash and has a contract with the city of Ketchikan to empty the carts. Ac-

ording to the Ketchikan Public Utilities, the state pays the city about \$500 a month for the service.

Bill Burns, office manager for the city public works department, said city garbage trucks empty the carts each morning if the carts are full. Sometimes the carts are emptied twice when two ferries arrive on the same day, Burns said.

Poor condition of some of the carts makes it difficult to dump the carts without spilling some trash, he continued. He said garbage crews do not always have time to clean up spilled trash because of other commitments. However, Burns said he and other workers frequently return to the parking lot later to clean up. Trash from the ferries is not the only refuse which goes into the carts, he said.

"People continually dump there," Burns said, "People from out of town and across the street . . . I once caught some Alaska Airlines people dumping there . . . sometimes we dump the carts and a half-hour later get a call saying we haven't dumped yet."

He said use of a shed would help a lot.

Jones said ferry terminal personnel often clean up the trash and have hired others to do the job. Each ferry has two to four carts, he said.

"I've seen as many as six along the fence at the same time," he said.

Carl Mathisen, deputy director

of the state division of marine transportation, said the division is now experimenting with a cart which has a spring-loaded door; if the experiment is successful, the division may modify all of the division's 40 garbage carts to accommodate such a door. The spring-loaded door should help contain trash within the carts, he said. Cost would be about \$65 a cart.

The division is also considering adding a \$7,800 shredder to each ferry, Mathisen said. British Columbia uses shredders and they seem to be more successfully than Alaska's compacters, he said.

"We're hoping the spring-loaded door works out," he said, "because it's a lot cheaper."

He said a decision on the spring-loaded door should be made in about two weeks.



EYESORE — Trash strewn around carts at the Ketchikan ferry terminal has become a chronic

problem. Dogs, ravens, people and poor condition of carts have been blamed.





One way to enjoy the outdoors despite fuel shortages: hop a ferry to Southeastern Alaska hunting and fishing areas.

Photo by Kenn Oberrecht

Early Road Opening Hoped For

KETCHIKAN, Alaska (AP) — The reopening of the Alaska Highway can't happen too soon for H. J. Lockert and the 21 frustrated travelers left on a dock in Ketchikan.

Lockert, the director of the Alaska Marine Highway System, could only shake his head after the standby passengers on a state ferry were bumped onto land Wednesday.

"All we can do is load the ships to capacity and try to keep them on schedule," he said. "So far we've been able to do that."

Left in the wake of an overcrowded ferry system and the closure of the only direct road between Alaska and the lower 48 states have been dozens of potential passengers. About 130 vehicles at Prince Rupert, B. C., and 70 cars at Haines were counted after vessels pulled out Wednesday.

"The day the road went out (July 16) we had plenty of space, said Jim Bushell, ferry manager at Prince Rupert. "The day after, we had 100 people on the waiting list."

Lockert said the ferry system, which experiences crowding during any peak tourist season, will confirm reservations for 85 per cent capacity to have space for standby travelers. But, the non-reserve passengers must remove their cars at each stop and then be placed on lowest priority.

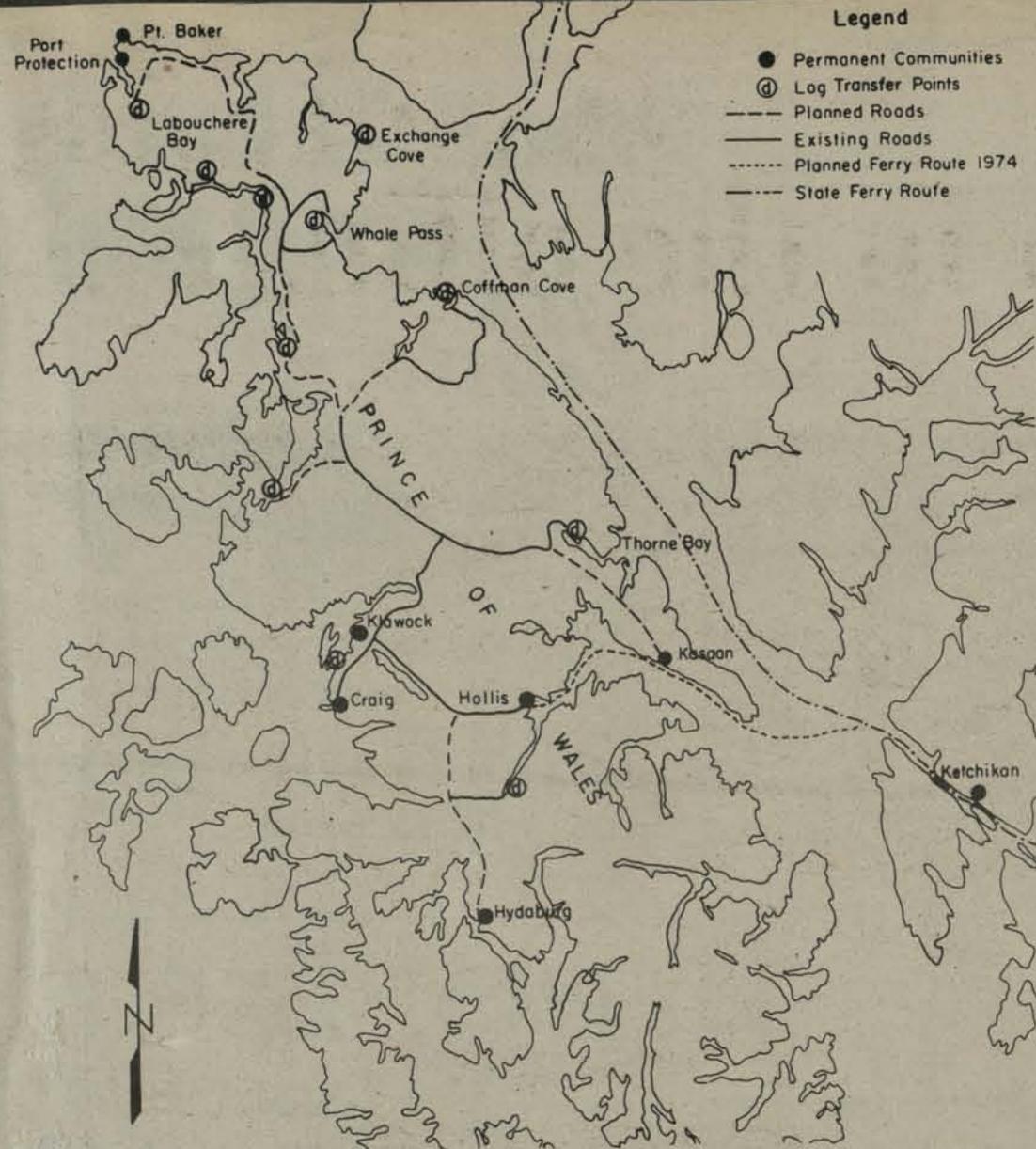


FIGURE 3 - BASIC TRANSPORTATION SYSTEM FOR PRINCE OF WALES ISLAND

Forest Service map shows ferry route and projected location of Prince of Wales' interconnecting road system. "...A new period of development for Prince of Wales Island and its communities."



Prince of Wales Island:

A boom in the offing

A new ferry service and network of roads focus attention on POW

By Jane Hanchett

Log Staff Writer

When the state ferry Chilkat docks at Hollis on its first run in mid-May, it will do more than deliver its first load of ferry passengers and cargo to the essentially abandoned logging camp.

Commencement of ferry service will herald a new period of development for Prince of Wales Island and its communities at Klawock, Thorne Bay, Craig and Hydaburg.

Business, recreational and resident travel are expected to increase and promote growth of existing communities as service centers for visitors, according to an environmental statement compiled by the Ketchikan area office of the U.S. Forest Service.

Starting in mid-May, the 16-year-old state ferry Chilkat, most recently used in northern Southeast Alaska, will travel from Ketchikan to Metlakatla on Annette Island on Thursday and Saturday and from Ketchikan to Hollis on Friday and Sunday, according to ferry officials. The Chilkat is now in Seattle for annual maintenance.

Individual passenger fare one-way between Ketchikan and Metlakatla will be \$2, between Ketchikan and Hollis, \$5, and between Metlakatla and Hollis, \$7.

Car fare for a standard size automobile up to 19 feet will be \$14 between Ketchikan and Hollis one-way, \$6 between Ketchikan and Metlakatla and \$18 between Metlakatla and Hollis.

Under the next marine highway capital improvement project scheduled for 1975, the state hopes to replace the Chilkat in with a ferry like the LeConte, a 235-foot vessel recently completed by Peterson Builders in Sturgeon Bay, Wis., according to Herbert Lockert, marine highway division director. The LeConte is destined for marine highway service from Juneau to Petersburg via Hoonah and Kake.

Bill Boardman, a former state legislator from Ketchikan and an executive board member for the Southeastern Conference, which concerns itself mainly with transportation in Southeast, said the conference hopes the replacement vessel could also be used to reduce traffic congestion between Prince Rupert and Ketchikan, northbound in early summer and southbound in late summer.

The Chilkat is a 14-vehicle, 59-passenger vessel. The LeConte can handle 40 vehicles and 150-200



The state ferry Chilkat, scheduled to begin service in May between Ketchikan, Metlakatla and Hollis, cruises past Peninsula Point northwest of Ketchikan.

passengers. Both are day boats without staterooms.

Ferry terminals at Hollis and Metlakatla are expected to be complete April 1 along with terminals at Hoonah and Kake, where the Le Conte will stop.

With a LeConte-type vessel, Boardman said, there would be a possibility — though remote — of serving Hyder, Alaska, in a southern Southeast circuit.

Ferry service to Hollis, one of the Ketchikan Pulp Company's first logging camps on Prince of Wales, is expected to open the island to tourists, mainly recreationists, according to Charles Gass, planning team leader with the Ketchikan area office of the U.S. Forest Service.

Hollis is located near the head of Kasaan Bay and is connected to Klawock by 23 miles of gravel road built and maintained by the state since 1968. From Klawock, a gravel state road leads seven miles to Craig. That stretch is scheduled for reconstruction this summer. Together, Craig and Klawock have a population of 486.

Although the Forest Service does not plan to build cabins off the island's road system, persons packing tents will have ample territory to roam, Gass says.

Prince of Wales Island already

has the most extensive road system in Southeast Alaska; when completed, its extensive interconnected road system will make Prince of Wales even more unique.

A road between Klawock and Thorne Bay, now maintained jointly by the Forest Service and KPC, may be opened to public use this summer. Currently, under its timber contract, KPC is responsible for fire prevention and suppression as part of its timber operations. The company is renegotiating its fire responsibilities with the Forest Service, Gass said.

The company is concerned about public vehicles venturing onto active logging roads,

Last Commercial Laundry In S.E. To Close Doors

The last commercial laundry in Southeast will close its doors April 1, marking the end of an era.

A spokesman for Alaska Laundry and Cleaners said today the Juneau firm, in business continuously since 1895, made the decision because of "economic considerations."

The death blow occurred last fall, the spokesman said, when the laundry was forced to compete with Seattle and Prince Rupert, B.C. for the state ferry linen contract, which was won by a Prince Rupert Company.

The firm plans to expand their laundrette at 11th and Glacier.

"The day of the ironed sheet in Juneau is ended," the spokesman said.

according to KPC forestry engineer Walt Begalka. However, Begalka expected that such roads could be closed to public use or posted as dangerous.

About 2,100 people live on Prince of Wales, some 40 per cent in permanent communities and the remainder in temporary logging camps, according to the Forest Service environmental statement.

Thorne Bay, with a population of 500, is the largest logging camp in the United States.

Besides the road from Hollis, there are 30 miles of logging roads in isolated segments primarily radiating from 12-Mile-Arm (near Hollis), Coffman Cove, Whale Pass and Little Naukati Bay. By 1980, the Coffman Cove and Little Naukati Bay segments will be connected to the Thorne Bay-Klawock road, according to Forest Service planners.

Abandoned mines, marble quarries, salmon canneries and fishing camps dot the island. About 15 miles of road starting from about the midpoint of the Hollis-Klawock road and leading to Hydaburg will be built as part of planned timber sales in the

continued on page 23

SOUTHERN PANHANDLE ROUTE

SOUTHEAST ALASKA
M/V CHILKAT

1974 SCHEDULE AND TARIFF 1974
Effective May 15, 1974

THURSDAY and SATURDAY		KETCHIKAN - MATLAKATLA	
Leave Ketchikan	8:15 a.m.	Arrive Metlakatla	10:15 a.m.
Leave Metlakatla	10:45 a.m.	Arrive Ketchikan	12:45 p.m.
Leave Ketchikan	1:15 p.m.	Arrive Metlakatla	3:15 p.m.
Leave Metlakatla	3:45 p.m.	Arrive Ketchikan	5:45 p.m.

FRIDAY and SUNDAY		KETCHIKAN - HOLLIS	
Leave Ketchikan	8:15 a.m.	Arrive Hollis	12:45 p.m.
Leave Hollis	1:15 p.m.	Arrive Ketchikan	5:45 p.m.

	TARIFF		
	KTN - MET	KTN - HOLLIS	MET - HOLLIS
PASSENGERS	2.00	5.00	7.00
Vehicle to 19'	6.00	14.00	18.00
Vehicle 19' to 22'	8.00	18.00	24.00
Vehicle 22' to 26'	10.00	22.00	30.00
Vehicle 26' to 31'	12.00	26.00	35.00
Vehicle 31' to 36'	14.00	30.00	41.00
Vehicle 36' to 41'	16.00	33.00	46.00
Vehicle 41' to 46'	18.00	36.00	51.00
Vehicle 46' to 51'	20.00	39.00	55.00
Vehicle 51' to 56'	21.00	42.00	59.00
Vehicle 56' to 60'	22.00	45.00	63.00
Motorcycles & Scooters	2.00	5.00	6.00



The LeConte, a ferry built for the state of Alaska, undergoes tests after a recent launching at

a Sturgeon Bay, Wis., shipyard. The state hopes to replace the Chilkat with a ferry like this.

next two to three years, Forest Service planners estimate.

The tiny fishing villages of Point Baker and Port Protection, on the northwest end of Prince of Wales, are not expected to be connected by road with the rest of the island in the near future.

The Forest Service is trying to provide two types of recreation areas, those near the main roads and those "away from it all," Gass says.

For the latter, a proposed canoe route along the island's Honker Divide will prove a challenge. The route is accessible from existing road near Thorne Bay and Coffman Cove. Part of the route in the Thorne River watershed runs southward and the other part runs northward to Hatchery Lake near a road leading to Coffman Cove.

Forest Service planners estimate that recreationists will use the forest mainly during the day for hunting, fishing, hiking, picnicking, driving and gathering forest products. With use by island, Ketchikan area and other Southeast residents as well as by tourists from the lower '48, 85 vehicles and 300 people a day might visit areas of Prince of Wales, the Forest Service said. Most visits would be in the evening or on weekends, planners predict.

Wildlife inhabiting the island include wolf, land otter, mink, beaver, Sitka blacktail deer and black bear.

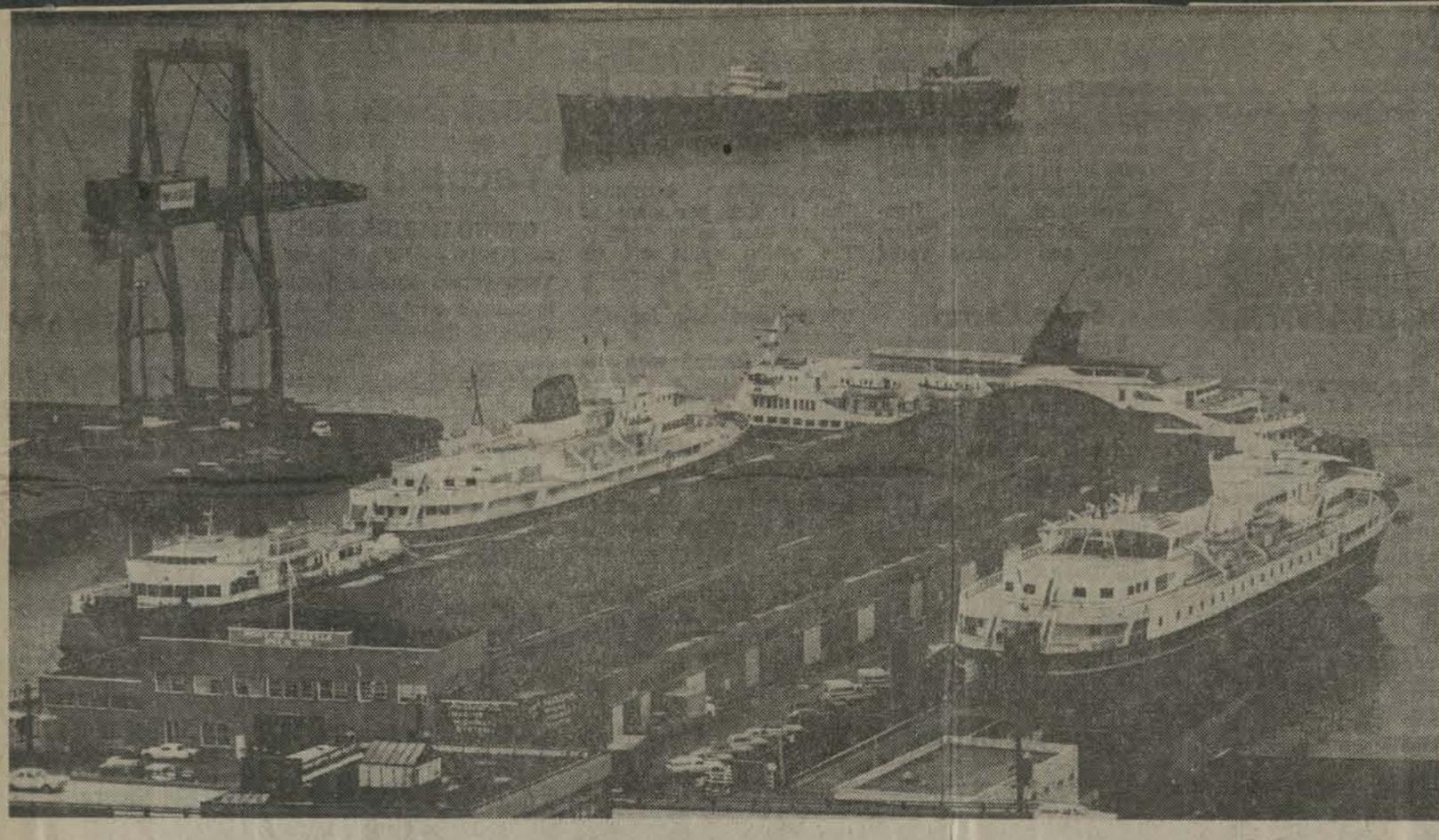
Spruce grouse are rare and of ptarmigan, only the willow ptarmigan has been reported, according to the environmental statement.

Some geese and ducks winter on the island. Marine and freshwater fish are limited in size and number due to low nutrient content of the streams, but the

anadromous salmon fishery is excellent, the statement says.

Spokesmen for some Ketchikan food and equipment supply firms say that they are considering use of the ferry system to transport goods. Some outfitters say that most of Prince of Wales' trade now is with Seattle firms due to expense of shipping goods from Ketchikan.

Forest Service planners predict Prince of Wales Island will be the fastest developing area in Southeast with proposed road links constructed for timber hauling and later for general use, a new airstrip recently completed at Klawock and the ferry service to Hollis.



Alaskan Ferries In Port

ALASKAN FERRIES monopolized the moorage at the Port of Seattle's Pier 48 when the boats were in recently for repairs and service. The craft from the left around the dock are the E. L. Bartlett with the stern of the much smaller Chilkat just outboard. The Matanuska is next with the Wickersham at dock's end and the Malaspina on the right.—P-I Photo by Howard Staples.

Wicky Heading North

SEATTLE (AP)—The Wickersham is heading home to Alaska with 113 passengers and 75 cars aboard. The Alaska State ferry, out of service since last September and for sale before that, departed Pier 48 Tuesday on a voyage up the Inside Passage to Skagway. It was the first of 10 round-trips planned for the Norwegian-built vessel, which is for sale again after an earlier \$10 million deal fell through.

Fuel Cost, Vessel Delays Hurt Ferry System

Tripling ferry fuel oil prices, a delay in the delivery of the state's two new vessels and overflow passenger traffic on the winter ferries from Seattle are making Alaska Marine Highway System Director Red Lockhart a little unhappy these days.

But Lockhart, who commands a nine-vessel fleet, said the continual increase in passengers during the off-season does give him the chance to smile once in a while.

The Columbia, a brand-new American-built ship is to replace the ferry Wickersham, was supposed to be ready this week. "Now it looks as if she will be ready about April 26 at

which time we will have a month to get her ready for regular use," Lockhart said. The state has already made a \$10 million down payment on the \$20 million vessel.

The LaConte, a smaller ship that will sail the Juneau - Hoonah - Sitka - Kake - Petersburg run, is ready but parked on the banks of the Great Lakes. Once the lakes unfreeze, the ship will begin the six-week journey to Seattle, where it will become the property of the State of Alaska.

It, too, is scheduled to begin its summer season in late May, said Lockhart, who has been head of the Marine Highway System since statehood.

While the delays in the new ships arrivals are discouraging to Lockhart, nothing is more financially painful than the skyrocketing ferry fuel oil prices.

"A barrel of oil used to cost me \$4 — or at least that's what it cost me when I was readying the Marine Highway System

budget three months ago," he said.

"Today the price for that same barrel of fuel is \$12."

Where the energy crisis has caused a pocketbook pinch for the Marine Highway System plans, it may also hold the key for stabilizing the state's mushrooming tourism rates, he said. Where the state has been basking in 18 per cent increase in tourism figures over the past year, the energy crisis and the reluctance of people to plan to take their cars on vacation presents a formidable problem for Alaska — a lengthy hop, skip and jump away from its Lower 48 visitor crowds.

"But what is happening," said Marine Highway Traffic Manager Doug Burton, "is that people are taking the ferries, but not taking their cars. "Instead of a vehicle-mover, the ferries may realize a potential mass transportation need. Early requests for ferry bookings and reservation

information reveal that more people are requesting passenger — without automobile bookings — information than was the case last year.

Burton, who recently completed a survey for the Alaska Legislature on the ferry system traffic, said that a slight increase in pipeline job-seekers could be detected as could a record 19 per cent increase in bookings for the first three months of winter.

The high shoulder season tallies are a direct result of an off-season promotional campaign aimed at Alaska's own residents and a 20 per cent discount until the summer

season officially begins. This year the entire month of April also will be included in the discount season months.

New changes in the scheduling will mean that Anchorage will no longer be served by the ferry Tustumena. The only ship which docked at Anchorage's port for regular passenger loads, it will join the Bartlett in making runs to Valdez from Whittier. On other days, while the Bartlett makes its every other day jaunt to Valdez, the Tustumena will make two trips a week to Kodiak via Whittier, Cordova, Seward and Seldovia.

There are 600 persons that

are employed by the Marine Highway System which has requested a \$21 million budget. Lockhart is readying a supplemental \$3.1 million request for increased pay hikes, the running of the Wickersham and the increase in fuel oil prices.

Looking into his crystal ball, Lockhart said he sees no major capital improvement program this year as the purchase of the two new ferries were on last year's improvements' list. For the next two years he sees about \$27.1 million being forwarded to the marine highway by the state highway department through its federal funding grants.

Public Works Head Named

Gov. William A. Egan today named Buel "Tex" Taggart, general manager for the Associated General Contractors in Fairbanks, as the new commissioner of Public Works.

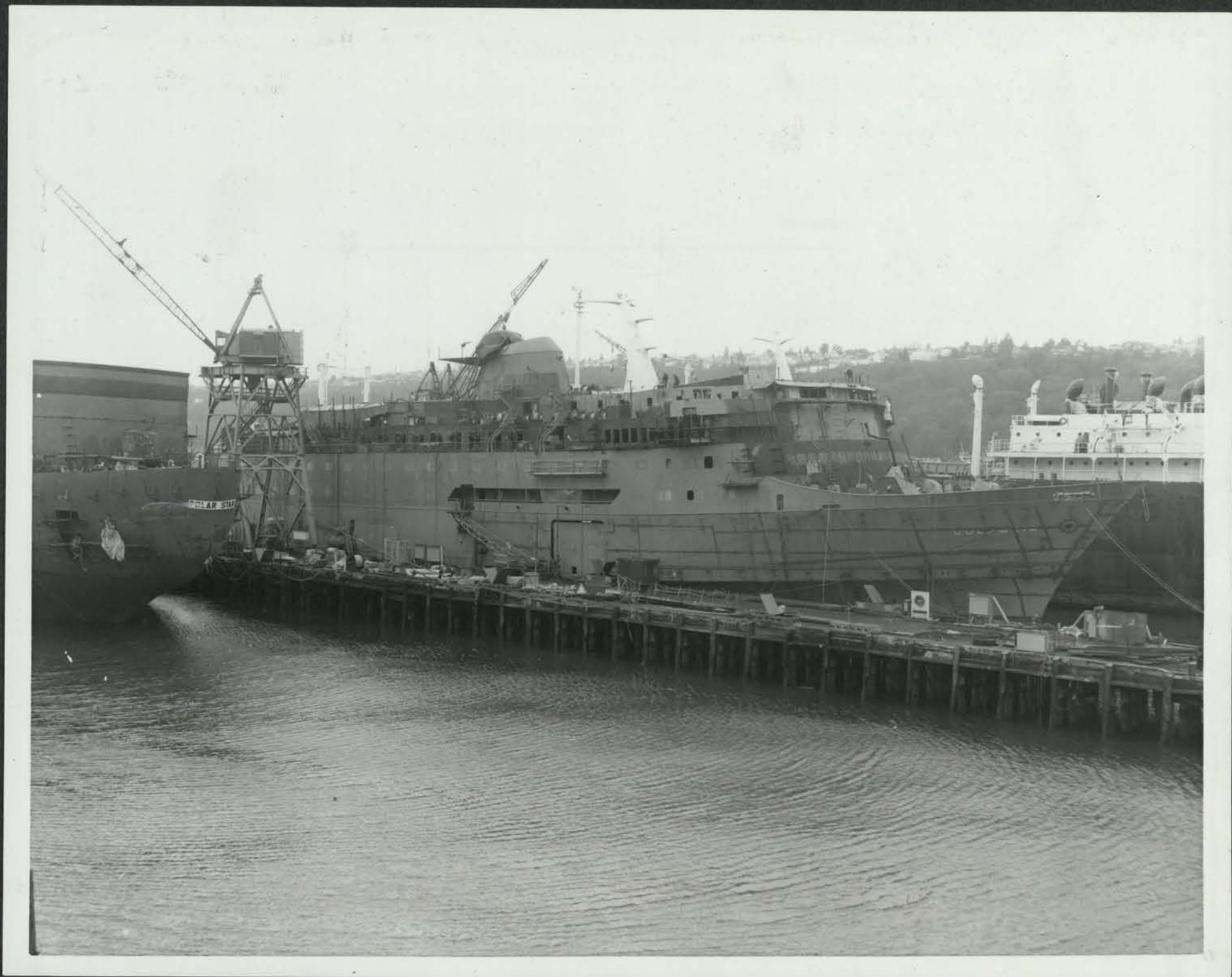
Taggart succeeds George Easley, who leaves the post next week, on April 1, if confirmed by the legislature. Deputy Commissioner Robert Dwyre will be acting commissioner until Taggart's arrival.

Taggart, 67, is a native of Texas and has lived in Alaska since 1952. He has worked on several building projects including highways, airports and dams.

New Alaska Contract Approved

Members of Branch 6 employed on vessels in Southeastern Alaska service of the Alaska Marine Highway System have ratified 34-0 a new 2-year contract which provides substantial wage increases and improved health and welfare benefits.

Separate contracts for the *Bartlett* and *Chilkat* were also unanimously approved and a third, for the *Tustumena*, is still being negotiated.



9-65

Division of Marine Transportation

GENERAL RESPONSIBILITIES:

The Marine Highway system supports and stimulates State economic and recreational development in addition to providing basic transportation for Alaskans. In 1973, the Division of Marine Transportation continued to improve its service and increase its revenue. The Marine Highway now extends over 2,200 miles, linking some 17 communities throughout Alaska as well as providing a surface connection between the 49th state and Prince Rupert, Canada, and Seattle, Washington.

1973 HIGHLIGHTS:

After five years of service, the M/V WICKERSHAM is in the process of being sold. She will be replaced by the M/V COLUMBIA, a larger American built vessel, which will begin service in the spring of 1974.

The new M/V COLUMBIA, a 418-foot vessel which will become the system's flagship, was named by Governor William A. Egan, after Columbia Glacier in Prince William Sound, and christened by Mrs. Egan in launching ceremonies in May at Lockheed Shipyards in Seattle.

Another new vessel, the 235-foot M/V LeConte, will serve smaller Southeastern Alaska communities and connect them to the main line ferry route. The LeConte, also scheduled to begin service in the spring of 1974, was named by Governor Egan after LeConte Glacier near Petersburg and was christened by Mrs. Egan in ceremonies in November at Sturgeon Bay, Wisconsin, where the vessel is being built.

Terminals are now under construction at four Southeast Alaska ports, which will allow nearly 3,000 additional



Captain H.J. Lockert
Director
Division of Marine Transportation

Alaskans to be served by the ferry system, and a new terminal building is under construction at Haines.

Metlakatla, Hollis and Kake will have terminals for the first time when construction is completed in the spring, and Hoonah will have a new terminal. These four communities will receive regularly scheduled service upon delivery of the LeConte.

Public meetings were held for the increasing of summer rates and reducing winter rates. The winter discount for passengers and their vehicles, previously 10 percent, is now 20 percent. The new rate structure was introduced in October.

1973 OPERATIONS:

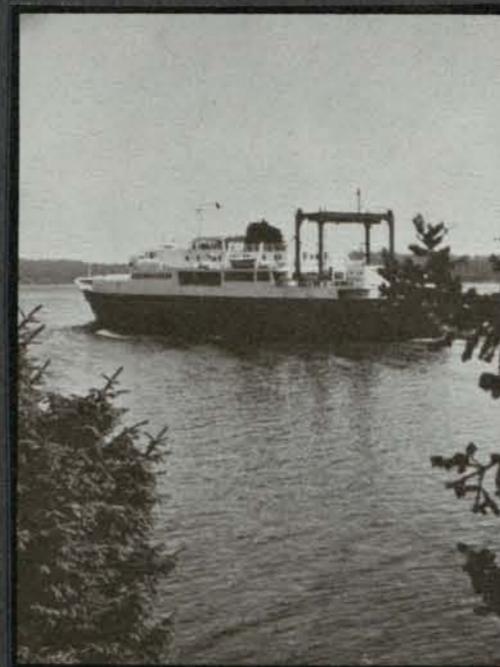
Traffic and revenue increased during 1973 on every segment of the Marine Highway. Passenger traffic was up approximately 15 percent from the previous year and vehicle traffic was up some 10 percent. Revenue increased to more than \$11 million, an increase of just over 11 percent.

The M/V MALASPINA was again the leading vessel, producing more than \$3 million in revenues. Other mainline vessels of the Southeastern fleet followed with slightly more than \$2 million each. On the Western and Southcentral runs, the M/V TUSTUMENA and M/V BARTLETT earned more than \$500,000 each and the M/V CHILKAT, operating between Juneau and Hoonah, followed with \$25,000.

Overall, system earnings surpassed two-thirds of operational costs, easing the percentage of subsidy required from Alaska taxpayers.



LOCKHEED FITTING OUT COLUMBIA—
The 418-foot Columbia, new flagship of the Alaska Marine Highway is pictured above fitting out at Lockheed Shipbuilding and Construction Co., Seattle. Launched in May, the new ocean-going 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 18,000 horsepower Columbia will cruise at 21 knots.





Governor Egan addresses Alaskans and others attending launching ceremonies for the M/V Columbia in Seattle.

Since the system already operates at near capacity during the busy summer months, the largest increases occurred during what are referred to as the "shoulder" months, May-June and September-October, reflecting the thrust of the Division's promotional campaign to stimulate travel during these months.

GROWTH AND PROJECTIONS:

Extreme seasonal variations prevent the Marine Highway from providing the capacity to transport all who wish to be served during the peak summer months. For example, during June and July and August of this past year, 132,000 passengers were transported. This is more than half of the number transported the entire year. It is economically unfeasible to provide enough vessel capacity for summer demand in view of the comparatively light winter usage. Despite this, projections indicate that traffic on the Marine Highway should increase at a rate of 6 percent a year during the next decade.

EXPANSION PROGRAM:

To meet this increase in demand the Division is in the process of expanding capacity, improving equipment and extending routes to include additional communities.

In addition to the new flagship, the M/V COLUMBIA, which will improve mainline service, the new 235-foot vessel being completed now, will operate from Auke Bay and serve Hoonah, Sitka, Kake and Petersburg each twice a week. It also will make one trip to Haines each week, increasing capacity over this route segment by about 8 percent.

The M/V CHILKAT, currently serving Hoonah from Auke Bay, will upon beginning of service by the LeConte be available to serve additional areas. Plans call for the CHILKAT to be moved to Ketchikan for service to Metlakatla, the Annette Island Coast Guard Station, Craig and Klawock.

Future system improvements also include planned lengthenings of the M/V MATANUSKA and M/V TAKU, a terminal at Angoon, a vessel to connect Southeastern Alaska to the Prince William Sound area and perhaps hovercraft on the Yukon-Kuskokwim delta. Also, completion of the Skagway-Carcross Highway, and Marine Highway traffic to Skagway may require adjustments in scheduling and capability.

The years ahead hold great promise and challenges for the Alaska Marine Highway. The Division is preparing to meet these challenges and fulfill the promise of this unique transportation system.

FERRY LAUNCHED—The State's new 235-foot ferry, the LeConte, slides into the water at recent launching ceremonies at Sturgeon Bay, Wisconsin. The new Alaska Marine Highway vessel is being constructed by Peterson Builders, Inc.



FERRY BEING FITTED—Following launching, the LeConte is being outfitted at Sturgeon Bay, Wisconsin. The vessel, which will serve smaller Southeastern Alaska communities and connect them to the main Marine Highway route, is scheduled for completion next spring.



FERRY TESTED—The LeConte is shown undergoing tests after its recent launching. The new ship's name remained covered and a well guarded secret up until the moment of its christening.

GOVERNOR'S WIFE CHRISTENS "COLUMBIA"—Mrs. William Egan, wife of Alaska's Governor, breaks the traditional magnum of champagne across the bow of the 418-foot "Columbia", new flagship of the Alaska Marine Highway. The ceremony took place at the launching of the new vessel at Lockheed Shipbuilding and Construction Company in Seattle.



Mrs. Paula Easley, left, Matron of Honor, and Miss Ann Alishio, flower girl, joined Governor and Mrs. Egan on the speaker's platform for the launching ceremony.



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 is aimed at enhancing tourist enjoyment of the 49th state.

Innocent Until--

Recently several news items have appeared concerning the awarding of state contracts for architectural design.

Three local names have figured prominently in the news releases, George Easley, George Filler, and Joe Henri.

The legislative audit report which first prompted the bid award questions was first published by this newspaper in Joe La Rocca's column.

La Rocca's release prompted a rebuttal by Commissioner Easley, and then a rehash of La Rocca's column facts by the Anchorage Daily News, and the Associated Press. But it was this newspaper and Joe La Rocca which first revealed this story to the Alaskan public.

We have reported all facts surrounding the controversial bid awards.

However before the black brush paints Easley, Filler and Henri with the paint of impropriety in office, we suggest that, under our system of justice, they are innocent until proven guilty.

We have not seen facts to hint at dishonesty, rather the three have established reputations for dedicated public service. Until the facts or the courts say different, they are innocent, a right which should be extended to every member of society, regardless of high or low position.

Wickersham is sold again

Once again the state ferry Wickersham had apparently been sold.

That news came as the Wickersham remained tied up in Seattle where it had been docked since last fall when a

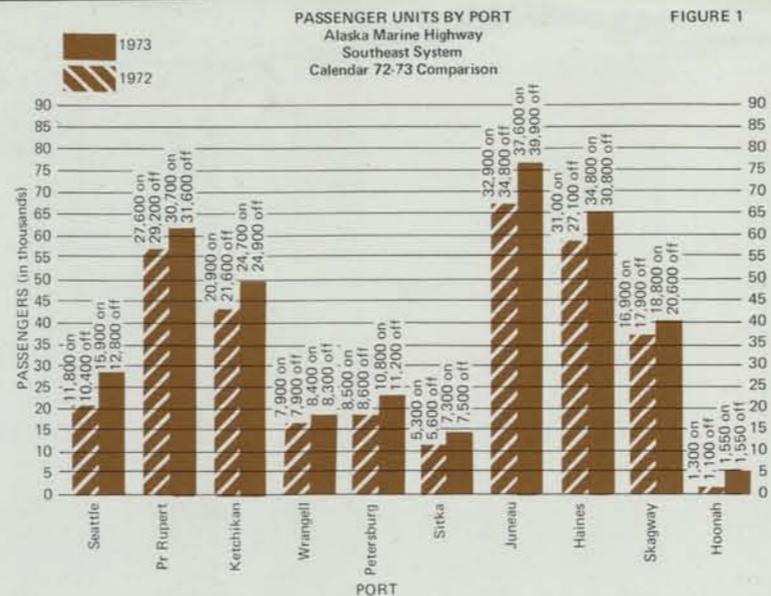
planned sale to a Dutch firm fell through. The aborted sale had cost the state some \$800,000 in moorage and maintenance charges.

The Legislature was asked to approve — and apparently would — a supplemental appropriation including some \$700,000 to put the Wickersham back on Southeast Alaska runs for 10 weeks during the spring season.

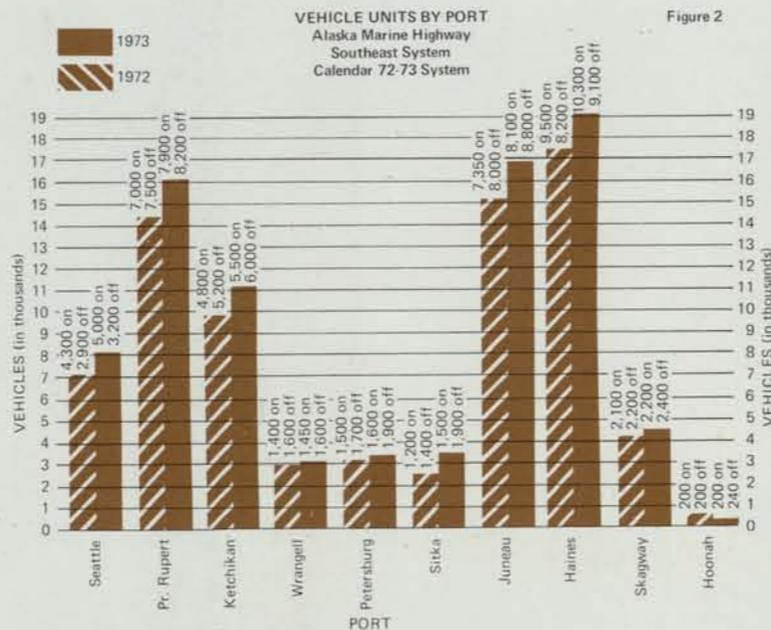
The vessel would not be delivered to the new buyer until after the spring operation, when the new Columbia is expected to go into service after delivery on April 26. The 418-foot, \$20 million ship is "booked solid" through the summer and 650 passengers have bought passage on the scheduled May 31 maiden voyage.

The new purchaser was identified only as a Greek shipping firm which had made a solid \$10 million offer for the Wickersham.

Illustrates the continued increases in the number of passengers being served. The improved capacity of the M/V MALASPINA contributed a great deal to these results. The year to year increase in passengers through Southeastern ports is up nearly 15%.



Although the number of vehicles served through Southeastern ports continues to increase, the increase is at a slower rate, (approximately 10%) than that for passengers. The reason is that vehicle capacity is much more limited than passenger capacity and this is a very critical factor during the peak summer season.



COLUMBIA POWER PLANT—Public Works Commissioner George W. Easley, left, checks out the engine room on the new State ferry M/V Columbia during an inspection tour of the vessel, being built by Lockheed Shipbuilding in Seattle. The new 418-foot ocean-going ferry liner, which will become the flagship of the Alaska Marine Highway, is being fitted out following launching last spring and is to enter service next year, and it will be powered by two 16-cylinder turbo-charged engines which are the largest diesel engines built in the United States.



David Purser, welder, Alaska ferry.



Merlin Needles and Capt. Victor Schmidt, ferry builder's reps.



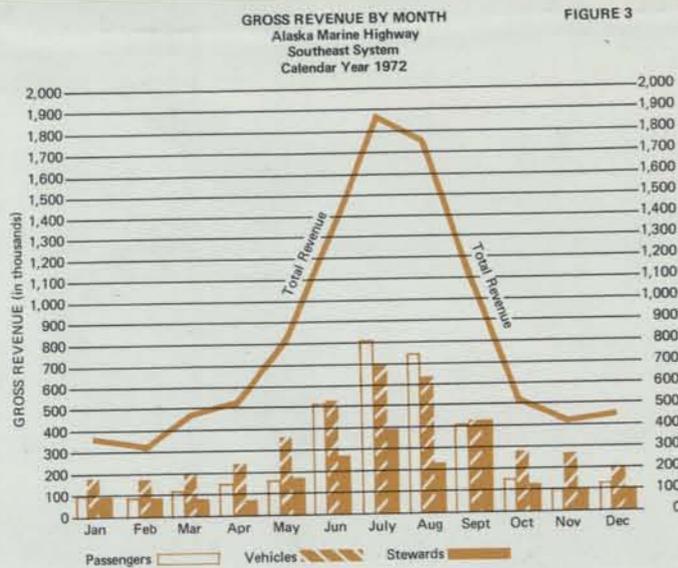
SHIPS IN PROGRESS — For those of you who don't get over to Yard Two on a regular schedule, here is how the POLAR STAR and the COLUMBIA looked at the time for their regular monthly progress photographs this month. The Coast Guard icebreaker and the Alaskan ferry are both tied up at Pier 23.

Wicky Waiver Effort Futile

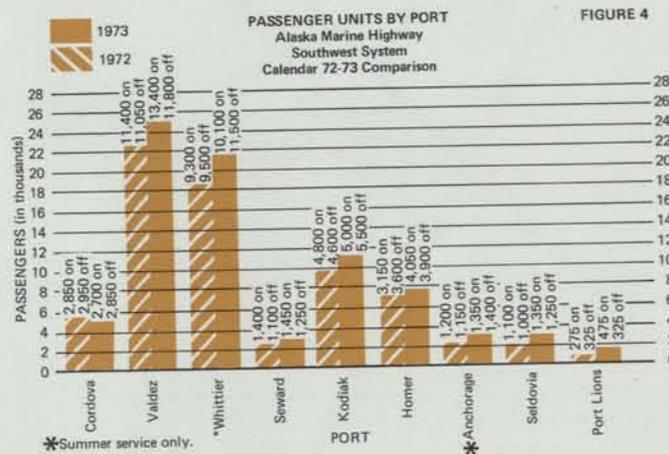
Sen. Mike Gravel, D-Alaska, says hopes for another Jones Act waiver for the ferry Wickersham are probably futile.

In Juneau to address the Southeastern Alaska Democratic district convention, Gravel said Saturday he is "sure we cannot get another waiver through Congress" to exempt the Swedish-built Wickersham from the act which prohibits foreign vessels from traveling between two American ports.

The Wickersham is operating under a waiver which will expire when the new ferry Columbia goes on the routes, probably this spring.



Illustrates the extreme seasonal variations in revenue as well as a revenue comparison of the three major sources of income for the Marine Highway.



Illustrates the increases at nearly all ports and in particular the rapid increases at Valdez and Whittier which reflects the popularity of the Valdez-Whittier voyage.



Governor William A. Egan, second from right, joins in the 10th anniversary salute to the Alaska Marine Highway, which was the central subject of attention at an exhibition by the Gastineau Philatelic Society. The society issued a souvenir envelope, depicting the ferry Malaspina cruising through Wrangell Narrows with special pictorial cancellation provided by the Juneau Post Office. Others in the photo are, left to right, Larry Jackson, Juneau Postmaster; Captain H. J. Lockert, Marine Transportation Director; Gary R. Fuller, Society President; and George Easley, State Public Works Commissioner.

\$10 Million In Patience

COMMISSIONER of Administration Joe Henri has said in Juneau that the state is still dicker-ing for sale of the Alaska ferry Wickersham. In the process, he has admonished the people of the state to keep their cool.

Patience, he said, is necessary — particularly when the price tag is \$10 million and one of the two apparent live customers of the moment is offering only \$5 million for the boat.

The first nibble on the Wickersham fell through when a company from Holland couldn't swing the necessary financing. Now comes the \$5 million offer from a Finnish Firm, along with a proposal by a Greek company which says it will go along with the \$10 million asking price if the state will take a little bit down and the balance over a two-year period.

NEITHER OFFER is quite what

Mr. Henri and the administration has in mind. Cash on the barrel-head is what the deal will take, says the commissioner.

But if that arrangement doesn't look too favorable in three weeks or so, he confesses, the administration will have to start looking at "alternatives." Just what these might be has not been revealed — but presumably could include some sort of time purchase scheme.

WE GO BACK to our suggestion of some days ago.

Pull the Wickersham out of Seattle, where it is running up a lot of docking fees, and bring it up to Valdez — where it could serve as a hotel, dining room, entertainment headquarters and tourist attraction during the pipeline construction.

In three years' time it might net the state a whole lot more than \$10 million, without ever having to put out to sea.

Let's Move The Wickersham!

LET'S PUT the Wickersham in semi-dry dock at Valdez.

After all, the queen of the state's ferry fleet is tied up now in Seattle, racking up wharfage expenses while the state tries to find a new buyer who can come up with \$10 million, cash on the barrelhead.

Wouldn't it be better to move the sleek vessel back to Alaska and put it where it could do some good and earn some revenue?

VALDEZ is going to be in a real crunch when pipeline construction begins.

There will be a shortage of hotel rooms, dining facilities and entertainment spots.

The Wickersham — banned from the ferry system by edict of the administration pending delivery of the new American-built Columbia could fill all of Valdez' needs. And the state could make a

bundle, without having to buy any fuel or employ a whole ocean-going crew.

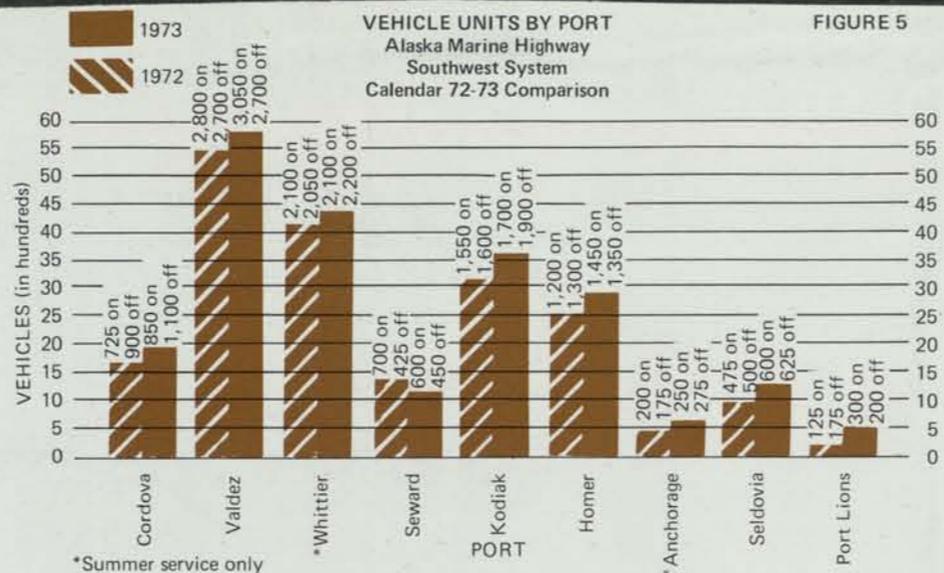
THE BIG FANFARE from the state earlier about finding a quick buyer for the Wickersham faded away as the prospective purchaser from Holland couldn't come up with the money — despite the fact that the state required no deposit and offered other considerations to make the sale easy.

Since then, apparently, there have been no nibbles on the big ferry — at least not at \$10 million, which is the figure the governor seems determined to get.

So why not put it in Valdez until somebody else comes along with a fist full of dollars? After all, Long Beach, Calif., is doing a booming business with the Queen Mary tied up at its dockside.

VEHICLE UNITS BY PORT Southwest System

Although the number of vehicles served through Southwestern ports continues to increase, the increase is at a slower rate, (approximately 10%) than that for passengers. The reason is that vehicle capacity is much more limited than passenger capacity and this is a very critical factor during the peak summer season.



*Summer service only

GROSS REVENUE BY MONTH Systemwide Totals Alaska Marine Highway Calendar 72-73 Comparisons



Illustrates the extreme seasonal fluctuation and the more rapid increases during the off peak, or shoulder months.

Dear Wavemaker:

How much did it cost to keep the Wickersham in Seattle for the sale that fell through? Who was guilty in the state administration of not even getting earnest money paid in advance to help on the layup?

DISGUSTED

Dear Disgusted:

The division of marine transportation turned over the ferry Wickersham to the Alaska Department of Administration on Oct. 1. Commissioner Joe Henri is in charge of the sale, or non-sale.

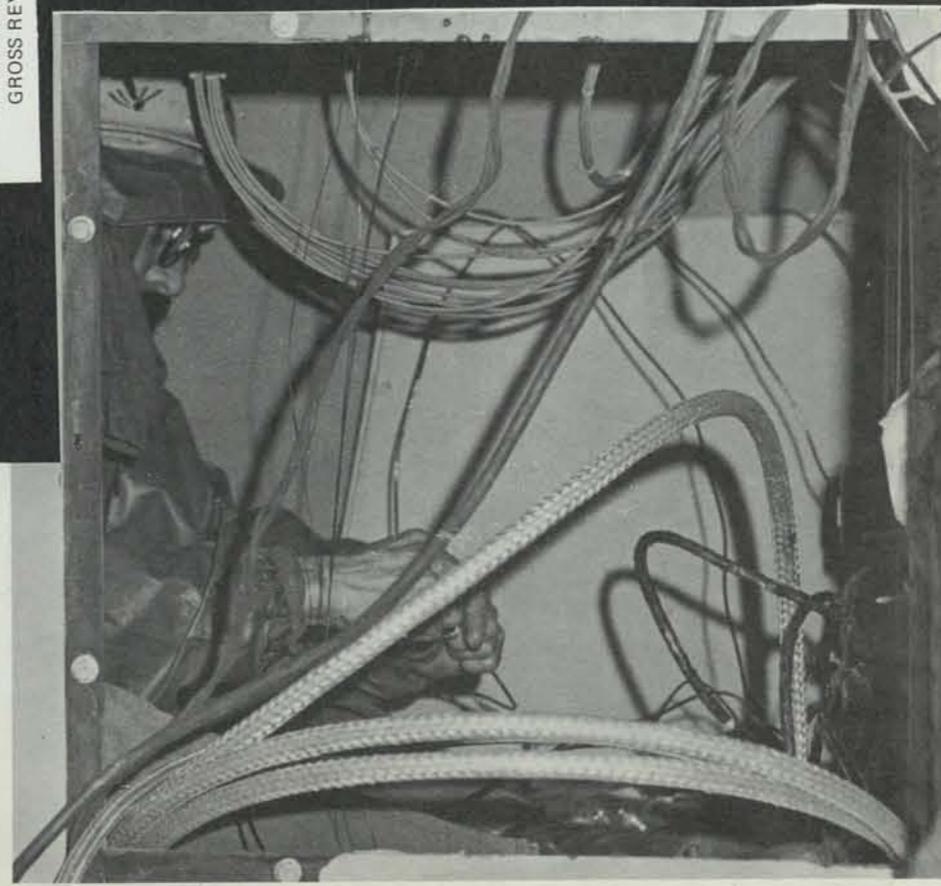
The state has spent more than \$100,000 on the Wickersham since it went into layup. It is costing the state about \$1,000 a day to keep the ship in layup.

Included in the \$100,000, aside from daily layup cost, is the cost of painting, overhaul and other work necessary to have the ship recertified to bring its papers up to date. Part of that cost would have been paid by the state even if the vessel was to be kept.

WAVEMAKER



Ed Payne, Alaska ferry program manager.



WRAPPED UP IN THE JOB — Karl Swanson, electrician, dives right into his job working with the wiring on the port control station in the Alaska Ferry COLUMBIA.

The Glacier Queen

IT'S GOOD to see that an enterprising private businessman is considering moving the plush passenger liner Glacier Queen into Valdez to help provide accommodations and services to the city when the pipeline construction starts.

The owner of the vessel, which sailed the Pacific and the Inside Passage in years past as a luxury cruise ship, feels the staterooms, restaurants, lounges and recreational facilities of the Glacier Queen could be converted into a floating gold mine.

While he's working on the details of winning approval from the state and the city to moor the vessel at Valdez, the Glacier Queen rides idly on the waves at Pier 42 in Seattle.

NEARBY RESTS another veteran vessel of the Alaska trade, the state ferry Wickersham.

It's been tied up dockside in Seattle for months while the state fid-

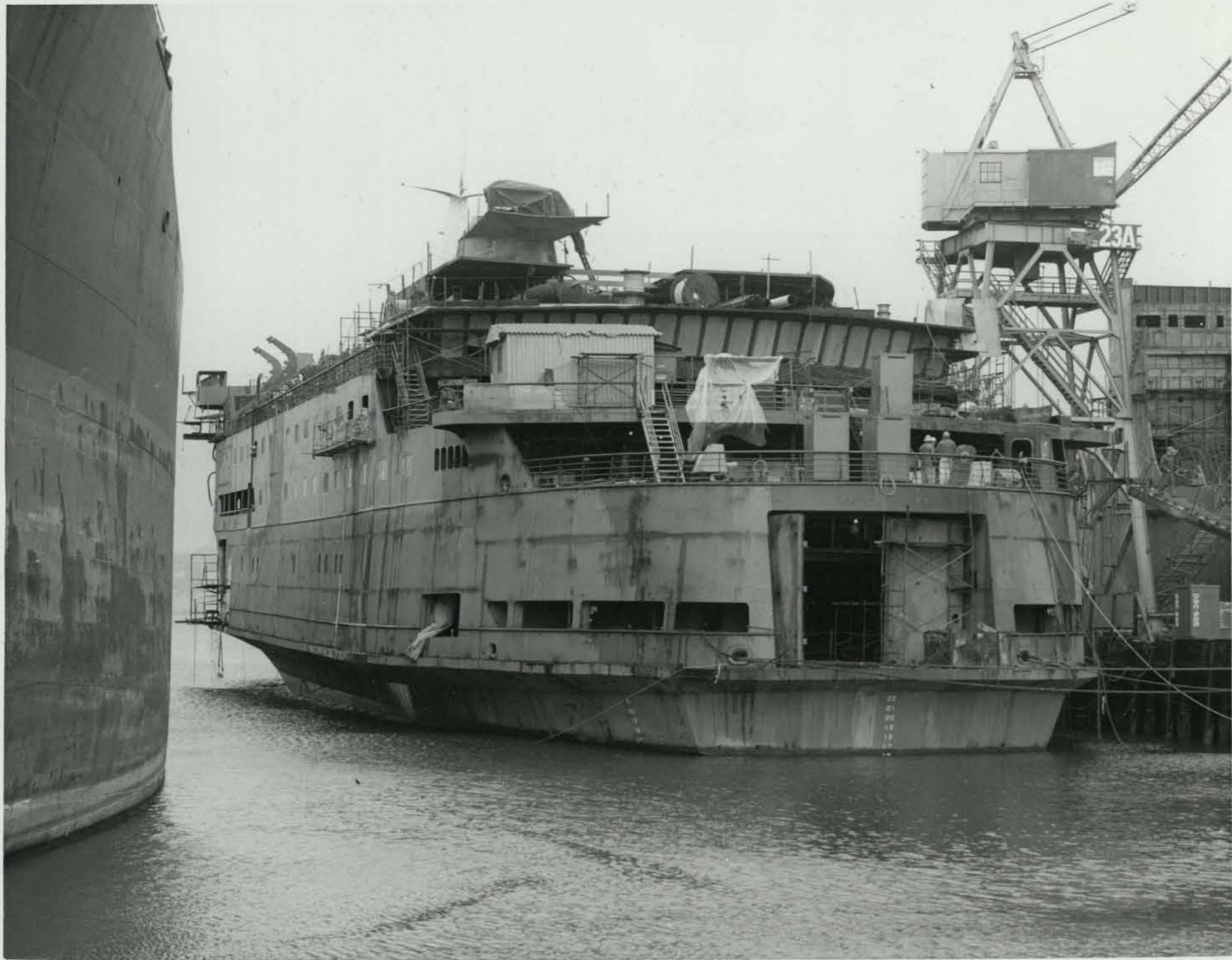
dles around looking for somebody with \$10 million in cash to plunk down and take the ferry off Alaska's hands.

The state concocted one deal for the sale of the Wickersham, only to have it turn out to be a financial bust — a transaction described in a Seattle newspaper as a fiasco. Had it been completed, said the Seattle Post-Intelligencer, the Wickersham would have wound up being a floating brothel and gambling casino for European adventurers.

IN ANY EVENT, the Wickersham still sits in Seattle, costing the state a bundle of wharfage fees and earning not a dime for the taxpayers.

We renew our suggestion.

While soliciting potential customers, the Wickersham could be tied up at Valdez. It would offer the city additional hotel, restaurant and recreational facilities and be earning some money.



9-72



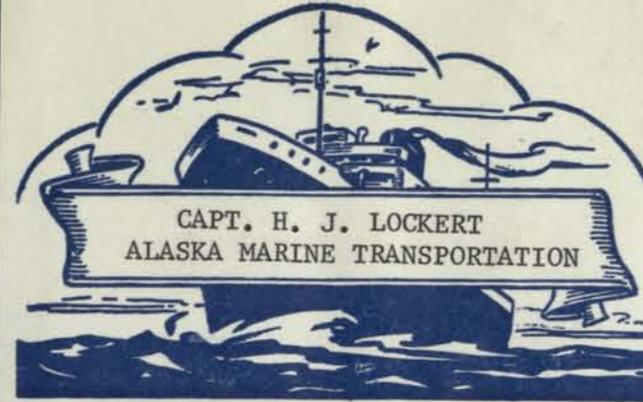


47th ANNUAL

Seattle Steamship Dinner

March 2, 1974

Ticket N^o 594 Table No. 53



1974 47th Annual 1974

SEATTLE STEAMSHIP DINNER

Saturday, March 2, 1974 - 6:00 p.m.

WASHINGTON PLAZA HOTEL

(Tuxedo Dress)

Reception—North Foyer

Dinner—Plaza Ballroom

Dinner	\$20.75
Admission	4.05
City Tax	.20
Total	\$25.00

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

5 Awaiting A Good Fairy

WE HAVE seen no response from the state to our suggestion that the Alaska ferry Wickersham be moved from Seattle, where it is tied up, to Valdez, where it should be tied up.

Too bad.

While the taxpayers are forking over good money to keep the ferry content and happy in Seattle, until some good fairy comes along and buys the ship for \$10 million, they could be collecting income if the ship were in Valdez.

VALDEZ, as everybody knows, is going to be hard up in the days

ahead for hotel rooms, meeting halls, eating places, entertainment spots and the like.

The Wickersham - a glorious ship but one banned from further use in the ferry system - could fill all these needs.

And it still could be open to inspection for any prospective buyer, who - after all - should be able to come to Alaska to purchase an Alaskan ferry. Why should the state deliver the boat to Seattle in the first place?

As is, where is, should be the deal - and "where is" should be Alaska, and preferably Valdez.

menu

ICED ALASKAN SHRIMP COCKTAIL
MARINER'S ANTIPASTO

* * *

ENTREE

WESTERN'S PRIME RIB OF BEEF, AU JUS

PLAZA STUFFED BAKED POTATOES GREEN BEANS SAUTE ALMONDINE

CARROTS VICHY

VIN PAUL MASSON BURGUNDY

* * *

CHEESECAKE A LA SWISS

BEVERAGE

NO-HOST LIQUEURS & COGNACS AVAILABLE AT 9 PM

entertainment

Dinner Music by the Fred Radke Quartet

CHARLEY BOYER

MORA GRAY

GINA FUNES & FRED RADKE

LINDA LEE SCOTT

National Anthems (United States and Canada)

VOCALIST

BARBARA STEARNS

O CANADA

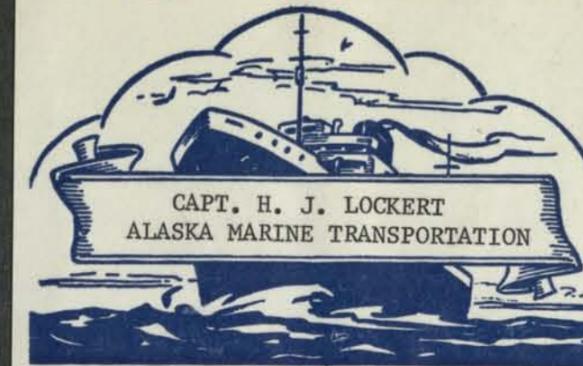
O Canada! Our home and native land!
True patriot-love in all thy sons command.
With glowing hearts we see thee rise,
The True North strong and free;
And stand on guard, O Canada,
We stand on guard for thee.

O Canada! Glorious and free!
We stand on guard,
We stand on guard for thee,
O Canada! We stand on guard for thee.

THE STAR-SPANGLED BANNER

O say! can you see, by the dawn's
early light,
What so proudly we hail'd at the
twilight's last gleaming,
Whose broad stripes and bright stars,
thro' the perilous fight,
O'er the ramparts we watch'd were so
gallantly streaming?
And the rockets' red glare, the bombs
bursting in air,
Gave proof thro' the night that our
flag was still there,
O, say; does that Star-Spangled
Banner yet wave
O'er the land of the free and the home
of the brave

Ticket N° 594 Table No. 53



1974 47th Annual 1974

SEATTLE STEAMSHIP DINNER

Saturday, March 2, 1974 - 6:00 p.m.

WASHINGTON PLAZA HOTEL

(Tuxedo Dress)

Reception—North Foyer

Dinner—Plaza Ballroom

Dinner	\$20.75
Admission	4.05
City Tax	.20
Total	\$25.00

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

Awaiting A Good Fairy

WE HAVE seen no response from the state to our suggestion that the Alaska ferry Wickersham be moved from Seattle, where it is tied up, to Valdez, where it should be tied up.

Too bad.

While the taxpayers are forking over good money to keep the ferry content and happy in Seattle, until some good fairy comes along and buys the ship for \$10 million, they could be collecting income if the ship were in Valdez.

VALDEZ, as everybody knows, is going to be hard up in the days

ahead for hotel rooms, meeting halls, eating places, entertainment spots and the like.

The Wickersham — a glorious ship but one banned from further use in the ferry system — could fill all these needs.

And it still could be open to inspection for any prospective buyer, who — after all — should be able to come to Alaska to purchase an Alaskan ferry. Why should the state deliver the boat to Seattle in the first place?

As is, where is, should be the deal — and "where is" should be Alaska, and preferably Valdez.

Alaska Ferry Wickersham Returns to Old Run



ELAINE PAUL was ready to board the Wickersham with her two sons, Arjuna, left, and Oran. — P-I Photo by Howard Staples.

BY S. L. SANGER

The motor vessel Wickersham went back to sea yesterday, on a voyage up the Inside Passage to Skagway.

The Alaska State ferry, out of service since last September and for sale before that, departed Pier 48 with 113 passengers and 75 vehicles aboard.

It was the first of 10 roundtrips planned for the Norwegian-built vessel, which is still for sale although there apparently are no takers. A \$10-million deal fell through earlier, so the Wickersham was put back into service at least until the ferry Malaspina comes out of drydock April 26.

As usual in winter, the passengers were a mixed group.

Rough and ready Al Hall, who said he was "a big cheese troubleshooter" for a big oil company was on his way to Sitka, and then when the weather breaks to Prudhoe Bay to work

on the Alaska pipeline.

"I'm just in from Cape Hope off South Africa where I was working on an off-shore drilling rig," Hall said.

Mr. and Mrs. Woodrow Morrison, from Hydaburg (near Ketchikan) were going home. They had brought their seine boat down to a Seattle shipyard.

Les Shepard, 24, from Lincoln, Neb., was on his way to Juneau to visit his father, the former mayor of Sitka, now a pipeline company official.

S-Sgt. James Mendenhall, his wife and three kids, were traveling from Ft. Sill, Okla., to Fort Richardson near Anchorage.

Alan Cook of Los Angeles, packs and cases hanging from every limb, was traveling to Haines to work on an Alaska State Arts Council puppet project with some Indians. "I've waited for this for 12 years," he said.

Elaine Paul, her husband and two children

were headed for home in Fairbanks where they work in a day care center. They had been to the Lower 48 on vacation.

The one man the Wickersham couldn't sail without was on the bridge. He was Capt. John D. Penny,

the Puget Sound pilot. "Spell that without an 'e,' that's the Welsh spelling. With an 'e' it's Scotch, they've got all the money."

The Wickersham's skipper, Capt. Ron Kutz couldn't talk long. "Sorry,

just too damned busy." They were making bread in the galley, coffee was perking in the crew's quarters, a girl was arranging cherries and olives in the bar, a man was vacuuming the carpet in the after lounge.

Third mate John Sancier climbed to the bridge, switched on the

radar and radio and running lights, the gangplank was taken up. The stern car deck door cushioned shut, the dock lines were cast off. The Wickersham whistled, black smoke tumbled from the stack and the blue and white ship with the yellow hull stripe glided into Elliott Bay.

A 6 5 Wed., Feb. 27, 1974 Seattle Post-Intelligencer

Wicky Sale May Not Go

The State House voted today to repeal authorization for selling the ferry Wickersham, but it was unclear immediately whether the move would keep the vessel off the auction block.

The measure, approved 22 to 11 after extended debate, was up for more consideration Mon-

day before being sent to the Senate. It may face a veto by Gov. William A. Egan.

Some legislators noted that without specifically forbidding the vessel's sale, the administration likely would be free to continue looking for buyers. The bill simply removed a 1971 law directing the state to seek a buyer.

Wicky Resolution Rides From House On Wave Of Votes

A resolution requesting a continued waiver to keep the ferry Wickersham on its Southeast Alaska runs rode a wave of votes out of the State House today.

The vessel is operating under a temporary waiver from the federal Jones Act, which prohibits foreign-built vessels from stopping consecutively at two American ports. The waiver is due to expire when the ferry Columbia begins service about June 1.

The resolution, now awaiting approval by the Senate, urges congress to grant the waiver, saying the state spends about \$500,000 annually in American shipyards and has made a "sincere effort" to sell the vessel.

Commissioner of Administration Joe Henri told a Senate committee Thursday that a prospective buyer from Greece had refused to meet the state's price of \$10 million.

However, Henri said later, two buyer groups from New Zealand and Japan had expressed an interest in the vessel, "but we are not as far along as we were" with the greek offer.

A man Henri identified as Karra Georgis, "a private individual who owns 60 vessels

offered about \$8 million for the Wickersham and balked at making a \$2 million down payment, a condition laid down when a Dutch firm, Sol Lines, Ltd., failed to come through with \$10 million after signing a purchase agreement last summer.

The Wickersham has been termed unsuitable for Alaska routes because of its foreign registry and limited deck space.

The Wickersham made its first sailing from Seattle Tuesday on a 10-week relief stint for the ferry Malaspina, which will undergo annual overhaul during March and April. The Wickersham had been tied up in Seattle since last fall.

Under provisions of the Federal Jones Act, a foreign-built vessel cannot stop consecutively at two American ports, and the Wickersham has

been operating under a waiver which will expire when the ferry Columbia goes on the line about June 1.

Several pending resolutions urge the state to keep the Wickersham and inaugurate an all-Alaska ferry route. Other measures urge Congress to grant the vessel a permanent Jones Act waiver.

The State Affairs Committee was considering a resolution introduced by its chairman Sen. Keith Miller, R-Anchorage, requesting the governor to halt any further attempt to sell the Wickersham and restore the vessel to service permanently. It also requests that the matter of selling the Wickersham be placed before the voters in the general election.

The committee passed the resolution out after hearing from Henri that there were no Wickersham buyers on the horizon. It now goes to the Senate Rules Committee.

The Wickersham had been losing about \$2,000 a day in operations and costs about 25 per cent more than other vessels to run.

End of the Week

The borough's airport ferry Abnaki was out of operation again.

This reminds us that we have had no luck with our suggestion that the state send the ferry Wickersham to Ketchikan and use it for a floating bridge between Ketchikan and its airport.

In fact our friends up in Anchorage and Valdez are pushing to have the Wicky sent to Valdez to serve as temporary housing while the trans-Alaska pipeline is under construction.

It may come to that yet. The state is having a hard time selling the ship for \$10 million. Those that have the money won't pay that much and those that don't have the money will pay the \$10 million if the state loans it to them.

Before this is all over we are willing to bet that the Wicky will become such a headache to Gov. Bill Egan that he will rename the ship the Wally Hickel and sell it to the Japanese for a floating cannery.



STEAMER VICTORIA
Carrying Gold Seekers



ROUTES TO THE
KLONDIKE
1896 to 1899

ALASKA MARINE HIGHWAY



ROUTES TO
THE KLONDIKE
1897 to TODAY



THE MALASPINA



'Columbia' nearing completion



The largest ocean-going ferry built on Puget Sound is being readied for service this summer at the Lockheed Shipbuilding & Construction Co. yard in Seattle.

She is the "Columbia," a \$20-million cargoliner ordered by the Alaska Marine Highway System. She is 418 feet long, with a beam of 85 feet, and her service speed is 21 knots.

A feature article on the "Colum-

bia," written by Mayo McCabe, associate editor of the "Reporter," will appear in a forthcoming issue of the "New Alaskan," a monthly magazine published in Ketchikan, Alaska, by Robert Pickrell, a former member of the Port of Seattle public relations staff.

Photos appearing on this page were selected from those taken by Harry Gilmour for the "New Alaskan" feature.

ALASKA FERRY SYSTEM

COCKTAILS

WELL STOCK

Antique Bourbon	\$1.00
Muirheads Scotch	1.00
Kirov Vodka	1.00
Ronrico Rum	1.00
Empire Gin	1.00
Paul Masson	1.00
Calvert's Whiskey	1.00

SCOTCH

J & B	\$1.25
Cutty Sark	1.25
Johnny Walker (R)	1.25
Johnny Walker (B)	1.25
Ballantine	1.25
Teachers	1.25

GIN

Tangeray	\$1.25
Beefeaters	1.25
Gordon's	1.25

BRANDY

Courvoissier	\$1.50
Hennessey	1.50

BEER

American Beer	\$1.00
Heineken	1.25

HOT DRINKS

Irish Coffee	\$1.50
Hot Buttered Rum	1.50

CANADIAN

Lord Calvert	\$1.25
Seagram V.O.	1.25
Canadian Club	1.25

CORDIALS &
LIQUEURS

\$1.25

"The Restaurant"

Herbert J. Lockert

313 E. St.
corner 3rd & E.
Cordially invites you to a
Private preview opening
Saturday, March 16, 1974
6:00 - 9:00 pm
Cocktails & Dinner

Bob Lucurell - 277-1313 - Bill Sheffield

Due to limited capacity this card is non-transferable
and required for admission

'Columbia' nearing completion



The largest ocean-going ferry built on Puget Sound is being readied for service this summer at the Lockheed Shipbuilding & Construction Co. yard in Seattle.

She is the "Columbia," a \$20-million cargoliner ordered by the Alaska Marine Highway System. She is 418 feet long, with a beam of 85 feet, and her service speed is 21 knots.

A feature article on the "Colum-

bia," written by Mayo McCabe, associate editor of the "Reporter," will appear in a forthcoming issue of the "New Alaskan," a monthly magazine published in Ketchikan, Alaska, by Robert Pickrell, a former member of the Port of Seattle public relations staff.

Photos appearing on this page were selected from those taken by Harry Gilmour for the "New Alaskan" feature.

ALASKA FERRY SYSTEM WINE LIST

INGLENOOK WINE BY THE CARAFE

Burgundy · Rosé · Chablis

small carafe \$1.75 large carafe \$3.50

	10th	5th
Ingenook Gamay Beaujolais	\$2.75	\$5.00
Lancers Rosé	3.25	6.00
Ste. Michelle Chablis		4.25
Jacques Bonet Champagne	2.75	5.00



"The Restaurant"

Herbert J. Lockert

313 E. St.
corner 3rd & E.
Cordially invites you to a
Private preview opening
Saturday, March 16, 1974
6:00 - 9:00 pm
Cocktails & Dinner

Bob Lucurell - 277-1313 - Bill Sheffield

*Due to limited capacity this card is non-transferable
and required for admission*

'Columbia' nearing completion



The largest ocean-going ferry built on Puget Sound is being readied for service this summer at the Lockheed Shipbuilding & Construction Co. yard in Seattle.

She is the "Columbia," a \$20-million cargoliner ordered by the Alaska Marine Highway System. She is 418 feet long, with a beam of 85 feet, and her service speed is 21 knots.

A feature article on the "Colum-

bia," written by Mayo McCabe, associate editor of the "Reporter," will appear in a forthcoming issue of the "New Alaskan," a monthly magazine published in Ketchikan, Alaska, by Robert Pickrell, a former member of the Port of Seattle public relations staff.

Photos appearing on this page were selected from those taken by Harry Gilmour for the "New Alaskan" feature.

ALASKA FERRY SYSTEM
 Passenger Service Aboard Our Vessels

OFFICERS

Chief Steward - - - - - 3 silver stripes
 2nd Steward - - - - - 2 silver stripes
 Storekeeper - - - - - 1 silver stripe

GALLEY

Chief Cook
 2nd Cook
 Ass't 2nd Cook
 2nd Cook/Baker
 Utilityman

SNACK BAR /
 CAFETERIA

2nd Cook
 Ass't 2nd Cook
 Grill Waitress/Cashier

DINING ROOM

Headwaiter
 Waiters
 Utilityman

ROOM STEWARDS

Head Room Steward
 Room Stewards
 Matrons

BAR

Bartender
 Cocktail Waitress

GIFT SHOP

Cashier

The Chief Steward is in full charge of the
 Steward Department . . .

He is available to assist you in all your needs
 and to help make your trip on our vessel
 comfortable and enjoyable.

"The Restaurant"

Herbert J. Lockert

313 E. St.
 corner 3rd & E.
 Cordially invites you to a
 Private preview opening
 Saturday, March 16, 1974
 6:00 - 9:00 pm
 Cocktails & Dinner

Bob Lucurell - 277-1313 - Bill Sheffield

*Due to limited capacity this card is non-transferable
 and required for admission*

'Columbia' nearing completion



The largest ocean-going ferry built on Puget Sound is being readied for service this summer at the Lockheed Shipbuilding & Construction Co. yard in Seattle.

She is the "Columbia," a \$20-million cargoliner ordered by the Alaska Marine Highway System. She is 418 feet long, with a beam of 85 feet, and her service speed is 21 knots.

A feature article on the "Colum-

bia," written by Mayo McCabe, associate editor of the "Reporter," will appear in a forthcoming issue of the "New Alaskan," a monthly magazine published in Ketchikan, Alaska, by Robert Pickrell, a former member of the Port of Seattle public relations staff.

Photos appearing on this page were selected from those taken by Harry Gilmour for the "New Alaskan" feature.

Fuel Shortage Not Expected To Affect Ferries Unless Stringent Rationing Begins

By GERRY BRUDER
Daily News Staff Writer

Unless stringent rationing is begun, the fuel shortage should not noticeably affect ferry service and tourism in Southeast Alaska, according to state officials.

William Bendixen, marine superintendent for the division of marine transportation, and Bob Dindinger, marketing coordinator for the division of tourism, said early indications are that ferry and tourism activities will be normal next summer.

"We all feel from the knowledge we have now that we will not have a fuel shortage next summer," Bendixen said.

Dindinger said "the worst shortage should be over by the end of the winter months, but we'll have to wait for federal guidelines" to be sure.

Even if the shortage becomes serious and rationing is necessary, Bendixen said, the division of marine transportation expects to successfully argue that ferry service should not be curtailed.

The Matanuska and the Malaspina are the only ferries now operating in Southeast Alaska, he said. The Matanuska makes two round trips weekly and the Malaspina makes one round trip weekly between Seattle and Southeast. The Taku, now undergoing its annual maintenance, will return to

service in December, when the Matanuska is scheduled for annual maintenance. The Wickersham has been withdrawn from service.

"We're standing in good position to argue our case that we can't take anything else off the run in the wintertime," he said.

Bendixen noted that Alaska Airlines and other carriers have cut back flights and are "loving it" since each flight now carries more passengers and cargo.

However, he said "there's no way anyone could prove we could run more efficiently by cutting back service. . . If we cut back to one (roundtrip on the Matanuska) you'd have people all over Southeast screaming so loud it would carry all the way back to Washington."

A ship the size of an Alaska ferry cannot simply be "put along the dock and shut down," Bendixen continued.

"There is still the crew to worry about, the auxiliary engines would be kept going to generate energy, there would be lots of maintenance . . . with a \$10 million ship you just don't put her in the garage, fill her with antifreeze and forget about her; there's too much complicated machinery."

An untrue rumor is spreading, he said, that the Washington state ferry service has been curtailed and curtailment of ferry service in Alaska will follow. Ferries in

Washington are simply cruising slower to conserve fuel, he said.

"If our schedule permits we might run our ferries slower . . . but I doubt it since ferries are the only means of transportation between ports."

Bendixen said Alaska ferries already operate at near maximum fuel efficiency; slowing the ferries down would be unlikely to save fuel. However, the division is investigating "more efficient use of cheaper fuels."

The division has already noticed an increase in automobile traffic on the ferries because motorists are leary about making long drives in an uncertain gasoline situation, he continued. Motorists who once left the ferries at Prince Rupert to drive to Washington now tend to remain on board all the way to Seattle.

Dindinger said northbound traffic on the ferries this fall has increased 17 per cent over the same period last year. The increase is not pipeline-related, he said, but "mostly resident and pleasure travel." Summer traffic did not increase much because the ferries have operated at peak capacities for the past several summers.

Traffic during other seasons will probably continue to grow, Dindinger said.

"The fuel shortage could spur that growth."

Rep. Terry Gardiner, D-Ketchikan, is pushing for legislation by Rep. Ernie Haugen, R-Petersburg, and Rep. Oral Freeman, D-Ketchikan, to appropriate \$600,000 as the state's share of a Bartlett class ferry for the Ketchikan area. The ferry would be used between Ketchikan and Prince of Wales and Metlakatla in place of the undersized Chilkat.

The bill is having trouble because funds for a Bartlett class ferry for this area also are listed in a proposed ferry bond issue.

The problem with that bond issue, as Gardiner points out, is that it must pass the voters and then there has to be enough money for the ferry. The ferry for the Ketchikan area is the fourth and last priority item in the bond issue. It also was the last priority item in the previous ferry bond issue.

Usually, the bond issue does not cover the planned project so something is cut out. Guess what?

Last time the ferry for the Ketchikan area was cut, Gardiner is right in presuming that if the next bond issue is not enough, our ferry would be cut again.

We prefer the approach by Haugen, Freeman and Gardiner to fund the ferry direct. The \$600,000 would match federal highway funds and build the ship, as was intended by the voters of this area when they approved the last ferry bond issue.

Residents and lawmakers in some areas of the state may think we are selfish and making big demands when we ask for a Bartlett class ferry, a bridge to Gravina Island airport and a road to connect Hydaburg to the rest of the Prince of Wales road system.

But look at what the rest of the state is expected to receive:

Of \$388 million in highway funds to be expended in the next five years, \$64.5 million is going into Anchorage alone, compared to \$44 million in all of Southeastern Alaska.

The state plans to spend \$16 million in the next five years on the Copper River Highway into Cordova.

Work also will begin this year on the Fairbanks to Nome highway, a little old 400-mile project. (Let's see, we think it is 16 miles Hydaburg needs.)

Contract will be let in May on a 4-year, \$8.4 million project to connect Skagway with the Alaska Highway. The \$13 million outer drive in Juneau will be finished up in the next two years with \$1.5 million to widen Main Street.

The ferry system is slated for \$25 million in improvements in the next five years, but our Bartlett class ferry for the Ketchikan-Hollis-Metlakatla run is last priority.

Somehow we don't believe we are unreasonable or asking for more than Ketchikan's share in requesting the new ferry and a bridge to Gravina Island.

Egan Reports Ferry 'Sold'

JUNEAU (AP) — Senate Finance Committee Chairman Cliff Groh said today he had received word from the Egan administration that "for all intents and purposes" the ferry Wickersham has been sold to a Greek firm for \$10 million.

However, Gov. William A. Egan said later the sale "is a long way from being final." But he confirmed that the proposal from the unnamed shipping firm included a \$2 million down payment and annual installments of \$2 million for a total sale price of \$10 million.

Sale of the vessel would quash plans to put it back on southeast Alaska runs.

The Wickersham has been tied up in Seattle since an announced sale to a Dutch firm fell through last fall.

News Beat

Wicky Price Tag Lowered?

Gov. William A. Egan says the state is continuing negotiations to sell the ferry Wickersham, but its price tag apparently has dropped.

Egan told reporters Tuesday that if the vessel is sold, it would be for "somewhat less" than \$10 million, the state's last asking price.

The administration has been negotiating with an unnamed Greek man living in Italy. Egan said the man remains the prime prospect for buying the Wickersham.

The governor did not elaborate on reasons for the asking price dropping below \$10 million. But he said the sale would cover a \$7 million withdrawal from the general fund in 1971 that was dedicated to construction of a smaller feeder vessel for southeast runs.

Hydrofoil Proposal Eyed

CRAIG, Alaska (AP)—The Tlingit-Haida Central Council is studying as "a possible revenue project" the purchase of a hydrofoil passenger craft from the Boeing Co.

Ralph Patterson, a Boeing jetfoil consultant, outlined the company's program Thursday at a session of the council's annual convention.

Council president Clarence Jackson emphasized that the group's interest in buying the high-speed vessel was only tentative.

Boeing approached the state legislature more than a year ago with a proposal to use six \$3.5 million hydrofoils to supplement the marine highway system.

Millwright Bob Kurtti submitted an application to his credit union for a \$9 million loan to buy the idled state ferry Wickersham. "I'm going to make a fair-weather trolling grounds boat out of her," he quipped, "and later we intend to buy a 747 with pontoons to fly supplies out to her." But the application was returned to Kurtti with a note: "If this is serious, please fill out the reverse side." Kurtti didn't.

THE ALASKA SENATE THURSDAY passed 17 to 1 a \$3.08 million marine transportation supplemental budget request, including \$761,000 to put the ferry Wickersham back on the runs for 10 weeks this winter. The vessel has been tied up in Seattle since a \$10 million sale fell through last fall. Gov. William A. Egan has said an unnamed Greek firm has proposed to buy the Wickersham for \$10 million, but that the sale is "far from final."

Ferries

Dear Editor:

It's almost impossible for plain folks, like me, to ask the governor a question personally. So I would like to ask him a few questions, by way of your paper and I am hoping he will answer them the same day.

Why were the stabilizers for the \$20,000,000 Columbia cancelled? The answer, I'm sure, is money shortage. Right? Then if there is no money for stabilizers, how come we can afford to let the "Wicky" (the only ship in the fleet with stabilizers) go for less than \$10 million?

Ted Stevens policy "To heck with politics, let's do what is right for Alaska" should be Gov. Egan's policy too. You Mr. Egan as Gov. (for the time being) of our great state, should bury that selfish behaviour, when it comes to the "Wicky." Why is our beautiful Wicky to you, like a red flag is to a bull? Because (ex) governor Hickel made a smart move and showed the lower 48 that here in Alaska we darn well run our own country in spite of some out-dated, ridiculous law like the Jones Act?

Already I know your excuse, "she's losing money" is done on purpose.

The Wicky is a car-ferry. Right? The big oversized vans for produce etc. do not fit on her car deck. They are loaded onto the "Met" or the "Mal." On weekends, when car traffic is heaviest going north out of Seattle, it's the Mat or after drydock, the Mal whose leaving Seattle, loaded with vans, leaving many cars with passengers who would like staterooms, behind. Why is the "Wicky" not going out of Seattle with all cars and their passengers on Friday? She has more staterooms, better dining facilities, a large snack bar accommodations and is much more comfortable. If the "Mal" or "Mat" would leave Seattle on Tuesday, instead of the "Wicky" with the few cars during the week and with the vans loaded

with produce, meat and whatnot; we, the housewives in the southeast could buy our fresh produce etc. before the weekend, instead of in the beginning of the week. If I were a businessman in the southeast, I would prefer to put out my fresh produce on a Saturday morning rather than Tuesday.

But no! The fact is, that on purpose our large "Wicky" is used when there is hardly any passenger load, so the excuse of her losing money is used to sell her at any price. Isn't that

Salty Show at UW

The new Alaska State ferries are on the move. The new Le Conte was due out of Sturgeon Bay yesterday, Seattle-bound. And sometime soon, possibly as early as tomorrow, the fleet's new flagship, the Columbia, should sail out onto Elliott Bay for her first trial run.

The Le Conte still was winterbound when our agent, Warren Green, checked her out a few weeks ago at Sturgeon Bay, Wis. But the ice has broken up in the St. Lawrence, and she's underway. Due on Puget Sound May 5 or 6. Due to head north in time to hit her first schedule out of Juneau May 17 to the Northern Panhandle. The Le Conte is a 235-foot ship with space for 250 passengers and 47 vehicles. She'll sail to Puget Sound with a shipyard crew, and Inlandboatmen crews will board her here.

DON'T LOOK for a shining beauty when the Columbia makes her bow on the Bay. She's yet to get the paint to match her handsome lines. But Delaval brags that the Columbia's two 9,200-horse engines are the most powerful diesels ever built by an American company for installation in an American ship.

The 418-foot Columbia is coming out of the yard much later than Alaska had hoped. Assorted things have delayed the \$20-million ship, including withdrawal of the Ford gas turbine that had been set to power her emergency generator. A Waukeshaw was substituted, and some of the accessories had to be redesigned.

Best guess is that Lockheed should deliver the Columbia to the Alaska fleet somewhere around the time when spring blends into summer.

ANOTHER QUEEN OF NORTHWEST WATERS, the Princess Marguerite, will be coming out May 1 for the longest season on her Seattle-Victoria run since 1962. A full six months, through Oct. 31. As you'll remember, 1962 was the year of the Seattle World's Fair. This year Canadian Pacific is counting on Spokane's Expo and accompanying Northwest conventions to keep business humming on its "poor man's international cruise." In 1962, Canadian Pacific rang in the Princess Pat to run opposite her sister. This year the Pat is fully involved in the prosperous Alaska cruise business, and the Marge will swing it alone.

The "poor man's cruise" will make her cruises poorer this year than last. The tab for the one-day excursion is up from \$9.50 last year to \$12, and this year outbound passengers will pay an extra 25-cent boarding fee the Port is assessing through Canadian Pacific. The one-way fare is up, too — from \$6.50 to \$8 — and the three-day roundtrip from \$11 to \$14.

Just harking back, in our 1962 World's Fair year, the one-day excursion set us back \$7.15, including tax.

so? By the way, governor, do you know that anyone under 5'10" (that includes you) will have to stand on a chair in his cabin on your \$20 million Columbia, to turn on the radio? Of all places, it is built into the ceiling! With no stabilizers on the Columbia, one can easily break his or her neck by just trying to turn on the radio in the stateroom.

Sincerely yours
Rose Riley
Juneau

JUNEAU TO LOSE SINGLE LAUNDRY

JUNEAU (UPI)—Juneau is about to become the only state capitol without a place to air its dirty linen. The town's last commercial laundry is closing April 1.

Increased costs, decreasing business and the loss of the state ferry laundry contract were the reasons J.S. MacKinnon Jr. gave for closing the 79-year-old laundry. Henceforth he said his company would expand its laundromats, and maintain some of its rug and other cleaning businesses.

MacKinnon was bitter at the state for his loss of the state's ferry contracts.

"We were forced to compete both against Seattle and Prince Rupert," MacKinnon said. "There was just no possible way that we could match their bids."

He said one of the conditions of the contract offered him was that he would have to pick up the soiled laundry at the Juneau dockside from the northbound ferry and have it delivered back to the ship on her southbound run from

Haines.

"At the most we were given eight hours to do the work with nothing in the bid for holiday, Sunday or overtime pay," he said. "The Canadians were given the contract at Prince Rupert."

MacKinnon said he had handled the state ferry laundry business with but two exceptions since 1963.

Spokesman H. J. Lockert of the division of marine transportation said MacKinnon "just priced himself out of the competitive market."



Representing the state administration at Reub's game dinner were Capt. H. J. (Red) Lockert (left), director of the state ferry system, and Jim Doogan, executive director of the state Alcoholic Beverage Control Board.

\$7.2 Million Offer 'Firm' For Wicky

Gov. William A. Egan says the state has "firmed up a cash commitment" of \$7.2 million for purchase of the state ferry Wickersham.

The state has been asking \$10 million for the vessel but no sale was consummated at that price. Egan did not name the prospective buyer Monday, but it was believed to be a Greek shipping firm.

In a letter to House Speaker Tom Fink, Egan said acceptance of the lower offer "does not at all represent any snap-judgment decision." Egan said "long and tedious" negotiations have convinced the Administration that a \$7 million loan from the general fund using the Wickersham as an asset represented a reasonable resale price.

The loan was secured as part of the price of building the new ferry Columbia, scheduled to go on the line sometime this summer.

Fink Friday appointed a spe-

cial House committee to look into the "Wickersham affair," noting that the House had passed legislation revoking the Administration's authority to sell the ship.

The Governor enumerated problems with operation of the Wickersham that he said made it unsuitable for the Alaskan ferry trade, including high costs of operation and a prohibition against shipping commercial cargo.

The Swedish-built Wickersham is operating under a temporary waiver from the Jones Act, which prohibits foreign vessels from operating between American ports. The waiver expires when the Columbia goes into service.

"Let me respectfully agree that the Stena Britannica Wickersham era encompassed an 'affair' all right," Egan said. "Let me further suggest that in my judgment your committee is long overdue. It should have been appointed about six years ago, prior to the date another governor of Alaska purchased the vessel from foreign interests under questionable circumstances."

Egan said the deficiencies of the Wickersham were known before it was purchased.

"The Wickersham is a fine ship," Egan said. "The problem is that it simply doesn't meet the needs of Alaska trade. Its cost of operation, including its inability to carry freight vans as well as limited auto and auto-trailer capacity, constitutes a serious budgetary problem that cannot be ignored."

LeConte Sailing Smooth Waters To Panama Canal

Special To The Empire

Alaska's newest ferry, the MV LeConte, is reportedly sailing smooth waters toward the Panama Canal on its way to Juneau, after being forced to drop anchor for nearly a week in the St. Lawrence Seaway.

According to O. Thomas Beirne, a passenger on the ship's maiden voyage, the LeConte disregarded the port authority's order to wait in the seaway in the midst of a Laurentian Pilot's Association strike and sailed on to Montreal Monday.

Beirne said, "high level pressure on the port authority forced them to turn their heads the other way" as the LeConte traveled down the seaway, passing 84 vessels anchored in the river.

He said the LeConte docked at Mulgrave, Nova Scotia Thursday for repairs to the ship's radio. The radio died Wednesday in the "iceberg-infested Gulf of St. Lawrence during the ship's baptism of ocean, salt

water," Beirne said.

He also said the vessel is expected to stop in Bermuda before proceeding through the Panama Canal then on to Seattle and Juneau.

The ferry is due in Seattle May 2, and is scheduled to make its first run from Auke Bay to Hoonah on May 17. However, the delay incurred while the ship was anchored in the St. Lawrence Seaway could delay the vessel's arrival in Juneau, according to a spokesman for the Alaska Division of Marine Transportation.

The ferry is replacing the smaller Chilkat, and will add to its itinerary Sitka, Kake, Petersburg, Haines and Skagway, as well as Juneau and Hoonah.

The LeConte was built by Fred J. Peterson, who is piloting the vessel to Juneau. Also on board are Walter Sperl of Juneau, the chief engineer of Marine Transportation, and 19 crew members.

LeConte Under Way Again After Strike Halts Voyage

By SUSAN GILMORE
Empire Staff Reporter

The 235-foot MV LeConte, the newest addition to the Alaska Marine Highway's ferry fleet, sailed illegally down the St. Lawrence River from Montreal today, five days after its travels were halted by Canadian authorities.

According to O. Thomas Beirne of Anchorage, a passenger on the vessel's maiden voyage, the ship was forced to drop anchor Thursday in the seaway when a strike flared between the Laurentian Pilot's Association and the

Canadian government.

The strike prohibited any foreign vessels from sailing the seaway, Beirne said.

He said Fred J. Peterson, owner and builder of the vessel, wired the American consulate in Montreal and Ottawa Friday "we are being held prisoner, prisoners of the Canadian government, and I demand we be released."

Peterson, who has built and shipped more than 50 vessels through the seaway during the past ten years, said "This is the first time since the War of 1812

to my knowledge that an American vessel has been detained in Canadian waters."

The ship was to sail illegally today without permission of the St. Lawrence Seaway authorities, Beirne said. He added he was not sure what action could be taken by the Canadian government for the illegal departure.

A spokesman for the Canadian embassy in Washington D. C. reportedly said yesterday an imminent solution to the strike did not look favorable.

The LeConte sailed April 6 from Sturgeon Bay, Wis., for an 11,000-mile voyage via the Panama Canal to Juneau. The vessel is due in Seattle May 2, and is scheduled to make its first run from Auke Bay to Hoonah on May 17.

The ferry is replacing the smaller Chilkat, and will add to its itinerary Sitka, Kake, Petersburg, Haines and Skagway, as well as Hoonah.

On board its maiden voyage to Juneau are Peterson, Beirne, Walter Sperl of Juneau, the chief engineer of the division of Marine Transportation, and 19 crew members.

Beirne reported problems have plagued the ship since its travels began. She lost a day's time when she plowed through an ice jam of 20-inch slabs in the Straits of Mackinac in Lake Michigan, Beirne said, and lost another day in a violent storm on Lake Erie.

"The ship was able to make only two to six knots an hour through Lake Erie's angry waters," Beirne said. "Under normal conditions she travels 16 knots."

Herbert Lockert, director of the Division of Marine Transportation, said today the LeConte will not be under state ownership until the vessel arrives in Juneau.

Wicky Waiver Proposal Gets Panel's Approval

The Senate State Affairs Committee has given unanimous approval to a resolution asking for an annual Jones Act waiver for the Wickersham.

But another measure, urging that the Wickersham be used to inaugurate an all-Alaska transportation route got support only from State Affairs Chairman Sen. Keith Miller, R-Anchorage.

Miller was the only committee member to sign off on the House-approved measure, which Sen. Bill Ray, D-Juneau, called "silly."

Ray said the Wickersham is "just not a feasible vessel for this trade."

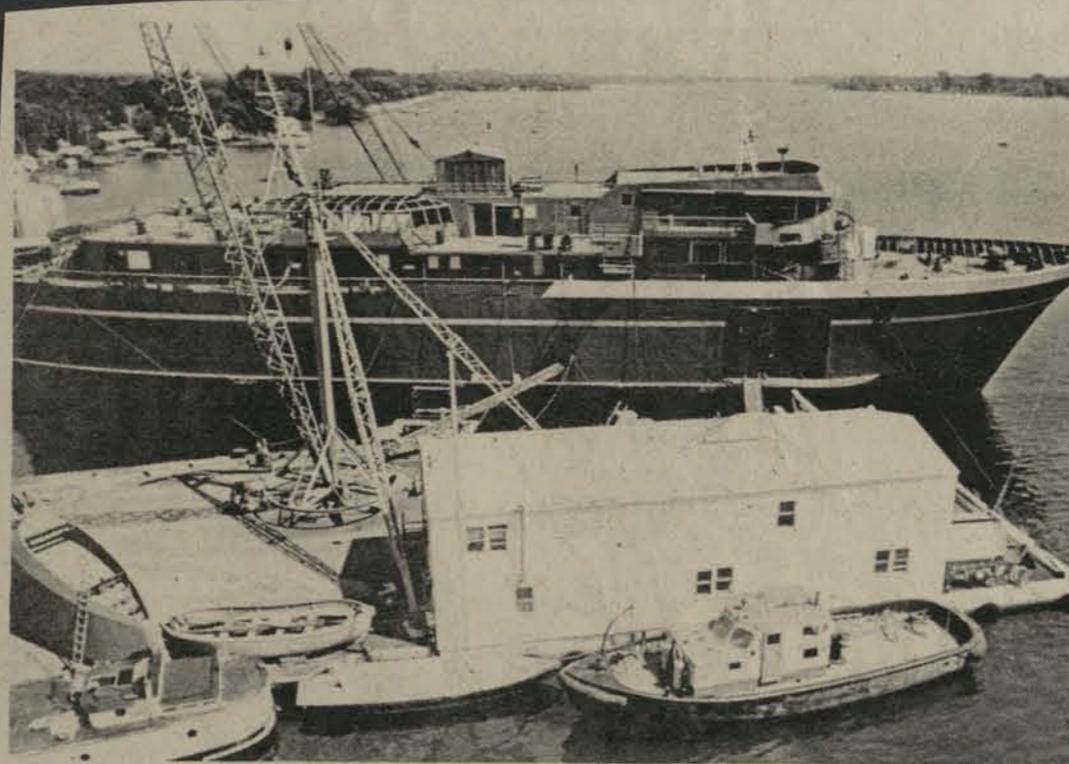
The resolution approved by the committee would ask Congress to grant an annual waiver from provisions of the Jones Act, which prohibits foreign-built vessels from operating between American ports.

The Wickersham has been under a temporary waiver, which expires when the new ferry Columbia goes on the line, probably by June 1.

The measure says the state has "in good faith undertaken negotiations for the sale" of the Wickersham, but that no sale has been consummated.

If the current waiver expires before the Wickersham is sold, the resolution says, the state could be forced into a "distress sale" of the Wickersham.

Commissioner of Administration Joe Henri told a reporter that the state is now pursuing an interested buyer group from Italy after a New Zealand purchaser refused to meet a sale price of \$10 million. The state, Henri said, also has received offers from Greek and Japanese interests since the planned sale to a Dutch shipping firm fell through last year.



ON ITS WAY AGAIN—Alaska's newest ferry, the 235-foot MV LeConte, sailed down the St. Lawrence River from Montreal today after being held by Canadian authorities for the last five days. The new ferry, scheduled to begin its run throughout Southeast Alaska May 17, was forced to drop anchor Thursday in the wake of a strike between the Laurentian Pilot's Association and the Canadian government. The LeConte will replace the ferry Chilkat and will supplement the Chilkat's route by serving Sitka, Kake, Petersburg, Haines, and Skagway, as well as Juneau and Hoonah.

Egan says Wicky to run for state again Feb. 26

The state ferry Wickersham will go back on the Seattle to Alaska run beginning Feb. 26, Gov. William Egan told Southeastern Alaska lawmakers today. The lawmakers this week asked that the ship be put back in service.

Rep. Terry Gardiner, D-Ketchikan, told the Daily News this morning that the governor said the ship will be put back in service on two conditions. One is that the lawmakers pass a supplemental appropriation to cover the expense, including the \$378,000 expense for the ship's lay-up since Oct. 1.

The other condition is that if a buyer shows up for the ship and wants immediate delivery, it will be taken out of service.

The Feb. 26 date coincides with the date the Malaspina goes into dry dock in Seattle, and thereby reduces the car and passenger capacity of the system from Seattle.

Gardiner said the governor further advised that he expects the new ferry Columbia to be in service April 30. At that time, the crew of the Wickersham will transfer to the Columbia. This

means the Wickersham is scheduled for at least ten trips.

Gardiner said figures from the public works department indicate that the state has saved little money with the ship in drydock. From Oct. 1, 1972, to Jan. 15, 1973, it cost \$665,000 to operate the Wickersham. From Oct. 1, 1973 to Jan. 15, 1974, it cost \$378,000 to keep it in lay-up.

But, during the operating period in 1972-73, the vessel brought in \$270,000 in revenue although it was laid up part of the time.

ALASKANS ARE BUZZING ABOUT: The incredible botch made by the EGAN administration of the sale of the M.V. WICKERSHAM, which is costing the state upward of a quarter of a million dollars so far and may lead to all kinds of messy legal entanglements and litigation.

When former Governor WALTER J. HICKEL made the original controversial purchase, the politicians and news media were climbing all over him. Yet, there is nary a word anywhere about the politically motivated resale of this beautiful vessel by the EGAN administration and the abominably incompetent handling of this transaction, which will cost the state dearly.

House Okays Money To Outfit Wickersham

JUNEAU, Alaska (AP) — The House has approved a \$761,800 appropriation to outfit the ferry Wickersham for a 10-week tour of duty in Southeast Alaska.

The House voted 37-3 Tuesday to return the Wickersham to service. The vessel has been moored in Seattle while the state tried to sell it.

The appropriation, which now goes to the Senate, would allow the vessel to resume ferry runs Feb. 26.

Resumption of the ferry runs hinge largely on whether a foreign shipping firm, said by

Gov. William A. Egan to be considering a \$10 million purchase arrangement, buys the vessel. If it does, Egan says, the Wickersham's service, scheduled through April, would be canceled or cut short.

The funds, coupled with more than \$796,000 to cover the ferry's maintenance and insurance bills while it is tied up, were included in a \$3.1 million appropriation approved by the House for the entire marine highway system. The extra costs for the Wickersham were incurred when its original buyer failed to deliver the \$10 million it offered for the vessel last fall.

EDITOR, Daily News:

I didn't catch who is sponsoring the pre-filed bill concerning dogs traveling on State Ferries, but even if it's a communist, we urge you to get behind the bill and push vehemently for its completion. Justification should include public health, of course, a reduction in the payment of "animal waste" penalty time, (which is "blood money" to most of us, anyway), and just a general improvement on the car deck, re sight, sound, and odor. Our exhaust fans were inadequate previous to the stretch-out, and now the odor, along with exhaust emissions, becomes almost unbearable at times.

The Alaskan that is serious

about moving his pet on a ferry once or twice a year will not be offended by this bill. Hopefully, the hippie, non-producing element will be offended to the extent that they stay out of Alaska. A full 70 to 90 per cent of the dogs carried, dependent upon the season, belong to the aforementioned group.

We hope some teeth can be inserted into the bill and money appropriated to administer the teeth.

Sincerely,
GENE RICHARDSON
 Crew member,
 M.V. Malaspina
 Executive Board, IBU

cc: Rep. Freeman
 Rep. Gardiner
 Sen. Ziegler

Let Wickersham sail

The ferry Malaspina left 18 vehicles in Seattle when it sailed Friday, vehicles that could not get aboard. Every stateroom on the vessel was full. And while this backlog of traffic continues in Seattle, the state ferry Wickersham is tied up nearby awaiting a buyer. And responsible buyers are in as short a supply these days as ferry space to Alaska from Seattle.

Rep. Ernie Haugen, R-Petersburg, is vice chairman of the house finance committee in the state legislature. He advocates putting the Wickersham back on the Alaska run before the traffic buildup gets any worse. He points out that with the trend to small cars for saving gas, the Wickersham, built to small, foreign car specifications, is back in style. And even after the ferry Columbia is built, and the Wickersham's waiver to the Jones Act runs out, the foreign-built Wickersham would be valuable on a through run from a Canadian port to Alaska ports. The vessel was used by the state on that basis for several years before a waiver was granted to the law that prevents a foreign-built ship from carrying passengers between U.S. ports. The waiver was granted by Congress for three years or until a replacement vessel, the Columbia, is completed.

The problem with putting the Wickersham back on the run may be finances but with traffic waiting with money in hand, even during the so-called quiet winter season, and with a strong member of the finance committee supporting operation of the Wickersham, we are sure the money problem can be solved.

Let's see the Wickersham sail.

THIS FERRY LINK MAY COME YET

Dear Bud:

Please try to find out the reason why Alaska ferries do not have a run from Anchorage to Seattle at least once a month.

A drive to Haines is a big, big inconvenience, plus getting of at Prince Rupert with the long drive to Seattle.

A lot of people feel the same way I do. So I think a run from here to Seattle would be a big success.

Ruth Lucas

Dear Ruth:

Ferry service is provided between Southeast Alaska, which would be the Haines, Juneau-Douglas area, and Seattle, so the link that is missing is the one from Southeast to Southcentral Alaska, which is where we are situated.

This particular connection has already received a great deal of attention and future plans do include a vessel to serve this route, according to Robert G. Dwyre, deputy commissioner of the Department of Public Works of which the division of marine transportation is a part.

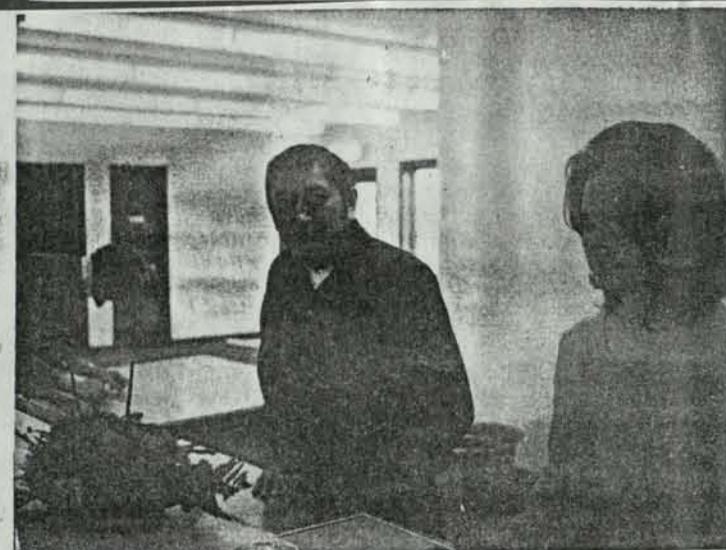
Recently, the question was raised concerning the use of the M/ V Wickersham on this link, but its use was considered uneconomical and that an American-made vessel would be more practical.

A vessel of the type required would cost roughly \$30 million and could operate at an annual cost of \$4 million.

Based on the current traffic demand, spending this much just doesn't seem reasonable to the department.

However, future projections indicate traffic demand may justify such a connection within the next five or six years.

★ ★ ★ Bud



WITH A FEW ITEMS STILL LEFT to finish up, Jim Sprute (left) of Teigland Construction Co. works on part of the new ferry terminal's ticket counter while Ferry Agents Roy Clayton and Barbara Fairbanks try the rest of it out for size.

The building will not be totally finished for the dedication Saturday, but it is in use and has been all this week. If completed in early February as expected, it will be ahead of schedule.

Now that the ferry terminal has adequate office space, the former office on Main Street has been closed and all tickets will be sold at the terminal. Office hours will be 9 a.m. to 5 p.m. Monday through Saturday; Sunday the office will be open while the ferry is in and shortly before its arrival.

Wicky May Be Off Auction Block

By JOHN GREELY
Associated Press Writer

Gov. William A. Egan says the state may have found a buyer for the ferry Wickersham, "but we want to get the down payment in hand before we make it official."

Reluctant to make a firm prediction about the fate of the Wickersham, Egan said he hoped to have an announcement within 10 days. The prospective buyer, he said, was an unnamed Greek firm.

At the same time, Egan forecasted again that Walter J. Hickel would make a bid for governor next fall.

The former interior secretary and governor, Egan predicted, would publicize his intentions "before the end of the week," perhaps at a speech Thursday opening the state Republican convention in Sitka.

The state's last asking price for the Wickersham was \$10 million with a down payment of \$2 million, figures that prospective buyers have rejected since the near-sale to a Dutch firm collapsed last summer.

While the legislature is considering resolutions asking that the Wickersham stay in state service, Egan called the ship "a fine vessel. But it simply doesn't fit the trade."

The governor recanted his reasons for attempting to sell the ferry—principally high operating costs and a foreign-built hull that without a continued waiver from federal law would keep it from operating between American ports. The exemption from the Jones Act is due to expire when the replacement vessel Columbia begins service in Juneau.

Alterations to meet fire and other safety requirements of the U.S. Coast Guard would

mean "several million dollars" to outfit the Wickersham, if the state kept it, Egan said.

The Coast Guard has given the vessel an informal "waiver" of the safety codes since its purchase for about \$7 million by the Hickel administration in 1968, he said.

Seattle Post-Intelligencer Fri., April 19, 1974 S** A 5

Wickersham Is Sold Again

BY DON PAGE
P-I Marine Writer

The Alaska State ferry Wickersham is sold.

Again. This time, hopefully, it will stick.

Spyros Magliveras, a Greek shipping magnate who headquarters in Genoa, Italy, has agreed to pay the state \$7.2 million for the 363-foot, 384-passenger vessel.

Magliveras has yet to sign the formal memorandum of sale agreement, but he has deposited \$72,000 in earnest money with the Seattle-First National Bank in Seattle.

He expects to take delivery of the Wickersham June 15 and sail her to Europe for tourist travel in the Mediterranean.

The \$7.2 million price of the Wickersham exactly matches the price the United States paid to Russia for Alaska and is \$200,000 more than the state paid for the Wickersham (ex-Stena Britannica) in 1968.

However, it is \$2.8 million below the \$10 million price of a previous deal last August between the

state and a Dutch group calling itself "the Sol Line."

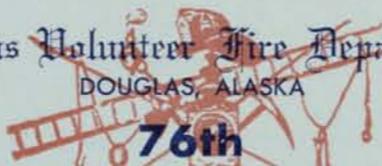
After that sale, the state took the Wickersham out of service and laid her up in Seattle for delivery.

However, the Sol Line never produced any money. The ship languished in Seattle, and a 27-man crew sent here by the Sol Line had to be repatriated. The Wickersham was put back on the market, and since Feb. 26, she has been making weekly round trips between Seattle and Southeastern Alaska.

A \$20 million vessel, the Columbia, is under construction at the Lockheed Shipyard as the Wickersham's successor. The Columbia is scheduled to enter service by midyear.

No 487

Douglas Volunteer Fire Department
DOUGLAS, ALASKA



76th ANNUAL BALL

MT. JUMBO SCHOOL GYM ADMISSION \$1.00
APRIL 6, 1974 at 9 p.m. NO MINORS

EDITOR, Daily News:
TO: Honorable William A. Egan
Governor, State of Alaska
Pouch A

Juneau, Alaska 99801

At this time I think the State should seriously consider putting the Wickersham back on the Seattle run until the Columbia becomes operable. This request is based on several facts:

1. The Malaspina is presently leaving vehicles on the dock in Seattle (approximately 15 each on the last three trips).

2. The Malaspina is scheduled for a drydock from March 1, 1974 to May 1, 1974. It will be replaced by the Matanuska with only 75 per cent of the capacity for vehicles and 30 per cent of the state-rooms.

3. The Columbia apparently will not be on the run until June 1, 1974.

4. We are presently employing 27 people on the Wickersham tied up in Seattle. This is nearly 50 per cent of its normal working force. The Wickersham burns 500 gallons of fuel a day at the Seattle docks. In addition, we will start paying moorage fees shortly (Seattle Port Authority had given us 60 days free moorage).

5. We can hardly expect the demand for ferry transportation to diminish with tourist season coming on and all the activity generated by the pipeline construction.

In conclusion, there is a need for added transportation capability on the Seattle run, which will certainly increase. The Wickersham at a minimum added cost to the State can fulfill this need until the Columbia comes on line in June.

Sincerely,
TERRY GARDINER
Representative
Alaska State House



Glacier Volunteer
Fire Department



FIRST
ANNUAL DANCE

MARCH 16, 1974
Switzer Village
Recreation Hall

9:00 P.M.
Admission
\$1.00 Donation

Page 6

Monday, July 8, 1974

The Wickersham Road

WHAT DOES it take to get the administration to name the new Anchorage-to-Fairbanks road link the Wickersham Highway?

The designation honoring one of Alaska's truly great men — pioneer, jurist, delegate to Congress, father of the statehood bill — has wide support throughout the state.

The mechanics of the job are simple enough. All that would be required is for Gov. William A. Egan to issue a proclamation naming the highway after Judge James Wickersham.

The task couldn't be easier.

SO WHAT'S the holdup?

Surely it can't be that Gov. Egan doesn't respect the Wickersham name.

He admitted to being unhappy with the fact that Walter J. Hickel, when he was governor, had named the queen of the state's ferry system after Judge Wickersham. But Mr. Egan said it had nothing to do with the fact that Wickersham was a Republican.

Instead, Gov. Egan said he favored a continuation of his policy of

naming Alaska ferries after prominent Alaska glaciers. Thus, when the sale of the M/V Wickersham was assured and a replacement vessel ordered, Gov. Egan — back in office again — named the new ferry the Columbia.

ALL WELL and good.

But if it is now an established tradition that ferries should be named after glaciers, it is an even older tradition in Alaska that highways are named for men of distinction. The Richardson Highway and the Glenn Highway are two prime examples.

The new highway link connecting the state's two largest cities deserves a name worthy of Alaska's history. None is more fitting than that of Judge Wickersham — and politics has nothing to do with it.

The name already is in use. Gov. Egan should make it official, before his reluctance to act indeed makes it appear that he has a burr under his saddle when the name Wickersham is mentioned.

FERRY LeCONTE CLASSED

NEW YORK — The American Bureau of Shipping has classed the LeConte, a passenger and vehicle ferry for the State of Alaska Dept. of Public Works Division of Marine Transportation.

Built by Peterson Builders

Inc., Sturgeon Bay, Wisc., the LeConte has been certified for unattended engine operation for a 24 hour duration.

All exterior surfaces of the vessel as well as portions of the interior surfaces were coated with a corrosion control coating allowing the scantlings to be reduced accordingly.

Ferry LeConte

9,340 mile voyage

When the new passenger/vehicle ferry *LeConte* completes her 9,340-mile delivery voyage from Sturgeon Bay, Wisconsin, through the St. Lawrence Seaway, then through the Panama Canal to Juneau, Alaska, this month, she will start a completely new ferry service in Southeastern Alaska. The 235-foot ferry successfully completed her sea trials last November, after which she was christened the *LeConte* by Mrs. William A. Egan, wife of the governor of Alaska. The name carried on a tradition long established for the Alaska Marine Highway, for like its other vessels, the *LeConte* is named for an Alaskan glacier.

When the *LeConte* goes into service, she will link the smaller outlying communities of the Alaska Panhandle to the ferry system's main line. In addition to providing

feeder service from the communities of Gustavus, Hoonah, Tenakee, Angoon and Kake, the new ferry will provide triangle service for Sitka, Petersburg and the state capitol, Juneau.

The need for a new feeder ferry system was outlined in a comprehensive study prepared for the Alaska Ferry System by a Seattle consulting engineering firm. That study matched the Alaska Marine Highway growth to the projected growth of the state of Alaska through the year 1990. The study analyzed existing routes, projected new routes and outlined the need of new vessels to meet the greatly increased demand for service through the '90s.

The frequency of service and the capacity of the *LeConte* will permit diversion of one of the main-line ferries to Sitka twice a week. The

main line vessels will then be able to provide daily service connecting all the principle cities of southeastern Alaska to Prince Rupert in British Columbia, greatly increasing the overall capacity of the Alaska Marine Highway.

Nickum & Spaulding Associates of Seattle, designers of all but one of the ferries now plying the Alaskan Marine Highway, were called upon to design the *LeConte*. They responded with a sleek, comfortable vessel that will accommodate 250 passengers and 47 standard American automobiles — and produce a service speed of 15.5 knots. Construction was by Peterson Builders of Sturgeon Bay, Wisconsin.

Most noteworthy of the vessel's features is the attention given to amenities. The raised forward-observation lounge and the midship lounge are fitted with large picture

windows for viewing the magnificent Alaskan scenery. Seating in the forward lounge for 110 passengers is divided between comfortable reclining chairs and lounge chairs arranged in conversational groupings next to the picture windows.

A coffee shop capable of seating 76 persons is located on the after portion of the upper deckhouse. Passenger food service is buffet style — from a service counter next to the galley. Vending machines provide food service during off hours. The modern galley also serves the officers' and crew's messrooms, which are just forward of the galley on the starboard side.

Wool carpeting is used throughout the enclosed passenger areas. All bulkheads are covered with vinyl to give a permanent finish, and there are no exposed painted surfaces in the passenger areas. Colors

used throughout the accommodation areas were carefully chosen to give a feeling of warmth, offsetting the cool weather outside.

The overhead is composed of fiberglass-insulated aluminum panels in a suspended grid ceiling on a two-foot-by-four-foot pattern. General lighting is accomplished by fluorescent fixtures locked into the ceiling grid. Separate switches permit selection of either of two levels of light intensity. Spot-down lights are used throughout to accent decor and to improve the reading light in critical areas.

For passengers seeking fresh air, there's a solarium on the sun deck which gives an unobstructed view of the Alaskan scenery. The solarium is fitted with infrared heating for comfort during blustery weather.

The *LeConte* is a twin-screw, twin-rudder craft powered by a pair

of 12-645 EMD engines, each developing 2150 horsepower through two Lufkin reverse reduction gears with 4:1 ratios. She's of welded steel construction, transversely framed, with a double bottom fitted through the mid-portion of the vessel. In the engine room, the inner bottom plating is carried up the vessel's sides to a height of eight feet, forming wing tanks for added protection to the bilge.

This design has already proved its worth for vessels in Alaskan waters. For example, when the Alaskan ferry *Taku* struck the rocks at the entrance to Prince Rupert Harbor in July, 1970, she was pulled free on the second tide and made her way to Seattle — under her own power — for drydocking. Over 100 feet of the shell plating above the turn of the bilge had

been ruptured, but all damage was contained within the wing tanks and there was no engine-room flooding. The *Taku* was back in service in three weeks.

Seven complete transverse watertight bulkheads are carried up to the main deck. The vessel is designed to a two-compartment standard: any two adjacent compartments can be flooded, yet the vessel will remain afloat in a stable, upright condition.

Diesel oil is carried in a separate 52,500-gallon tank aft of the engine room. Potable water is stored in a 26,600-gallon tank just forward of the engine room, and an isolated sewage-holding tank prevents sewage and waste water from being discharged into restricted waterways.

The superstructure is fitted above the main deck to afford weather protection to the vehicles carried aboard. Vehicle loading is accomplished through a stern opening over a hinged ramp which, when lifted, forms a watertight closure. Watertight side-port doors fitted on both sides of the bow can also be used for loading.

The stern opening is 16 feet wide by 15 feet high, and both side-port doors are 20 feet wide by 15 feet high.

Due to the restricted breadth of the vessel, a 36-foot diameter, power-operated turntable is recessed into the main deck in way of the side ports. The turntable permits long commercial vehicles to be maneuvered aboard the ferry with ease.

The machinery casing is on the starboard side of the main deck, permitting four lanes of passenger cars or three lanes of trucks or trailers to occupy virtually the entire length of the main deck. Space is also allowed between the starboard side of the machinery casing and the side shell for one lane of passenger cars. When fully loaded, the vessel will accommodate five lanes of passenger cars.

The *LeConte* is designed to operate with a periodically unattended engine room. The wheelhouse main control console is almost a duplicate of the engine-room console, with controls to hot start, stop and vary the speed of the main engines in forward or reverse.

Air for the pneumatic engine controls is supplied from the ship's 100psi service air system. A single-lever control for each engine changes propeller speed and rotation.

The main and auxiliary engines are cooled by a closed-circuit freshwater cooling system with skin coolers fitted and faired into the exterior of the bottom shell plating.





News Miner 3-25-74

NORTH TO ALASKA—The Le Conte, newest of the ferries for the Alaska Marine Highway System, is shown departing Seattle on Tuesday. The trip north will take three days to Anchorage where the ship will start regular service with the ships of the fleet.

Cordova Times May 23, 74



FINAL PREPARATION—Alaska's new ferry, the M/V LeConte receives a new coat of paint on her underwater hull in Lockheed drydock in Seattle, prior to acceptance by Alaska Marine Highway officials. The LeConte was built by Peterson Builders, Inc. of Sturgeon Bay, Wis. She was completed in April and will begin service on May 24 in the Northern Panhandle serving Juneau, Hoonah, Haines, Skagway, Sitka, Kake and Petersburg.

Five Alaska ferries berth at once



Five ferries of the Alaska Marine Highway System berthed at Alaska Ferry Terminal's Pier 48 in February. The "Chilkat" (far left, partially hidden) is scheduled for service out of Ketchikan. The "Bartlett," to the "Chilkat's" right, is on the Valdez-Cordova run. Both are out of service for the winter. Behind them is the "Matanuska,"

undergoing maintenance. The "Wickersham," at the pier's end, had been for sale, but tentatively was scheduled to go back into service. The "Malaspina," far right, was in Port only 12 hours after returning from its Southeast Alaska run. Port photographer Harry Gilmour took the photo from the Smith Tower.

News Beat

Ferry Lengthening May Be Delayed

Lengthening of the state ferry Matanuska may be delayed in the wake of a lone bid for the project which exceeds the architect's estimate by about \$4 million.

Commissioner of Public Works Tex Taggart said today the \$13.5 million bid by Todd Shipbuilders of Seattle was under review. The state has about \$9 million available for stretching the Bartlett-class ferry by 56 feet.

Taggart said it was not known whether the state could call for new bids in time to put the ferry into drydock late this fall, as scheduled. Maintenance and construction work on the state's eight ferries normally is done during the winter months, when passenger traffic is lighter.

Le Conte Weathers Ice And Politics En Route To Alaska



The New State Ferry Le Conte Will Ply The Panhandle Waters



FRED PETERSON
'Maybe The Next Day'



PERHAPS IT IS SYMBOLIC that Nickum & Spaulding's new office is on Columbia Street and their latest major triumph bears the same name. It is the Columbia, Alaska's new queen of the state's ferry fleet, moored at the central waterfront terminal.

There also was an air of urgency aboard the sparkling new vessel yesterday. She may begin her maiden voyage tomorrow — a shakedown run to Juneau and back with some VIPs aboard. Workers were putting finishing touches on her, and crewmen and officers were making things shipshape.

She's fresh out of Lockheed Shipbuilding and has undergone test runs in Puget Sound.

There's only one visible flaw in the beauty. The bow thruster's through-port is patched. The thruster's propeller would shove the bow back and forth at dockside when she moored without aid of a tugboat.

Two thruster shafts have failed in trials, but the Columbia can't wait any longer and probably will have to accept tug assistance at her mooring piers. Meanwhile, another shaft is en route to Seattle for installation.

Weathering a blistering ice-storm in the Great Lakes, a strike by dock pilots in the St. Lawrence River, a delay at the Panama Canal and ever-increasing gas prices, the new state ferry Le Conte finally is home.

The 38-day voyage from Sturgeon Bay, Wis., to Juneau, where the ship will call home, was made with relative ease despite the ice, strikes and price rises, said Fred Peterson, the lively 79-year-old chairman of the board of Peterson Builders. Peterson, who has been with the company for most of its 51 years of shipbuilding in the Great Lakes area, delivered the new 235-foot ship to the Alaska Marine Highway System earlier this week.

The small ship in the ferry system's fleet of nine boats, will provide for 250 day passengers with a car deck able to accommodate either 47 American cars, or 14 of the 40-foot vans plus 15 passenger automobiles.

Named after the Le Conte Glacier in Petersburg, the brand new boat traveled 9,340 miles in about three days more than its 35-day schedule had anticipated. It will serve a new route in Alaska, bringing a marine highway to the doorsteps of small Panhandle cities such as Gustavus, Hoonah, Tenakee, Angoon, Kake, Sitka, Petersburg plus Juneau.

The communities now are served only by fishboats, cannery tender, tug and barge and small aircraft. The marine highway will allow residents to make the jump — via automobile, if residents wish — to the mainland.

Accompanying Peterson and his wife were about 22 crew members who helped the new boat on its month and a half-long debut journey to Alaska. Alaskan businessman-writer Tom Beirne accompanied the crew acting as a part-time crew member, and part-time writer for the escapade.

When the ship left the Sturgeon Bay docks April 6, it encountered problems right away as the tenacious icy wind and rain socked it to the sparkling new ship. Peterson, who now sports a white beard from his seafaring episode, said solid ice chunks spilled onto the deck with waves tossing particles as high as the captain's windows.

As soon as the workers got through the ire of Mother Nature, they encountered an international diplomacy situation. The Laurentian Pilots Association, the authorized persons who steer ships through St. Lawrence River canals, were out on strike. Among the 80 ships caught in the docks was the Le Conte — the only American ship in the bunch.

After some political hopnobbing that stretched to Sen. Ted Stevens office in Washington and some American embassy talks, the crew decided to pull out through the canals on its own accord. "They fired not one shot at us," smiled Peterson.

The rest of the sailing was rather smooth as the boat traveled through the Panama Canal and up the Pacific Coast.

A coffee shop, dining room and cocktail lounge are all on board the Le Conte, which cost about \$5.5 million.

A fresh air solarium, similar to others aboard smaller Alaskan Marine Highway ships, is aboard the Le Conte, whose interior designs were completed in Sturgeon Bay by Richard W. Burhans of Seattle who does most of the interior design on all Alaskan ferries.

The shipbuilder, who sometimes half seriously thinks of retiring, deals mostly in government contract shipbuilding. Some projects have included military boats that sweep harbors for mines. Extra projects include sailboats and even a mammal museum for the Boston Museum of Fine Arts.

"It was quite an experience," said Peterson. "One I wouldn't do again tomorrow, but maybe the next day," he smiled.



Undergoing trials on Lake Michigan is the LeConte which will join the Alaska State ferry system this spring. The 235-foot vessel is named for a glacier near Petersburg and will be used to connect smaller southeastern Alaska communities to the main Marine Highway route.



Glen Carter

Sale of ferry thing of joy

Maritime Editor

That rumble of joy emitting yesterday from Alaska's ferry pier was reaction to the sale of the Wickersham for \$7.2 million to a Greek buyer.

Just in time, too. Alaska needed \$7 million as a down payment on its \$20 million Columbia being finished by Lockheed of Seattle. That was part of the 1971 deal in the Alaska State Ferries' \$36 million expansion program.

The buyer is Spyros Magliveras, a Greek who has business operations in Genoa, Italy.

Alaska already has received earnest money from Magliveras. The \$72,000 is deposited in the Seattle-First National Bank. Another \$650,000 is expected next week from Magliveras for purchase of Marine Highway, Inc., the special 100-share nonprofit corporation established by Alaska to purchase the vessel under Panamanian registry.

THE WICKY'S SALE PRICE surprised waterfront observers. Originally she had been on the block for \$13 million. Jerry Oaksmith, a Seattle broker, had been seeking a buyer. He said yesterday the sale was made through the A. L. Burbank Co. of New York doing business in Genoa.

The Burbank & Co. gets the 1 per cent commission for the sale.

The 363-foot Wicky has been a troublesome stepchild in the Alaska fleet since she was purchased from Swedes in 1968. She was acquired with the assurance that Congress would grant a Jones Act waiver permitting her to operate between American ports.

The Jones Act prohibits foreign-built ships from calling directly from one American port to another.

But that assured waiver fell through by lack of a vote or two. The Wicky then was forced to call at British Columbia en route to and from Seattle.

WHEN THE COLUMBIA was ordered from Lockheed Shipbuilding, Congress did grant a temporary Jones Act waiver until the new Columbia replaced the Wicky. Its construction delivery date has been delayed.

The Wickersham caused other woes. She is a handsome vessel inside and out — but her car-carrying capacity is cramped by the size of American-built vehicles. European-size cars were accommodated in greater numbers when she was operated by Swedes.

The Wicky gained international attention last winter after Alaska agreed to sell her for \$13 million to the Sol Line of Rotterdam. But Sol became identified as a paper corporation. That deal fell through amid the Arab oil crisis, and the crewmen flown here from Rotterdam waited in downtown hotels for the sale to be completed.

They languished from October to Christmas-shopping time, then they were flown back to Rotterdams when The Hague applied pressure on the would-be buyer. The crewmen's visas had expired. They faced detention through action of Customs and Immigration.

Hotel and restaurant bills for the stranded crewmen accumulated. So did medical and other costs. Lawsuits seeking recovery were initiated and still are active.

THE WICKY, WHICH MISSED a Jones Act waiver by a whisker, has been political hay through three Alaska administrations. She has been a painful thorn in many politicians' sides. The ship's attractive silhouette increasingly took on the shape of a great white elephant.

She still poses a serious financial problem. She is booked solid with passenger reservations until the Columbia replaces her. If Alaska has firmly committed her to be delivered June 15, there's more than an outside chance that the Columbia won't be ready.

That would mean a loss of several thousand passenger reservations booked in advance of what is expected to be a record tourist season for Alaska.

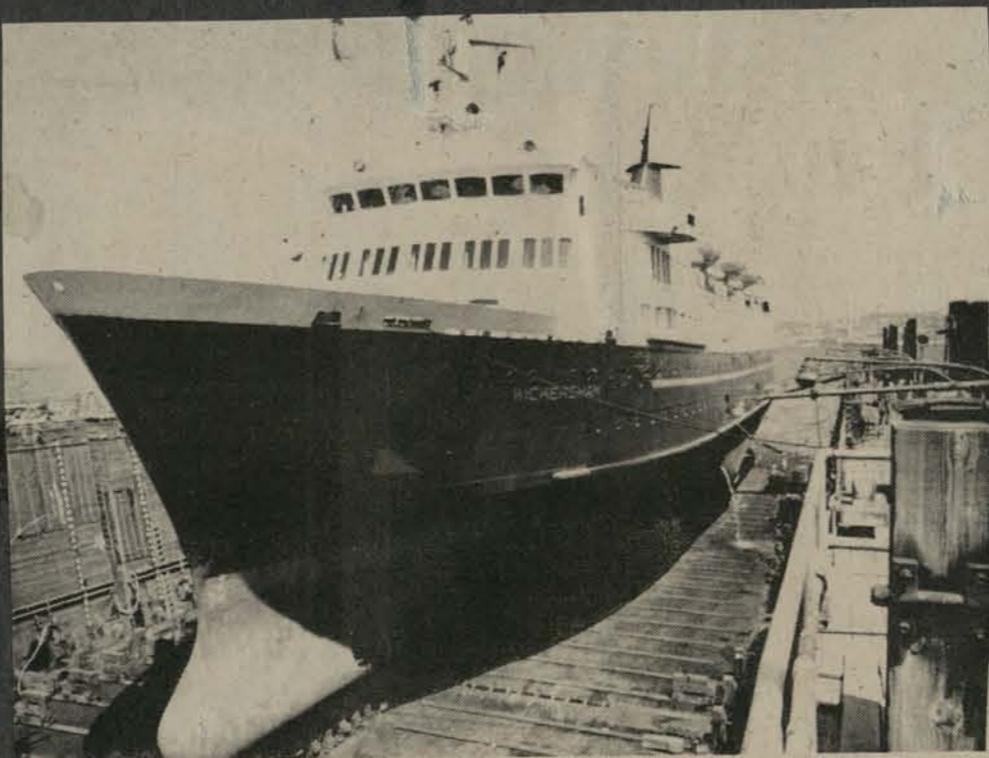
The buyer plans to use the Wicky for tourist traffic between Genoa and islands in the Western Mediterranean.

When (and if) she finally does head for her new home port, a lot of Alaskans will bid her a bon voyage, breathing sighs of good riddance.

If the buyer does not break a leg or meet some other unforeseen circumstance next week, he is expected to sign a memorandum of agreement and formalize the sale.

There is one consolation to the Wicky's disappointing sale price. She was bought from the Swedes for slightly over \$7 million and is going for about the same amount.

Furthermore, disappointed Alaskans can take solace in the fact that the entire state when purchased from Russia cost slightly over \$7 million.



IN DRY DOCK—The Alaska ferry Wickersham was in dry dock at the Todd Shipyard Tuesday in Seattle. The blue and gold ferry is being painted red and white by its Finnish buyers. The Wicky should be turned over to the firm, Rederi ab Sally, on Friday.

THE ALASKA FERRY WICKERSHAM is a bright spot on the waterfront with her new coat of red paint as the "Viking 6." You can spot her at the Todd yard from all around the Bay. But not for long. She should sail today or tomorrow for her new Viking home in Finland.

ATTENTION ALASKA FERRY TRAVELERS:

The schedule for the Alaska Marine Highway vessel M/V COLUMBIA which operates to and from Seattle, has been revised. For information call the Marine Highway offices at 465-3940, 465-3941, 465-3942 or your travel agent.

North to Alaska

What to do after Spokane? Head north, to Alaska.

A frontier still, Alaska offers mountains (including McKinley National Park, with the highest peak in North America), glaciers (at eerie Glacier Bay National Monument), virgin wilderness (practically everywhere). Plus history: Sitka, one-time Russian capital, and Skagway, gold rush boomtown. Night life: Anchorage, where Alaskans night-club downtown and moose wander through the suburbs. Camping and hiking for outdoor types. Take-it-easy cruises for the comfort-minded.

From Spokane, drive or fly to Seattle. Fly from there to major Alaskan cities. Or turn your vacation into a north-country cruise. Take a modern ferryliner from Seattle or Prince Rupert, British Columbia, north along the rugged Alaskan panhandle coast to Skagway, where the panhandle meets Alaska proper.

The ferry/cruise ships travel the Alaska Marine Highway, the only ground-level route

through the panhandle (there are few roads ashore), so you'll find plenty of down-to-earth Alaskans as well as vacationers aboard. Ferries travel a sheltered route between islands and shore, past deep green forests, pale muskeg, sheer mountains, small fishing and lumbering towns.

Take the week-long cruise from Seattle to Skagway and back. Round-trip passage for two totals \$370 (\$140 each for fare, plus \$90 for a double cabin). Meals are extra in the ferry's dining room or snack bar. Or, take your car (costs an additional \$252 each way) or camper along on the ferry, get off at Haines, and drive to Fairbanks or Anchorage. Or, schedule overnight stops along the ferry route in Sitka (visit the old Russian Orthodox church), Juneau (travel through a gold mine, go glacier gazing), historic Skagway.

There are hotels and campgrounds in and around these and other stops. But for a really isolated week, rent one of the Outlying Cabins in the Tongass National Forest, which covers most of the panhandle. You'll hike, boat, or fly by float plane to a rugged cabin (equipped with bunks, wood or oil stoves, pit toilets—no electricity) near snow-capped peak, freshwater lake, or saltwater shore. The cabins, maintained by the U.S. Forest Service, are available year-round for hunters, fishermen, or just plain wilderness freaks. Rental is \$5 per night.

Be ready to charcoal broil freshly caught salmon on sandy shores. To enjoy four-hour sunsets on long northern evenings. To have a fascinating glimpse of Seward's beautiful icebox and—later—to share your own adventure stories with its warm and friendly inhabitants.

Be sure to make cabin and ferry reservations well in advance. For information on ferry routes, rates, and schedules, write Marine Transportation System, Pouch R, Juneau, AK 99801. Information on renting Outlying Cabins is available from Regional Forester, U.S. Forest Service, Box 1628, Juneau, AK 99801.



Open house on Alaska ferry

The new Alaska ferry, Columbia, will be open to public inspection from 3 to 8 p. m. tomorrow at Pier 48.

The 418-foot Columbia can carry 1,000 passengers and 184 standard vehicles. She will leave Seattle Friday to begin regular service to Alaska. The sailing is old out.



Alaska Ferry Operational

Technicians have completed installation of a bow thruster in the new state ferry Columbia. Gov. William A. Egan said he was told the engine used for docking had "passed with flying colors in operational tests."

The vessel will be open for visitors in Seattle tomorrow from 3 to 8 p.m.



Wicky Will Remain In Service Until Mid-June

The recently-sold state ferry Wickersham will remain in service until mid-June in order to minimize trip cancellations caused by late delivery of a replacement vessel.

Upon learning that Lockheed Shipbuilding Company is behind schedule at least a month on delivery of the new state ferry Columbia, it was stipulated in conditions for the Wickersham sale that delivery of the vessel to the buyer will be at the convenience of the state.

This will enable the Wickersham to make several additional sailings which otherwise would have had to be cancelled because of the Columbia's delayed delivery date.

Alaska Marine Highway officials estimate these additional sailings by the Wickersham will save about 3,000 of an estimated 5,000 jeopardized by Lockheed's late delivery of the Columbia.

Because of Lockheed's failure to meet the construction deadline for the Columbia, the state is pursuing legal remedies provided in the construction contract for regaining any revenue losses that occur.

"Unfortunately because of the uncertainties presented by Lockheed's completion date for the Columbia we are having to deal with this problem on a day-to-day basis," Captain H.J. Lockert, Director of the Division of Marine Transportation, said.

"Even after the Columbia is

turned over to the state by Lockheed we will require a two to three week period for reassignment of personnel to the Columbia. They naturally will need a certain amount of time to become familiar with the new vessel. Also, Coast Guard inspections and drills are required before entering service.

"Therefore the mid-June delivery date of the Wickersham to the buyer is as advantageous to the state as could be desired under the circumstances. It would be to no avail to keep the Wickersham longer since this would present crew staffing problems.

"The unfortunate aspect is the late delivery date of the Columbia caused by Lockheed's failure to meet the contract construction schedule. If the delivery of the new vessel had been on time the required reassignment of crew and their familiarization with the new vessel could have been accomplished prior to the time that the peak tourist season was at hand."

Bow Thruster Installation Is Completed

Technicians have completed installation of a bow thruster in the new state ferry Columbia. Gov. William A. Egan said he was told the engine, used for docking had "passed with flying colors" in operational tests.

The Columbia was scheduled to go into drydock briefly on Monday for a last visual inspection of the bow-thruster unit before moving to the Alaska ferry terminal at Pier 48 in Seattle.

The 418-foot, ocean-going ferry, built by Lockheed Shipbuilding and Construction Co. will join the other seven ferries on regular runs July 5.

Egan said the vessel would be open for visitors in Seattle on Wednesday from 3 to 8 p.m.

ALASKA STATE FERRIES finally has set the hours for the open house Wednesday at Pier 48 for its \$20 million flagship Columbia. You're invited — 3 to 8 p.m. Coffee, cookies and punch. Alaska hostesses and genial crewmen to show you around.

Two days later — Thursday at 9 p.m. — the Columbia is due out on her first regular passenger run. The Malaspina sailed last night, jam-packed, and all 324 berths are reserved on this first Columbia sailing. But walk-ons still are first come, first served on the Alaska ferries. Folk who come aboard with blankets or sleeping bags and plop down on lounge chairs. They pay basic fares of \$70 one way, \$140 roundtrip Seattle to Skagway and return. And between reservation — holders and walk-ons, the Columbia could sail close to her 750-passenger capacity.

Wickersham Is Sold Again

BY DON PAGE
P-I Marine Writer

The Alaska State ferry Wickersham is sold. Again.

This time, hopefully, it will stick.

Spyros Magliveras, a Greek shipping magnate who headquarters in Genoa, Italy, has agreed to pay the state \$7.2 million for the 363-foot, 384-passenger vessel.

Magliveras has yet to sign the formal memorandum of sale agreement, but he has deposited \$72,000 in earnest money with the Seattle-First National Bank in Seattle.

He expects to take delivery of the Wickersham June 15 and sail her to Europe for tourist travel in the Mediterranean.

The \$7.2 million price of the Wickersham exactly matches the price the United States paid to Russia for Alaska and is \$200,000 more than the state paid for the Wickersham (ex-Stena Britannica) in 1968.

However, it is \$2.8 million below the \$10 million price of a previous deal last August between the

state and a Dutch group calling itself "the Sol Line."

After that sale, the state took the Wickersham out of service and laid her up in Seattle for delivery.

However, the Sol Line never produced any money. The ship languished in Seattle, and a 27-man crew sent here by the Sol Line had to be repatriated. The Wickersham was put back on the market, and since Feb. 26, she has been making weekly round trips between Seattle and Southeastern Alaska.

A \$20 million vessel, the Columbia, is under construction at the Lockheed Shipyard as the Wickersham's successor. The Columbia is scheduled to enter service by midyear.

AND ALASKA'S NEWEST FERRY, the 235-foot LeConte, is on her way from the Great Lakes to Seattle. The LeConte was built in Sturgeon Bay, Wis. She departed the Peterson Builders yard April 8 and headed for the St. Lawrence Seaway.

She's traveling down the Atlantic seaboard, through the Panama Canal and up the West Coast. Arrival here will be around May 10.

Word of the LeConte did not come to us from Alaska's Marine Highway sources. We got it from the Sturgeon Bay newspaper, The Door County Advocate.

The LeConte's departure was page-one news.

A Wisconsin man mailed the paper to Dr. John C. McCarter, a Port Townsend physician who also is an ardent shipwatcher overlooking Admiralty Inlet and the Strait of Juan de Fuca. Doctor McCarter forwarded it in post haste.

We regret to say that The Door County Advocate scooped us on that bit of Alaska maritime news.

