1974 CAPT. H.J.LOCKERT

1975

Scrap Book

Donald Harris Named To Alaska Public Works

Alaska Governor Jay Hammond last month appointed Donald Harris, president of Alaska Construction & Mining Company, as commissioner of public works.

Harris, 48, served two terms in the state's first House of Representatives and later four years on the Board of Fish & Game.

The new commissioner and his wife Donalene have two children. They make their home at McGrath.

Allen F. (Al) Acey, well-known deck officer in the towboat industry and Alaska State Ferries retired September 1. His last assignment was chief mate on the ferry *Bartlett*.

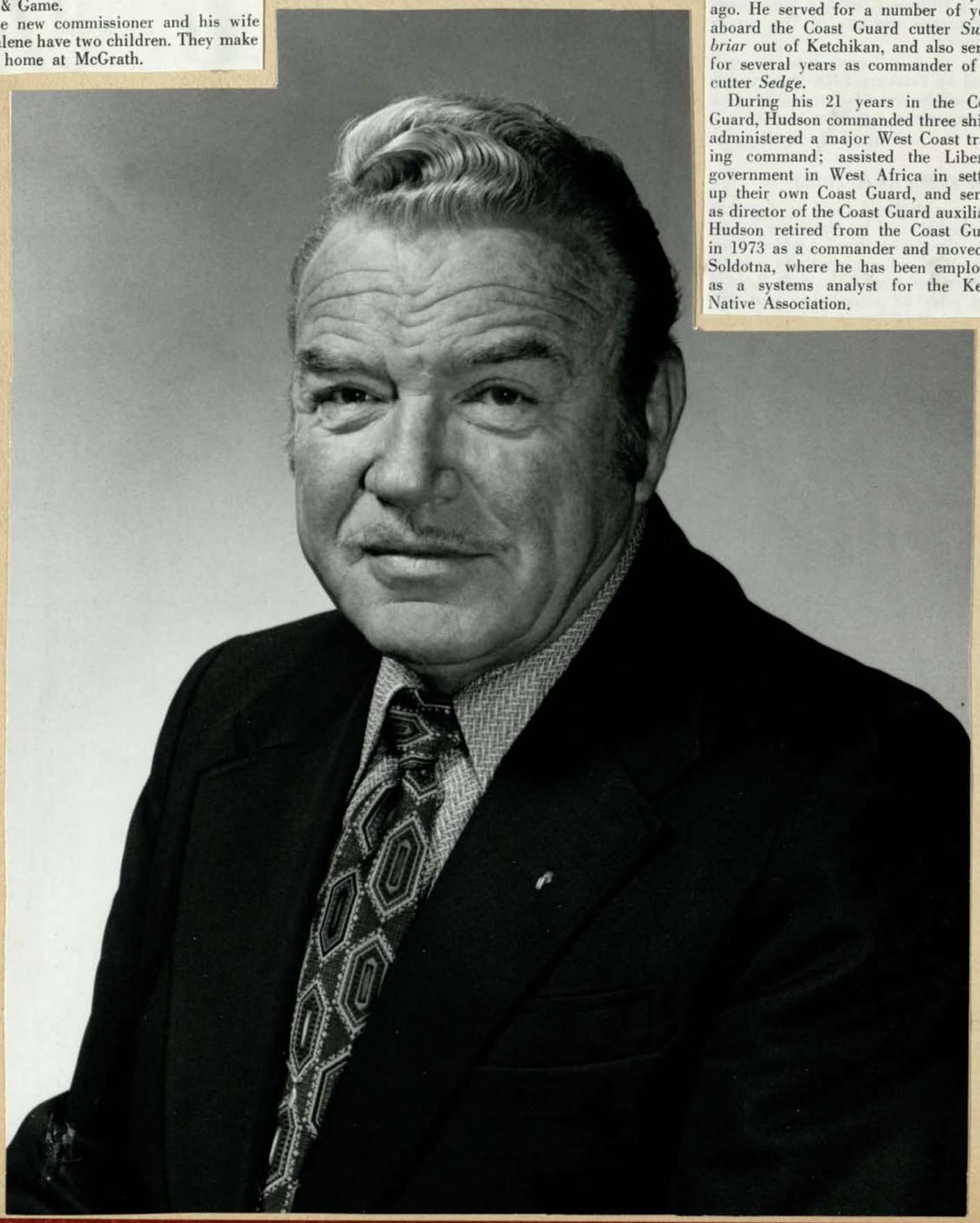
New Director For Alaska Marine Transportation

William R. Hudson has been appointed director of Marine Transportation in Alaska. He replaces Capt. H. J. Lockert.

Hudson was appointed by Donald Harris, who was named the new public works commissioner by Gov. Jay Hammond.

Hudson, a retired Coast Guard commander, first arrived in Alaska 23 years ago. He served for a number of years aboard the Coast Guard cutter *Sweetbriar* out of Ketchikan, and also served for several years as commander of the cutter *Sedge*.

During his 21 years in the Coast Guard, Hudson commanded three ships; administered a major West Coast training command; assisted the Liberian government in West Africa in setting up their own Coast Guard, and served as director of the Coast Guard auxiliary. Hudson retired from the Coast Guard in 1973 as a commander and moved to Soldotna, where he has been employed as a systems analyst for the Kenai Native Association.



[H. J. Lockert ↑]

MS 207 10-1

The State of Washington

OFFICE OF THE STATE TREASURER

Robert S. O'Brien
STATE TREASURER

Olympia

February 4, 1975

Robert Ziegler, Sr.
Ketchikan

Reub Crossett
Ketchikan

Dave Ohmer
Petersburg

Len Angerman
Wrangle

Cliff Nordenson
Juneau

Red Lockert
Juneau

Dick Cushing
Sitka

Harvey Hildre
Juneau

Marty Teng
Haines

Alex Miller
Juneau

Allen McDonald
Seattle

Curt Bradford
Seattle

Dear Friend of Pete DeBoer:

As you know, Bert Proctor and I have been working for the past several months on putting together a suitable memorial to our mutual friend, Pete DeBoer.

With the aid of all of you who participated, the Alaska Ferry M.V. Columbia now has an area of its lounge set aside as "Pete's Corner."

All of the funds were remitted to the Bank of California and payment for architects fees, materials and supplies were all disbursed from that account. With all of the bills paid there remains a sum of $468.10 which we are today sending to the Ketchikan Children's Home in Pete's name.

I am enclosing photographs of the lounge showing the figurehead, piano and plaque which were incorporated into this area.

Again, we want to thank each and every one of you for your participation in this worthy project in memory of a true friend of ours and of Alaska.

Co-Chairmen: Bob

Bob O'Brien

Bert

Bert Proctor

10-2

Children's Home gets DeBoer fund donation

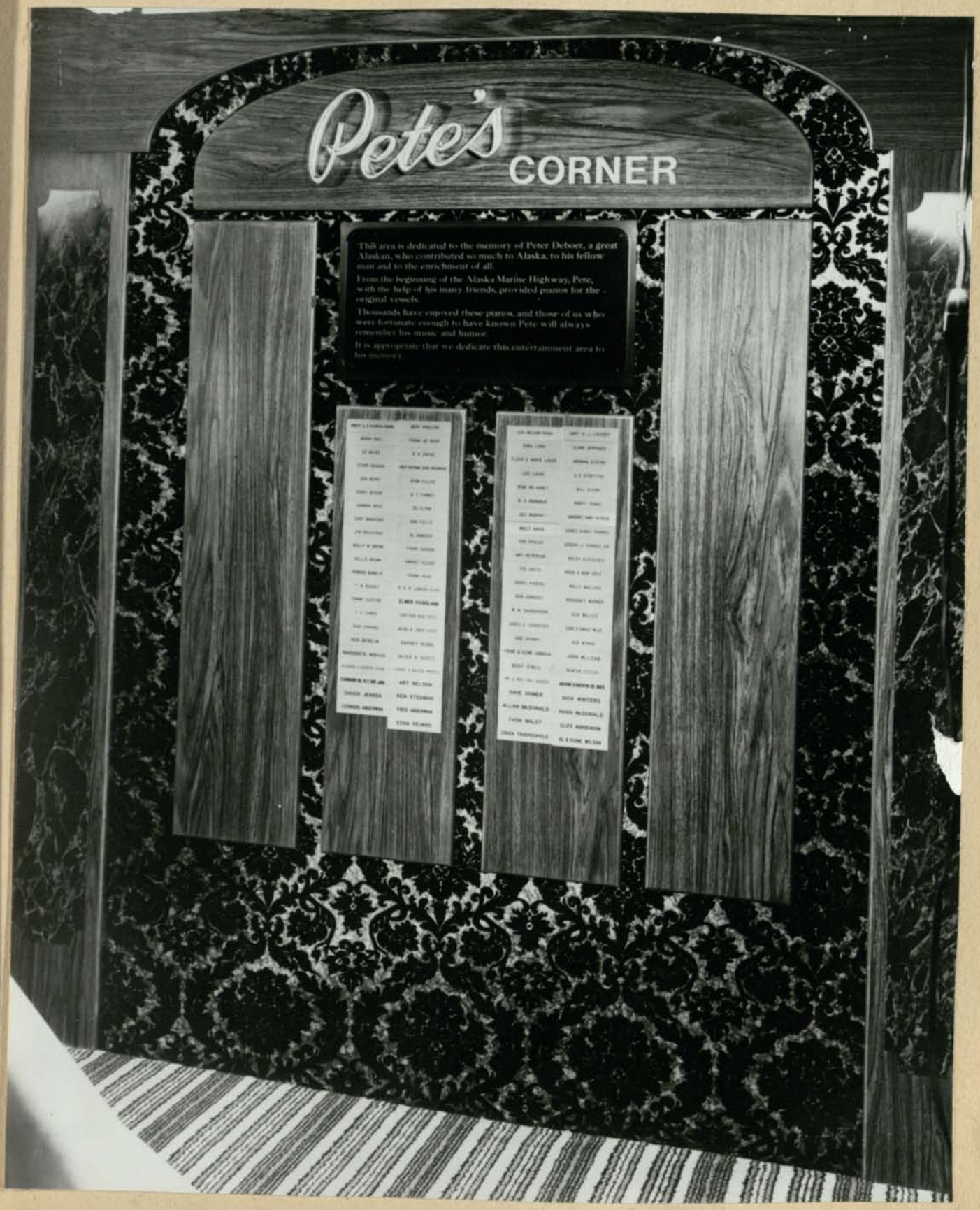
The Ketchikan Children's Home has received a $468.10 check which represents surplus funds from a successful drive to buy a memorial piano and plaque for the state ferry Columbia by friends of Pete DeBoer.

The surplus monies were passed on to the children's home by the late DeBoer's friends.

DeBoer traveled Alaska for 30 years as a representative of Standard Oil of California and is well-remembered as the man who brought music to the state ferries.

A talented pianist and organist, DeBoer led the drive to get a piano on one of the state ferries, and for many years he rode the ferry and played the piano at what now is called "Pete's corner."

10-3


Pete's
CORNER
This area is dedicated to the memory of Peter Deboer, a great Alaskan, who contributed so much to Alaska, to his fellow man and to the enrichment of all.
From the beginning of the Alaska Marine Highway, Pete, with the help of his many friends, provided pianos for the original vessels.
Thousands have enjoyed these pianos, and those of us who were fortunate enough to have known Pete will always remember his music and humor.
It is appropriate that we dedicate this entertainment area to his memory.

Columbia's Weekend Costly

By SUSAN GILMORE
Empire Staff Reporter

When Alaska's new flagship came to town for the inaugural festivities last weekend, state marine transportation officials knew it might be a money-losing proposition.

However, officials now indicate the cost of pulling the Columbia off its regular run from Seattle will far exceed revenue generated in wining and dining the inaugural guests.

Marine transportation officials originally had placed a $20,000 price tag on halting the Columbia's travels for the two-day stint in Juneau.

However ferry system director Bill Hudson said today he expects figures to show a $25,000 to $30,000 loss, while reliable sources close to the department speculate the total cost of altering ferry schedules for the weekend may go much higher.

The Columbia reportedly was pulled off her regular run to host inaugural festivities at the request of the Juneau Inaugural Committee.

"We were asked to bring it in for additional room and to show off the ship," Hudson said. "We feel we performed a service to the people of Alaska."

Hudson said precedent had been established by former governor William A. Egan in docking two ferries in Juneau for a previous inauguration.

Hudson said the ferry was brought in as a public service, "but it didn't generate the revenue we felt it should have."

Joseph McLean, chairman of the Juneau Inaugural Committee said he requested the Columbia be stationed in Juneau to "show the new ferry off" to the more than 700 out of town visitors that arrived for the inaugural celebration.

He said the ferry was also needed to provide housing for the visitors and facilities for the inaugural banquet. In addition, the City and Borough of Juneau hosted a reception for out-of-town guests aboard the vessel.

Hudson said he is reluctant to speculate the cost of pulling the Columbia off its regular run until actual figures are compiled by his finance officer.

"I don't want to get caught in conjecture," Hudson said. "Figures now are a great big jumble of guesstimations."

Although the banquet on the ferry reportedly was sold out, staterooms on the new flagship were far from being filled.

Officials report only 15 of the ferry's 91 rooms were rented Friday and Saturday night. Prices for the rooms were computed on the equivalent cost of reserving a stateroom for a voyage to Haines.

Of local hotels polled only the Baranof reported it was booked solid for the inaugural weekend.

Hudson estimated the room rental generated about $1,000, the banquet about $2,600 and additional dining room and bar receipts about $3,000.

In addition the Columbia made an unscheduled pre-inaugural and post-inaugural cruise throughout the panhandle which, Hudson said, generated about $10,000.

However figures which Hudson hasn't computed include revenue generated by the Malaspina, which took the Columbia's regular run from Seattle.

The Columbia normally sails from Seattle on Friday's and the Malaspina leaves Seattle on Tuesdays. However, the inaugural interrupted the Columbia's scheduled sailing on Jan. 17 so the Malaspina skipped its planned departure on Jan. 14 to assume the Columbia's schedule. The Malaspina also missed today's scheduled Seattle departure.

So, according to ferry officials, the Malaspina missed two Tuesday sailings in picking up one Columbia run.

Additional costs were incurred in flying the ferry's crew to Seattle for the Malaspina run. However, officials said schedule interruptions often require crews to be flown to Seattle or other Southeastern cities.

Hudson said he expects final cost figures on removing the Columbia from its run for the inauguration should be available later this week after the Malaspina returns to Seattle.

He said revenue generated in trips from Seattle can vary from $50,000 to $18,000. "If we take the large figure we'll come out smelling like a rose," Hudson said.

However, Hudson said he expects a "considerable loss."

"We brought in the Columbia because she's our flagship and has had a lot of adverse publicity," Hudson said. "Unfortunately the revenue (the Inaugural Committee) anticipated generating didn't materialize."

State Cancels Ferry Run To Glacier Bay

A top-level decision within the Department of Public Works has eliminated Glacier Bay from the summer itinerary of the state ferry LeConte.

The ferry, based at Auke Bay, made a popular weekly run into Glacier Bay last summer.

However, Commissioner of Public Works Donald Harris said today he decided the ferry should not compete with private tour vessels and should only visit the scheduled ports in Southeast Alaska.

Sources indicate complaints from competing tour operators in Glacier Bay lead to the commissioner's decision. And, until the changing of the guard in the Capitol Building, marine transportation officials reportedly had planned another Glacier Bay trip on the LeConte's summer schedule.

The original decision to place the ferry on a Glacier Bay run was to offset losses incurred during the ferry's short Hooanh round-trip on Fridays.

Originally the ferry travelled to Hoonah and back to Juneau within nine hours, and the vessel was idle until the next departure Saturday morning.

Officials say the new decision will mean the LeConte will be docked in Juneau from 4:30 p.m. Friday until 7 a.m. Saturday.

Last summer's Glacier Bay run cost ferry-travellers $27—apparently far below the price offered by other Glacier Bay concessionaires. This year ferry officials had planned to increase the fare to $31, reportedly still a better deal than private tour vessels.

10-5

Capts. Florian and Langstaff Receive State Pilot Licenses

Capts. Ken Florian and Lee Langstaff recently passed the state pilotage examination and have received their licenses. Capt. Florian is master of the Alaska ferry *Malaspina* and Capt. Langstaff was most recently employed by Northland Marine Lines as master of the *Polar Star*.

Contract Let For Alaska Ferry

A $7.5 million contract for construction of another ferry has been awarded to Peterson Builders of Sturgeon Bay, Wis. by Alaska Marine Highway System. It will be similar to the *LeConte* delivered by the same firm last year.

The 235-foot addition to the growing Alaska fleet will shuttle passengers between Ketchikan, Metlakatala and Hollis. It is scheduled for completion in May, 1977.

Columbia's Friday Sailing Cancelled

The Columbia's scheduled Feb. 7 sailing from Seattle has been cancelled as the new ferry is still awaiting repairs before resuming its panhandle run, Alaska Marine Highway officials said today.

The vessel missed its sailing last week due to a malfunctioning generator and will remain in Seattle again this Friday until repairs are completed.

The next ferry from Seattle will be the Malaspina, which will sail Tuesday.

Tuxedos, Parkas Mark Alaskan Inaugural Event

By JOHN GREELY
Associated Press Writer

The invitations to Gov. Jay Hammond's inaugural said, "Dress is optional," and it was.

The official party followed a drum and bagpipe band onto the ferry Columbia, where several hundred persons had waited for the governor and his family to arrive from other banquets in the capital Friday night.

Hammond was in tuxedo, his wife Bella an their 15-year-old daughter Dana in flowing gowns, while 17-year-old Heidi came out of the rain in jeans and parka. She was not alone.

Elsewhere, there was a woman in pants and mink coat, a fisherman in workclothes sipping champagne, Hawaiian mumus and galoshes galore. Many people brought their children, and no one seemed to mind the mix of every-day and formal.

Hammond and Lt. Gov. Lowell Thomas Jr., shook any extended hand.

Ironical twists abounded.

As the governor waited to deliver his inaugural address Saturday, the Air Force band struck up, "We've Only Just Begun," a tune former Gov. William A. Egan used in his fall election campaign commercials.

The influx of party-goers pushed the average clientel out of Juneau's more expensive restaurants and into usually quiet eateries. At one, an exasperated waitress encouraged customers to sit tight while they washed utensils used up in the rush.

Mrs. Hammond, noticeably nervous at a Christmas reception which was her inauguration as First Lady of the state, seemed more relaxed amid the milling admirers.

However, photographer and writer Lael Morgan, in town for the festivities and a color portrait of Mrs. Hammond, noted, "Bella is one of the best looking first ladies in the United States, but when you sit down with her and tell her to smile, she looks like she's going to be shot."

The hectic pace of the weekend may have contributed to any uneasiness the Hammonds felt. They were scheduled to spend 20 minutes at each of five roast beef inaugural dinners.

It was hardly time enough to break bread, so Hammond ducked into the kitchen aboard the Columbia for a quick ham sandwich and a handshake with the cook.

Jan. 9, 1975

THE BOSS OF ALASKA'S ferries is backing the skipper charged with negligence by the Coast Guard in the October 14 grounding of the ferry Columbia in Peril Strait near Sitka.

Capt. Herbert Storey is scheduled to answer the Coast Guard's charges January 31 in Seattle.

But William Hudson, director of Alaska's marine-transportation system, told the Associated Press yesterday that Storey performed well after the 418-foot flagship hit the rock pinnacle and proceeded into Sitka to transfer all passengers safely.

Shortly after the Columbia hit the rock, state officials blamed the incident on wind which pushed the Columbia off course during a turning maneuver. They also noted that the Coast Guard earlier had removed a key buoy marker in the area.

Hudson said Storey "did a whale of a good job in reducing the damage and getting the passengers safely into harbor." Nobody was injured.

Storey also is charged with violating the Oil Pollution Act.

Hudson said blame for the collision must rest partly on the high superstructure, which catches the wind and on a steering mechanism which "is a little more sluggish than those of our other ferries."

The director said Storey had posted more lookouts than normal when the Columbia was in Peril Strait and that the ship's radar was active.

The Coast Guard had removed the buoy after blasting of submerged rocks in the area. Hudson said it was possible not all the debris was removed.

Repairs to the vessel in the Seattle-Lockheed yard cost several hundred thousand dollars, but the state has not yet received the total bill, Hudson said.

JAN 10-75

OILSPILL CHARGES against a master of the Alaska ferry Columbia raise interesting questions. The Coast Guard filed oilspill, as well as negligence charges. The Columbia spilled about 25,000 gallons. But the skipper's lawyer probably will ask the Coast Guard how, after the ferryboat snagged her hull on a rock last fall, the skipper could keep from spilling the oil.

We think it was lawyer Duane Vance who reminded the Coast Guard not long ago that a man is subject to a fine if he doesn't report a spill, and if he reports the spill, he's still subject to a fine.

The only way to stay out of trouble: Don't spill.

10-7

hursday, April 10, 1975 Bellingham, Washington 98225

's too early to say'

Ferry plan undecided

By DICK BEARDSLEY
Herald Staff Reporter

It would be premature for Bellingham to get excited about becoming the southern terminal for the Alaska ferry, according to the man who directs those ferries.

Some locally have suggested Bellingham might have a 50-50 chance of wresting the ferry terminal away from Seattle and tomorrow the Bellingham Port Commissioners may consider how to go about making a pitch for the termnal.

But William R. Hudson, new director of the State of Alaska Division of Marine Transportation, suggested Wednesday that such a pace could be a bit breakneck at this point.

"It's too early to say," he replied, when asked if a serious bid from Bellingham at this time would be considered. "At this point I'd rather not think that way. I don't want to put a Las Vegas figure on it.

"I haven't even set a timetable in which I will continue the study...Some time between now and a year from now."

On March 23 Hudson toured the Bellingham area with Port Manager Tom Glenn to evaluate Bellingham's potential as a terminal site.

But his visit was not, he said, meant to be construed as an indication that an alternate site was actively being sought.

"My intent, in looking, was more in the education of a new director," said Hudson, recently retired as a commander in the Coast Guard.

"I was in Vancouver on business with the Canadian government and had a chance to look at a site that is 100 miles closer to Alaska than Seattle.

"The location, plus the fact that reviewing the past study (when Seattle beat out Bellingham for the present terminal in 1967) was not enough to satisfy my curiosity. I decided to take the opportunity to look at Bellingham.

"I wanted to look at the plant – the spacing and the size – and drive the highway, just to see what the road was like."

When asked if there are problems in Seattle which might lend weight to Bellingham's bid, Hudson replied, "There aren't any which would preclude our continuing there."

Marine transportation officials in the past, though, have voiced concern about the adequacy of the terminal in Seattle, complained of the "head tax" the Port of Seattle levies on ferry passengers and made it known they are interested in more economical alternatives.

Hudson was willing, however, to talk of some of the problems that relocating in Bellingham might present.

"First there would be our dislocation from the traffic hub," he said.

Obviously, there are fewer people in Bellingham.

"Also," he added, "could winter overhaul and maintenance be performed in our best interests? It would be very difficult to set up in Bellingham, with all the disruption and relocation of people, and have a situation where we'd have to maintain a facility in Seattle to service the vessels."

Prior to Tuesday's Bellingham Port Commission hearing, Glenn expressed confidence that all the necessary services could be provided if ferry interests opted for a terminal here.

"Too, we're on a five-year contract with Seattle," Hudson said , a five-year contract which was signed in April of 1974.

Previously, Glenn had indicate that the ferry system might be available to operate from Bellingham in 1976. That, in light of the contract might prove more complicated than initially indicated.

Certainly Bellingham is far from a dead issue as far as Hudson and the Alaska ferry interests are concerned.

"But at this point," he concluded, "it's simply a matter of a new director who is trying to educate himself."

Bus tour offered to Alaska travelers

Travelers now can visit Alaska by using scheduled surface transportation, TravAlaska Tours of Seattle said yesterday.

The firm's tour package uses the combined services of the Alaska Marine Highway System and Alaska-Yukon Motorcoaches, a newly certified bus company.

TravAlaska has a package tour that departs Seattle by ferryboat every Friday evening for Haines, where connections are made with buses for the trip to Anchorage. The return to Seattle is by jet transport.

Detailed information may be obtained by writing TravAlaska Tours, 2434 32nd Ave. W., Seattle 98199.

10-8

Sunday, April 13, 1975

Port manager says

Alaskan ferries will come—if price is right

Money, Port of Bellingham Manager Tom Glenn says, will be the deciding factor which determines whether Bellingham induces the Alaska ferry terminal away from Seattle.

Alaska is in serious financial trouble, Glenn told the port commissioners Friday. The new state administration has ordered all departments to tighten their budgets.

"Alaska anticipated taxes from the flow of crude oil through the pipeline from the north slope as a new source of revenue," he added. "The pipeline has been delayed two years already and is not scheduled to open until 1978.

"The annual figure to run the Alaska ferry system is $28 million or $30 million. Fourteen million dollars is derived from revenues. The remaining $16 million comes from taxes.

"If Bellingham can provide facilities that will save the State of Alaska $1 million or $2 million, it would swing the location of the ferry to us."

The commissioners agreed to again delay construction of a $400,000 warehouse, in the offing now for two years, at the North Terminal. They also authorized Glenn and his staff to study the feasibility of the port's providing what will be needed should the ferry terminal be relocated here.

The warehouse will be put off until it can be determined if the North or the South Terminal would best be used as a location for the ferry terminal.

"We're losing business, I think, because of the warehouse delay," Commissioner Peter Zuanich said. "But this is worth the gamble. We can't delay forever, however."

Glenn indicated after the port commission meeting he felt the study could be completed "within 30 days."

At first Zuanich expressed skepticism about the possibility that the port might land the ferry terminal. He noted comments made earlier last week by William R. Hudson, new director of the Alaskan Marine Transportation Division which administers the ferry system, that Bellingham's anticipation was premature.

Glenn insisted that Zuanich's skepticism was premature, that Bellingham has received a "legitimate inquiry" concerning location of a terminal here.

"But didn't I read where they had a five-year lease with Seattle?" Zuanich asked.

"He (Hudson) dealt with that," replied Glenn.

"You mean that he didn't think it would be a problem if they really wanted to move?" asked Zuanich.

"Exactly," said Glenn.

"There's no question we could be being used as a political club (to pry better financial arrangements out of Seattle)," Glenn said. "But I KNOW the Seattle terminal is inadequate."

If Bellingham makes a good enough offer, Glenn clearly indicated Friday, Alaskan officials will be unable to refuse it, no matter how reluctant they seem to be publicly.

The question now is whether Bellingham can create enough of a savings for the ferry interests, overcome problems which may exist here in providing the terminal, and afford to finance such a package.

On the matter of savings:

Glenn said it costs the ferry system $50,000 a year because ferries must be refueled at Seattle at a different pier from where passengers are taken on and unloaded. Bellingham, he said, could provide refueling and passenger loading and unloading at a common dock.

A 1968 study showed it cost $200,000 for each ferry each year to run them the additional 100 miles to Seattle instead of putting in at Bellingham. Allow for increased fuel costs and the fact that two ferries would be on the run, and a terminal at Bellingham might save another $500,000.

The remaining savings would have to come in reduced rent charged for the terminal by the port. Glenn said he was not advocating that the terminal be provided rent-free.

"But that's exactly what the citizens committee suggested in 1968 (when Seattle won out over Bellingham in the chase for the present terminal) because of the tremendous amount of business and revenue that would be generated in the community just by having the terminal here."

On the matter of overcoming problems:

The big problem, said Glenn, is a concern about Bellingham's ability to provide adequate services for the system. "We can provide the services," he added, "and what services we don't have now we can get."

Hudson indicated Bellingham might be a problem because it isn't the "traffic hub" Seattle is. Glenn conceded that, then countered that Bellingham also would prove less congested, and indicated that arrangements could be worked out with bus, railroad and airline firms to help overcome this problem.

Alaska ferry may come

(Continued from Page One)

On the matter of cost:

Glenn said how much it all would cost could not be determined until the study authorized by the commissioners is completed. Privately, however, a source indicated it might be accomplished for about half a million dollars.

Glenn bridled continually at the notion that he might be making more of the situation than was warranted.

Visits have been made to Bellingham, he said, by Hudson and by the purchasing agent and port steward of the ferry system.

"Each has said to us," Glenn reported, "that he was examining alternatives and that the ferry system has other efficiency problems.

"I feel very strongly," he added, "that the decision will be made on the basis of economics. Each independently has said the situation is being carefully analyzed and that the decision will be made in the best interests in the citizens of Alaska."

The benefits to the citizens of Bellingham, Glenn indicated Friday, are obvious. The number of jobs and amount of revenue generated servicing the ferry system here would be, he said, "staggering."

FEBRUARY 22, 1975

BERG NAMED MANAGER OF WASH. STATE FERRIES

Richard A. Berg

OLYMPIA — Richard A. Berg has been named the new manager of the Washington State Ferries, succeeding the late Capt. Arnold F. "Spike" Eikum.

Currently Berg is the executive assistant and transportation adviser to the governor of American Samoa. He will take over the manager's slot on March 17.

A five member advisory committee selected Berg for the post

10-9

4-12-75

Anacortes will make bid for Alaska Ferry

By DICK BEARDSLEY
Herald Staff Reporter

Add Anacortes to the list of communities interested in a terminal for Alaska ferries.

Presently, the ferries tie up in Seattle. But Bellingham covets the terminal and on Thursday the Port of Anacortes commissioners decided to "explore" whether they should join in the competition.

"It's a marvelous site," suggested commission chairman Douglas Burton. "We have a Washington State Ferry terminal already and this land is immediately adjacent to it."

The land Burton speaks of is undeveloped and no determination has yet been made as to how much developing another terminal might cost.

Port Manager Robert Keller "has been given the green light to see if he can come up with a proposal that would please both the Alaska ferry people and the people in our community," Burton said.

"This is all very preliminary. We've given him the ball and now it's up to him to run with it."

Burton indicated the Port of Seattle might no longer be interested in the ferry service. "An operating port like Seattle has a lot going for it," he said. "And the ferry makes, what, only one run a week? It might not make economic sense there. The community may want to keep the service while the port doesn't."

J. Eldon Opheim, general manager of the Port of Seattle, said today "there is no truth whatsoever" in reports that Port of Seattle interest in maintaining the service is flagging.

"We have an investment of about $650,000 in this port for that service," he said. "On the face of it, that should be enough to indicate that we aren't losing interest. If we lost that service, what would we do with those facilities?"

Opheim said conversations have been held with the new State of Alaska Marine Transportation Division administration, which runs the ferry system.

"They have said they're looking into possible alternatives," Opheim said, "but that no decisions have been made."

due to his "extensive practical and academic background in transportation, administration, personnel and labor relations as well as his exceptional maritime management and operational experience."

Berg, born at Aberdeen and reared on Bainbridge Island, holds a master of science degree in business administration, specializing in transportation economics, from the University of Alaska and a B.A. from the University of Washington.

He began his maritime career as a deck hand on a Norwegian freighter and served the U.S. Coast Guard. Later he became Alaska's first transportation specialist in the state's new department of economical development. Then as acting director of the industrial development division, he was involved in the initial stages of the Alaska Marine Highway.

Thenhe served as executive assistant to the general manager of the Port of Seattle. Berg became the first director of manpower resources and special assistant to then Governor of Samoa, John Haydon two years ago.

He holds a merchant marine deck officer's license, an FCC third class radio operators license, and is a former member of the Master's Mates and Pilots Union Local 90.

PICTURES TAKEN AT ANNUAL SOCIETY OF PORT ENGINEERS' DINNER DANCE

SEATTLE — As reported last week, Harold Mathers of Mathers Controls was named "Port Engineer of the Year" at the annual dinner dance of the Society of Port Engineers of Puget Sound. Joe Byington, Lockheed, retired, winner of the award last year, headed up the selection committee and made the announcement. Others, taking an active part in the proceedings included Ernie Ufer, also with Lockheed, the newly-named president of the society who introduced the 1975 officers and directors. Shown here and on the following pages are some of those in attendance at this event held on Feb. 8th at the SeaTac Motor Inn.

Ernie Ufer, Lockheed Shipyard, and Mrs. Ufer; Ronnie Sullivan; Capt. Red Lockert; John Parker, Lowe Parker, Bert Hotchkiss, Charles Lowe Co., Emeryville, Calif; Jack Parker, Lowe Parker.

Denny Denton, ITT Mackay Marine; Mrs. and Mr. Byron Anderson, Sea-Land; Mrs. and Mr. Roy Knowles, marine surveyor, retired; Mrs. and Mr. Joe Byington, Lockheed, retired.

10-10

10-11

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M/V COLUMBIA

The state has reached an out of court settlement with Lockheed Shipbuilding and Construction Company on their major differences over the new state ferry, COLUMBIA. Commissioner of Public Works Don Harris announced an agreement was reached yesterday.

The state contracted with Lockheed to have the ferry built for $19.8 million and accepted the ship conditionally on June 17. At the center of the dispute was $2.1 million in outstanding claims by Lockheed for work they said they did which was to covered by contract. The state refused to pay the $2.1 million. The settlement gives Lockheed $147,000, and they agree to drop their demands for the rest of the money. In addition, the state agreed to release their claim on $300,000 for damages from delayed delivery of the ship. The settlement does not relieve the company from any obligation to make corrections. "That," deputy commissioner of public works Robert Dwyer says, "is why the June 17 date is so important. We will press them to do everything they are contractually obligated to do," he said "but, there are not a lot of things left to do. Many items were taken care of in June, July and August, and things are now pretty well under control," according to Dwyer. He says there are design problems that no one counted on, but that is not unusual for ships of new design.

Dwyer points out, however, the settlement does not relieve Lockheed from standing good on warranted items such as motors, propellers, and other major functioning components of the vessel.

Letters To The Editor

Dear Editor:

In response to a letter from Valdez Mayor Emil Wegner protesting the possibility of a reduction in the number of ferry trips between Valdez and Whittier for the coming summer, the following answer has been received from Donald Harris, Commissioner of Public Works for the State of Alaska:

"Dear Mayor Wegner: Your views, comments, and suggestions concerning the Valdez to Whittier routing of the M/V BARTLETT were very well presented and the data provided, very accurate. The staff from the Division of Marine Transportation also arrived at much the same conclusion based on similar facts and reasoning and as you probably already know, the schedule for the M/V BARTLETT between Valdez and Whittier was not reduced for this coming summer.

"It was also their conclusion that a more comprehensive study would be required as demand between Valdez and Cordova increased. It will be necessary to provide additional service between Valdez and Cordova in the future and it might very well be that a two-crew system, as you mentioned, is the most reasonable answer to this problem.

"In any event, there appears to be agreement on this subject for the time being and there will be no reduction in Whittier to Valdez traffic this summer." Signed Donald Harris, Commissioner.

The 1975 scheduling of the BARTLETT will include a weekly roundtrip between Valdez and Cordova with supplemental scheduling provided by one roundtrip per week by the M/V TUSTUMENA from Seward to Cordova, stopping at Valdez in each direction.

/s/ W.B. Morrice
Port Director,
City of Valdez

Ferry Case Is Continued

SEATTLE (AP) — A hearing has been continued until an unspecified date on Coast Guard charges the senior master of the Alaska ferry Columbia was negligent in the ship's Oct. 14 grounding in Peril Strait near Sitka.

Before the hearing resumes, the defense attorney for Capt. Herbert Storey is to submit to an administrative judge a deposition from experienced Alaska captains describing conditions in Peril Strait.

Storey, 49, senior skipper on the ferry system flagship, has denied the Coast Guard's charge.

Cmdr. Stan Loosmore, representing the Coast Guard, told the hearing Friday he would show how Storey's negligence contributed to the grounding of the 418-foot Columbia, built in Seattle's Lockheed Shipyard.

Defense attorney Jacob Mikkelborg said testimony would show the Columbia went aground in an area formerly lighted by a turning marker. That marker was removed by the Coast Guard after the Corps of Engineers eliminated a shoal to a depth of 24 feet.

Mikkelborg said mariners have expressed concern over the removal of the marker.

Mate Arthur Johnson and helmsman John Webb described weather conditions as dark, rainy and windy when the ship hit a rock while Storey was in command.

Other witnesses are expected to describe probable effects of currents and wind on a ship.

A PAUSE FOR APPLAUSE

Hats off to the Alaska Marine Highway system!

The TUSTUMENA brought around 200 young people to Kodiak for the Annual Christmas Tournament and tied up at our dock to provide rooms for the unaccustomed influx.

Others who deserve a kudo are those townspeople who opened their homes to our youthful visitors and a special credit goes to Captain Ohldow, skipper of the TUSTUMENA. He went over and above the call of duty to make the visit a success, even bringing his own car from the mainland to chaffeur the kids around.

The Anchorage Times is pushing again the suggestion that the new Anchorage-Fairbanks Highway be named after Judge James Wickersham, the pioneer jurist and political leader in the old territory of Alaska.

We don't always agree with the Times — especially on locations of the state capital — but in this case we second the Times' motion. Wickersham is undoubtedly one of the greatest men in Alaska's history and as the Times points out, he hiked that Anchorage-Fairbanks route many times to take justice to the people of the territory.

We also have another reason for supporting the designation of the Wickersham Highway. We want to lessen the possibility that another state ferry will be named after Wickersham. The last ferry Wickersham was a magnificent vessel, but its nickname, Wicky, was something of an insult to a fine ship and a great pioneer. That nickname probably would not be commonly used in reference to a highway.

Ferry Mishap Damages Dock At Petersburg

Heavy ferry traffic should be able to unload again in Petersburg this week following the repair of the city's state ferry bridge damaged Sunday by the MV Columbia.

Bill Hudson, head of the Marine Transportation Division said the dock was damaged when Sunday's high winds caught the Columbia in its approach to Petersburg, pushing the ferry's transfer bridge into a tower.

The accident caused minor damages to the transfer bridge, Hudson said, and the repairs should be completed in a day or two.

Hudson said as a safety measure heavy vans have been restricted from unloading in Petersburg until the repairs are completed.

Foot traffic and light vehicles are still allowed to unload, he said.

Hudson also said his department was prepared to institute emergency measures, as alternate rigging on the docking facility, to allow ferry-travelling supplies to unload in Petersburg.

10-12

State Cancels Ferry Run To Glacier Bay

A top-level decision within the Department of Public Works has eliminated Glacier Bay from the summer itinerary of the state ferry LeConte.

The ferry, based at Auke Bay, made a popular weekly run into Glacier Bay last summer.

However, Commissioner of Public Works Donald Harris said today he decided the ferry should not compete with private tour vessels and should only visit the scheduled ports in Southeast Alaska.

Sources indicate complaints from competing tour operators in Glacier Bay lead to the commissioner's decision. And, until the changing of the guard in the Capitol Building, marine transportation officials reportedly had planned another Glacier Bay trip on the LeConte's summer schedule.

The original decision to place the ferry on a Glacier Bay run was to offset losses incurred during the ferry's short Hoonah round-trip on Fridays.

Originally the ferry travelled to Hoonah and back to Juneau within nine hours, and the vessel was idle until the next departure Saturday morning.

Officials say the new decision will mean the LeConte will be docked in Juneau from 4:30 p.m. Friday until 7 a.m. Saturday.

Last summer's Glacier Bay run cost ferry-travellers $27—apparently far below the price offered by other Glacier Bay concessionaires. This year ferry officials had planned to increase the fare to $31, reportedly still a better deal than private tour vessels.

Le Conte

Dear Editor:

I am very much surprised and concerned to read that the LeConte will no longer be making the trip to Glacier Bay. Surprised because I believe this decision is definitely contrary to the wishes and best interests of the people of this area. And concerned because evidently the wishes of two or three individuals have a greater influence than those of the majority of the people served.

I was present at the public meeting held in Juneau by the Marine Highways to determine the wants and needs of the people in the communities they serve. At that time this concern was discussed at great length and, with the exception of one charter boat operator present, it was the consensus of expressed opinion that the Glacier Bay Service be continued.

The Marine Highway service has two advantages, both of which save the peoples' money. First, it provides an opportunity to see Glacier Bay in half the time and for one-third the money required by the charter service. The LeConte trip requires approximately 24 hours and costs less than $50.00 as compared with the charter service, which takes two days and costs approximately $150.00. The higher cost in time and money will deprive many local people of the opportunity to see and enjoy a unique portion of their own state.

Secondly, the Glacier Bay trip is a means of defraying cost of the LeConte's operation. Her time spent idle in Auke Bay is expensive, as enough crew must be kept on duty (and paid accordingly) to move her in and out of the docking area to make way for the other ships as they come in. The time and money spent in this way with no prospect of return profit could be used for a lucrative operation to Glacier Bay. As the taxpayers ultimately pay the cost of a non-profitable operation, it is unwise to approve a plan that increases profits for a few individual business operations at the expense of the total ferry system income and public services.

"We've been cheated!" is the most often heard comment during discussion of the announced trip cancellation. If you also have an opinion on this subject, make yourself heard through letters to the editor, Director of Marine Highways, Mr. W.R. Hudson, Dept. of Public Works, Pouch R. Juneau, Alaska, and U.S. Senator Mike Gravel. If the Marine Highway System is to truly serve the public, the public's expressed concerns must be considered in making such a decision.

Sincerely,
M.S. Hall
155 David Street
Juneau

Ferry

Dear Editor:

The following was sent to Gov. Jay Hammond:

Dear Governor Hammond,

I read with deep dismay the Wednesday night article in the Empire concerning the abolishment of the Alaska State ferry Le Conte's Glacier Bay run in the summer. Eliminating that run is going to deprive many people of the opportunity to see that fantastic area, as few people can afford the rates of a private charter boat. The Le Conte run was convenient because it ran on a regular schedule, and was in a price range people could afford. The cancellation of the Glacier Bay run, because of the protests of a few private operators, seems to indicate a complete lack of concern for public service by our public officials. Official sanction of a highpriced monopoly thereby denies many people the opportunity to visit Glacier Bay (both Alaskans and tourists).

Canellation of the Le Conte run appears to be the results of a few trying to impose their designs on the pocketbooks of the many. If the tour operators are afraid that the Le Conte is "stealing trade", they are wrong. People who took the Le Conte did so because they could not afford private charter prices, and would not have gone otherwise. I went to Glacier Bay in September, I was planning on going back next summer. Without the Le Conte run, I won't. Charter boats won't get any more business with the loss of the Le Conte run, but many more people will be denied the pleasures of seeing Glacier Bay. I personally feel that the decision should be reversed and the Le Conte allowed to continue its summer run to Glacier Bay. It costs the tax payers a substantial amount to build and maintain the ferry system and it appears to be fiscally unsound to let the Le Conte idle at the dock when it could be generating needed revenue for our State.

We already have a monopoly in the skies, are we to have a monopoly of the seas as well?

Respectfully,
Susan Pagenkopf
Nancy Pagenkopf
Mary Ann Arseneau
Helen Borkowski
Ann Mortell
Chris Miller
David Tindol

Dear Editor:

The following was sent to Don Harris, commissioner of public works:

Dear Commissioner Harris:

I am protesting the "top-level" decision within your Department to eliminate the Le Conte's weekly run to Glacier Bay.

The Le Conte's trip is not competing with the private tour operators; rather, the Le Conte run exposure will enhance the opportunity of the private operators by giving a large group of potential clients a brief, but enticing, glimpse of the area.

The Le Conte and private tours are **not** in the same class. The Le Conte run is a relatively inexpensive ($27 last year) and short (about 18 hours total trip) view of Glacier Bay. The private tours involve considerably more. There is no regularly scheduled boat service from Juneau to Glacier Bay. A charter boat service offers a two day trip with meals for $119.00. This includes a berth on the boat or the option to camp out or pay extra for a bed at the lodge. Regular air service is available only on Tuesday and Saturday at $45.-40 round trip. Lodging in Glacier Bay is about $25.00 a night, plus excursion boat cost into the Monument area.

The Le Conte tour is a feasible trip for a broad spectrum of citizens including parents and children, older persons and school groups. Many citizens have neither the money nor the time for either of the private tours. Both of the "competing" tour vessesl were operating at capacity last summer, and could not have handled the demand for a short, inexpensive tour even if they had offered one.

The private carriers operating Glacier Bay tours traditionally handle a bona fide "tourist" clientele, while the majority of Le Conte passengers were local citizens.

The private carrier is looking at the Le Conte tour in the wrong light. Many of us who were introduced to the Glacier Bay Monument by the Le Conte tour would now like to return via the private carrier in order to spend more time (and money, incidentally) in that area.

Please reverse your decision to stop the Le Conte tour. This tour saves the taxpayers' dollars and gives the ordinary citizen an introduction to Glacier Bay National Monument.

Signed
Jeanne Garne
A Concerned Citize

10-13

ich asked.

Le Conte

Dear Editor:

I noticed in a recent edition of the Southeast Alaska Empire that a decision has been made to discontinue the regular cruise to Glacier Bay by the M-V LeConte. I want to express my regret and extreme dissatisfaction over this unpopular move made by a "higher level" body.

Many of us sincerely hope the decision will be reviewed in the near future. Not only has the Glacier Bay Tour in the past given us a relatively inexpensive and temporally convenient way of appreciating the scenic beauty of a state in which we take great pride, but has promised to offer some attraction in the tourist trade upon which Juneau now and in the future must depend.

Yours truly,
Thom Wylie
Juneau

State Will Run Some Bay Tours

State marine transportation officials have partially reversed an earlier decision restricting the state ferry LeConte from runs to Glacier Bay, but they will only allow the runs this summer on an unscheduled basis.

Bill Hudson, director of the Division of Marine Transportation, said the LeConte will not make scheduled runs to Glacier Bay, but the department will consider individual requests for voyages to the bay.

"We feel there are many Juneauites who may want to go as a group, or school children from Noonah may wish to see Glacier Bay, so we will consider runs on an individual basis," Hudson said.

He said ferry officials envision about six runs to Glacier Bay this summer.

The LeConte made a weekly run into the bay last summer, but protests from private tour operators reportedly led to a decision within the state agency to eliminate Glacier Bay from the ferry's itinerary this year.

"We made the original decision following strong protest from private enterprise—after consultation we decided we weren't in the tour business and decided to cut the runs," Hudson said.

However, he said the decision was reversed "to make most effective use of the property of the State of Alaska."

He said if the division honors group requests for a voyage to Glacier Bay, the vessel will be available for anyone else who can secure reservations.

Look who's talking

The state of Alaska is great on local hire. State officials are putting the Alyeska Pipeline Service Co. and its subcontractors through the hoops insisting on local hire. Politicians have used the local hire theme extensively in campaigning. When there is a dull day, it is easy to say, "I understand that hundreds of non-residents are being hired while there are Alaskans out of work."

One area the politicians and state administrators are quiet about is the state policy on local hire. The state ferry system is an example.

We have been told by one of our staffers who visited in Seattle, that no less than seven state ferry skippers make their homes in Seattle, not Alaska. We understand, however, that the ferry system engineers have the highest majority of workers living outside the state.

At one time there was a big fuss about ferry workers living outside Alaska and the state administration cracked down. Now, we understand, it's back to the old habits.

There may be a constitutional question about dictating where people can live as a job requirement. If there is, it should be applied to the pipeline project as well as the state.

We can suggest one way that the local hire provision can be practically enforced by the state administration. Pay those ferry workers who live in Seattle twenty-five per cent less—sort of a cost of living differential in reverse. And give those Alaska ferry workers who are Alaskans, and live in the state, preference on jobs when there are layoffs, or when new ships with more desirable berths appear in the system.

Ketchikan State Rep. Terry Gardiner has begun exploring the possibility of having some of the ferry system's ship maintenance done in Alaska. We hope to see that day arrive but for now we'd like to see the state hang on to what it has—Alaskans running the ferry system.

End of the week

This column may be short this week. At any point we expect someone to pull the desk from in front of us and move it to a new location on the second floor of the building. This is moving weekend at the Daily News, weather permitting, for the editorial, advertising, and composition departments.

The business office remains where it is until the next phase of construction, so visitors to the News use the same old front door for now. Once they are inside, the girls at the front counter will draw a map showing how to find the editor for the convenience of those who wish to do a little horse whipping.

If bad weather prevents the move today it will be next Saturday.

It's been years since an editor actually was horse whipped, but it hasn't been long since an editor suffered from hoof-in-mouth disease. This week, for example, we stated that seven state ferry skippers live in Seattle. We have been informed that seven of the 12 live in Ketchikan. Skippers of the LeConte, and other smaller ships, except for skippers of the Chilkat, live farther north—the only practical homes considering the job.

Our informant, who told us there was a trend among ferry system employees to live in Seattle, is with the ferry system. To assure that he doesn't have to swim home, next crew change, we'll keep his name confidential. Also, until the weather is warm enough for swimming, we'll fly. We haven't written an editorial on the airlines in months.

The Marine Highway System will get the lion's share of the funds, $16 million over the five years, followed by the Juneau-Douglas area with $9.1 million.

William Hudson, director of the state ferry system, said the $16 million isn't earmarked for any specific projects yet, but probably will be used to upgrade "a somewhat aging fleet."

"Efficiency, that's what we're looking for," Hudson said. "Our approach is to solidify what we have and look cautiously at what we'll provide in the future."

The proposal to lengthen the Matanuska "may not be the best approach," Hudson said. It may be better to concentrate building up the present fleet to "peak running conditions," he added.

The present emphasis is to "make the best with what we have at the present time," he said. The marine highway division is trying to develop a "restoration program for the aging part of the fleet."

Hudson said he considers the Matanuska, Taku, Bartlett and Tustumena, all built in 1963, as the aging part of the ferry fleet.

Mathisen loses job

JUNEAU — Former Ketchikan resident Carl Mathisen had his job with the ferry system abolished last month in Juneau. But Commissioner of Administration Andy Warwick says the state will try to find another post for him.

Mathisen had protested the Dec. 19 abolishment of his position as deputy director of the division of marine transportation which pays $30,000 a year. The Alaska Public Employes Association sided with Mathisen and threatened to file a grievance. However, the word by Warwick to find another position for Mathisen in state government has been accepted by Mathisen and APEA.

Mathisen formerly worked at Ketchikan Pulp Company.

10-14

Gardiner still hopeful ferry overhauling can be moved from Seattle to Southeast

By HARRY GAMBLE
Daily News Staff Writer

JUNEAU—Following an inspection of facilities used for repair and annual maintenance of state ferries in Seattle, Rep. Terry Gardiner is still hopeful the work could be transferred to the 49th State.

Although Gardiner will not request a specific Southeast Alaska locale in any bill, he says, "Ketchikan may be the logical place to put it, because most of the ferry workers live there."

The state's First City also has a larger pool of skilled marine laborers than any other southeastern community, he says.

But a proposed feasibility study, which Gardiner says may cost between $30,000 and $50,000, will determine the spot where a repair terminal may be placed.

The marine transportation division currently calls for bids for repair and annual maintenance work. Lockheed Shipbuilding and Todd's shipyard in Seattle, according to Gardiner, are the only firms which have won bids for the work.

Each firm has three dry docks, and two of each company's drydocks are leased from the federal government. Todd's employs up to 3,000 personnel and currently there are about 2,000 on duty. Sixty per cent of the workers' time is devoted to new vessel construction, Gardiner said.

Gardiner explained how annual maintenance is performed on the ferries. The boats spend from three to five days in drydock for bottom work, then they are transferred to the state's ferry terminal at Pier 48 for six weeks of other maintenance.

One third of the per vessel repair cost, which can cost up to $100,000, is accumulated during the short time the boats are in drydock.

Each of the Seattle drydocks cost about $20 million to build, but Gardiner says, "I don't know if we'd need one like that."

But the important question, beyond the initial cost of the docks, is "how much money goes to Seattle in wages that can go to Southeastern," he said.

Todd's shipyard "didn't feel we had the labor pool available."

William Bendixen, state marine supervisor, told Gardiner the ferries would need added and more costly care as they grow older and the work could be more easily done in Seattle.

"When we started the ferry system . . . there weren't any skilled persons to man the vessels," Gardiner said.

Hail, Columbia

IN ITS DAY, the Alaska ferry Wickersham was both praised and damned.

In recent years it received more of the latter than of the former as the administration of former Gov. William A. Egan set about to cashier it out of the marine highway fleet as an undesirable leftover from the administration of Walter J. Hickel.

The Wickersham finally was sold, after a bundle of misadventures while on the block, and has since been replaced by what was to have been the new queen of the Alaska waterways, the M/V Columbia.

INSTEAD OF being Alaska's pride and joy, the new Columbia is having more troubles than the Wickersham ever did.

The ship has spent most of its time since delivery last summer in and out of various dry docks and shipyards so that it could be put in shape to maintain a regular schedule on the Southeastern run.

Its latest problem was the extraction of a gigantic boulder from its underwater plates. The ferry hit the submerged rock during one of its trips through scenic Southeastern passages and it only cost $112,000 or so to have it removed.

MEANWHILE, a committee of legislators is pondering what to do about such things as faulty propellor blades that reportedly are flaking apart a bit at a time. The lawmakers seem to think the cost of correcting its defects might be a million or two dollars.

Sen. C. R. Lewis, an Anchorage Republican who's been a critic of the Columbia from the start, says "it's a real sloppily constructed vessel."

Whatever else they said about the shortcomings of the Wickersham, nobody ever called her that.

Maybe the Hammond administration would like to swap the one for the other.

Our Alaska Look

Keep your eyes on the waterfront. This "Gateway to Alaska" is looking more like the real McCoy every day. The Port of Seattle has a 32-foot totem pole and eight great carved panels of Tlingit Indian art bound south from Port Chilkoot to dress up the entrance to Alaska State Ferries Pier 48.

State Ferries' office and waiting room at the terminal already is adorned with pictures and mementoes of Alaska native life. Drop in sometime and browse.

THE WORKING WATERFRONT, too, has taken a bow to Alaska. The port is building new sling shelters, decorated with Alaska Indian art in red, blue and black hues. Sling shelters are the portable shanties that keep our rare rains from pelting dock workers. These new sling shelters are bigger tha the old ones, too. Built to specifications by Longshore Union official Jug Jugum to give the men plenty of room.

Dockmen appreciate their duded-up shelters. Capt. Mike Benett, port marine terminals manager, reports:

"The old ones were scribbled all over. Not these."

Canada To Resolve Lease Hassle

PRINCE RUPERT, B.C. (AP) — Bud Drury, federal minister of public works, has expressed confidence that Alaska Ferry Services' lease problems for its terminal property here can be resolved.

A spokesman for the ferry line said last week that the company was considering a move to Bellingham, Wash., because of problems getting land for expansion.

Drury said in a weekend interview that the land sought by the ferry line is owned by Canadian National Railways which also wants the land for future development.

The minister said what the ferry company wants "is practicable and we should be able to revise their current lease to provide for them."

The railway, which has property adjoining that currently leased by Alaska Ferry Services, had plans to twin its tracks in the area but Drury said the railway will be asked to develop another area of its property so the ferry company will not be restricted in its expansion.

"They are operating in the 15th or 16th year of a 20-year lease and want an extension for an additional 25 years prior to going to the expense of construction," the minister said.

Ferries may cut sailings

VANCOUVER, B.C. (AP) — The Alaska Ferry System is considering cutting the number of sailings into Prince Rupert, or possibly dropping the service altogether.

Keith Hart, Alaska Ferry System planner for marine transportation, said Tuesday the company is experiencing difficulties at the Prince Rupert terminal with CN Rail, which is planning track expansion to accommodate the new Fairview port facility.

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10-15

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10-17

State To Close Downtown Terminal?

By JOHN RUHL
Empire Staff Reporter

Juneau's era as the only Southeastern Alaskan city with two ferry docks may be near its end.

State ferry system officials are considering dropping the Juneau City Dock from the Marine Highway System's main route, and setting up a central ferry terminal complex and ferry system headquarters at the Auke Bay terminal.

William Hudson, recently appointed director of the Division of Marine Transportation, told the Empire that efficiency is the division's prime concern.

"The ferry system is tremendously expensive and something has to be done about it, "Hudson said. He said the division has been conducting a top-to-bottom survey of the ferry system in the last several months.

Gastineau Channel is a relative backwater along the marine highway, he said, and it takes about an hour's running time each way for ferries to digress up the channel to the city dock. For fuel and crew salaries it costs almost $11 per minute to operate a mid-sized ferry such as the Matanuska. The larger ferries cost substantially more to run, Hudson said.

At $11 per minute it costs more than $1,300 for the two-hour run into Gastineau Channel. There will be 42 ferry arrivals at the Juneau dock in July 1975 alone, according to the latest Alaska Marine Highway schedule.

Hudson said Juneau's growing ferry traffic demands that ferry facilities will have to be improved and enlarged soon—either at the city dock or at the Auke Bay terminal. It would be financially impractical, if not impossible, he said, to expand the staging area at the city terminal.

Geographically the city dock is too cramped between the water, the mountain and private properties to allow for a much larger staging area, he said. Vehicles waiting for the ferry in the summer sometimes pile up in lines a half mile up and down Franklin Street and Thane Road.

At Auke Bay the state owns virtually all the land around the termanal. Hudson said the area on the townward side of the Auke Bay dock could be filled in and the area on the landward side of Glacier Highway possibly could be excavated to provide whatever level area is needed.

Another problem with Juneau's ferry situation is that its administrative and supply offices are strung out over the city instead of being next to the ferry terminals, Hudson said.

"There's no question that Juneau should be the headquarters for the whole marine highway system, " he said. "But I feel it is inefficient to have in community four major installations so spread apart: the two ferry terminal complexes, the storehouse at the subport and the main offices downtown."

Hudson said it was not known at this time how much it would cost or exactly when the state would be able to begin moving its facilites entirely to Auke Bay. He did say, however, that the fiscal 1975-76 marine transportation budget includes a request for funds to build a sanitary sewage treatment plant and water supply tanks to service the ferries now putting in at that terminal.

He said the downtown area should not suffer much from the loss of the ferry service. Under present ferry schedules few of the boats arrive at the city dock during business hours, he said, and those who do have such short layovers that the city merchants probably would lose little business from passengers passing through to other ports. Furthermore, the move to Auke Bay would free the city dock to be used exclusively by summer cruise ships, which in the past have been crowded out into the harbor whenever ferries needed the dock.

Officials from the City and Borough of Juneau and the Greater Juneau Chamber of Commerce are apparently not so sure how the city would fare in such a move.

Mar Winegar, city-borough manager, said the City-Borough Assembly knows about the Marine Transportation Division's study, but has taken no official stand yet. He said the "historic position is that the assembly advocated having ferry service to the city dock." That position has stood since the early 1960's.

The Greater Juneau Chamber of Commerce, like the assembly, has taken no official position regarding the possible ferry move. R. A. "Dutch" Derr, executive vice president of the chamber, said a committee is studying the possible gains and losses to the city if the ferry service were moved from downtown.

Officials at Foss Alaska Lines say they are opposed to moving ferry terminal facilities to Auke Bay.

"I can understand why the ferry system people would want to move out to Auke Bay, from their operational standpoint," Hank Noble, Foss manager for the Juneau area, said, "but it's a question of how much fuel the ferries will save versus the extra fuel and time the people and trucking companies in Juneau will have to spend to get out to Auke Bay."

He said Foss drivers can load their cargoes of 24-foot vans in an average of one hour when the ferries dock downtown, but that it would take at least eight hours to do the same job if drivers had to pull the vans to Auke Bay. He said the biggest cost increases would be paid by residents of Haines and Skagway who receive about 16 vanloads per week by ferry. He said the Foss Co. in Seattle is studying to determine exactly how much extra it would cost in extra fuel, labor and tariffs.

Noble said Foss has no plans at present to move its headquarters out to Auke Bay.

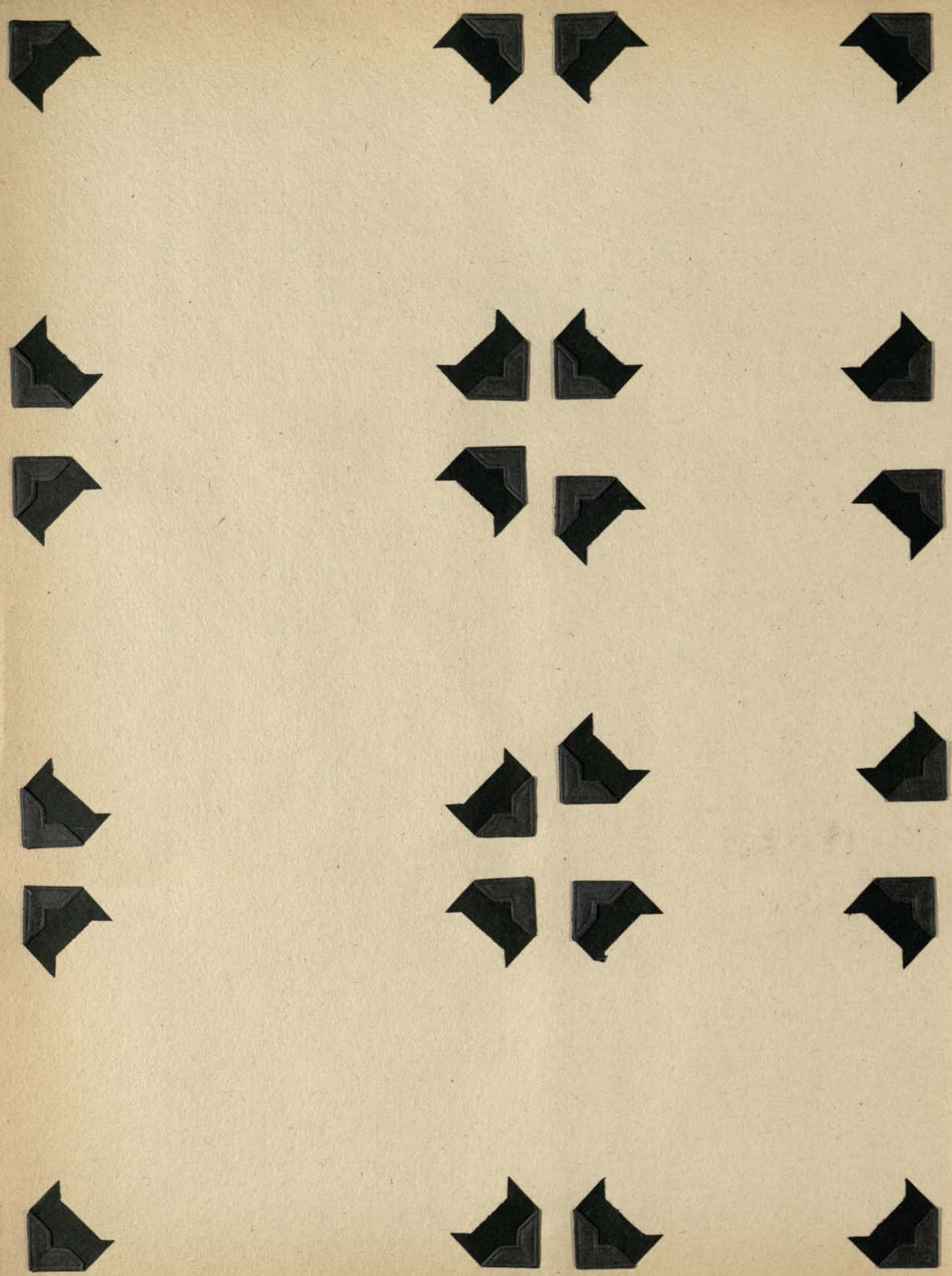
"We have over $1 million invested in our Juneau facilities," he said. "Our obligations in the Juneau area are too great."

Noble said that the Foss Co. has its warehouse adjacent to the city dock up for ease and that it could negotiate with the state for the ease. The warehouse with few modifications could be used for an extra staging area, he said.

Noble suggested that the shipping problem could be lessened considerably if the ferries would put in at Juneau at least occasionally.

"We would like to see the ferries stop in Juneau at least once a week, northbound and southbound," he said.

10-18



10-19

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Ferry Fund Brings Ire In House

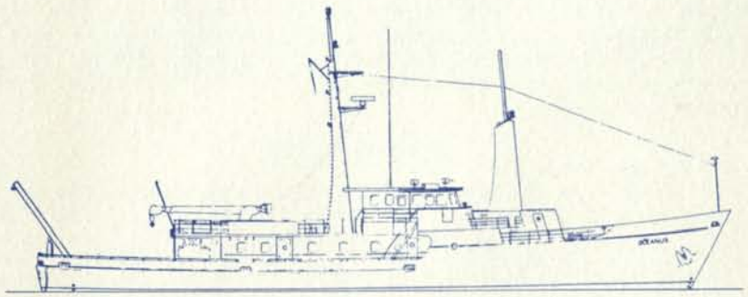
The chairman of the House Finance Committee said Tuesday he favors criminal penalties for any administration official who spends funds not appropriated by the legislature.

Rep. Hugh Malone, D-Kenai, promised to propose such legislation as the House granted the state ferry system a $6.3 million supplemental, much of it already spent by the Division of Marine Transportation.

Angered by warnings that the ferry system could be shut down if the legislature did not approve the funds soon, Malone said the possibility of fines and a jail sentence would "take the fun out of the game" of spending unappropriated funds.

In requesting $7.4 million for the ferry system for the remainder of this fiscal year, administration officials had said the costs could not be anticipated last year. Pay increases negotiated last fall and the unexpected full-time use of two ferries formed the bulk of the request.

The Finance Committee trimmed about $1 million from the bill, leaving some planned capital projects and revising personnel costs. The Senate still must approve it.



THE OCEANOGRAPHIC

RESEARCH VESSELS

OCEANUS

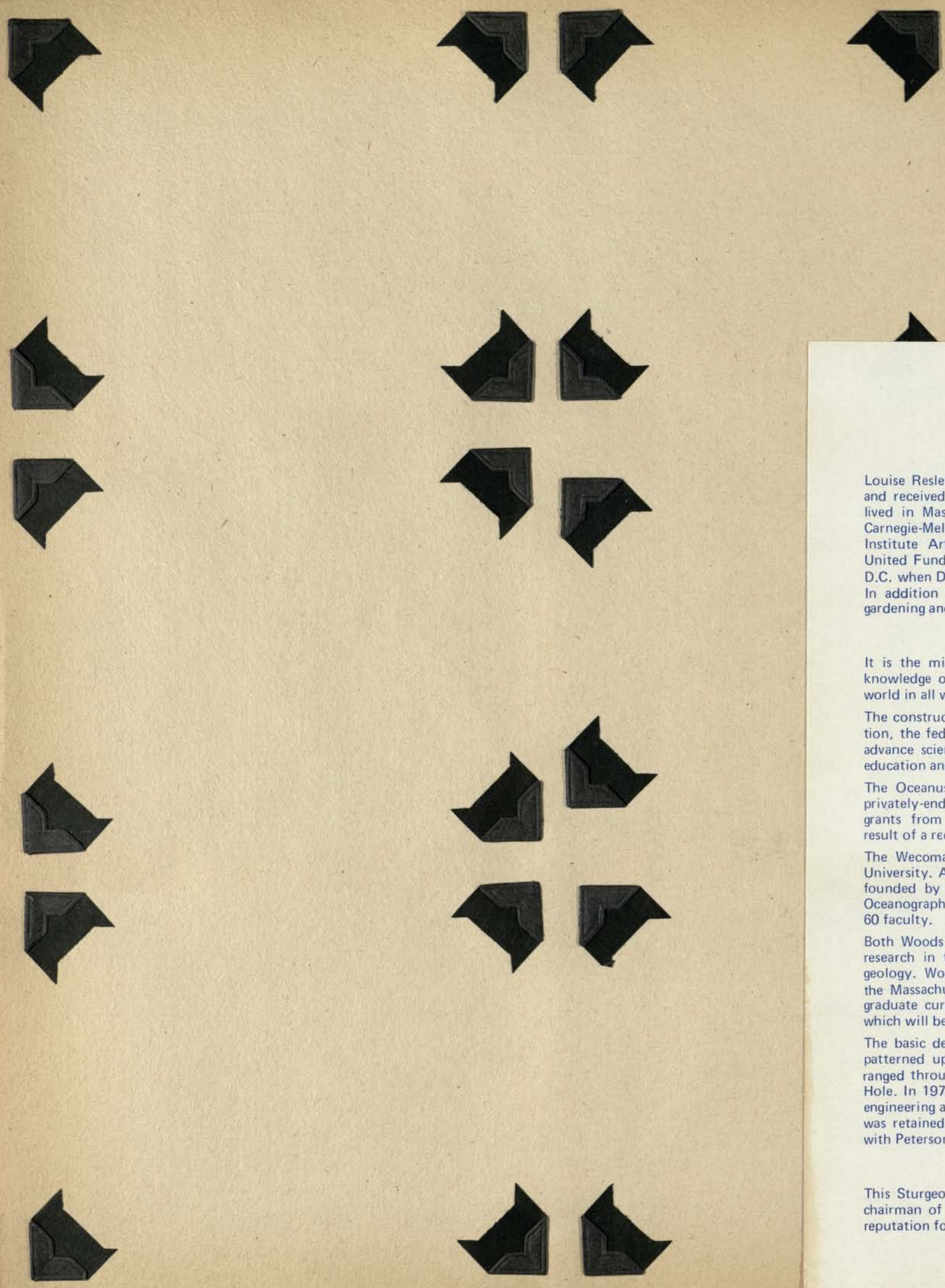
AND

WECOMA

OCEANUS – In Greek mythology, one of the Titans or Elder Gods represented as the river which encircled the earth.

WECOMA – The Clatsop Indian name for the sea.

10-20



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MRS.

Louise Resley Stever was borr
and received a Masters degree
lived in Massachusetts until
Carnegie-Mellon University in
Institute Art Museum, the
United Fund among her other
D.C. when Dr. Stever assumed
In addition to their four (4)
gardening and skiing.

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PETE

This Sturgeon Bay, Wis. shipy
chairman of the board. Peters
reputation for quality construc

SPONSOR
H. GUYFORD STEVER

in Cambridge, Massachusetts, graduated from Smith in Social Work from Simmons College. The Stevers 1965 when Dr. Stever became the President of the Pittsburgh. There Mrs. Stever was active in Carnegie Pittsburgh Symphony Society, and the Pittsburgh interests. In 1972, the Stevers moved to Washington, the directorship of the National Science Foundation. children, Mrs. Stever is interested in fly fishing,

BACKGROUND

(2) vessels dedicated here today to increase man's the world. They will travel in all the oceans of the fringe ice of both Poles to the equatorial tropics.

s has been financed by the National Science Founda- ished by the Congress twenty-five (25) years ago to the United States in the fields of research, scientific scientific information.

d by the Woods Hole Oceanographic Institution, a corporation, established in 1930 with the aid of Foundation and the Carnegie Corporation, as the the National Academy of Sciences.

d by the School of Oceanography of Oregon State ver a century old, the oceanographic program there, urt in 1954, developed into the present School of presently has over 200 employees, 110 students and

State are engaged in multidiscipline oceanographic of physics, chemistry, biology, meteorology, and raduate education program established jointly with Technology and Oregon State has both an under- uate degree program in the School of Oceanography e direct operation and control of the ship.

these ships was established at Woods Hole in 1966, ssful intermediate sized research ships which have and South Atlantic Oceans in the service of Woods e Flieshmann Foundation provided funds for design gn. The firm of John W. Gilbert Associates of Boston In 1973, the Contract for construction was signed the construction of the two (2) ships.

RSON BUILDERS, INC.

ard was founded in 1933 by Fred J. Peterson, now son Builders have long experience and an excellent tion of vessels.

CHRISTENING PROGRAM

MUSIC	Sturgeon Bay High School Band
NATIONAL ANTHEM	
WELCOME	Mr. Ellsworth Peterson
INVOCATION	Congressman Robert J. Cornell
REMARKS	Paul M. Fye President, Woods Hole Oceanographic Institution
REMARKS	Robert W. Macvicar President, Oregon State University
KEYNOTE ADDRESS	Dr. H. Guyford Stever Director, National Science Foundation
INTRODUCTION OF SPONSOR	Mr. Ellsworth Peterson
CHRISTENING OF OCEANUS	Mrs. H. Guyford Stever
MUSIC	Band
LAUNCHING OF WECOMA	Mrs. Stever

10-21

WECOMA

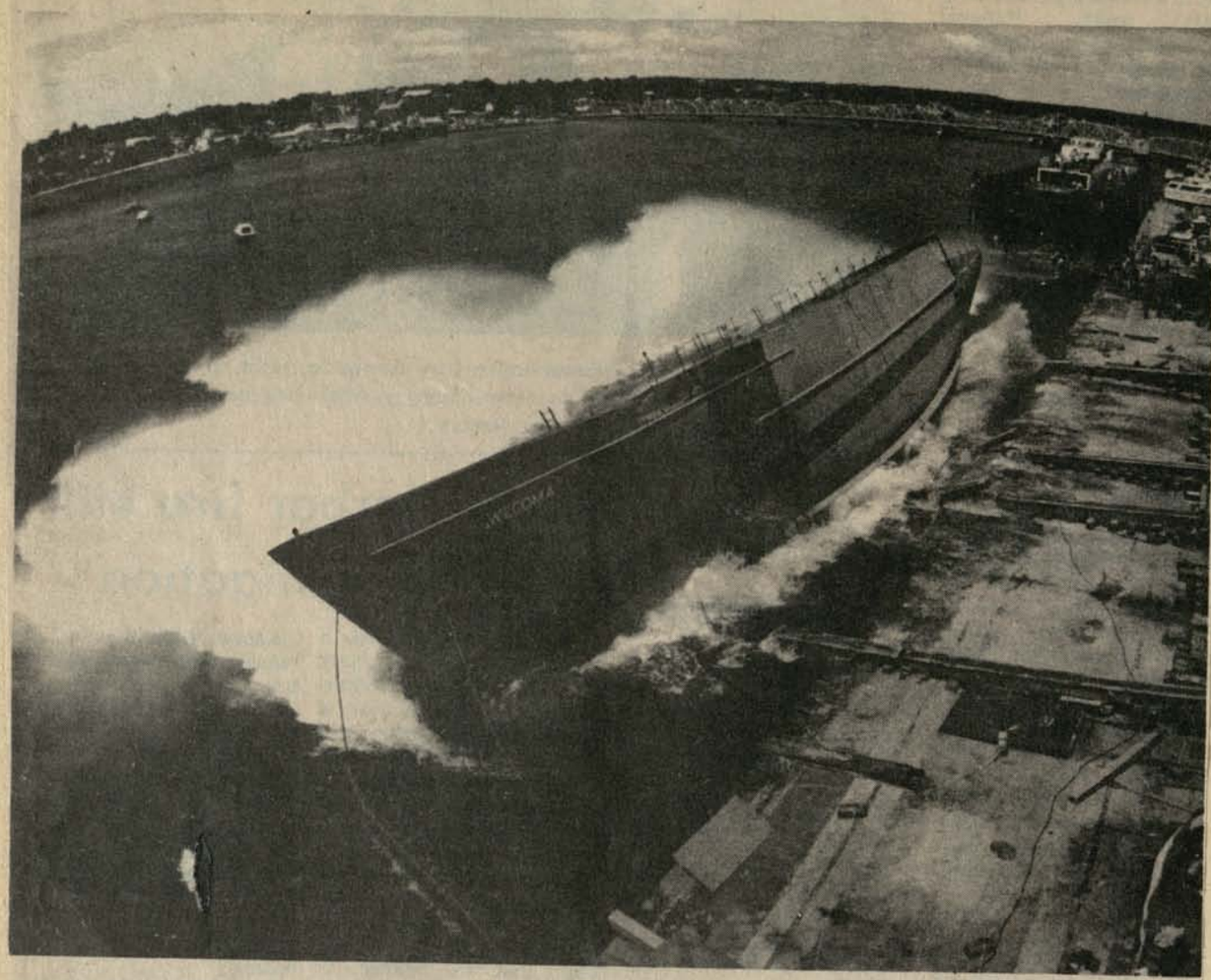
WECOMA

WECOMA

WECOMA

WECOMA

STURGEON BAY, WIS. 54235 PRICE 15¢ TUESDAY, JUNE 3, 1975



The research vessel Wecoma was launched Saturday by Peterson Builders. It will be operated by the Oregon State university school of oceanography. The research ship and Oceanus, already launched at PBI and also christened along with the Wecoma, will operate out of Woods Hole, Mass., Oceanographic Institution. Both vessels were financed by the National Science Foundation.

—Harmann

Reception and Luncheon
Immediately Following the Ceremony
at Leathem Smith Lodge
Sturgeon Bay, Wisconsin

RSVP

10-23

Bell Herald Monday April 21-75

Alaska Ferry expansion at Prince Rupert aired

PRINCE RUPERT, B.C. (AP) – Bud Drury, federal minister of public works, has expressed confidence that Alaska Ferry Services' lease problems for its terminal property here can be resolved.

A spokesman for the ferry line said last week that the company was considering a move to Bellingham because of problems getting land for expansion.

Drury said in a weekend interview that the land sought by the ferry line is owned by Canadian National Railways which also wants the land for future development.

The minister said what the ferry company wants "is practicable and we should be able to revise their current lease to provide for them."

The railway, which has property adjoining that currently leased by Alaska Ferry Services, had plans to twin its tracks in the area but Drury said the railway will be asked to develop another area of its property so the ferry company will not be restricted in its expansion.

"They are operating in the 15th or 16th year of a 20-year lease and want an extension for an additional 25 years prior to going to the expense of construction," the minister said.

Maritime

Glen Carter, editor

Oregon man killed in collision with ferry

SITKA, Alaska — (AP) — An Oregon man died in a collision between the Alaska State Ferry Malaspina and his 32-foot fishing boat in Olga Strait, 15 miles north of Sitka, the Coast Guard reported yesterday.

A Coast Guard spokesman said the North Bend, Ore., man, Frank Phillips, was alone on his boat, tentatively identified as the Forester.

The Malaspina, with more than 300 passengers aboard was not damaged in the collision which occurred Saturday afternoon.

Alaska State Trooper divers recovered the body of the fisherman from his sunken vessel, which rested in 105 feet of water.

A Coast Guard investigation into the cause of the accident is underway.

Oregon Man Killed As Ferry Strikes Boat

An Oregon man died Saturday afternoon in a collision between the Alaska state ferry Malaspina and a 32-foot fishing boat in Olga Strait, about nine miles north of Sitka, the Coast Guard reported.

Alaska State Troopers said the North Bend, Ore., man, Frank Phillips, was alone on his boat, the Forrest, out of Sitka.

The Malaspina, with more than 300 passengers aboard, was not damaged in the dollision, a Coast Guard spokesman said. A spokesman for the state ferry system said the Malaspina continued on its regular schedule to Juneau after a brief stop in Sitka to allow passengers to board and disembark.

Trooper divers recovered the body from the sunken fishing vessel in about 105 feet of water.

The Coast Guard spokesman said this morning authorities have not yet completed their investigation of the accident, which occurred on the opening day of the two-weekend long Sitka Salmon Derby. Weather in the area was reported good at the time of the accident.

Seattle ferries are already full

Many passengers and their cars are being left behind in Seattle since the Columbia has been in drydock, a ferry official in Seattle said. And the situation does not appear likely to improve for awhile.

About 50 standbys and their vehicles were waiting to board the Friday sailing of the Malaspina, but only seven were called aboard. The remainder were left on the dock.

In addition, the Taku departed Prince Rupert, the alternate Southeast ferry route, with a full load and that is "very rare for winter" traffic, a spokeswoman said, indicating that many of those turned away in Seattle are driving through Canada.

Two-berth staterooms on ships sailing from Seattle are sold out until October and four person berths are also becoming a rarity.

Vehicle space is reserved until April 18 on the smaller Malaspina. The Columbia is able to accommodate more vehicles, but the flagship is not due to emerge from drydock until May 2. And then the Malaspina will join the Taku on the Rupert run, leaving a single ferry on the long haul Seattle-Southeast run.

The state ferries are also heavily booked for the summer months, June, July and August, especially from Seattle.

The September passenger list is also "begging to expand," said William Hudson, marine transportation director.

Meanwhile, the last of the state ferries prepares to head into Seattle for its two-month annual maintenance, Hudson said.

The Columbia, flagship of the fleet, and Matanuska are currently in the yards undergoing maintenance. The Chilkat went back on line in the Ketchikan area Saturday.

Detour Considered

VANCOUVER B.C. (AP) — The Alaska ferry system is considering cutting the number of sailings into Prince Rupert, or possibly dropping the service altogether.

Keith Hart, Alaska ferry system planner for marine transportation, said the company is experiencing difficulties at the Prince Rupert terminal with CN Rail, which is planning track expansion to accommodate the new Fairview port facility.

Hart said CN's proposed expansion would require some 34 feet of property now used by the ferry system, making the loading of outgoing traffic difficult.

"As it stands the port is not really adequate now," he said.

"If the present problems interfere with sailings too much we might have to reduce sailing, or cut out service into Prince Rupert."

Hart said if service were cut off persons wanting to go from northern British Columbia to Alaska by ferry would have to drive down to Seattle to board.

Bud Drury, federal public works minister, said in a weekend interview he is confident the ferry system problems can be resolved.

10-24

Ferry repair dock asked for city

By HARRY GAMBLE
Daily News Staff Writer

A 15-member delegation of Ketchikan chamber, city and borough officials outlined to state officials in Juneau Wednesday a proposal to improve the city's waterfront. The delegates also asked state participation by establishing a ferry repair facility in the waterfront area.

Meeting with the Ketchikan delegation were Commissioner of Public Works Don Harris, ferry system director William Hudson and waters and harbors division director Don Statter. The Ketchikan delegation was bolstered by Kent Miller, a marine development consultant hired by the waterfront development advisory committee in Ketchikan.

The city has extensive plans on the drawing board to purchase the Alaska Steam dock and Ketchikan Cold Storage property and convert it into a multipurpose marine facility, funded by the state and city. The state will provide up to $1.5 million from a port development bond program. The city provides 20 per cent local participation.

The plans include a repair dock for the Alaska ferry system. Other uses would include cruise ship and small boat berthing.

Teague asked whether the state should be notified that the city intends to utilize the state government's share of the port development monies so the funds won't be diverted to other ports.

Statter replied, "If it took a year to get your project together, those funds are there." But, he added that the $1.5 million would have to be used for port development facilities. Statter specifically singled out a high-rise hotel on the property as a non-marine use.

Teague said he had received an overture for a high-rise there but he did not pursue the subject.

Statter called the port project "great" and said his department would provide needed design assistance to cut costs.

Bonds will provide the city's share of the money, Teague said, and Statter said the state could transfer the state's share to local coffers after the project is approved by his department.

In event the city bond issue does not pass, he said his office would need an official indication of alternate funding. He added, "I can't see the project failing with the multipurpose concept" because it would benefit the "broad spectrum of the voting public."

The harbor facilities would be totally a city-run project without state interference.

Statter also said an expansion project at Bar Harbor "is almost assured, it's just a matter of time." He did not offer a target date.

About the installation of a breakwater facility at Knudson Cove, he said: "We'd like to do it, but the problem with it is that it hasn't had a priority."

Push for Ferries

Councilman Monte Guymon and consultant Miller coupled efforts in an attempt to pursuade commissioner Harris and Hudson to establish a ferry repair facility in Ketchikan.

A bill introducted by Rep. Terry Gardiner, D-Ketchikan, which passed the house and currently is in the senate provides $50,000 for a feasibility study to determine whether Ketchikan is a good alternative to Seattle for some of the ferry maintenance work.

However, the Ketchikan delegation suggested a simultaneous pilot project be conducted in Ketchikan this winter with several vessels, in addition to the feasibility study. According to the proposal, the city could provide 525 feet of berthage and 10,000 square feet of warehouse space to accommodate the pilot program.

The proposed facility could house the Matanuska or Taku plus the Chilkat, the Bartlett or the Le Conte, and could service all five vessels this winter, city officials say.

Miller cited mild Ketchikan weather, ample marine service and supply businesses, and cost reduction by housing crew members in Ketchikan as plus signs for the First City facility.

Guymon admitted that the facility could not completely replace Seattle dry docks, "although it seems possible that it (Ketchikan) could support a repair station consisting of machine, electrical, welding, carpentry, paint and engine shops and a warehouse for spare parts."

Commissioner Harris asked for a list of marine related facilities.

Hudson said, "We have to be very cautious in experimenting with a limited budget. A full study is absolutely necessary."

Hudson, who recognized the value of keeping Alaska dollars in Alaska "if it is a viable system," stated "perhaps the Alaska facility, quite seriously has some real backbone."

Expansion Blocked

In other ferry system developments, the marine transportation division is concerned about aquisition by the postal service of property the ferry system now says it needs for future expansion of its Ketchikan facilities.

"I am of the opinion that we cannot expand without access to the property for which the postal service paid almost $500,000," Hudson said.

The ferry system could not buy the property under the current budget. "We don't have the money to do anything different than we've done...we didn't foresee the problem.

"Perhaps the only way we could expand has been blocked off at the pass," Hudson said.

Marine transportation and highway department officials said that they would need to determine a course of action. "The first thing," a highway official said, "is to get the post office turned off."

With a projected summer 1977 completion date for the Le Conte class ferry to begin its Prince of Wales and Metlakatla run from Ketchikan, and perhaps a run from the First City to Prince Rupert, the ferry system is faced with the problem of berthing the new ship.

The borough now utilizes state facilities for its two airport ferries, the Abnaki and Algonquin, and they could present a problem when the Le Conte II replaces the Chilkat. The borough ferries and the Chikat share the same landing ramp.

Emphasizing that plans have not been made yet for the Le Conte II berth, Hudson said the borough could be faced with locating its own ramp area for the airport ferries.

Statter said the Chilkat berth was not built for permanency as the dolphins were installed intentionally to be easily removed. "Where the Abnaki goes, that's beyond me," Statter said.

Troubles in Rupert

The ferry system also has trouble at its only British Columbia dock in Prince Rupert.

In September 1974, the Alaska ferry system was forced to place a mobile ticket booth outside the B. C. ferries ticket office when the Canadians declined to further handle that part of the Alaska operation.

"Now the B. C. ferries want full use of the dock and we won't do that because the Alaska ferries would have to restructure their schedule," Hudson said.

The size of the property the Alaska ferries utilize could be trimmed and Hudson said that would put a squeeze on development.

As a result, customs facilities may have to be transferred from Prince Rupert to another port, possible to Ketchikan.

But, he added, "I think I have caused enough of a stir (in B. C.)...to come up with a solution."

In addition, Hudson has made a trip to Bellingham, Wash., to determine whether to base the southbound turnaround there. With Bellingham over 100 miles closer to Alaska, "there is no reason Bellingham would not be more economical to our operation."

10-25

Ferry maintenance study money approved by house, goes to senate

By HARRY GAMBLE
Daily News Staff Writer

A measure to provide $50,000 for a feasibility study to locate a maintenance facility in Alaska for the marine highway system has moved successfully out of the house and into the senate.

If the measure passes the senate, the legislative budget and audit committee will appoint a subcommittee of two members from each house to conduct a comprehensive study of "leasing or otherwise acquiring and using, or constructing, operating and maintaining" a maintenance facility, HCR 24 states.

All maintenance for the marine highway system's ferries is conducted in Seattle.

The subcommittee's findings would be presented to the legislature not later than 30 days after the second session convenes in Juneau in early 1976.

Although the measure does not specify a locale to house the facility, the prime sponsor of the resolution, Rep. Terry Gardiner, says "Ketchikan is the logical place."

He adds, "The idea is to get the concept through, then find a location."

The passage of HCR 24 comes in conjunction with a bid by Ketchikan officials to obtain a ferry maintenance pilot project facility in the First City this winter.

However, those plans are subject to state approval and acquisition of property. The city has made strong moves to get both.

Negotiations are being conducted for the purchase by the city of adequate property in downtown Ketchikan, and chamber of commerce, city and borough officials last week revealed plans for the proposed facility to public works department officials on a lobby tour of the capital.

Apparently some headway was made. Director of marine highways, William Hudson, said, "Perhaps this Alaska facility, quite seriously, has some real backbone."

The Ketchikan plan would not result in full tranference of the Seattle facilities. It would provide maintenance entailing machining, electrical, welding, carpentry, and painting work, engines shops and a warehouse for spare parts.

Conceivably, Gardiner points out, such a facility could be based in a city other than Ketchikan, if the Alaska maintenance plan is adopted

Minister thinks Alaska ferries can remain in Rupert

PRINCE RUPERT, B.C. (AP) — Bud Drury, federal minister of public works, has expressed confidence that Alaska Ferry System's lease problems for its terminal property here can be resolved.

A spokesman for the ferry system said last week that the system was considering a move to Bellingham, Wash., because of problems getting land for expansion.

Drury said in a weekend interview that the land sought by the ferry system is owned by Canadian National Railways which also wants the land for future development.

The minister said what the Alaska ferries want "is practicable and we should be able to revise their current lease to provide for them."

The railway, which has property adjoining that currenlly leased by Alaska Ferry System, had plans to twin its tracks in the area but Drury said the railway will be asked to develop another area of its property so the ferry system will not be restricted in its expansion.

"They are operating in the 15th or 16th year of a 20-year lease and want an extension for an additional 25 years prior to going to the expense of construction," the minister said.

Wavemaker:

I would like to know why the crew who took the Columbia to Seattle were not relieved to come home to prepare for the yard period. When the other crew were stuck in Seattle a couple of months ago, they flew down the relief crew and flew the other crew home. I realize this was not expected this time, but don't the people in Juneau care enough about these men to give them time at home to get their affairs in order before yard time?

Most of the crew are family men and it is hard enough to be away for the regular time besides this extra time, especially when the other crew were flown down for a few days then most were sent back.

Would like to know why the system does not think more of the men instead of making working conditions to where so many good employes quit. Seems to me they would try and keep the experienced men. I have been told that they try to replace senior men so they won't have to pay out as much in benefits. Any truth in this?

CREWMAN'S DEPENDENT

Dear Dependent:

W. R. Hudson, director of the division of marine transportation, says it would cost approximately $6,000 to fly a crew to and from Seattle, an expenditure hard to justify to the taxpayer. "Also," he says," it was not possible to determine when the repairs to the generator would be accomplished and therefore it would have been required to again fly the crew a week later.

"Due to pay guarantees to the crews, we sent the opposite crew south, put the vessel on shipyard status and encouraged crew members to take leave during the period. Very few, if any, did.

"Merchant seamen do have a tendency to frequently change their employment from one vessel to another or one company to another, but the Alaska State ferries' record, I believe, is at the top of the list for continuously employed seamen. This would indicate our employes are satisfied with their pay, employment conditions, liberal vacation, as well as working week-on and week-off with guaranteed minimum salary.

"There is absolutely no truth that senior employes are terminated so that benefits would be reduced. We encourage long term employes, as they are very much an asset to the system as they have much to offer," Capt. Hudson says.

WAVEMAKER

House unit forwards state ferry measure

JUNEAU (AP) — A bill to supply funds needed for continued operation of the Alaska ferry system has been released by the House State Affairs Committee.

However, administrative officials shaved an additional $263,000 off the $7.4 million supplemental budget request for the Marine Transportation Division before its release Friday by the committee. That figure earlier had been revised to $6.6 million after the request met legislative resistance. A division budget aide said that savings came from an adjustment in funds needed for wage increases.

Commissioner of Administration Andy Warwick this week wrote Chairman Bill Parker, an Anchorage Democrat, that the fleet might have to be tied up because the division needed the bill to meet its April 15 payroll.

Parker said the bill wouldn't be released until the administration indicated how the huge request might be cut.

Commissioner of Public Works Donald Harris and William Hudson, head of the division, told the committee decisions causing the cost overruns were made during the Egan administration.

Harris said the division would have only $50,000 left after April 15.

"When I can't make the payroll," Harris said, "I'll have to shut the system down.

The requested money for use this fiscal year represented about 25 per cent of the division's budget. Parker said legislators were concerned that the system had spent money never appropriated by the legislature.

Supplemental requests, Parker faid, can be used as a "management tool to get more money out of the legislature than it had intended to provide."

10-26

There's more room

5

Ketchikan Chamber of Commerce and local officials protested the postal service acquiring a lot adjacent to the ferry terminal. The postal service plans to put a new post office on the approximately 260-foot square piece of filled land on the north side of the terminal.

The protest locally was to assist the state ferry system in acquiring the lot for future ferry terminal expansion. It appears that in a few years when the new Le Conte class ferry is operating out of Ketchikan it will require a new loading ramp. The state plans to put that ramp where the borough airport ferry ramp is located. This means moving the airport ferry landing. It is obvious that alternate means of getting to the airport is years away.

It would have been nice for the ferry system to acquire the lot purchased by the postal service but last we heard the state and the ferry system lack funds to buy any property.

However, all is not lost, if the state or local governments have the money to acquire property. The post office lot extends only 260 feet toward the narrows. There is another lot outside the post office lot that would give access to deep water. A portion of that lot could be filled for staging area and a ferry ramp installed to take care of the airport ferries. There may be even enough room for a Le Conte class vessel, with some dredging which also could provide the fill material.

It also has been suggested before to the ferry system that if more space is needed that it put a second deck on the existing parking lots. At least that eliminates the cost of land acquisition and the knotty problem of determining the fair value for the land.

There are several options open to the ferry system. We do not believe the postal service has harmed planning for the area, and neither did local officials several years ago when the postal service first suggested the idea.

The postal service has gone ahead on the assumption its plans do not conflict with the community. It must having the building under contract by the end of the fiscal year, June 30, or lose the money.

The new postal facility will take some of the pressure off the downtown postal service office. And for convenience to the driving public, to the ferry system and to the airport through which mail travels, it can't be beat.

Loaded Ferry Leaves 15 Autos At Rupert

Fifteen Alaska-bound cars were left at Prince Rupert, B.C. Tuesday when the packed state ferry Taku departed on its run to Skagway.

A Marine Transportation Division source said that although the passenger overflow Tuesday may indicate lower 48 crowds are beginning "a little bit early this year...it's nothing to get alarmed about."

The delayed vehicles will have a second chance when the Taku takes on northbound passengers at Prince Rupert again Friday morning.

The spokesman said ferry bookings for the summer's heavy traffic season are "just about like any other year," but there have been reports of non-reservation traffic mounting up earlier in the spring than other years.

"Either way, it looks like we're going to have a very good year," he said.

The spokesman said Tuesday's backlog could have been "just a one-time deal" due to "a whole slug of cars" traveling west at the same time on the Canadian highway to Prince Rupert.

He said he could not tell whether the delayed motorists were Alaskans or lower 48 residents on their way north.

The Taku makes a twice-weekly run between Skagway and Prince Rupert, serving as the inside passage connection between the Canadian highway system and the Alcan Highway via Haines.

10-27

Study Reports Cost Of Knik Arm Ferry

5 —

Times Juneau Bureau

JUNEAU — It would cost almost $100 million to provide ferry service across Knik Arm and a connecting access road from the ferry terminal to the Anchorage-Fairbanks Highway, a study given this month to the state Department of Public Works concludes.

The report, prepared by Anchorage engineers Tippette — Abbet — McCarthy — Stratton, says it is technically feasible to provide a ferry system across Knik Arm, but that severe winter ice conditions would require a ferry vessel to have ice-breaking capabilities to provide year-round service.

The firm estimates it would cost $82.2 million to provide the ferry service and roads, then added 20 per cent or $16.4 million for administration, engineering and construction contingencies for a total of $98.6 million.

The firm says the ferry system could be operational by 1977.

It suggests starting out with an initial ferry fleet of two 75-car vessels costing $14 million each, and adding one 100-car ferry in 1985 and another in 1993. The later ferries would cost $19 million each, but the costs are not included in the start-up estimate of expenses.

The firm recomends placing terminal facilities on each side of Knik Arm north of Cairn Point. The terminal on the Anchorage side would cost $11.4 million, while that on the Point MacKenzie side, $8.1 million.

Some 6.6 miles of access road would be needed on the Anchorage side at a cost of $5.2 million, while 36.1 miles would be needed on the Point MacKenzie side for $29.5 million.

It proposes to connect to the new Anchorage - Fairbanks Highway just south of Nancy Lake, with a spur to an extension of the Big Lake road.

The ferry would be a money-losing proposition, averaging a net loss of $1 million annually, according to the report. The biggest loss would be the first year of operation, 1977, at $3.1 million, dropping to $160,000 in 1992.

While use on the ferry would knock up to 35 miles off the distance motorists would have to drive to reach Big Lake, it would not necessarily save them any time, according to statistics given in the report.

The report says that 41 minutes in travel time would be saved to Willow and 46 minutes to Big Lake, but this is before ferry time is added in.

The thick study estimates it will take 20 minutes for the ferry trip, and adds 10 minutes at each end for loading and unloading, which adds up to 40 minutes per vehicle.

The biggest advantage, then, would be to those who live at Point MacKenzie, although the study does not envision residential development to any great extent until 1980.

Ferry funding bill released

JUNEAU, Alaska (AP) — A bill to supply funds needed for continued operation of the Alaska ferry system has been released by the House State Affairs Committee.

However, administrative officials shaved an additional $263,000 off the $7.4 million supplemental budget request for the Marine Transportation Division before its release Friday by the committee. That figure earlier had been revised to $6.6 million after the request met legislative resistance. A division budget aide said that savings came from an adjustment in funds needed for wage increases.

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Aleutian ferry system asked

JUNEAU, Alaska (AP) — A $25 million expansion of the state ferry system into the Alaska Peninsula and Aleutian Islands was offered in a package of legislation Friday.

Rep. Alvin Osterback, D-Sand Point, said the general obligation bond requiring approval of voters next year would fund construction of a Tustumena-class ferry and docking facilities at 10 communities.

In a companion resolution, Osterback called on the Division of Marine Transportation to conduct a study of the plan and hold hearings on the peninsula and chain.

The Democrat said freight service to the area now is expensive and undependable, in part because the Summit, a carrier hired by the U.S. Navy to serve Adak, often hits water too rough to navigate.

Ports would be built at Chignik, Sand Point, Squaw Harbor, King Cove, Cold Bay, False Pass, Ivanoff Bay, Akutan, Dutch Harbor and Unalaska.

Panel Suggests Ferry To Cross Alaska Gulf

Times Juneau Bureau

JUNEAU — A $40 million proposal to link Southeastern and Southcental Alaska via the ferry system was introduced in the state House of Representatives yesterday by its State Affairs Committee.

State Affairs Chairman Bill Parker, D-Anchorage is predicting Alaska voters will go along with the proposal. If the bill passes the legislature, the $40 million bond issue will go before voters in the next general election.

The proposal, Parker said, "gives them (the voters) a chance to see if they want to tie into the ferry system. I think they will."

Three-fourths of the money, $30 million, would be spent on an ocean-going vessel at least 450 feet long.

Five million dollars would be spent on lengthening by 44 feet the ferry Bartlett, which runs between Seward and Cordova, with $3 million in the bond issue going to upgrade docks and terminals at Seward, Cordova and Valdez. Yakutat, not now served by any ferries, would get a $2 million dock and terminal.

Southcentral residents now have ferry service between Seward and Cordova and between Homer and Kodiak, but none linking with Southeastern. Southcentral residents must drive to Haines to board the Southeastern system which extends to Seattle.

More Seek Space On Ferry System

The state's ferry system is getting about 10 per cent more reservation requests than a year ago. A spokesman for the marine transportation division said one of its ferries has been delayed in dry dock.

"We've always had to turn people away, and this year the number of mail-in requests and teletype requests are running about 10 per cent ahead of last year," said the division's Doug Burton.

"I don't know for sure what to attribute it to, but it's probably the normal yearly increase plus some pipeline activity — people coming up looking for jobs," Burton added.

The ferry system will be able to ease part of its overload next week when the ferry Columbia is put back in service, Burton said. It had been in dry dock about 10 days longer than usual, the division spokesman said.

With the increase in the number of travelers to the state, and the delay in the Columbia sailing, the marine system had to leave 15 Alaska-bound cars at Prince Rupert, B.C., last week.

The two ships now running on the line are full on their north-bound trips, but still have room on the return trip south, Burton said. That pattern will be reversed in fall when most of the tourists return from Alaska.

"They're basically full all summer, but it has been heavier so far this year," Burton said. "What it means is that it serves to stretch the season out some this way.

"It looks like it will be a good year for us."

End of the week:

A few weeks ago, we reported that a number of skippers on the state ferries make their homes out-of-state. This brought a denial from one skipper who pointed out that the skippers live in Alaska.

Our informant about the skippers says we must have heard him wrong. It is the engineers who prefer to live in Washington while working in Alaska. We haven't obtained a list of where the ferry engineers live but we have received a list that shows ferry system mates — at least four of them — prefer life in Washington state.

Where ferry system personnel live—most of them live in Ketchikan—has been an issue in Alaska since the Malaspina's first trip. At one time it became so controversial the ferry system administration had a regulation banning employment of those who moved out of Alaska. We understand that rule has been phased out in later labor negotiations.

The whole thing wouldn't bother us except the state administration is making such a big issue out of hiring only Alaska residents on the trans-Alaska pipeline that job applicants have to obtain a residency card from the state labor department.

Ferry Expansion Asked

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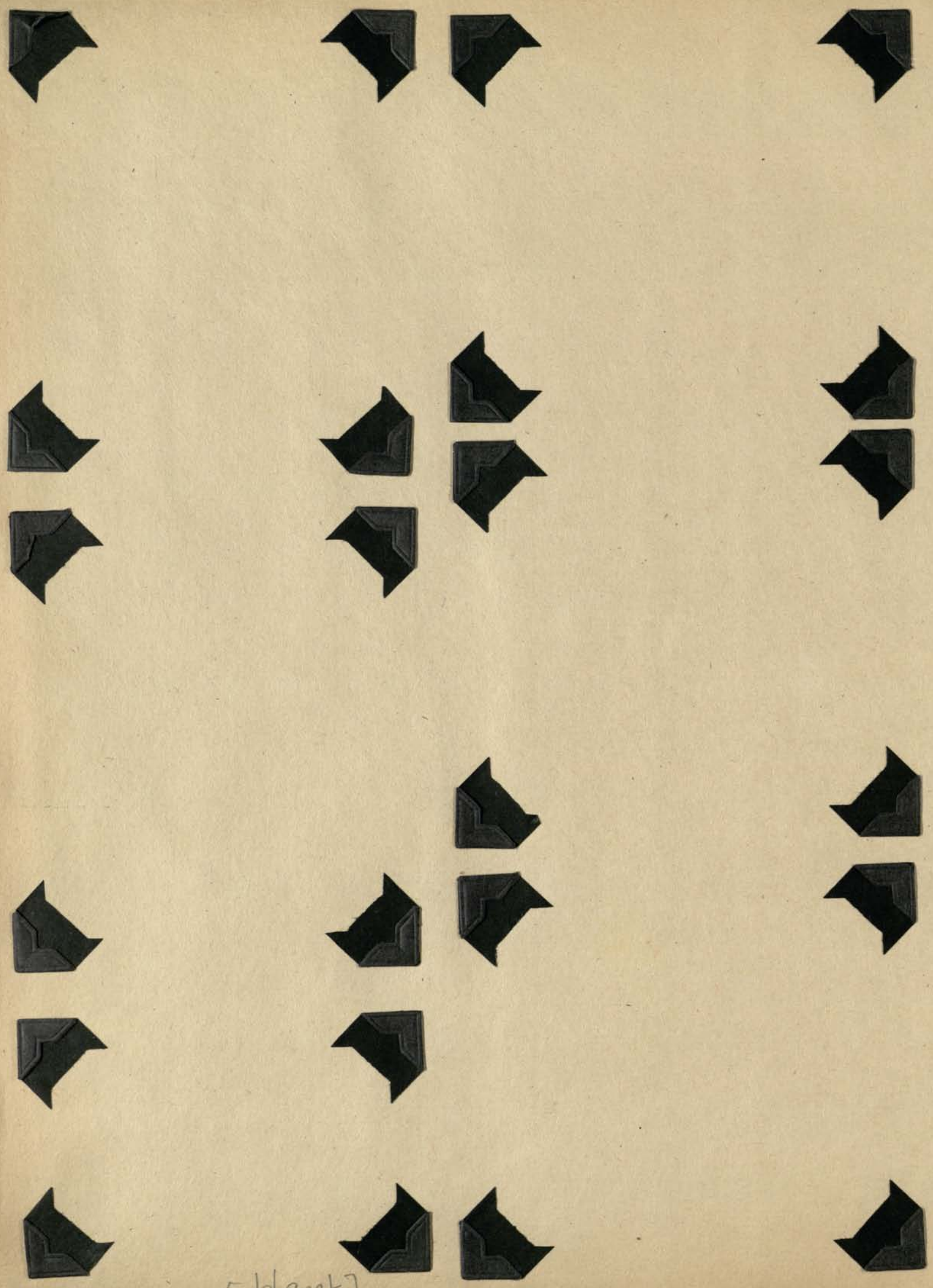
Ports would be built at Chignik, Sand Point, Squaw Harbor, King Cove, Cold Bay, False Pass, Ivanoff Bay, Akutan, Dutch Harbor and Unalaska.

10-28
10-30



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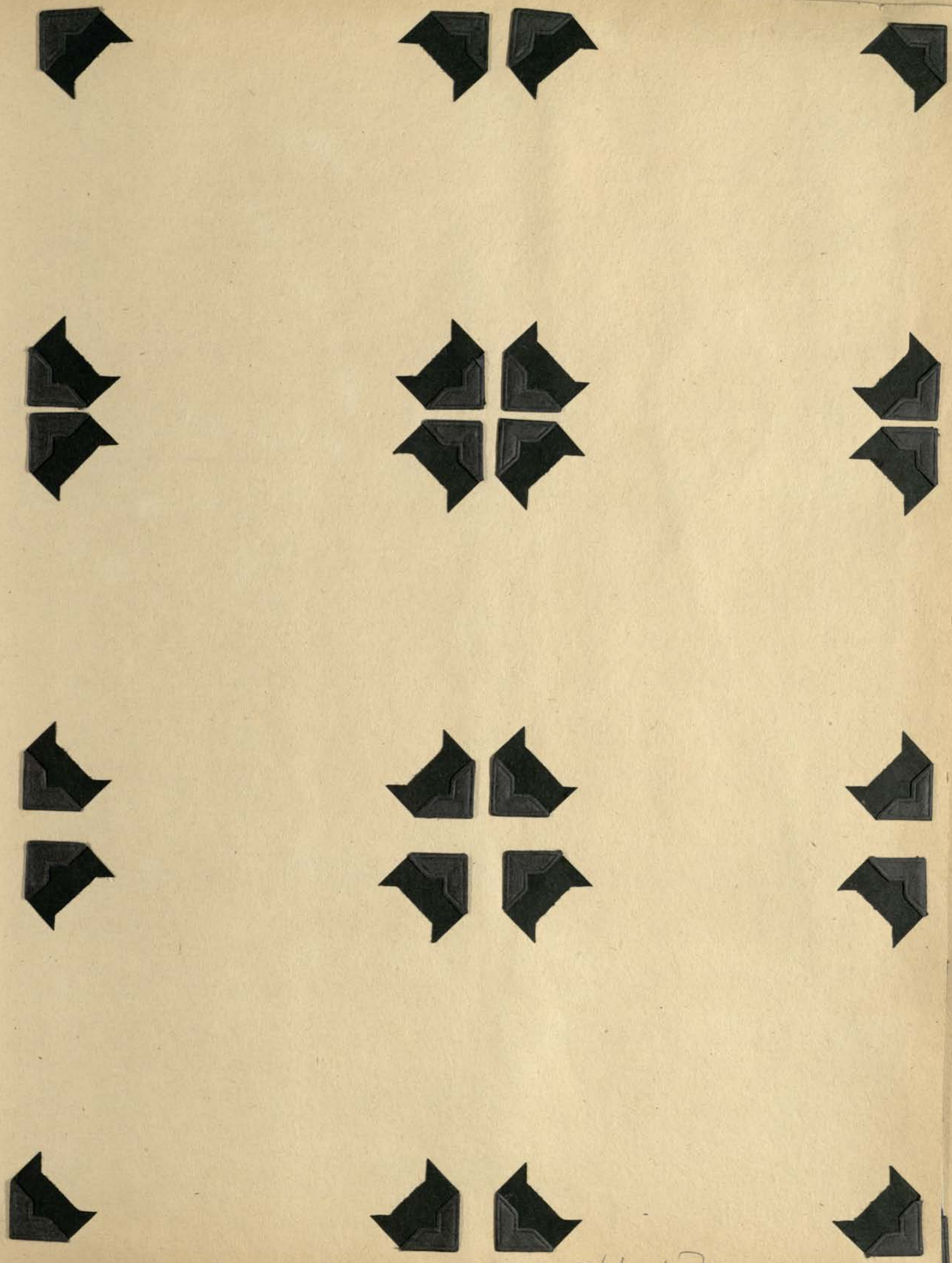

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10-30

A new ferry plan?

We understand unofficially that the state is considering a revamping of state ferry operations in Southeastern Alaska in a manner that will provide an economic boost to Ketchikan.

Reports persist that the state of Alaska is going to move its southern terminal from Seattle to Bellingham, probably some time late in 1976. Bellingham has a 20-acre port site that it would lease to the Alaska system which would provide plenty of parking area, a play area for youngsters waiting for the ferries with their parents and better waiting facilities for everyone. The state ferries are being gradually pushed out of the Pier 48 area in Seattle.

A plan being considered by Alaska ferry system officials is to have two large ferries, such as the Columbia and Malaspina, make frequent trips between Bellingham and Ketchikan. The run is one-half a day shorter than the Seattle-Ketchikan trip. It also is cheaper with ferry costs at $8-$10 a minute.

The large ferries would let off their passengers in Ketchikan and those continuing north would connect with the Blue Canoe class Taku or Matanuska working on the Southeastern Alaska run. The new Le Conte class ferry under construction would run from Ketchikan to Prince Rupert; as well as Prince of Wales Island, to feed more traffic into Ketchikan. It probably would be helped on the Prince Rupert run by the Taku or Matanuska, depending on traffic volume.

The goal of the ferry system is to provide more frequent service from the Puget Sound area to Alaska. A side affect would be to make Ketchikan a transfer point for ferry passengers, which would be to the advantage of the community.

We've also heard that the ferry system officials are considering putting three of the ships, probably the Chilkat, Le Conte and the Taku or Matanuska into Ketchikan for winter layup maintenance work this year. The ships will have dry dock work done in Seattle but that usually amounts to only a few days. The rest of the work may be done in Ketchikan as a test of the proposal to be studied for doing winter maintenance in an Alaska port. The last session of the legislature approved funds for making the study.

The people of Ketchikan, hit by a recession in the timber industry and drastic decline in fisheries, will be eager to make the state's new ferry operating proposals work. The port already is the home of the majority of the ferry system crews. There is room to expand the ferry terminal by adding a second deck to the terminal area or by moving to other nearby state or private land.

The community will have to provide the hotel and other facilities for visitors and probably reasonable housing for more ferry employes.

There will be some warning when and if the state puts its new ferry plan into effect. It is required of the state that it give the port of Seattle one year's notice of its intention to move. That notice may be given after this summer's traffic rush.

Ferry Schedule Back To Normal

The state's marine transportation chief says ferries will be back on schedule today after mechanical failures and scores of travelers attempting to detour the Alaska Highway forced delays.

William Hudson, division director, said repairs to the Matanuska are scheduled for completion late Monday night, with the ship to be back on schedule when it leaves Skagway today. The ferry—eight to 12 hours behind schedule—was being operated at half speed while its port main engine was repaired following the disintegration of a roller bearing.

The Malaspina was back on the water last Thursday after six days in dry dock. Repairs to a broken propeller shaft, Hudson said, will probably cost about $15,000 plus the lost revenue while it was off the line.

Hudson said the Malispina bypassed Petersburg, Wrangell and Sitka on its run from Seattle last week, in an attempt to make up lost time and provide space for traffic backed up at Prince Rupert, Ketchikan, Juneau and Haines.

The Matanuska, hobbling at half-speed, bypassed Sitka, he said.

He said about 50 to 75 cars were left at the docks in Haines and Prince Rupert after each departure of the two ferries last week. The cars were reported waiting to board ferries after the Alaska Highway was closed due to mudslides and bridge washouts.

Hudson said all persons holding reservations are being accomodated.

"We've made every effort that no one be left behind or stranded," Hudson said. "I don't think anybody has been delayed more than three to five days."

A Marine Transportation spokesman said this morning that vehicles without reservations on the ferries will have the normal summer season wait of one to two days.

Hudson blamed "old age and the element of unpredictability" for the breakdowns. The Matanuska and Malaspina, both nearly 13 years old, were part of the state's original fleet.

The breakdowns and closure of the Alaska Highway at the peak of summer traffic "couldn't have come at a worse time," he said.

Meanwhile, the Alaska Highway was reopened to truck traffic Monday following completion of repairs.

Highway Traffic Moving Again

FORT NELSON, B.C. (AP) — Royal Canadian Mounted Police said the first vehicles in two weeks moved through the Alaska Highway today.

Trucks in a convoy left here and lightweight vehicles, including most tourist and commercial vehicles, were to be allowed to leave in a convoy later in the day.

Full reopening of the highway was not expected until Monday.

A Highway Department spokesman said Monday the reopening depended on repairs to the Racing River Bridge, one of three washed out by heavy flooding.

Officials said no trucks weighing more than 10,000 pounds would be allowed on the highway for about a week.

Meanwhile, about 150 automobiles were reported backed up Monday at Haines, Alaska, and Prince Rupert, B.C., because of the highway closure and a breakdown of one of the state's eight ferries. The Alaska Marine Highway System had been serving as the chief detour for travellers blocked by the closure of the main road between Alaska, the Yukon Territory and the continental United States.

William Hudson, director of the ferry system, said he hoped repairs to the ferry Malaspina could be made in time for it to stop as scheduled in Prince Rupert on Friday. The Malaspina arrived under its own power Monday at Todd Shipyards in Seattle after unloading most of its 295 passengers and 90 vehicles.

Alaska ferry talks begin

Representatives of deck officers and the Alaska Ferry System yesterday went into their first negotiation session for a new contract.

Capt. David Boyle, head of the West Coast inland division of the Masters, Mates and Pilots Union, said that the contract will expire at midnight, Tuesday unless extended further. One 15-day extension already has been in effect.

The contract affects 75 deck officers.

10-31

Crippled Ferry Awaiting Repair

By JOHN RUHL
Empire Staff Reporter

An expert knowledgeable in the mysteries of propeller shafts aboard the Alaska state ferries was scheduled to fly to Juneau this morning to diagnose the problem on the crippled ferry Malaspina.

The ferry has been out of service and tied up to the Foss-Alaska Steamship Dock since Thursday morning, while ferry system maintenance crews have been working overtime to dismantle enough of the drive system to find the broken or worn out part.

Marine Transportation System Director William Hudson said Thursday the crews had identified the problem in the complex port propeller pitch control mechanism. The malfunction renders the port propeller useless and greatly hampers maneuverability of the ship.

"It's old age creeping up on us," Hudson said. The mechanism is an original piece of equipment aboard the 13-year-old Malaspina, one of the three sister ships built for the Alaska ferry fleet in 1962.

Hudson said it is difficult to tear down the main hollow propeller shaft in order to reach the two-part inner shaft where the problem apparently lies.

The Malaspina's 295 southbound passengers were urged to board the Matanuska which put in this morning at the city dock.

The 90 automobiles, vans and trailers on board the Malaspina, however, will have to remain on board for at least a few more days, Hudson said.

He said those vehicles might have to stay on the ferry until after it has limped to Seattle and undergone drydocking—which could take a week or more.

The ferry mishap coincided with road washouts in British Columbia which have blocked the Alcan Highway and diverted many northward summer travelers to Prince Rupert to take the marine highway to Haines.

"The breakdown couldn't have come at a worse time," Hudson said. Tourists already were piling up this week at Prince Rupert and Haines because of the road washouts in Canada.

Another Alaska Ferry Laid Up

JUNEAU, Alaska — (AP) — The Alaska Marine Highway System, packed by tourists and hampered by the loss of one of its main ships, has been hit again with a mechanical trouble.

Director William Hudson said the Matanuska was operating at half-speed following the disintegration of a roller bearing in its port main engine. It was expected to take at least three days to repair.

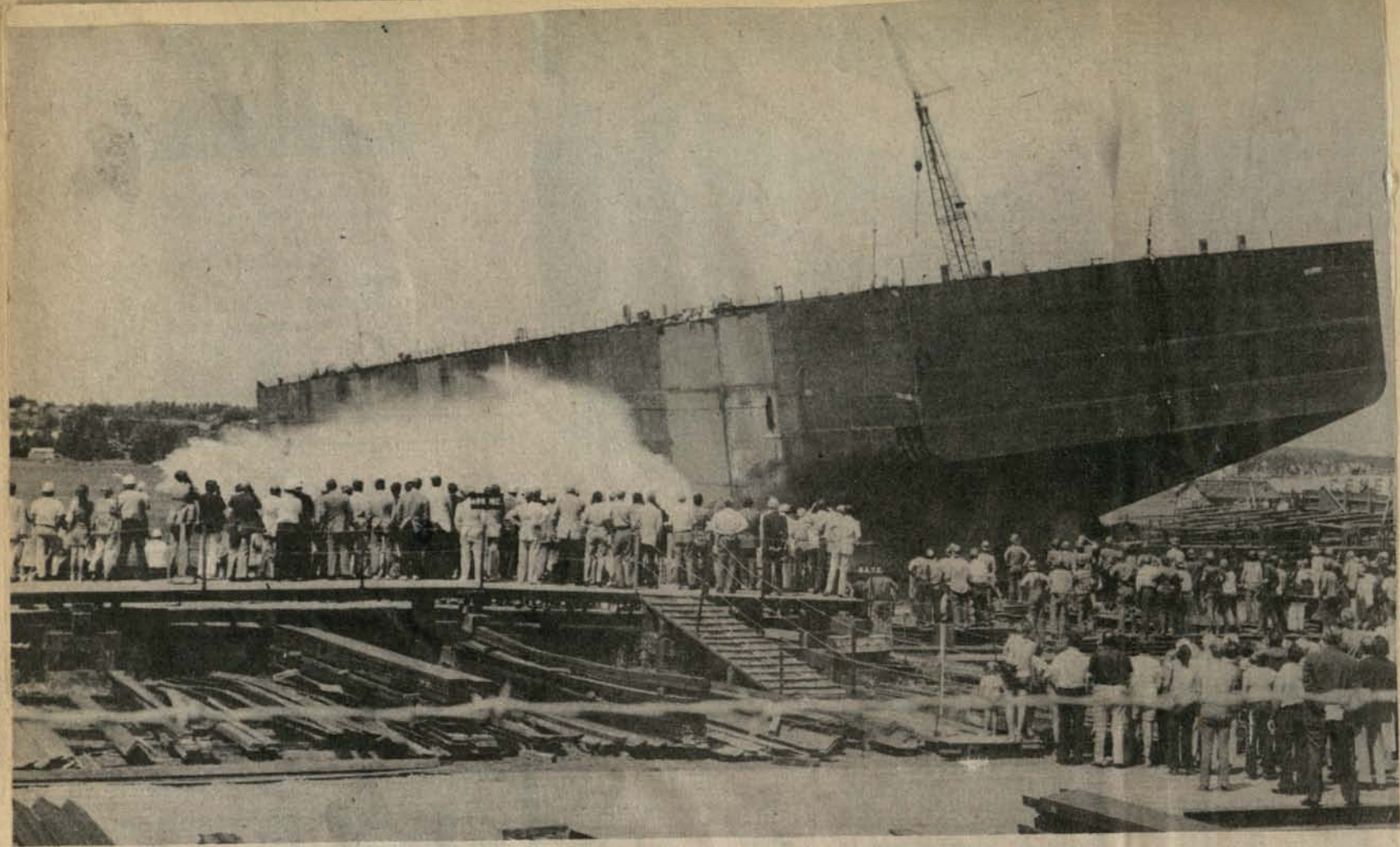
The Matanuska was slowed Thursday hours before the Malaspina emerged for six days and an estimated $20,000 in repairs at Todd shipyards in Seattle. The Malaspina, idled by a broken propeller shaft, was due to arrive in the crowded port of Prince Rupert, B.C., yesterday on what Hudson described as an "express run."

The director said the Malaspina would bypass Sitka on its northbound run, while the crippled Matanuska also would avoid narrow passages near Sitka until it can be repaired. Three other ferries make stops in Sitka.

The system's flagship, the Columbia, underwent minor repairs in Seattle Thursday for a misaligned bearing in its bow thruster, but Hudson said the Columbia would meet its schedule.

EVER WONDER WHAT'S happened to some of the old Egan appointees who used to hold court here only a short time back? We can report that H.J. "Red" Lockert is alive and well in Sturgeon Bay, Wisconsin, holding fort as our 'resident inspector' during the construction of a Bartlett-class ferry ala the Le Conte. For those of you who have a poor memory for names, Capt. Red was for quite sometime our Director of Marine Transportation. Official sources say the inspector's job a portation. Official sources say the inspector's job carries a salary of $2700/mo. plus $500 expenses. Alaskan's can rest at ease knowing Capt. Red is watching out for our interests, as during his years as director several ships flying the northern flag were sent to sea, such as the COLUMBIA.....

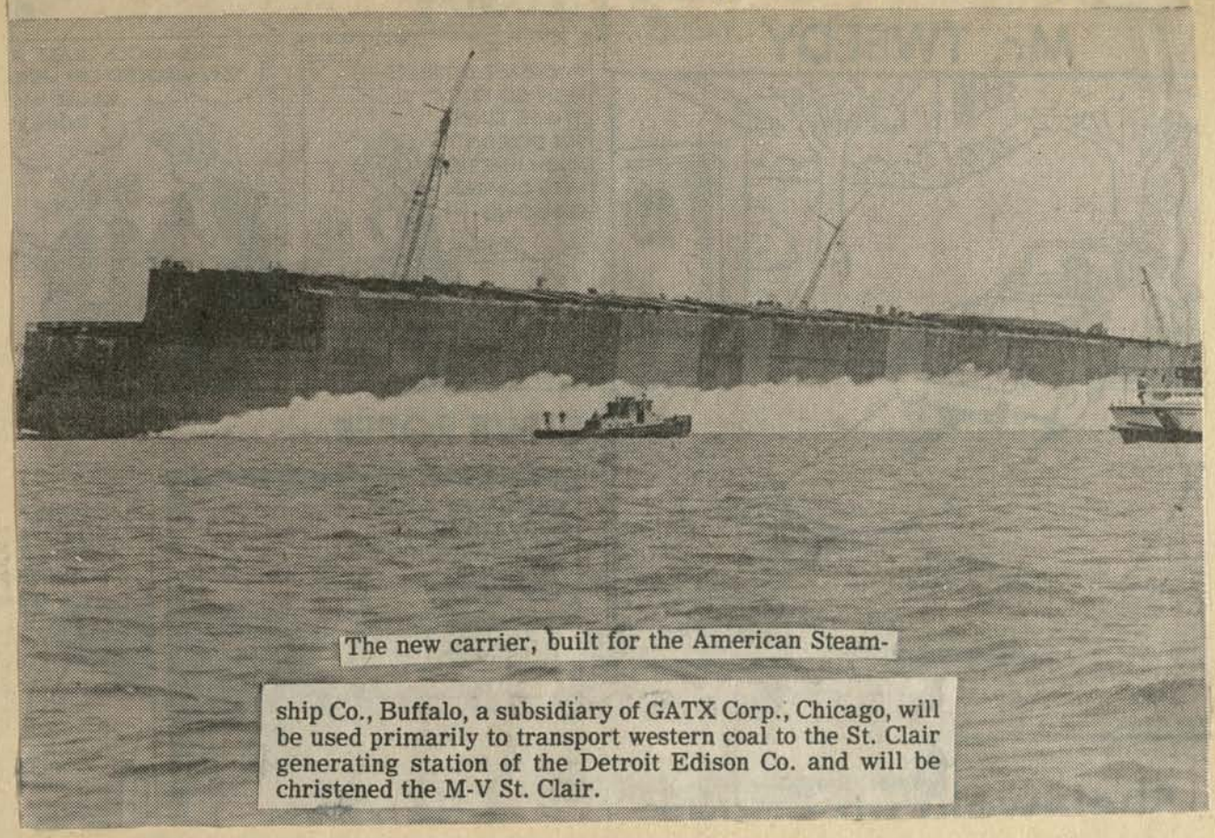
10-32



A 770-ft. freighter was the largest vessel ever side-launched on the Great Lakes when she hit the water at 11:17 a.m. Thursday. The flawless launching was seen by thousands of people on both sides of the bay and in boats. It was scheduled for 11:30 but when a big ship is ready to go the launch crew puts it in.

Record Launching — When Hull 714 slid into the water at the Bay Shipbuilding Corp. yard in Sturgeon Bay Thursday, it set a record for being the largest boat ever side-launched into the Great Lakes. The 770-foot lakes carrier which floats 7,000 tons of steel and machinery is shown from land, at left, during the launching and from the bay, at right. The latter picture was taken by Tom Hauser of Sturgeon Bay.

10-33



The new carrier, built for the American Steamship Co., Buffalo, a subsidiary of GATX Corp., Chicago, will be used primarily to transport western coal to the St. Clair generating station of the Detroit Edison Co. and will be christened the M-V St. Clair.

10-34

10-36

10-35

ECOMA
ORT OREGON

ENDEAVOR

Alaska-ferries officers and skippers seem to be angry

The strike-vote tallies are in, and the 71 skippers and officers who operate Alaska's nine ferries appear to be angry.

Sometime within a few days negotiators for Masters Mates & Pilots Local 6 will tell their foes across the table to get off the dime and make an offer to improve captains' present yearly pay of $45,000 to $60,000. They're highest on the totem pole in the wage scale.

Myron Brixner, representing M. M. & P., said Friday the balloting officer-mariners approved of a strike by a 51 to 1 margin.

Brixner, who's been a negotiating participant with Alaskan officials since February, said he can't get an offer.

The contract expired July 1.

Bill Hudson, director of Marine Transportation, said he won't tip his hand until he knows how he sits with two other unions representing remaining ferry workers. They're members of the Inlandboatmen's Union, the non-officer people, and the Marine Engineers Beneficial Association, the men in the enginerooms.

AN AIDE to Merle Adlum, president of the I. B. U. said negotiations are proceeding satisfactorily for that union and the engineers.

Hudson said he expects a wrap-up of negotiations with the two unions within a couple of weeks.

He said 14 issues on the proposed contract with M. M. & P. had been accepted by the union since February.

The 71 masters and mates could shut down Alaska's entire fleet — vessels running between Seattle and Alaska and those shuttling inside the state.

But Gov. Jay Hammond said he is prepared to petition courts to block any strike.

The governor said an Alaska law limits strikes by public employes if the health, safety and welfare of the public is threatened.

Comment: In this peak season of tourism, when ferries are busiest, a strike's impact on the public system's financial health would be obvious.

Alaska Ferry Talks Stalled

Contract negotiations between the State of Alaska and its ferry system officers apparently will remain stalled until at least Aug. 15.

A spokeswoman for the Division of Marine Transportation said officials of the Masters, Mates and Pilots have agreed to return to their members for another strike authorization.

The first balloting, which produced a 51-1 favorable vote, was thrown into question because it had not been supervised by the Alaska Labor Relations Agency.

Deadline for voting in the second election is Aug. 15 and union bargainers were not expected to resume negotiations before being armed with strike authorization.

Unionists have been working without a contract since July 1.

Ferry fuel bunkering facility explored here

7-8-75

By LINDA SCHILD
Herald Staff Reporter

Port of Bellingham is negotiating with Standard Oil Co. to determine whether the company can provide a bunkering facility at a proposed Alaska ferry terminal at North Terminal.

"We have just opened negotiations to see if it would work here," Port Manager Tom Glenn said.

Plans for a refueling facility are one aspect of a terminal proposal the port hopes to complete by the end of August. The contract for such a facility would not be a matter for competative bidding, Glenn explained.

Standard Oil built and operates a large bunkering facility in Alaska and at the current southern terminal in Seattle. Any new terminal would be expected to work with the company.

Glenn hopes Bellingham could offer berth and bunkering facilities at one dock, an advantage over Seattle, where the ferry unloads passengers at Pier 48 and fills its fuel tanks at Pier 36.

The combination would save Alaska money, but how much, Glenn doesn't know.

Although most of the remodeling necessary to accommodate the ferry system would be at the port's expense, Standard Oil would finance the development of its own bunkering facilities, leasing the land from the port. Rent will be determined on a basis of how quickly the port wants to regain its investment.

It already appears that improvements for a terminal would cost "well over" $1 million, according to Glenn.

Interest in the project is still evident from Alaska. Bill Hudson, executive director of the Alaska Divsion of Marine Transportation, calls once a week and plans to visit the terminal site. Hudson hasn't complained about it, but "I want to make sure there won't be any surprises down the road," his host commented.

ALASKA SQUARE—Lt. Gov. Lowell Thomas Jr., is joined by Washington's Lt. Gov. John Cherberg, left, in a dedication program at Seattle's new "Alaska Square." Above are the two lieutenant governors and Seattle's Miss Maritime, Patty Jones, as Jones presented Thomas with a color painting of the square. The painting was done by Hap Terry, Seattle artist who is well known in Alaskan art circles. Alaska Square was built by the Port of Seattle adjacent to Pier 48, the Seattle terminus of the Alaska Marine Hgghway System. It's a mini-park—a green spot on the waterfront where people can relax and watch maritime activity.

10-37

Ferry Officers Vote On Strike

By LIZ DASH
Empire Staff Reporter

Negotiations between deck officers of the Alaska Marine Highway System and the state have been broken off. Apparently angered by the state's refusal to make a definite wage offer in early negotiations, officers are to vote Friday morning whether to strike. Ballots will be counted at 10 a.m. in Seattle.

The 70 pilots and deck officers are members of the Master Mates and Pilots, Branch 6, with Seattle headquarters.

The officers' contract with the state expired June 30 and was extended by informal agreement, but negotiations last week in Juneau between union representatives and the state were broken off in their second day. Union representatives walked out of the meeting, according to William R. Hudson, director of Alaska's Division of Marine Transportation, after asking the state "point blank" for a wage offer. State negotiators refused to make one.

Hudson said it was too early in the session to make a definite offer.

Union spokesman Myron Brixman told the Empire in a telephone interview from Seattle that the union ballot contains two propositions. If members vote "yes" on the second proposition the six member negotiating committee would be empowered to take "economic action" against the state. That would probably mean a strike, Brixman said.

Brixman called the state's refusal to make a wage offer "very unusual. I don't understand it," he said. "The deck officers are very upset. They're in a very, very bad mood, and I don't blame them."

The state is still negotiating for new contracts with the Marine Engineers Beneficial Association and the Inland Boatman's Union, whose contracts also expired June 30 and have been extended. Together with the officers, the unions total the ferry system's 600 operators.

Hudson said the negotiations with the engineers are progressing "nicely," but Brixman described the engineers as dissatisfied.

Hudson refused to disclose the union's wage demands and said both sides had agreed not to publicly reveal offers or demands until negotiations are finished.

"To this date I've heard nothing further" from the union since the negotiations walkout, Hudson said. He added that the state is ready to resume talks whenever the union requests them.

If officers do strike, the state may be able to replace them, but "there's a big question mark," Hudson said. Because they have special knowledge of Alaska waters, the licenses mates and pilots are "somewhat unique," he said.

Hudson said one of the officers grievances is that second and third officers earn less than able seamen. In waters of Southeast Alaska, he said, master officers earn $2,200 to $3,600 a month for 168 hours a month.

If the pilots can't get a wage offer "commensurate with their skill," many will leave the ferry system for work further north, Brixman said. Pilots are in a heavy demand for pipeline traffic serving Valdez and Cook Inlet.

BULLETIN

SEATTLE (AP) — Deck officers of the Alaska ferry system voted overwhelmingly today to authorize a strike. The vote was 51 to 1.

A spokesman for the Masters, Mates and Pilots, Local 6, said union negotiators would meet next week in Seattle to discuss possible "economic actions" against the state. About 70 deck officers would be involved in a strike, which likely would shut down the entire ferry system.

blank.

10-38

Ferry Union Seeks New Strike Power

By CLARK MILLER
Empire Staff Reporter

Union officials seeking higher pay for officers of the state ferry system have come to Juneau apparently not to negotiate with the state but to arm themselves with strike power for later talks.

Myron Brixner and David Boyle of Masters, Mates and Pilots Local 6, headquartered in Seattle, met with Commissioner Andy Warwick of the Department of Administration and Director William Hudson of the Division of Marine Transportation last night to clarify labor relations rules governing strike balloting, according to Ginger Johnson, spokeswoman for the Department of Public Works.

Johnson said only proper balloting procedure was discussed at the meeting. An August 15 deadline has been agreed upon for opening the ballots for a second time. She said a strike could become effective immediately following the balloting, should the union vote to authorize a strike.

The 70-member local voted overwhelmingly Friday to authorize a strike, but technical difficulties involving state observation of the balloting caused the state to object to the vote—an objection which Brixner described as a "stalling tactic."

Hunt said there was no negotiating at all last night.

Johnson said the state's position is that the union broke the negotiations and must re-open them. She said there is no indication when the union will choose to re-open talks.

Brixner and Boyle are staying in a Juneau hotel but were unavailable for comment today. Brixner was quoted earlier this week as agreeing to meet with the administration to test the climate for renewed contract talks.

The current delay in talks is also to the state's advantage, since it is meeting with two other related unions this week for contract talks and would prefer not to make the officers a wage offer until these are completed.

Johnson said Hudson and other members of the Division of Marine Transportation are to meet Thursday and Friday with the Inland Boatmen's Union, and Thursday and Saturday with the National Marine Engineers Beneficial Association. Meetings will be in Juneau.

Hudson said earlier this week that he realizes "these are separate unions but our talks with them have been going on jointly."

The state's reluctance to make a wage offer to the officers' union before meeting the other two groups caused the initial breakdown of talks. Brixner said it was "ridiculous" to continue negotiating under these circumstances.

Issues in the dispute with the ferry officers have not been disclosed, although state officials have said they will insist on something less than a two-year contract which expires on July 1 after producing wage increases of 36 per cent or more.

Battle Continues Over Strike Vote

Representatives of the Masters, Mates and Pilots Local 6 are to meet Tuesday in Juneau with state officials asserting that a Friday strike ballot was illegal, union spokesman Myron Brixner said this morning.

Brixner told the Empire today from his Seattle headquarters that the meeting will be with members of the Department of Administration and others.

Gov. Jay Hammond said Friday it appeared there were technical violations of state labor laws in the union vote to authorize a strike. The 51-1 favorable vote was announced Friday in Seattle.

Hammond says the prospects are "very good" he will petition the courts to block a strike. A 1972 law requires that strike balloting by state employes be supervised by the Alaska Labor Relations Agency.

Brixner said the voting was reviewed by a representative of the National Labor Board. He called the state's challenge "a stalling tactic" and said the union's attorney "doesn't believe it would hold up in court."

But Brixner said union officials will seek state approval Tuesday of the ballot language. The union will reword the ballot if the state so requests, and resubmit it this week to the members for a vote, Brixner said.

William Hudson, state Director of marine transportation, said he doubted whether the state could prevent a strike on technical grounds alone, "but we've got other things in mind, too."

Hammond and Hudson indicated they would consider blunting a ferry shutdown through a section of state law limiting strikes by public employes if they "threaten the health, safety and welfare of the public."

If a strike occurred, Hammond said, "the impact upon the public welfare is evident."

Another spokesman from the Division of Marine Transportation said the state would probably at least seek to maintain ferry service from Seattle and Prince Rupert, during a strike.

If the state sought and won an injunction against a strike, union officials would ask members to continue working, Brixner said. "Whether or not they would go back to work is another question," he added. "I would say they're very, very upset."

A two-year contract covering about 70 deck officers on the state's eight-vessel fleet expired at the end of June. Negotiations broke down two weeks ago when the administration declined to make a wage offer.

Hudson acknowledged his negotiating team was anxious to avoid the whipsawing effect a wage offer to the ferry officers would have on contract talks with two other marine unions. Negotiations with the Inland Boatmen's Union and the Marine Engineers Beneficial Association are continuing.

"I realize these are separate unions," Hudson said, "but our talks with them have been going on jointly."

Brixner said it was "ridiculous" to continue negotiations, if the state refused to divulge its bargaining position.

However, Brixner said it was likely his negotiations would meet again with the state before any strike was called. Hudson said he intended to contact the union early this week.

Union leaders maintained they had not made a wage proposal to the state, a claim Hudson called "misleading."

Tri-Trades Contract Set

The state has reached a tentative wage settlement with 1,700 bluecollar workers who have been without a contract since Jan. 1.

Meanwhile, talks were to resume Tuesday in an effort to waylay a possible strike by the officers of the state ferry system, who were to vote today on a ballot authorizing a walkout.

William Hudson, director of Marine Transportation, said he was "somewhat optimistic" that the first negotiations in a month with the Masters, Mates and Pilots would be fruitful.

10-39

Hudson Doubts Officers Strike

The director of Alaska's Division of Marine Transportation told the Empire Thursday he doesn't believe Alaska ferry officers will strike as they have threatened.

William Hudson made the remark after addressing Juneau businessmen at a noon Juneau Chamber of Commerce luncheon. More of the questions were aimed at the division's plans for changes in ferry scheduling than the possible strike.

Hudson called Juneau's downtown terminal a waste of money, saying it must eventually be closed. The town is the only one in Alaska to have two terminals, he said.

He added, however, that "I would like to see the headquarters of the Alaska State Highway System stay in Juneau forever."

The ferry system's approximately 70 officers and pilots voted last week 51 to 1 for a strike after walking out of a contract negotiating session with the state. Representatives of Masters, Mates and Pilots Local 6 say the reason was the state's refusal to make a wage offer. Officers are continuing to work, although they say they'll soon cast another ballot on whether to strike. The state is saying the vote was illegal due to technical violations.

Hudson called the strike vote an "arming tactic" by the union, putting pressure on the state to accept its wage demands. He said the union still hasn't contacted him to reopen talks.

He told listeners that Atty. Gen. Avrum Gross is investigating the legality of a strike by ferry officers, who are state employes. Hudson and Gov. Jay Hammond said earlier they would consider blunting a ferry shutdown through a section of state law limiting strikes by public employes if they "threaten the health, safety and welfare of the public."

The number of passengers using ferries this year is slightly down on some runs from 1974, Hudson said. He said the fear of a strike is keeping some away, causing more "no-shows" of passengers and vehicles with reserved places.

Hudson also blamed "certain articles in leading magazines" calling Alaskan prices outrageous. He said one article told readers that a steak dinner costs $250 in Fairbanks. "This kind of publicity does absolutely no good for us," Hudson said.

Hudson said the ferry system is operating with a subsidy of $15 million this year and probably will never operate in the black nor should a profit be expected.

Hudson said he'd like the system to expand into the Yukon River and Aleutian Islands with air-cushion vehicles, serving villages now without regular boat service. He is also considering freight service to such towns as Pelican and Alexander Bay for an "African Queen operation" once or twice a month, Hudson said.

He criticized Juneau's downtown terminal as "inadequate", "unsafe" and too expensive to operate.

Division plans are to double the size of the Auke Bay terminal staging area, building a bigger and better terminal building for passengers, Hudson said.

He promised to meet with the chamber before making final plans for the Juneau and Auke Bay terminals.

To streamline service, the director said he hopes to substitute smaller vessels for main line ferries to Sitka, since it is off the main marine highway. That would allow an extra trip from Seattle every five weeks, he said.

Hudson said he would like to make Seattle the main staging area for ferries, shuttling passengers in small vessels from Prince Rupert to Ketchikan. They could then catch the main line South to Seattle or north through Juneau.

Ferry Officers Ask Arbitration

State ferry officers are now seeking federal arbitraion of their long-standing wage dispute with the state—but the state has no intention of exchanging a negotiating table for an arbitrator.

In a prepared statement, the Master, Mates and Pilots Union said yesterday that "the only way we can receive fair treatment from the state is through arbitration...we will continue to try to reach this goal."

Ferry Union Talks Over

By LIZ DASH
Empire Staff Reporter

The state concluded formal contract negotiations Tuesday evening with representatives of state ferry officers, a spokeswoman for the Division of Marine Transportation told the Empire today.

Ginger Johnson said the state made a wage offer at the Juneau meeting with Masters, Mates and Pilots, Local 6. Officers are now to vote whether to accept the offer.

William Hudson, director of the division, "remains optimistic" of reaching agreement with the officers and two other unions for the state ferry system, Johnson said.

The officers had completed a vote Friday, 53 to 0 in favor of a strike. It replaced an earlier 51 to 1 vote for a strike, which was thrown out after the state said the vote was conducted in a technically illegal way.

Negotiators for the Masters, Mates and Pilots Local 6 broke off contract talks late in July when the state refused to make a wage offer. State officials had said they preferred to wait until negotiations were finished with the other two ferry system unions before making an offer.

Hudson refused to reveal the state's offer to the officers. Both sides in the negotiations affecting about 65 top officers of the ferry system have said they were cautiously optimistic of a settlement.

Earlier this month the state finished contract negotiations with the other two unions of ferry employees: the Inlandboatmen's Union and the Marine Engineers' Beneficial Association. Johnson said the unions have not yet announced whether they will accept the contract offers.

Meanwhile, Commissioner of Administration Andy Warwick has said his department was drafting legislation to fund a two-year agreement with the Tri-Trades Public Service Council. The contract, retroactive to January 1, was being circulated for acceptance by the 1,700 members this week. The council represents labor and trades craftsmen.

Williams Hudson, director of the Division of Marine Transportation, said today that the state "has never, and never will, go into arbitration" for a new contract.

Terms of the settlement have not be been disclosed, but money to fund it will not be available until after the 1976 legislature convenes.

Patrick Hunt, director of the Division of Personnel, said federal arbitration is one way of resolving disputes over interpretation of an existing contract, but is not applicable to the creation of a new contract.

"This is not a contractual dispute," he said, but a negotiating process for a new contract, a matter for which the state must assume responsibility.

The Masters, Mates and Pilots Union—with 60 members, the smallest state employe union—has reportedly received an offer from the state an hourly raise of $3.40 during the next two years.

Hudson said "our offer is on the table... if they don't want it, they can come up with an alternative and continue the negotiations."

The union's statement said "the so-called offer came entirely from benefits we already have in our current agreements... any accountant could quickly see what we have been presented is in reality a negative offer in spite of many of our members presently receiving lower wages than the people they supervise."

The officers, listed among the top paid workers of the state, now average $13 an hour. They staged the first stike ever against the Alaska Ferry System on August 23, resulting in a 20-hour delay of the sailing of the Columbia from Seattle.

The Columbia headed north just one hour before Juneau Superior Court Judge Thomas B. Stewart was to begin contempt proceedings against the union.

The union's statement said "it is our opinion the strike effecting the M.V. Columbia was legal. The tie up was sanctioned by both the union leadership and its members."

It said that "prior to calling the actual strike both parties had spoken to the federal mediator, had held an additional meeting and arrived at an impasse...the strike was called solely to force the state into arbitration."

With its ferry division now losing $15 million a year, the state intends, in Hudson's words, "to take a more critical eye" at salary negotiations than it has in the past.

10-40

Hope held for settlement of Alaska Ferry dispute

8-25-75

JUNEAU, Alaska (AP) – Although the state has made a "final" contract offer, officials say they hope negotiations this week can soothe discontent among officers who staged the first strike ever against the Alaska Ferry System.

"There are grounds for a settlement," Marine Highways Director William Hudson said Sunday. "It's just a question of getting back together" with members of the Masters, Mates and Pilots Union.

The fleet's flagship, the Columbia, sailed from Seattle late Saturday, 20 hours behind schedule because of picketing by the officers. One of eight ferries and about 10 of the union's 65 members were involved in the work stoppage.

Donald Harris, commissioner of public works, said the Columbia headed north about one hour before Juneau Superior Court Judge Thomas B. Stewart was to begin contempt proceedings against the union.

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The union is negotiating with an administration that is openly supporting an initiative drive to repeal the 1972 Public Employes Relation Act, which gave most state workers the right to strike.

It also is bucking a ferry division now losing about $15 million a year. Hudson said roughly two-thirds of his agency's $27 million budget is devoted to personnel costs, compared to 40 per cent government-wide.

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The state won the court order from Stewart after submitting affadavits claiming the strike had shutoff a vital flow of supplies to communities in southeast Alaska.

Alaska hopes to settle ferry officer's strike

JUNEAU, Alaska (AP) — Although the state has made a "final" contract offer, officials say they hope negotiations this week can soothe discontent among officers who staged the first strike ever against the Alaska Ferry System.

"There are grounds for a settlement," Marine Highways Director William Hudson said Sunday. "It's just a question of getting back together" with members of the Masters, Mates and Pilots Union.

The fleet's flagship, the Columbia, sailed from Seattle late Saturday, 20 hours behind schedule because of picketing by the officers. One of eight ferries and about 10 of the union's 65 members were involved in the works stoppage.

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Ferry Strike

Bulletin

The Alaska state ferry Columbia was tied up in Seattle at noon today as members of Masters, Mates and Pilots Local 6 went on strike.

There was no word as to how the state would respond to the walkout, although state officials have said earlier they would seek legal action to halt a strike.

The officers, whose contract ran out July 1, voted 53-0 a week ago to authorize a strike if negotiations with the Alaska Division of Marine Transportation failed to reach a settlement.

Negotiations were concluded in Juneau Tuesday. At that time William Hudson, director of the division, said he was optimistic that an agreement could be reached.

There was no indication today how long the walkout would last.

10-41

Prudhoe Bay To Tierra Del Fuego

Guide To List Juneau

By CLARK MILLER
Empire Staff Reporter

Juneau's growing tourist industry can expect a boost next spring when the revised edition of the "Latin American Travel Guide" is published.

Latin America? No, the author isn't lost. His book includes the "Complete Pan American Highway Guide," and the Alaska panhandle's marine highway is considered an important alternate route in the Prudhoe Bay to Tierra del Fuego highway system.

Travel writers Ernst and Isabel Jahn of New Jersey were in Juneau yesterday, finishing up a four-month, 27,000 mile tour of the Pan American Highway.

"Our next edition will include an Alaska chapter...and we're going to stress the advantages for travelers of using the marine highway system," Jahn said.

"We've found that this area is little publicized...partially because people would rather drive."

Jahn will be urging travelers in his next edition of the New York-published book to use the Alcan Highway one way and the marine highway the other on their Alaska vacation.

He said although the cost of ferry transport of a car probably stops many from using the ferrys, the wear and tear of Canada's gravel highway on a car balances the cost.

Isable said the gravel itself isn't so bad, but the high speeds of the trucks necessitate screens, which make it difficult to see the potholes.

The Jahns have spent the last four weeks traveling in Alaska, researching the roads and travel accomodations.

The guide, which has been coming out about every 18 months since 1966, has an annual printing of 100,000, Jahn said. It was created and researched by Jahn and his wife. This year's circuit of the Pan American Highway is their third.

Jahn said the principle feature of his book is the altitude charts, which indicate grades mile by mile. He said these are critical to people pulling trailers or driving heavily loaded vans, especially when travelling over the Andes Mountains in South America.

Jahn said the Darien Gap, a 180-mile stretch of swamp between Panama and Colombia, is the only link missing in the Pan American Highway.

"The two governments have been working on it for 30 years, throwing away millions of American dollars," Jahn said. Mutual distrust and dislike is the principle motivation for not finishing the highway, he said.

Jahn is German-born and his wife is Uruguayan. They said Latin America has tremendous appeal for American travelers now because gas is inexpensive—eight cents a gallon in Venezuela and 14 cents in Uruguay—and food is too—80 cents for a two-pound steak in Uruguay.

"Alaskans especially seem to be excited by the idea of travelling down there...perhaps because of the sun," Jahn said.

He said when he and his wife visited the pipeline camp at Chandalar, dozens of the workers wanted to buy a copy of the guide.

Jahn said the book is the only one with complete bus, train and ferry schedules for all points along the Pan American Highway.

He will be including the marine highway schedule in next spring's edition.

Dear Editor:

Due to many dedicated people in Haines we have a Southeast Alaska State Fair that we should be proud of. The residents of that community are doing a monumental job and deserve the support of all southeast Alaska from Yakutat to Ketchikan.

The Alaska Marine Highway System finally realized they had done the fair an injustice by not putting the Le Conte on extra duty when people were stranded in Haines on Saturday night. Even with the Le Conte making an unscheduled trip the Malaspina coming in late Sunday night was very crowded.

This is our State Fair in Southeast Alaska and needs the support and co-operation of all our communities to continue to grow.

Congratulations to Haines and the 1975 Fair Committee.

Mrs. James Anderegg

Ferry No-Strike Order Extended

By LIZ DASH
Empire Staff Reporter

The state has won a ten-day extension of a temporary restraining order against a threatened strike by officers of the Alaska ferry system.

Assistant Attorney General Rob Johnson said Judge Thomas Stewart extended the order Monday in Juneau Superior Court until Sept. 11.

Meanwhile, the state reportedly has invited officials of the Masters, Mates and Pilots, Branch 6 to resume contract talks. Johnson said William Hudson, director of the Division of Marine Transportation, made the invitation in a recent letter to union officials in Seattle.

Stewart has also tentatively scheduled a Sept. 9 hearing on the state's request for a preliminary injunction against a ferry strike, Johnson said. He said that if the state fails in its application, the temporary order would expire Sept. 9.

The union has made another request for mediation with the state, branch agent Dave Boyle told the Empire in a telephone conversation this morning from Seattle. The state has refused several earlier union requests for mediation.

Boyle said officers made the application late last week in a telegram to Steve Hasling, chairman of the Alaska State Labor Relations Agency. Hasling was to ask state officials whether they'll agree to mediation now.

Johnson said state officials haven't yet heard from Hasling, but still prefer more negotiating before resorting to mediation.

The ferry officer's contract with the state expired in July.

Union negotiators broke off contract talks with the state two weeks ago after officers voted twice to strike. They struck the state ferry system August 22, and the strike ended the same day when the state won a temporary restraining order.

"We're not ruling out mediation," Johnson said. He added that mediation now would be premature because too many areas haven't been tackled yet in contract talks.

"We're hoping to find out (first) why the officers turned down the state's offer. We don't know why."

Ferries

The head of the state ferry system says he believes the Masters, Mates and Pilots will accept a contract offer from the administration, ending the threat of another strike.

Director William Hudson said he expected to know within a week whether the 65-member union, which includes the top officers of the system, would ratify the undisclosed offer.

A federal mediator ended negotiations with both sides late Monday, the first talks since the officers tied up the ferry Columbia for a day in Seattle, the first strike in the history of the system.

At the time, contract talks were stalled after the union rejected an offer, providing a raise of about 25 per cent over two years.

Temporary Ramp For Ketchikan

Alaska Marine Highway System officials are planning to erect a temporary vehicle loading facility at Ketchikan to replace the one destroyed by the Columbia Sunday, according to Bob Dwyre, deputy commissioner of the state Department of Public Works.

The incident occured when the Columbia experienced a mechanical failure of the starboard servo motor that accidentally sent the propellor into slow astern. When the ferry began to pull away from the dock it caught the bridge apron and destroyed the entire structure before manual shutdown could be effected, Dwyre said.

There was no damage to the Columbia and no injuries related to the incident, Dwyre said.

William Hudson, director of marine transportation, and Don Statter, director of waters and harbors, arrived in Ketchikan the same day to assess the damages and plan for repairs. As of now there has been no official estimate of the damages, according to Dwyre.

The Division of Marine Transportation is providing emergency service to Ketchikan until the completion of the temporary structure in two to three weeks, Dwyre said. It will be two to three months, however, before the main bridge assembly can be restored to accomodate the larger ferries of the system, he said.

10-42

Ferry Officers Back On Job

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The state won the court order from Stewart after submitting affadavits claiming the strike had shut off a vital flow of supplies to communities in southeast Alaska.

In addition, attorneys said, the ferry system, as a public utility, could not recover $26,000 which would be lost each day the Columbia did not sail.

Harris, who flew to Seattle Saturday to negotiate with the union, said he had told the workers that the possibility of damages being sought against them "had not been relinquished" by immediate end of the strike.

The Masters, Mates and Pilots Union represents the smallest number of state employes eligible to organize.

However, the union has been soliciting for representation of the 600-member supervisors unit now attached to the Alaska Public Employes Association. It was those white-collar workers who last year stage the first strike in state government history.

Hearing Set On Officer's Pilot License

KETCHIKAN, Alaska (AP) — The Coast Guard has set a hearing Oct. 1 on whether misconduct charges should be upheld against the master of a state ferry which ran over a Sitka fisherman.

Capt. B. D. Billingslea, chief of merchant marine safety, said Capt. Harold Payne had been charged in connection with the mishap in which a 32-foot fishing boat piloted by Frank Phillips was struck by the Malaspina.

The charge filed Wednesday specified Payne had violated a "rules of the road" regulation by attempting to pass Payne's boat without first receiving an acknowledging signal.

After the June 21 accident, William Hudson, director of marine highways, said Phillips swerved into the path of the Malaspina to avoid hitting a nearby skiff.

Payne's operator's license could be suspended or revoked following the Ketchikan hearing.

Ferry System

Dear Editor:

It seems to me the ferrys belongs to the system. Not the convenience of the tax paying Alaskans that had an old dream years ago for southeastern economy & traveling ease to the South 49. What happened? How about an easy answer? We all fall for the magic word inflation. No, lets try resession. Thats an all around cover up word.

How about an old fashioned word like (management) that starts in every ones home budget.

The true facts are the system is loosing money & lots of it.

Lets try common sense and see how it works.

Fact No. 1- it takes X amount of dollars to run any business.

Fact No. 2 - it takes X amount of volume to sustain fact No. 1

Fact No. 3 - lower the fairs to retain all three, it keeps the ferrys running, the people working for the system year around, if the ferry system is for the people of Alaska then lets give them a chance to use it, I propose a scale rate for Alaskans, for every year a person lives and is a registered voter, to have an automatic 1 per cent discount in fair for each year of residence, 5 years 5 per cent discount, 10 years 10 per cent off so on down the line (and it can be worked out).

I say the ferry system belongs to the Alaskans not to the system, remember this, it costs **more** to keep a ship tied up than to keep it running. Common sense.

Thomas J. George Jr.
Juneau

10-43

Court Sets Ferry Talks

By CLARK MILLER
Empire Staff Reporter

State ferry system officers have agreed not to strike again unless upcoming negotiations with a federal mediator reach an impasse.

Juneau Superior Court Judge Thomas Stewart signed the stipulation Sept. 4 which sets the terms for continued negotiations between the state and the Masters, Mates and Pilots Union.

The union struck for 20 hours on August 23. It was the first time the union had ever stopped work in a labor dispute. The day before the strike Stewart had issued a ten-day restraining order against the strike on grounds it would endanger the public health and welfare.

Stewart was about to begin contempt proceedings against the union when the fleet flagship Columbia finally sailed from Seattle, 20 hours late.

The first step under the stipulation is for the union to tell the state in writing which items of the state's August 19 offer are unacceptable and specifically why each item is so.

In the meantime, the state Labor Relations Agency is deciding which federal mediator to bring to Juneau for the talks. Harold Mays of Anchorage has been unofficially announced for the task, according to one source, but this has not been confirmed.

Within five days of its receipt of the statement, the state will sit down at the negotiating table with the officers and stay there until an agreement or an impasse is reached.

"There will be no concerted economic action by defendants unless there is a breakdown of mediation at which point parties may follow their rights and remedies under law," the stipulation reads.

Further action in the case has been stayed pending outcome of the mediation. The stipulation was signed by Atty. Gen. Avrum Gross, union attorney Mike Thomas and Stewart.

* * *

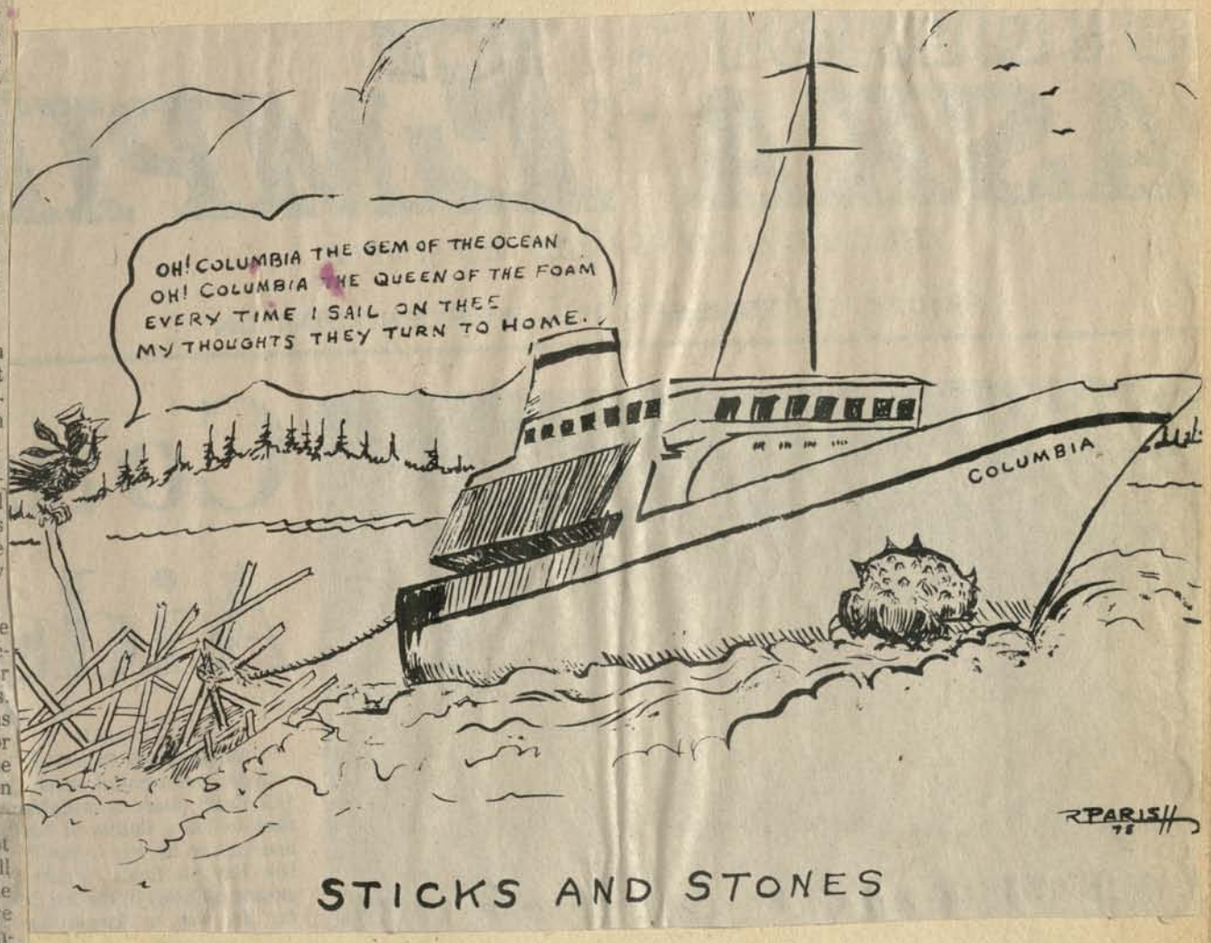
2 ALASKA ferries to be laid up.

Officials in Alaska have announced plans to lay up two state ferries for the winter in a cost-cutting move that will save about $1 million but put some 100 persons out of work.

Public Works Commissioner Donald Harris said yesterday the ferries Bartlett and Taku would be tied up for "five or six months" beginning next month, after heavy tourist traffic has subsided.

The Bartlett operates between Whittier, Valdez and Cordova. The Taku serves Prince Rupert, Haines and Skagway.

Other ferries are slated to continue some service to those areas.



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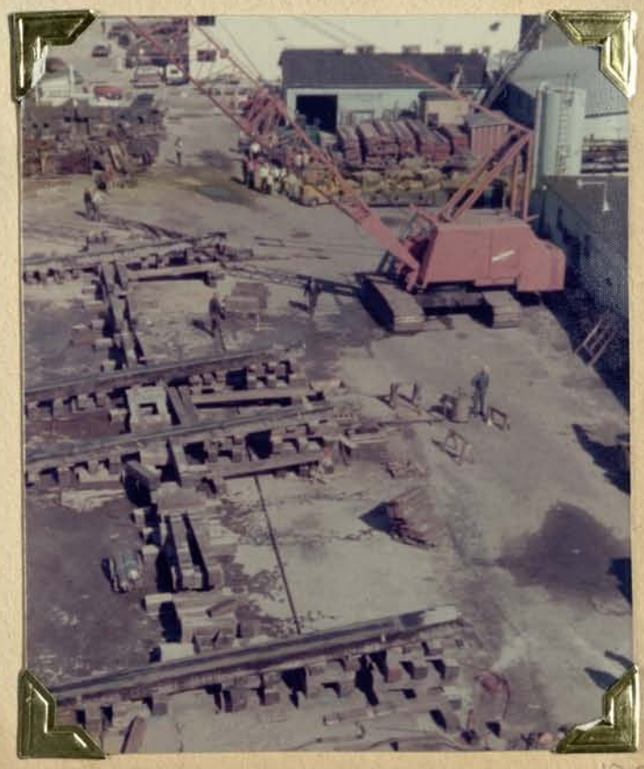

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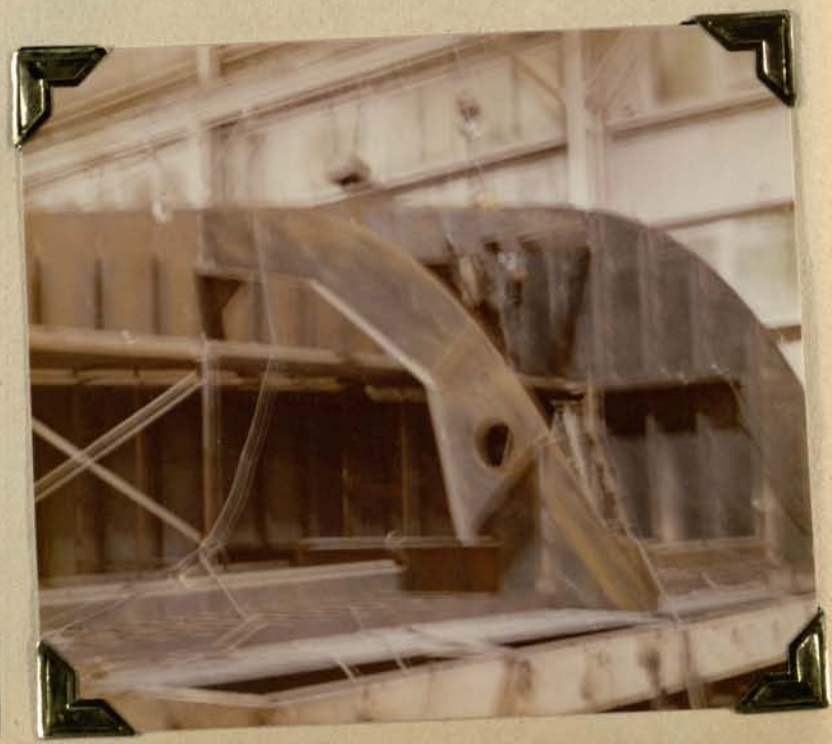

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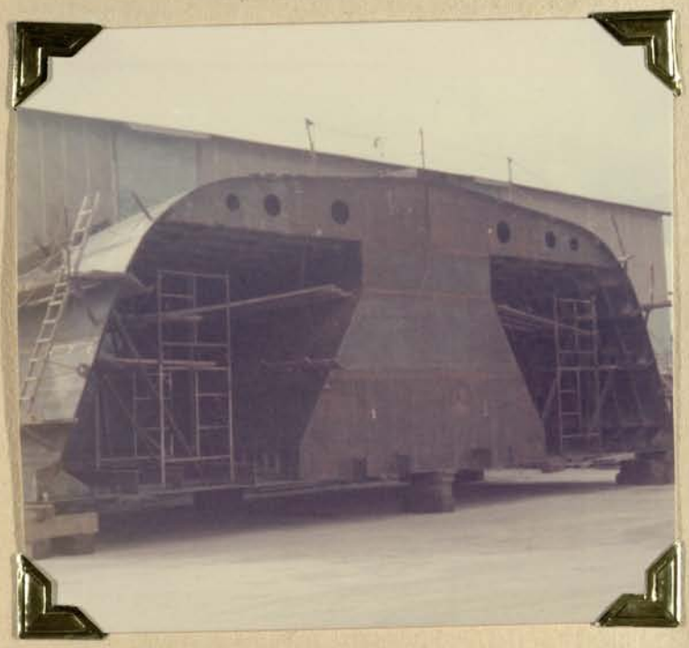

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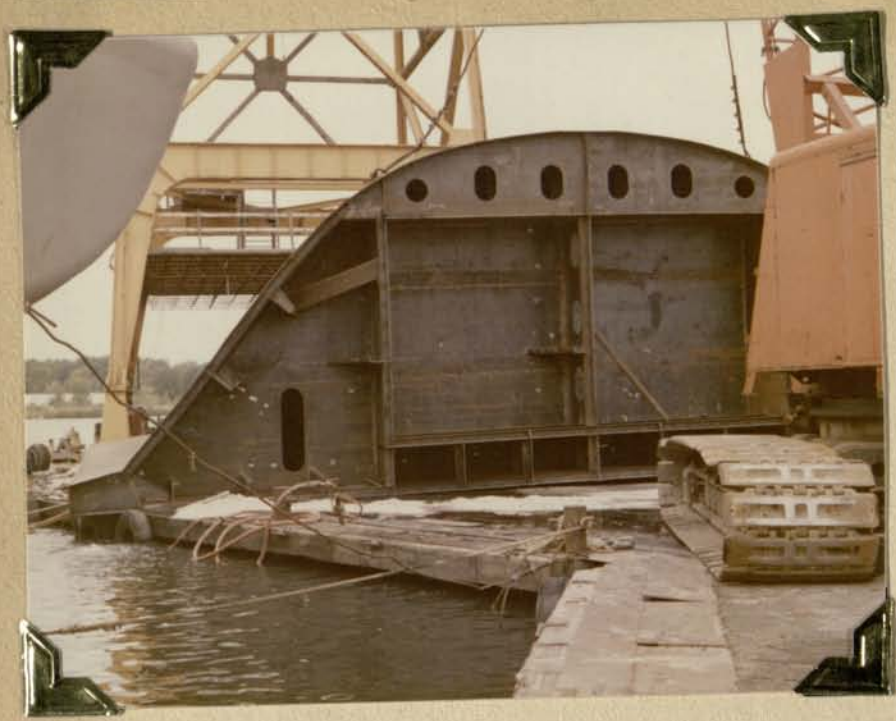

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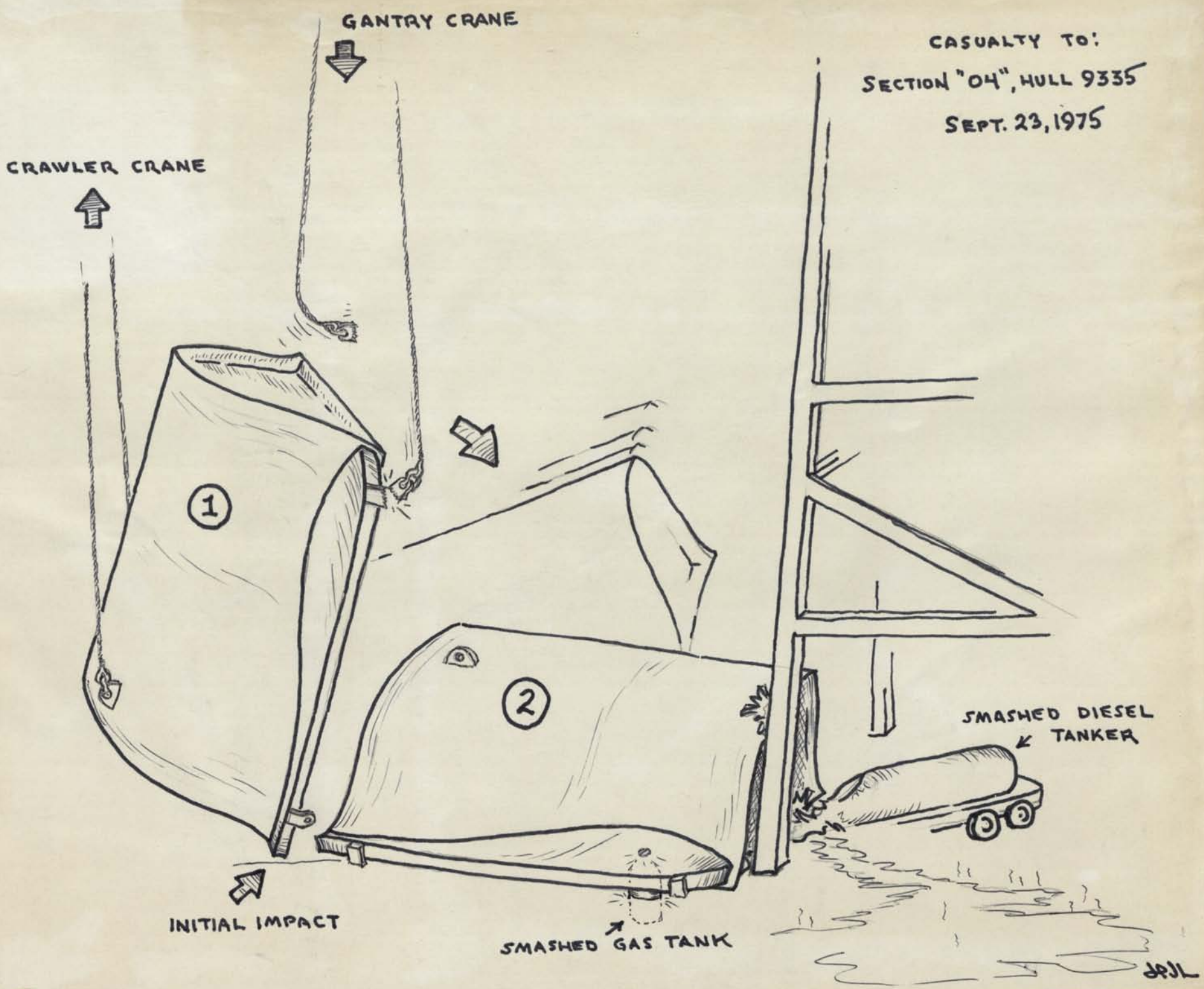
KEEL LAYING
235' Passenger Vehicle FERRY
FOR THE STATE OF ALASKA
SEPT. 30, 1975
PETERSON BUILDERS, INC.

10-56


GANTRY CRANE
CASUALTY TO:
SECTION "04", HULL 9335
SEPT. 23, 1975
CRAWLER CRANE
1
2
SMASHED DIESEL TANKER
INITIAL IMPACT
SMASHED GAS TANK
JPJL

Vern Metcalfe

Ferry Fumbles

I read something recently in the Ketchikan Daily News which indicates that they keep a box score on mishaps involving our various ferry boats. I gather, from what I read, that the Columbia is not exactly the Gem of the Ocean and the recounting of the woes of this "super" ferry reminded me of the problems encountered in the earliest days of the Alaska Marine Highway System.

If you wish to go back in 1963, you will remember that the first of our "blue canoes" was the Malaspina which made it's debut with a good deal of fanfare plus a host of exploding pistons. This came about, as it was later concluded, that there had been bad castings made. I'm sure Enterprise diesel managed to overcome but it wasn't until they nearly blew the roof off of the AEL&P power station on pipeline alley (a.k.a. Capitol Avenue) that someone finally admitted that perhaps this was true.

The Malaspina, as I remember, also starred in as much as it hit a rock in Wrangell Narrows which gouged numerous feet off of it's keel. The rock wasn't there. Well, it was but a previous summer outing by the Corps of Engineers had failed to detect it. The theory was that it was a glacial outdropping and it was the Malaspina's tough luck to discover it.

Then there was the Taku, the second of our major vessels, which encountered difficulties between here and Sitka (something called Whitestone Narrows) which caused a deep slash in the side of that ferry boat and let to some merriment in local bars when imbibers would order a "Taku on the Rocks." If memory serves correct, this same vessel starred just a few years ago by attempting to carve out a new channel to Prince Rupert and found itself not only high and dry but with an excellent view of various flora and fauna indigent to the area.

This is not to say that there should be anything unusual about all of this. For one thing, these are high-speed (18 to 21 knots) vessels and they also are on an extremely tight schedule. This makes it tough on everyone concerned and obviously must cause fatigue not only to crew members but to various bits of machinery as well.

The most recent incident involving our newest boat (now the flagship because of her size) saw the vessel unmooring the transfer bridge at Ketchikan. The last time I looked this was caued by the failure of a motor which unleashed the Columbia from it's bonds along with the tranfer bridge. It will take several months before the damage is repaired but it appears from all that I've read that Ketchikan will wind up with a better terminal than before.

Meanwhile, one of the Toonerville Trolley ferry boats that ply between Ketchikan and their Gravina Island airstrip (possibly the worst site for an airport I've ever seen) managed to completely dismantle a pleasure craft in a collision there in Tongass Narrows. The owner of the pleasure craft was reported as "shaken but not really hurt" and his puddle jumper suffered the indignity of not only being run over but having the entire cabin removed by the collision.

Largely overlooked in all of this marine hyperactivity is the fact that these vessels have nearly an unmatched record as far as the safety of the of the thousands of passengers which have traveled on them. Considering the elements, the tremendous tidal actions, the various Narrows being traversed, I for one cannot but help salute the intrepid mariners that man them.

No one ever said it was going to be easy. It hasn't been, but it has given coastal Alaska connections with highways heading for the hinterlands that simply didn't exist only a short decade and one-half ago. Which is, as I remember, exactly what Alaskans had in mind when they voted to create the system and the wherewithall necessary to finance it.

I hope, however, that they get that motor fixed on the Columbia. Like soon.

Ferry System To Lay Off Taku, Bartlett For Winter

A cost-cutting move laying up two state ferries for the winter will leave more than 100 workers without jobs and save about $1 million, according to the department of public works.

Commissioner Donald Harris said today the ferries Bartlett and Taku would be tied up for "five or six months" beginning sometime in October, after heavy tourist traffic has subsided.

The Bartlett, operating between Whittier, Valdez and Cordova, has two crews totaling 24 persons, while the Taku, serving Prince Rupert, Haines and Skagway, is run by a 91-man crew. They are two of the smaller vessels in the eight-ship fleet.

Harris said the shutdowns had been planned before Gov. Jay Hammond ordered each of his cabinet officers to find about $1 million to trim from their department's budget.

"We are trying to create a more economical ferry situation," said Harris of a system now losing roughly $2 for each $1 it takes in, or $15 million a year.

Harris said points on the Bartlett's run would continue to be served by the Tustemena twice a week, while the Malaspina and the Matanuska would take up the slack left by the Taku's departure from the panhandle.

The Taku and the Bartlett had been scheduled for 30 to 50 days of overhaul work this winter, Harris said. The layup at the Washington ferry system dock on Bainbridge Island simply will be extended.

The commissioner said tentative plans called for keeping eight engineers on board each vessel for maintenance purposes during the layup. The fleet's seniority system will determine which crew members would be laid off, he said.

Bradner Hits Ferry Tie-Up Plan

FAIRBANKS, Alaska (AP) — House Speaker Mike Bradner Tuesday criticized as an "impoundment of funds" the winter tie-ups of two state ferries in a budget-cutting step by the Hammond administration.

The savings of about $1 million was "perhaps a good thing," Bradner said, but the reductions "should not be directed at fundamental levels of service that the governor and the legislature have agreed upon."

The criticism followed general discontent voiced by legislative leaders over Gov. Jay Hammond's order to his aides to reduce state spending by as much as $17 million during this fiscal year. Some legislators contend Hammond should have used his line-item veto powers when he signed the budget bill in June.

"We would all like to accomplish savings in government," Bradner said, "but the public's involvement in that process is through their legislative representation, and arbitrary impoundment of funds essentially circumnavigates the Democratic process."

The Department of Public Works announced Tuesday that the ferries Taku and Bartlett, with crews of more than 100 persons, would be idled in Puget Sound for up to six months.

Bradner said he was "amazed" by the announcement because Hammond had requested $25.8 million for ferry operations and the legislature had approved $25.2 million.

"It would appear to me," the Democrat said, "that the governor supported a high level of ferry service and that the legislature did a thorough review and even deleted funds."

September 11, 1975

EDITOR, Daily News:

Having thought over a comment or two appearing in the Daily News concerning the recent accident at the ferry terminal, I have been left with the impression that the ferry system and especially the captains have come up wanting.

Agreed that the system has had problems. My impression is however, that the major ones have been the result of political and administrative decisions handed down by people perhaps not nearly as qualified as the crews. Cases in point, decision to sell the Wickersham, decision affecting the constructing of the Columbia, decisions when locating to least advantage, some of the ferry slips.

My family and I have been privileged to sail on all the vessels since the system was established. We have never had a bad experience. Especially in contacts with the crews over that period of time, have been a pleasure. Service, courtesy, and an air of competency has impressed us.

The skippers, I think are especially to be commended for their service to the system. While I do not know all the qualifications required to be master of a vessel, the responsibilities they assume, the amount of experience and formal study required to be licensed, the dedication, discipline and moral character necessary in the individual to be considered eligible for the examinations are qualities that very few can muster; When found in one person, that person is rightfully entitled to our respect. I think our ferry skippers are masters indeed.

I believe that people of this community are rightfully proud of the system's personnel and their committment to their jobs. I hope we will make it known to them when the opportunity comes our way.

Sincerely,
WALTER B. BOLLING

An anonymous caller—such as review our performance daily—this week suggested to one of our reporters a way to get rid of the Alder Park low income housing project. He said the ferry Columbia should be contracted to do it.

After a hearty laugh, our reporter told the man it was a good idea, but a contract may not be necessary.

With the Columbia's record, it might just happen!

HIBERNATION TIME is here for the Alaska State Ferries fleet. The Malaspina put into Pier 48 Sunday, probably until year's end, and the Taku is due this morning, for a longer winter layover. Other Alaska boats should straggle south later. They'll moor on the south side of Pier 48, leaving room at the north side for the Columbia on her weekly calls from Thursday afternoon to Friday night.

As the tourist season slacks off, the Columbia still is lifting about 350 passengers a week here. At season's peak she came close to 650 passengers a few times for delivery to Alaska tourist lures along the Inside Passage of Southeast Alaska.

Top Legislators Upset Over Ferry Budget Cut

ANCHORAGE, Alaska (AP)—Gov. Jay Hammond's decision to reduce funds for highway maintenance and the state's ferry service has been criticized by the legislative council.

Hammond said he took the action as part of a program to reduce state spending.

But the council issued a statement saying the transportation policy is "one of the most fundamental concerns of the state."

"The legislative Council disapproves of the unilateral actions of the governor in reducing the quality and quantity of services in the transportation area," a statement issued late Wednesday by the groui said.

Hammond decided to idle the state ferries Taku and Bartlett this winter in order to save an estimated $1 million.

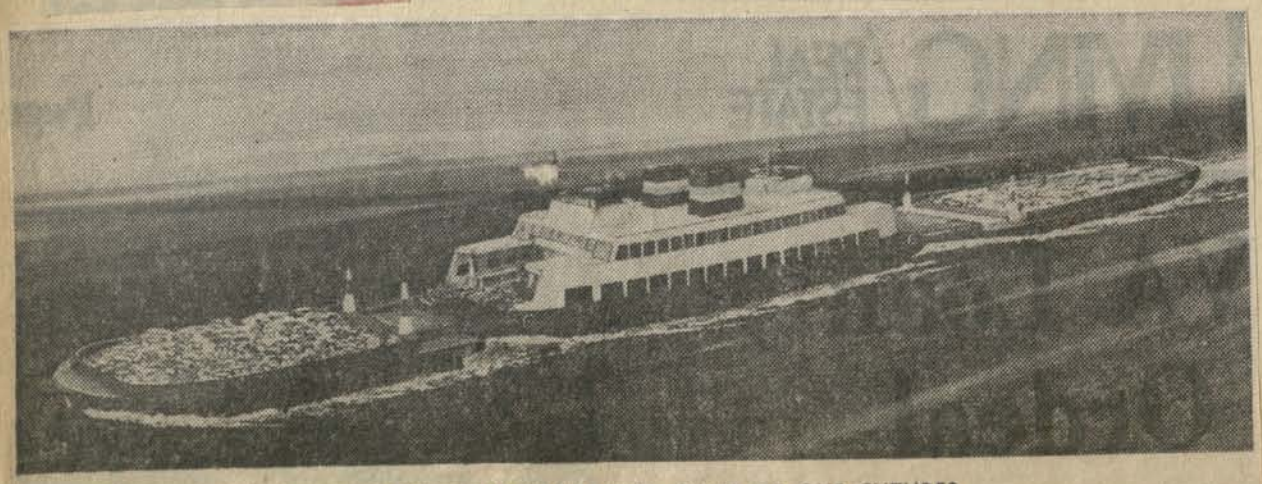
Highway maintenance was also among the programs subject to a reduction which state officials hope will cut spending by nearly $17 million this year.

The council said that sort of decision should not be made by the administration alone, but should be a joint action by the executive and legislative branches.

"In areas where savings can be achieved without detrimental effects on quality of services, it is agreed that savings be made," the council statement said. "However, when savings are achieved at the cost of significantly lowering the quality or quantity of servicesm...the decision should be made as part of the budget process allowing discussion and evaluation."

The statement was issued following the council's monthly meeting in Anchorage.

Our State Ferries, like other ferry systems or the state highway system they're part of, aren't very likely to pay their own way. The prestigious B.C. and Alaska ferry systems, for instance, are heavily subsidized. The Alaska system just gave Alaska taxpayers the bad news that they'll have a $26 million annual deficit to make up. Our Washington subsidy, thank goodness, won't approach that tab.



10-59

AUTO FERRY-BARGE LASHUP—SHIPS OF OUR FUTURE?

Ferry Tie-Up Opposed

By MIKE TODD
Managing Editor

State Rep. Jim Duncan, D-Juneau, says he is seeking the aid of panhandle communities and other Southeastern legislators in an attempt to overturn the Hammond administration's decision to shut down the state ferry Taku for the winter.

"The potentially serious consequences of the decision, which will reduce ferry arrivals in Southeast ports from five to three a week, necessitates the close cooperation at this time of all state and local elected officials, organizations and citizens of our communities," Duncan said.

He said today he was contacting by telegram elected officials of Haines, Skagway and Klukwan—along with the Juneau Chamber of Commerce—requesting their views on the decision.

The legislator also said he is asking Southeast Alaska's other eight lawmakers to seek their backing in the fight.

Duncan and Rep. Mike Miller, D-Juneau, met Wednesday with Gov. Jay Hammond, state Public Works Commissioner Don Harris and Marine Transportation Director Bill Hudson on the tie-up.

The governor told them he trusted Hudson and Harris' judgement, Duncan said, and they are standing firm on the lay-off order.

While Duncan acknowledged there is little chance the administration will reverse its decision, he said pressure from Southeastern officials had thwarted a similar tie-up attempt during the Egan administration.

The decision to tie up the Taku and the Cordova route ferry Bartlett, a result of Hammond's order that all departments shave their budgets, has drawn protests from several state legislative leaders who charge the governor is impounding funds.

Hammond vetoed a measure July 1 which would have given the legislature expanded authority to review administrative spending changes.

The ferry system cutback will force the lay-off of about 100 workers.

Impoundment Of Funds

Hammond Scoffs At Charge

Gov. Jay Hammond smiles faintly at charges that his administration is impounding money appropriated by the legislature.

same service levels without expending the amounts of money appropriated," he argues, "it would be irresponsible to do otherwise."

The dispute has its seeds in Hammond's veto on July 1 of a clause in the state budget that would have given the legislature expanded authority to review administrative spending changes. The governor said this treaded too heavily on executive powers.

Rumbles from legislators were heard again when Hammond announced a month ago he was trying to cut about 3 per cent from the state budget for this fiscal year. The grumbling grew when the first of those cuts were made last week, a decision tieing up two state ferries for the winter.

"Frankly," Hammond says of the ferry cutbacks, "the only thing that seems to be the major question is why it wasn't done years ago."

Although he sympathizes with the economy move, House Speaker Mike Bradner has said the level of ferry service in the state "is a matter of fundamental public policy" which should not be subjected to an "arbitrary impoundment of funds."

Senate Majority Leader Jay Kerttula accused Hammond last week of deliberately trying to isolate Cordova by idling the ferry Bartlett.

Of the impoundment charge, Hammond said in an interview Monday that he was "very sensitive to that consideration." All budget-cutting proposals were being reviewed by the Department of Law, he said, "to make absolutely certain we're not invading that province of impoundment."

Of Kerttula's accusation, Hammond said it was "not well-founded."

Donald Harris, commissioner of public works, said the ferry Tustumena would work overtime to provide twice weekly service to Cordova, Valdez and Whittier, in addition to its Kodiak runs. Last year, Harris noted, Cordova was served only once a week when the Bartlett was sidelined for two months for routine maintenance.

Southeast Alaska, on the other hand, will lose one round trip a week because the ferry Taku is to be tied up on Friday. The Bartlett will be idled beginning Oct. 8.

The administration expects to save $1.5 million by shutting down one-fourth of the ferry fleet for six months. When layup costs and overtime charges are deducted, the net savings amounts to $1 million, Harris said.

"Austerity programs are something we have seen come and go in the ferry system," the business agent for the Inland Boatmen's Union said Tuesday.

Greg O'Claray has been meeting with ferry officials this week to review details of the cutbacks that will affect about 100 workers, 80 of them in his union. He estimated that an least 50 employes would be absorbed into other jobs held by those on vacations or leaves.

O'Claray is among those who are skeptical whether any savings will result from reducing ferry service in southeast Alaska.

"When the final balance sheets are in," he said, "we predict ... it's going to end up costing the state a lot more money than the so-called savings" because of start-up costs following the long layups.

Marine union leaders, embroiled in contract talks with the ferry system and a firstever strike this summer, have viewed with alarm repeated attempts to reduce the system's $15 million annual deficit through spending cuts.

Most recently, the Division of Marine Transportation announced it was installing a $200,000 cafeteria aboard the Malaspina as a step toward reducing a $3 million loss throughout the system for food and liquor service.

The cafeteria, replacing much of the traditional dining area, will mean the loss of eight jobs which officials say now cost $240,000 a year.

Boatmen Ratify Contract

A union representing the largest block of state ferry workers signed its contract today, while another halted talks and asked the Alaska Labor Relations Agency to appoint a mediator.

The Inland Boatmen's Union ratified a two-year contract giving their 450 members an annual raise of 80 cents an hour. They now make an average of about $8 an hour.

William Hudson, director Marine Trasportation, said the Marine Engineers Beneficial Association had rejected the latest offer from the administration on Friday and the requested mediation.

Negotiations affecting about 100 marine engineers have been underway since June. Details of the disagreement were not disclosed.

Meanwhile, the Masters, Mates and Pilots, whose 65 members struck briefly during August, were to finish balloting Friday on a contract offer. The pact, hammered out with the help of a federal mediator, was turned over to the membership a month ago when the union agreed to honor a court order against another strike, unless mediation failed.

The union, which includes the top officers of the system, tied up the ferry Columbia in Seattle for 20 hours in late August to protest the progress of negotiations. It was the first strike in the history of the ferry system.

State officials have said none of the negotiated raises can be paid until the 1976 legislature appropriates the funds. No money for the increase was included in this year's budget.

Rocks

SITKA, Alaska (AP) — A report given to the Coast Guard by the captain of the Alaska ferry "Columbia" of uncharted rocks in Peril Straits has been tentatively confirmed in a survey conducted by the U.S. Army Corps of Engineers.

Columbia Capt. Herbert E. Story, Jr., told the Coast Guard the hidden rocks near West Francis Rock in the straits west of Sitka posed a hazard to shipping. The Columbia suffered structural damage when it was gouged by a rock in the straits late last year.

The Army Corps of Engineers, assisted by the Coast Guard and the Federal Aviation Administration, said obstructions were noted at depths of 19 feet. A 1972 survey of the area by the corps previously had indicated the water was at least 23.6 feet in depth in that area.

Although the new soundings have not been confirmed by a diver, the Coast Guard has moved a lighted bouy into the area to mark the hazardous rocky area.

The Sitka-based Coast Guard cutter "Clover" and the FAA boat "Fedair" assisted the corps in the survey.

PETERSON BUILDERS, MENS
(Three Man Teams)
Results Nov. 20

High ind. series: Rick Yedica 667, Ralph LeCloux 495, Herb Lockert and Deane Brabender 493.

High ind. singles: Rick Yedica 246, 213, 208.

High team series: Team 2 1666.

High team single: Team 4 603.

Ferry Service

Dear Editor:

The following was sent to Gov. Jay Hammond.

I am writing to express my strong opposition to the State's decision to cut back on winter service by the State ferries. It is especially ironic that the State should cut its service to Southeast Alaska when Alaska Airlines has just announced that it is upgrading its winter service to the same area.

The State ferry system is called the Alaska Marine Highway because it is the only highway link to most of Southeast Alaska. As such it should be treated as a highway system when it comes to budget cuts. I have not noticed any plan to put toll booths on the Anchorage-Fairbanks highway to make it self supporting, nor have I seen a proposal to plow the Richardson Highway only after every second snow storm to save on maintenance costs. Southeast Alaska and the areas of Southcentral Alaska dependent on ferry service should not be singled out for discriminatory cuts. The ferry system should not be expected to turn a profit for the State any more than the Department of Highways. (Indeed the two systems should be administered together in a single Department of Transportation—a change you once proposed yourself.)

In recent court proceedings over the ferry strike State officials went into court and swore that the strike would cause irreparable harm to the State. Now your administration is proposing to cut the same service by executive decision. I urge you to reconsider.

Very truly yours,
William B. Rozell
Juneau

P.S. Let me also express my opposition to closing the City terminal and diverting all Juneau traffic to Auke Bay. Center city transportation facilities are essential to any urban area and a revitalized Juneau waterfront should include the Alaska Marine Highway.

10-60

Ferry Pact Final

By a vote of 2-to-1, the Master, Mates and Pilots Union has voted to accept the state's contract offer which includes an incentive bonus for attaining the rank of pilot.

Although no official vote total was available Monday, union spokesman Capt. Myron Brixner said in Juneau the votes cast by the 60-member union overwhelmingly favored acceptance of the new three-year agreement.

The contract will be retroactive to July 1, and will provide for a 40-cents-per-hour increase in wages as well as a $1 per hour increase as an inducement for masters and mates to seek pilots' licenses for southeast Alaska.

The union struck the state ferry system for one week late last August and delayed sailing of the MV Columbia until the state went to court for a temporary restraining order to get the men back on the job.

The union workers remained at their posts after expiration of the court order after negotiators returned to the bargaining table.

The new wage and incentive increase comes on the heels of a 55 per cent cost-of-living boost approved for the union this year.

The annual cost of the total pay boost package is estimated by the state at $346,500 through June 1978.

However, since the Hammond administration has not received funding approval from the legislature, the pay raise will not be enforced until the lawmakers appropriate funds for it in the budget.

Brixner said that will not affect the acceptance of the contract.

Meanwhile, the tri-trades union has filed a lawsuit in Anchorage Superior Court seeking the recently negotiated, retroactive pay raise for its members which it says the state has not paid them.

The administration said it cannot make the payments because the raises have not been provided for by the legislature.

So far the state has not filed an answer to the tri-trades lawsuit.

Ferry Columbia Down With Exhaust Problems

By MIKE TODD
Managing Editor

The state ferry Columbia was limping toward Seattle today after main engine exhaust manifolds broke down, allowing exhaust gasses to leak into the vessel's engine room.

Marine Transportation Division Director Bill Hudson said the ferry system flagship will be held up in Seattle for a week while temporary repairs are made. The Columbia is to arrive in Seattle Thursday afternoon.

The ferry Malaspina, just beginning its winter maintenance drydock period, will be pressed into service to take the Columbia's scheduled run between Seattle and Haines next week, Hudson said.

Hudson said expansion joints in the main mainfold system were "poorly designed from the beginning," and have been causing trouble since mid-summer.

He said the Enterprise Corp., designer of the engine system, has developed a special adapter to temporarily repair the exhaust manifold system. Permanent modification "to preclude this from happening again" will be done during January and February when the Columbia goes into drydock for its annual winter maintenance, Hudson said.

The modifications will be done at no cost to the state, he said.

Controls in the variable pitch propeller system are also causing problems, Hudson said, and technicians will "do some troubleshooting" on that gear while the vessel is laid up next week.

Hudson said he decided to lay up the Columbia Tuesday after the exhaust problem was reported to be getting worse and crewmen were no longer able to patch the manifolds on the run.

He said the leaks caused no real danger to the engine room crews, although "perhaps they may have been subjected to more exhaust fumes than you or I would want them to."

Engineers spend most of their time in air conditioned compartments away from the engines, he said, only rarely entering the area where exhaust fumes are leaking badly.

Ferries

The director of the Division of Marine Transportation has refuted a charge by the Cordova Chamber of Commerce that that Prince William Sound town is being shortchanged by the Hammond administration's decision to cut back on winter ferry service.

Director William R. Hudson denied the charge by chamber President Doug Bechtel and said the chamber's feeling does not represent the "general rank and file in Cordova."

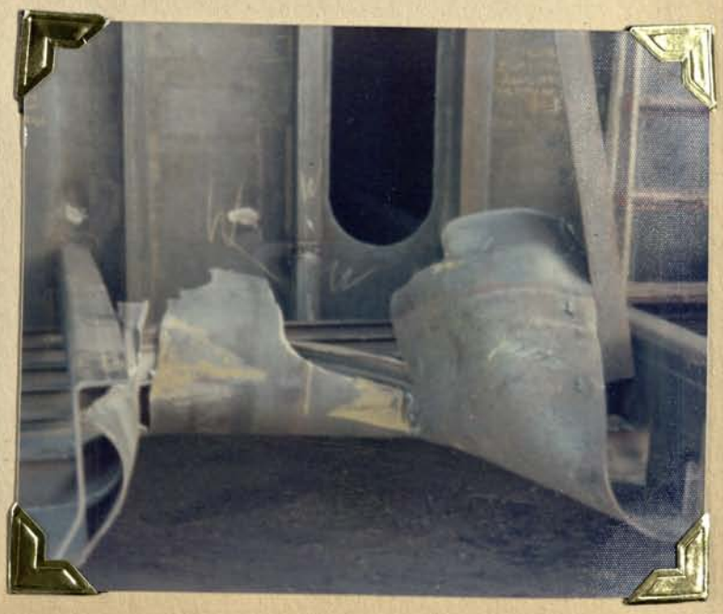
Hudson said Cordova Mayor James Poor and school officials support the revised ferry schedule.

Last month Gov. Jay Hammond announced that the ferries Bartlett and Taku would spend the winter in Washington state waters in an effort to save Alaska close to $1 million for the six months they are not in use. Rearrangement of scheduling into Cordova alone is expected to recoup $500,000 this fiscal year.

Bechtel said last week Cordova is being punished by the state for "taking positions in opposition to those of the administration."

Although he did not specify which issues Cordova differed on from the state, the town's chamber and city administration has advocated immediate outer continental shelf oil development off Cordova, as well as the completion of the Copper River Highway.

10-61



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10-64

Alaska ferry decision delayed until March

By LEE HARO
Herald Staff Reporter

If the Alaska Ferry Sysem does choose to move its southern terminus to Bellingham, that move Would come yet another year later than hoped by local officials, Bellingham Port Manager Tom Glenn said Tuesday.

Glenn said he was told by ferry officials who he met with here Monday and Tuesday that the ferry probably could not relocate until 1978, and not 1977 as hoped by local officials.

He said ferry officials have been delayed in considering the move due to labor desputes and that it now seems unlikely the ferry system will relocate the southern terminus of its $30 million a year operation until its present lease with Seattle expires in May of 1978.

Speaking before the Bellingham Propeller Club, Glenn confirmed his confidence that ferry officials are sincere in their inquiry to Bellingham but admitted disappointment that those officials haven't studied the matter as thoroughly as have local officials.

"They didn't have the depth of feeling for this we did," Glenn said. "They simply weren't prepared to consider and even discuss the kinds of questions we had come to."

A decision, one way or the other, however, will come by March of next year, Glenn said he was told by ferry officials.

Glenn had earlier hoped a decision would come this fall, but he noted that prolonged labor negotiations have taken up much of the ferry officials' time and delayed consideration of the move.

Port officials, on the other hand, "will be ready to put a draft lease agreement in their hands within 30 days," Glenn said.

Glenn said he remains confident of the fiscal advantages to the Alaska ferry by moving its terminus to Bellingham from Seattle where "they're paying a high rent and getting a poor facility."

Glenn has estimated the ferry system can save up to $300,000 a year per vessal by trimming the five hours of travel time between Bellingham and Seattle.

Another $50,000 a year can be saved in refueling vessels here, he added, since in Seattle the ferries must be moved to be refueled while Standard Oil has agreed to build a fueling facility at the proposed Bellingham North Terminal ferry site at the foot of Cornwall Avenue next to the Georgia-Pacific pulp mill.

Glenn has estimated that the ferry, if located here, would generate "upwards of 2,000 jobs," and "catapult us as a major recreation spot."

He recalled that Bellingham has studied the matter since the mid-1960's when Seattle won a spirited campaign for the ferry terminus. He said this time Bellingham has a better chance.

"I think there's a different situation there (in Alaska) today than in 1967 when they moved to Seattle," Glenn said.

He said Alaska's present governor, Jay Hammond, "was elected without Seattle influence," and has set out to trim fat wherever he can from the state budget.

"One of the first places they looked was the state ferry system," Glenn said, explaining that the system loses $15.5 million a year, although the route to Puget Sound makes money.

"Now they want to exploit that run to Puget Sound," Glenn said. "It's made them money and they want to to make more."

However, Glenn said, the ferry officials at this time simply haven't looked as closely at the facts and figures which prove more money can be made in Bellingham as have local port officials.

Though disappointed after working hard to be ready this fall to sign a lease, Glenn was philosophical about the delay. "It will give us more time to plan for this thing," he said.

But he added, "We're not going to go out and stand on our heads again."

10-65

Two Ferries Will Winter In Alaska

By SUSAN GILMORE
Empire Staff Reporter

In what he termed a "gamble" and "a first for Alaska" the director of the state ferry system says two ferries will be assigned to Ketchikan for this year's annual winter maintenance lay-up.

Marine Transportation Director Bill Hudson said the LeConte and the Chilkat will be tended by an Alaskan crew in an Alaskan port in an experimental move by the ferry system.

Ferries are usually tied up in Seattle for winter maintenance.

He said Ketchikan requested the ferries and offered free docking space which, following investigation, proved to be adequate for the minor winter repairs the two ferries will need.

Hudson said representatives from Juneau also approached him hoping to have the ferries berthed here, but this request was found to be unfeasible—at least for this year.

"Sen. Bill Ray approached me about a month ago asking that I investigate the feasibility of leaving (the LeConte) in Juneau," Hudson said. "But the problem is dock space, shore power and the safety of the vessel."

Although the city may be willing to offer the state the use of the Alaska Steamship dock, Hudson said this facility would be inadequate for winter maintenance work.

Of primary concern is the lack of shore power at the dock—a separate source of electricity which can be cabled in to replace the ship's generators when the engines are broken down for repair. "We need shore power because we have to tear the ship down and take out the engine," Hudson said, "and we'll need another power source for heating, ventilation, etc." He said the installation of such a power source would cost about $50,000.

Hudson said he would also be concerned about the safety of the ship if it was moored at the Alaska Steamship Dock, particularly during blustery Taku winds.

"With these winds we could end up with the loss of a vessel," Hudson said, "and that's not a gamble I'm willing to take."

Hudson did say, though, that long-term plans call for the construction of a second ferry terminal at Auke Bay equipped with shore power adequate for winter maintenance work.

The decision to dock the ferries in Ketchikan apparently pre-empts a resolution pending before the Juneau City-Borough Assembly which offers free use of the Alaska Steamship Dock for this winter's maintenance.

The resolution was drafted in late August by the city-borough port commission, eyeing both the economic benefit to Juneau and the convenience for the crew, most of whom live in the capital city.

"We felt that since the crew of the LeConte principally lives in Juneau, rather than lay it up in Ketchikan or Seattle it would be a decent gesture by the city to offer (the steamship dock) free of charge," said commission chairman Tom Bergstrom.

"Juneau would like to do the maintenance work and is capable of doing it," Bergstrom said, "and the dock is empty in the winter so there is no reason it can't be used for winter tie-up."

The decision to award the maintenance contract to Ketchikan apparently was made before Juneau's overtures to the state ferry office.

"Ketchikan has an equipped dock and has offered free space on a trial basis," Hudson said. "This has never been done before in Alaska—but we favor doing work we can in state."

Tentative plans call for the ferries to dry dock in Seattle for about three weeks and then return to Ketchikan for the maintenance work.

Hudson said the ferries must go to Seattle to be pulled out of the water for underwater inspection and hull painting—work Alaskan facilities are not equipped to perform. The ferries, though, will then be turned over to their crew and local Ketchikan contractors for work including engine overhauling and interior painting—probably a two-month job.

"Actually we're taking a gamble on this," Hudson said. "There are no special funds appropriated for this experiment and no funds to cover mistakes Marine Transportation might make (in letting Ketchikan do the work). These two ferries are the smallest and require the least maintenance so it is the least gamble," he said.

Malaspina Takes Over

The Alaska state ferry Malaspina was to arrive in Juneau today, pinch-hitting for her ailing sister ship Columbia which remains on the sick list in Seattle.

The Columbia was idled a week ago because of exhaust problems that caused fumes to leak into the engine room.

Director of Marine Transportation William Hudson said that problem had partially been remedied when the 418-foot vessel threw one of its two engine turbos out of balance and developed problems during a test run Friday.

State ferry officials, though, are optimistic the Columbia will resume her weekly Seattle run Friday.

Meanwhile the replacement vessel Malaspina developed problems of her own last week and was nearly two hours late in leaving Seattle Friday.

The Malaspina developed generator problems en route to Seattle, but chief engineer Hugh McDonald said repairs amounted to no more than routine maintenance.

William Bendixen of Juneau's ferry office said the Malaspina's problems were "minor—just like fixing a flat tire." He also said the reason for the departure delay from Seattle was that the 406-foot vessel had a full load and poor weather slowed its voyage to Seattle.

Bendixen said the recent ferry woes will not alter the department's plans to sideline the Taku and Bartlett this winter, planned as an economy measure to save the state an estimated $1 million.

State Cuts $8 Million

By CLARK MILLER
Empire Staff Reporter

The goal was $17 million, but Gov. Jay Hammond announced today planned reductions of state spending totalling $8 million this fiscal year.

"This $8 million reduction is straight-forward evidence of this administration's commitment to greater fiscal responsibility in government with no significant impairment of governmental services," Hammond said in a prepared statement.

One of the budget cuts which has already brought charges of just that is the state ferry service's decision to lay up the ferries Taku and Bartlett for the winter. The lay-up and consequent reduction in ferry runs brought angry reactions from the Juneau legislative delegation and equally angry public hearings in Cordova, base of the Bartlett.

Last month Hammond ordered that his office and the 15 commissioners examine their respective budgets for fiscal 1976 to find means of reducing costs up to 8 per cent without reducing services.

Hammond said each of the reductions was reviewed by the Department of Law to make sure there were no legal problems "and that none of the reductions interfered with legislative intent."

Commissioners who later decide their programs are being impaired by the reductions can appeal to the Budget Review Committee for reevaluation of the restriction.

The Department of Military Affairs made the largest percentage cut, 7 percent. The Department of Public Safety cut $1.2 million from its $20.6 million budget for a 6 per cent reduction.

10-66

KEEL LAYING
235' Passenger Vehicle FERRY
FOR THE STATE OF ALASKA
SEPT. 30, 1975
PETERSON BUILDERS, INC.

10-67

10-68

10-69

Junket

Next time Gov. Jay Hammond holds a press conference, we suggest he hold it in Glacier Bay. Or maybe in a charter plane circling above the Juneau Icefields. After all, that sort of thing seems to be state policy these days.

At least that's what one could think if the recent boondoggle staged by the Revenue Department's Division of Audit is any indication. Twelve supervisors in that division took a ride on the Matanuska from Juneau to Prince Rupert and back, courtesy of Alaska taxpayers.

Of course it wasn't a simple pleasure trip. The purpose of the excursion was to give them two days of uninterrupted management training and division conference. To discuss long range goals, decision-making guidelines, effective implementation of procedural platitudes and other assorted bunk.

The conference may or may not have been worthwhile. That's not our point.

Our point is that the division apparently is so wealthy it can afford to take nine Juneau employes, two from Anchorage and one from Seattle, all the way to Prince Rupert when a perfectly good conference room was no doubt available right in the state office building. Twelve people received per diem for that trip; nine of them wouldn't have if the meeting had been held in Juneau. The division paid for 12 ferry tickets—$34 each way per person—when the employes could have walked down the hall to a conference room.

All this happened, mind you, in a time when the state of Alaska is nearly broke. Just last week the governor proudly announced that $8 million is being pared from state spending this year. Residents of Cordova and all Southeast Alaska will feel some of that paring in a month or so when the ferries Taku and Bartlett are laid up for the winter.

What has the governor to do with junketing by the Division of Audit? Besides the moral and administrative leadership his office is supposed to provide, there's something quite concrete.

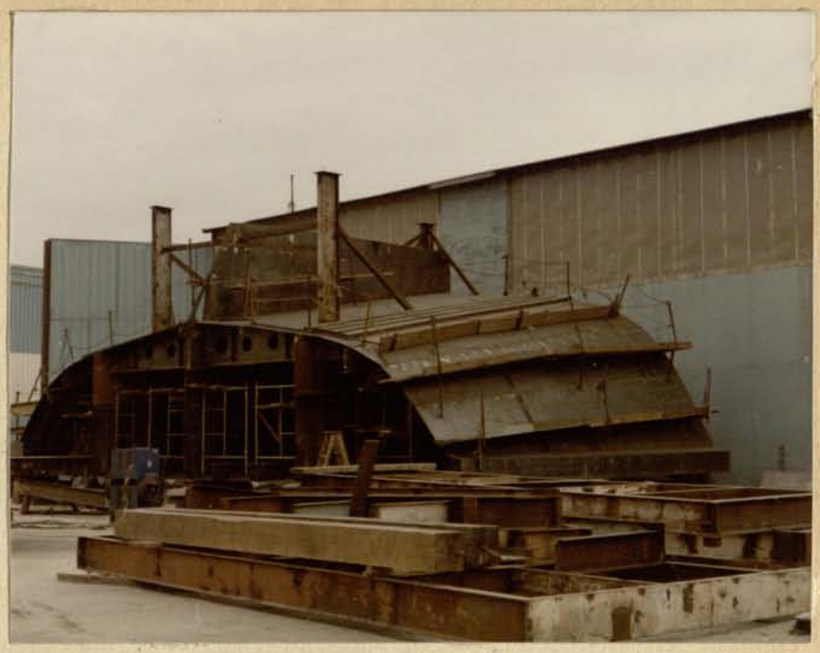
State operational rule III-240 stipulates that no state expenses will be allowed for travel outside the state unless approved by the governor, prior to the trip.

Apparently this trip was not considered out of state travel. An aide to Hammond said this morning no authorization came to the governor's office for approval, and consequently Hammond did not directly approve the junket.

Either way, it was done with what must amount to at least indirect approval by the Hammond administration.

So this winter when you can't get from here to there because the Taku is laid up and its crew laid off, remember that our good governor apparently isn't so tight-fisted about ferry travel for everyone.

This editorial is brought to you by the administration that sends bureaucrats on free cruises so they can talk about how to do the state's business more efficiently.



10-70

Taxpayers Foot Bill For Meeting On Ferry

By MIKE TODD
Managing Editor

A dozen supervisors in the Revenue Department's Division of Audit returned to Juneau this morning from a three-day ferry ride at taxpayers' expense.

The staffers, all but three of them from Juneau, were attending a management conference under direction of Gary Jenkins, director of the division.

Although conference rooms abound in the state office building, the state picked up the tab for the ferry fare to Prince Rupert and back plus $90 per worker in per diem payments for the conference.

Jenkins said it was worth it to get the staffers away from office distractions for the meeting.

"This was a rather large group of new supervisory staff members," he said, "and it was really important to get these employes of the department together in a setting completely outside the office..."

Jenkins said this week's trip was the first such conference for his division, although he said other divisions and departments have conducted them before.

He said taking workers out of the office situation for meetings is standard practice in private industry and government.

He said the trip aboard the ferry Matanuska was approved in advance by Revenue Commissioner Sterling Gallagher.

Two of the 12 workers on the trip are from the department's Anchorage office and one is from the Seattle office. The other nine are based in Juneau.

Although the state picked up the ferry tickets—$34 each way per person—employes paid for their own meals, staterooms and expenses for the overnight stay in Price Rupert. Per diem is to cover these costs.

"There was no direct cost to the state (for the ferry fare) since it's just an interfund transfer from one division to another," Jenkins said.

The group left Juneau Sunday night.

Although Jenkins said the trip was "a common type deal," a higher state official disagreed.

Richard W. Freer, deputy commissioner of administration, told the Empire holding a conference somewhere other than in an available state meeting room is "certainly the exception to the rule."

Employes from outside a central location are often brought together for meetings, he said, but "I don't think it is common at all" to take a group of workers on a trip for a conference.

"This is the first time I've ever heard of one being held on a ferry," he said.

He agreed, however, that the ferry transportation was of no direct expense to the state.

VISITORS ASSOCIATION—The Alaska Visitors Association celebrates its 25th year with its annual convention this week in Juneau. Above with the emblem chosen to commemorate the silver anniversary are members of the host committee which coordinated the Juneau meeting. From left are (top row) Edna Williams, Laura Barton, Ned Carroll, John Stevens, Martha Edwards, Bruce Moore, (bottom row) Ginger Johnson, Jan Gunderson, Mary Baker and Kathy Orme. Frank Hildebrand, member of the Texas Travel Counselors' advisory board and chairman of the Discover America Travel Organizations, Inc., was keynote speaker at today's session in the Baranof Hotel. The convention runs through Sunday.

Ferries

Dear Editor:

All of a sudden some of our legislators are concerned about us, the people. Why were they not concerned about us when the "Pot" bill was passed? Is that not more harmful than a couple of ferries being laid up for awhile? But, then I suspect that this whole trash is being made not out of concern for us, for there are other ferries running to supply us with goods etc. But, that some of our senators obliged to certain unions to do all this protesting. Its not the 1st time some of our politicians were elected with union backing and monies. After all, it is the unions who run our country and they are doing a very good job at running it into the ground. Stop blaming the commies and take a good hard look at the Unions. If you listened to K.J.N.O. on October 10th on Spectrum (John K. Jessup, you'll understand what I mean.

Sincerely yours,
A Marine Highway Employe

Columbia

Dear Editor:

With due respect to our former Governor Egan's wishes to name our ferrys after Alaska Glaciers and recognizing that our flag ship was the largest one built under his administration, I feel that our flag ship was misnamed. I submit that our present governor should consider renaming it.

There are a couple of Southeast Glaciers that would be much more appropriate for names. I suggest changing the name of the Columbia to either SUM-DUM or LEMON.

Sincerely,
Pat Taylor
Juneau

Dear Editor:

The October 30 editorial in the Empire complains that "Frequent Ferry Shuttle from Auke Bay to Haines" is "not good enough" for Juneau. If it is the paper's opinion that the Juneau area deserves the traffic deaths, the loss of salmon streams, the noise and air polution, the reduced goat and eagle populations and the dragstrip that will result from road construction along Lynn Canal, then it is the S.E. Empire which is not good enough for Juneau.

You have failed to support the most pleasurable, safe and creative highway in the world—The Alaska Marine Highway. There is no public transportation system that moves so much with such little affect on our fragile planet. Let's keep Alaska different.

Ron Hawk

1 10 10-71

Transportation

Juneau's corner must be lacking a little muscle in the fight for improved transportation facilities. Witness the old one-two-three the Departments of Highways and Public Works have hit us with recently:

First was the Highway Department's announcement not long ago that the ancient Juneau-Douglas bridge won't be resurfaced. Although this was coupled with pie in the sky news about funds for planning a new bridge, we're still left with the sour note that the present washboard surface will be with us until who knows when.

Second came the Marine Transportation Division's news that the Taku will be tied up this winter. Apparently we're supposed to believe there's so little waste in the Public Works Department that cutting back ferry service is the only way to comply with gubernatorial directives to trim the budget. As long as we're on the subject of ferry service, there is also the pleasant news that the division plans to do away with the downtown ferry terminal.

For the finale, we have the Highway Department's latest proposals for the transportation system from Juneau to Haines and Skagway—and the outside world via the Alaska Highway. The department presented a fine list of alternatives and counter-alternatives, all in the best tradition of governmentese.

Painfully obvious in that bureaucratic can of worms is the sad fact that an actual road connection is pretty low on the list of possibilities—like last. It's apparently not just the all-land route that is getting little serious consideration, but also the route which calls for a ferry shuttle across Lynn Canal from Echo Cove to a road on the west side of the canal connecting to Haines. We expect the best Juneau can hope for under present circumstances is a relatively frequent ferry shuttle from Auke Bay to Haines. And that's not good enough.

At the risk of seeming paranoid, we think Juneau is getting some pretty shabby treatment from the Hammond administration's Highway Department and Marine Transportation Division.

Juneau is a dynamic, growing community. We deserve better than an ill-maintained bridge, a non-existent road and sometime ferry service.

Port drawing up plans for Alaska Ferry dock

Port of Bellingham commissioners have decided to go ahead with plans for an Alaska Ferry System terminal here, despite ferry representatives' postponement of a decision to come to Bellingham.

The port commission decided Friday to begin work on layout of a terminal site plan, an artist's conception, lease terms and transportation technicalities.

"I think we should help them," Commissioner T.B. "Tut" Asmundson said. "They're not going to get out (of Seattle) by themselves."

During a visit to Bellingham last week, Bill Hudson, director of Alaska's Marine Highway System, impressed community members with his interest in moving the ferry's southern terminal from Seattle to Bellingham.

He disappointed some persons slightly, however, by demonstrating that ferry system spokesmen have not come as far with specific development plans as promoters here had thought.

"Their engineers have put no time or study into the effects on them of coming here," port manager Tom Glenn reported. "They've been so engulfed in labor negotiations up there, they haven't had the time."

A dozen community members who acted as a welcoming committee when Hudson visited have concluded that Hudson's interest in Bellingham is real, not a bguff to create better conditions at their current terminal in Seattle, Glenn said.

In a Thursday meeting, the citizen group agreed to proceed with development of terminal plans to present to ferry officials for comment.

The port commission seconded that idea Friday, directing the port staff to begin work.

Glenn and Roy Gillespie, executive director of Whatcom County Development Council, will also further the plans by going to Ketchikan Nov. 21 and 22 to discuss a Bellingham terminal with the Southeastern Conference, an annual meeting of government and business representatives from southeastern Alaska cities.

No decision on moving the terminal is expected from ferry officials until March.

Municipal Delegates Discuss Ferries, Docks

"We can save you money by shortening vessel running time and in-port turn-around time" was the thrust of a proposal given recently to delegates at the 19th Annual Southeastern Conference in Ketchikan by spokesmen for the Port of Bellingham, Washington.

Thomas Glenn and Roy Gillespie said that since Bellingham is 62 nautical miles closer to Alaska than is Seattle, and Alaska state ferries could save from six to seven hours per voyage by using the Bellingham dock facilities.

Some 75 persons, representing the cities and chambers of commerce of Southeastern communities plus various departments of state government and industries, attended the meeting.

Among the speakers at this year's meeting were Eldon Opheim, Jack Dillon and Merle Adlum who spoke in favor of retaining the Port of Seattle as the ferry terminal; Bob Tracy and Bill Baxandall reported on the problems facing the U.S. Forest Service and the agency's accomplishments in processing timber sales.

Commissioner of Public Works Don Harris reported that repairs to the Ketchikan ferry terminal should be completed in early December.

Ferry Work In Ketchikan

KETCHIKAN, Alaska (AP) — For the first time, winter maintenance to portions of the state ferry fleet will be handled in Alaska under a pilot project launched by the Division of Marine Transportation.

Officials said repairs to the ferries Le Conte and Chilkat at dockside in Ketchikan would be limited to interior painting and minor alternations this year. More extensive repairs will be done in Seattle as usual.

Johnson

SITKA, Alaska (AP)—An apparent heart attack killed a veteran officer aboard the state ferry Columbia as it approached Sitka on a southbound run.

Harold Johnson, the third senior officer in the system, was pronounced dead after the vessel docked. A relief pilot iatter joined the ship in Ketchikan, Johnson's home.

A pilot aboard the Columbia, Johnson, 52, worked his way up from Seaman to become master of the Matanuska in 1967. He joined the ferry system in 1963, shortly after it was started.

10-72

New Road Not Likely

By SUSAN GILMORE
Empire Staff Reporter

Juneauites turned out in force, but few had anything to say last night when the Alaska Department of Highways put to the people alternatives for improving transportation from Juneau to Haines and Skagway.

Although testimony was scanty at the public hearing, conducted before a packed house in the City-Borough Assembly chambers, few persons opted to resurrect plans for a highway to Haines over expansion of the ferry system.

The highway department scheduled last night's hearing to gather public testimony on four alternatives for improvements to the Lynn Canal transportation corridor. Additional hearings are scheduled tonight in Haines and Thursday in Skagway.

The alternatives include: no improvement in the current service; supplementing the current service with additional ferries either using existing ferry terminals or through construction of a new terminal at Echo Cove; construction of a road along the west side of Lynn Canal south from Haines with a shuttle ferry crossing the canal to a terminal on the west side either at St. James Bay, William Henry Bay or Sullivan River; or construction of a road along the east side of the Lynn Canal by extending the Glacier Highway north from Berner's Bay. In this final alternative the road could terminate at the Katzehin River with shuttle ferry service to Skagway and Haines, it could terminate at Skagway with ferry service between the Katzehin River and Haines, or it could be extended to Haines from Skagway with no shuttle ferry needed.

Barely a dozen persons testified last night and those favoring construction of a road north to Haines clearly appeared to be in the minority.

The alternative most frequently elected, was expansion of the present marine highway system using the existing ferry terminals.

Ferry system advocates cited environmental damage and possible avalanche hazard if a road were constructed to Haines.

However, in urging construction of a road to Haines, Juneauite Bert Finley said a road would be vital is assisting Juneau in economic diversification. "We can't have environmental protection for the sake of environmental protection if it hurts the economy of an area," Finley said.

The Juneau City-Borough Assembly advised the highway department in a written statement that it was not prepared to recommend an alternate until it meets with the ferry system to discuss plans for ferry service to and from the capital city.

The city-borough planning department has recommended the alternative featuring improved ferry service without construction of a new terminal.

The planning staff concluded, "it would appear that alternative is less expensive to implement, causes substantially less environmental impact, and is probaly more realistically attainable during the next 15 to 20 years."

Although the highway department says it will consider all alternatives, indications are the road routes are least viable.

Although a road connection to the Alaskan Interior has been under consideration since completion of the Alaska Highway during World War II, a route and funds to carve a roadway out of the wilderness have never been firmly tied down.

Ferry service between Haines and Junea has been provided since 1949, but serious planning for a roadway was initiated about 1960 and culminated in a decision to construct a highway from Haines south along the west side of Lynn Canal with a ferry crossing to the Glacier Highway north of Juneau.

Survey and design work was done on various sections of the road from 1966 through 1970 and a draft environmental impact statement was prepared in 1972 to meet federal requirements.

In a booklet prepared for the public hearings the highway department states, "partly as a result of the generous response to the draft EIS and also in recognition of the fact that transportation capabilites and requirements have significantly changed since planning was initiated 15 years ago, the department, in conjunction with other state agencies is in the process of re-examining the merits of the various alternatives available..."

Environmental studies of the proposed routes concluded that numerous eagle nests would be disturbed by road construction, with as many as 40 eagle nesting sites affected if a road were build between Berner's Bay and the Katzehin River.

Studies also concluded six catalogued anadromous streams would be crossed by a road around Berner's Bay and the Katzehin River.

Cordova may file suit in ferry issue

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Legal action may be taken if the state ferry Bartlett is not returned to the Cordova run for the winter, the Cordova Chamber of Commerce told the Division of Marine Transportation.

In a letter to division director William R. Hudson, chamber president Doug Bechtel said the revised schedule designed to save about $1 million in operating expenses this year was "totally unacceptable."

HE SAID the chamber believed the city was being "punished" for "taking positions in opposition to those of the administration." He said the city had been "forced to accept the dregs and leftovers of the ferry schedule for too long" and that it was "not going to sit back and accept" them any longer.

Hudson ordered the Bartlett and the Taku idled for about six months this winter as part of an economy drive initiated by Gov. Jay S. Hammond.

EDITOR, Daily News; 5-32

I am an Able Bodied Seaman on the M.V. Columbia. It has become obvious to me through reading various articles and by word of mouth that many people are stating opinions of a situation that they don't know enough about.

In the same area that the Columbia went on the rock divers were sent down and found more pinnacles sticking up dangerously close to the surface. Although this did appear in a notice to mariners I don't recall it appearing in the news paper.

Also the buoy that was removed from over the rock was replaced, making obvious the error in removing it. The ferry terminal (accident) was reported, in my opinion, like a wartime search and destroy mission. (Destroyed and sank I believe it stated).

This was proved to be a mechanical malfunction, even by the Coast Guard Exam. and not the fault of the crew.

Captain Storey, who is one of the finest and most capable Captains in the fleet, has gone to considerable time, effort and expense to prove his innocence of negligence and during a long and continuing investigation has still not been found guilty.

I feel that the popular game of "Pin the tail on the Columbia" shows a gross lack of taste and perhaps justice would be better served by taking a hard look at the equipment and situations we have to deal with instead of accusations implied or stated against it's well-qualified crew.

In the interest of fairness
James M. Clay
Columbia "B" Crew

Hearing On Ferries Set

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Donald Harris, Commissioner of Public Works, and aides will be in Sitka October 21 for a hearing on the Ferry Service to Sitka. The time will be at 7:30 p.m. in the Maksoutoff Room of the Centennial Building.

This is a very important meeting to all Sitkans in as much as the future of our Ferry Service is at stake. Everyone is urged to attend this meeting and participate.

10-23

Hail, Columbia

I've been reading with great interest, and some distress, of the manipulations going on with our Alaska Marine Highway System. From what I can gather (all I know is what I read in the papers) those in charge are attempting by various means to reduce the costs of operating our multitude of vessels. Commendable, but I wonder if someone isn't looking at the wrong end of the fiscal telescope.

The writer has a vested interest (as do all Alaskans) in this system. Mine dates back to 1951 when I was a boy legislator and a plan for what we now have (much reduced in scale, of course) was broached to me by Harold Foss, then a local architect/businessman/entrepeneur etc. Foss was not only ahead of his time (although the Empire had editorialized for such a system as early as 1923) but the Territory was also bankrupt. Literally.

In those salad days Alaska could not bond itself, could not go in debt (we managed it though), and when I casually mentioned such a system to some of my colleagues I was rewarded with a stare usually reserved for the bearded woman in the circus. I'm not easily deterred, however, and when I again found myself on the scene in 1955 I kept up the frumfire. I almost introduced a bill, in fact, but my then colleagues also started giving me odd looks.

The strange thing here is that the only then legislator who grasped the idea was the founder and main owner of Ellis Airlines, Senator Bob Ellis. He told me that if I could, by some miracle, push it through the House he would pick up the ball in the Senate. He told me, "I won't get popular with my fellow flyers...because they won't see the big picture, being a conservative lot, but I feel that added transportation generates more transportation and, in the long run, airlines will actually gain traffic - not lose it."

Well, as it turned out, when the ferry service did finally begin in 1963 the "blue canoes" did exactly what Sen. Ellis said they would. I know, I checked with airline traffic people. They discovered that many a passenger would go one way via ferry but return home via air. So much for history.

Several years ago my friend, the late Charles Hinkson, came up with an idea utilized by Greyhound and other bus companies down below. This was a ticket which allowed you to go hither and yon for 99 days for $99, stopping whenever and wherever you wished. I editorialized for this type of ticket for use by Alaskans from, say, Nov. 1 through May 1 of the following year.

I even went further than that. I went to the people in charge. I pointed out that the charges of operating the vessels were fixed. So many crew, so much fuel etc. Any additional revenues generated would be that much gravy. In addition, the ticket meant you could walk on and sit, which many don't like to do, so you would get additional monies from staterooms. Not to speak of liquor and food, particularly booze. I thought it was just a dandy idea, one worthy of a trial for at least one season. I got an incredible amount of static, punctuated by yawns, and that stare I'd become so familiar with back in the 50's.

I've also flunked the course on other merchandising suggestions, such as bare-bone rates for high school athletic teams, bands, drill teams, choruses and all of that sort of thing. These people have a high food ingestion ratio and that alone would pay a lot of wages for cooks and bakers etc.

But there is one point I've continually tried to make with various layers of bureaucracy and that is that the system was designed to serve the needs of Alaska communities in as economical a way as possible. Not necessarily to the system itself, but to the general public. I frankly don't give a damn if another backpacking tourist rides one of them again. It's nice to have the tourists (I guess) but, damn it, the system was designed and implemented to be of service to Alaskans, pure and simple.

I just like to remind everyone about this from time to time. I might note that I overheard a fella the other day who noted the flack that Gov. Hammond had been receiving about laying up some of the vessels (like newspapers for instance) who came up with a beaut of an unconcious pun. He noted, "this sure hasn't been the Governor's week...first the Ferries and then Saylors." As Paul Harvey would say, "All Right."

KETCHIKAN

The state ferry LeConte will begin shuttling vehicles, passengers, and cargo between Ketchikan and Wrangell on Saturday from Ketchikan Northern Terminal, until the Ketchikan ferry terminal is rebuilt.

Meanwhile, rebuilding plans will probably eliminate a conflict over needed expansion of the Ketchikan terminal, which threatened to force the borough to move its airport ferry loading ramp, and could mean a more modern terminal than the destroyed facility which was 12 years old.

Ketchikan has been cut off from normal ferry service since Sunday morning when the Columbia, the hard-luck flag ship of the state ferry system, destroyed the ferry loading ramp.

Repair work on the loading ramp should begin in about three weeks and reconstruction is expected to take at least 60 working days. A floating crane large enough to lift the huge loading ramp is enroute to Ketchikan from Duncan Canal near Petersburg.

Wednesday, October 1, 1975, Anchorage Daily Times 3

Columbia Sails Into A Sea Of Troubles

Born among legal problems and plagued with misfortune ever since, the Columbia is to leave Ketchikan this evening on a run to Seattle.

The largest and most expensive ferry in the state's marine system, the Columbia's first year and a half of service has seen her have engine trouble, hit rocks and pilings and knock out a loading ramp.

A synopsis of events tells the tale:

—June 12, 1974: The state announced it would withhold $983,000 in final payment on the boat to Lockheed Shipbuilding Co., the firm that constructed the $20 million vessel. The state was angered over a three-month delay in delivery of the ferry.

—June 20, 1974: The Columbia set sail from Seattle on its last shakedown cruise, scheduled to stop in Ketchikan and Juneau.

—June 22, 1974: Before arrival in Ketchikan, the ferry was disabled by a broken rocker arm in one of its two 16-cylinder diesel engines. A broken fuel line stopped the other engine, and the Columbia was dead in the water for 10 minutes while repairs were being made. The ferry limped on to Ketchikan, and the broken rocker arm was repaired.

—June 22, 1974: The Columbia destroyed nine pilings while docking at downtown Ketchikan. "The ship performed exceptionally well," said Buel A. Taggart, then commissioner of Public Works. Former Vice Mayor Carroll Fader declared Columbia Day in Ketchikan, and the floating guest of honor was seven hours late.

—July 5, 1974: The Columbia set sail from Seattle on her maiden voyage, arriving in Ketchikan July 6 in 33 hours and 50 minutes, a record for the Alaska ferry fleet.

—July 11, 1974: Gov. William Egan charged former Sen. C. R. Lewis of Anchorage for "purely partisan political purposes" in criticizing the Columbia. Lewis charged the Columbia was unsafe and called a meeting to discuss a long list of deficiencies that showed up during the vessel's shakedown cruise. Lewis later dropped the safety issue.

Oct. 14, 1974: The Columbia struck a rock in Sergius Narrows near Sitka and was unable to complete its run.

—Oct. 15, 1974: Heavy winds prevented the Columbia from departing for a Seattle drydock to have the rock pulled from her hull.

—Oct. 16, 1974: The ferry departed Sitka with a 99-foot rip in her hull.

—Oct. 24, 1974: The Columbia arrived in Seattle for repairs.

Nov. 8, 1974: After being repaired, the ferry experienced turbocharger problems its first night out of Seattle.

—Nov. 16, 1974: The Columbia arrived in Seattle for repairs to the main engine turbo and bow thruster.

—Nov. 22, 1974: The ship developed new problems with the bow thruster and that day's sailing was canceled. She was scheduled to run in one week.

—Jan. 1: The state agreed to pay Lockheed $147,000 in a negotiated settlement of claims stemming from late delivery and cost overruns on the Columbia.

—Jan. 13: The Columbia was back in Seattle for repairs to her generator.

—Jan. 31: The ferry's northbound run from Seattle was canceled because of recurring problems with a turbo charger.

—Feb. 3: While the Columbia remained in Seattle, a hearing was continued on Coast Guard charges that a senior master of the ferry was negligent in the ship's grounding on Oct. 14 near Sitka. Capt. Herbert Storey was the skipper.

—Feb. 5: The Department of Public Works announced the ferry would be laid up until Feb. 14.

—Feb. 7: The department announced the ferry might remain in drydock until May 1 for its annual maintenance. It eventually did.

—May 2: The Columbia departed Seattle after one month's repair on a generator and two month's maintenance service.

—Aug. 24: The Columbia departed Seattle 20 hours late after deck officers went back to work after a short strike.

—Aug. 31: The ferry destroyed the loading ramp and towers at the Ketchikan ferry terminal. An engine malfunction was blamed, but the Coast Guard began an investigation. The ferry was not damaged, but the Ketchikan terminal will take several months to rebuild.

—Today: At 5 p.m., the ferry is scheduled to be en route from Ketchikan to Seattle.

10-74

Alaska group favors locating ferry here

KETCHIKAN, Alaska – It appears that Bellingham has won first-round arguments on whether to change the Alaska ferry system's southern terminus from Seattle .

Following proposals Friday by port officials from both Bellingham and Seattle, Alaska's Southeastern Conference resolved by unanimous vote Saturday to advise the Alaska government to take a close look at establishing Alaska's water link to the lower 48 in Bellingham, according to Harry Gamble, Ketchikan Daily News reporter

"We're very pleased, because this association brings together all of the municipal leaders in the Southeastern Alaska area," Tom Glenn, Bellingham Port Manager, said in Bellingham.

"When they vote unanimously for that, I think that's the voice of the towns and cities of Alaska asking for the ferry location to be changed to Bellingham."

The Southeastern Conference is a group of Alaska mayors, city councilmen, state legislators, Chamber of Commerce officials and others. Its vote carries no power to bind the state, which controls the Alaska ferries.

The resolution was based on "possible economies which could be generated by shortening main line ferry runs," according to the resolution text.

Economy for Alaska was also the major thrust of proposals by Port of Seattle General Manager J. Eldon Opheim and by Roy Guillespe, executive director of the Whatcom County Development Council.

Bellingham's proposal, delivered with a hard-hitting, sometimes biting punch, attracted more than modest applause from the 70 delegates from throughout Southeast Alaska.

The Seattle presentation was keyed low, but Opheim left behind a ten-page report which summarized: "...Seattle is a logical southern terminus...Without doubt, the selection of Bellingham... would create significant inconveniences, increased costs, time and distance problems for both passengers and freight customers."

Despite the discourse and sales pitches, both sides left largely unanswered a primary consideration – which port can offer better services and more cheaply.

According to its plan, Port of Bellingham would sell bonds to finance necessary equipment to accommodate the Alaska ferries.

Glenn said the amount needed would total more than $1 million, although more input from the Alaska ferry system would be necessary to [illegible] the amount.

Glenn said a $1 million, 20-year bond sale could be paid for at $105,000 annually, and a $1.5 million, 20-year issue at $140,000 annually. The amortization payment, he said, would essentially be Alaska's lease cost.

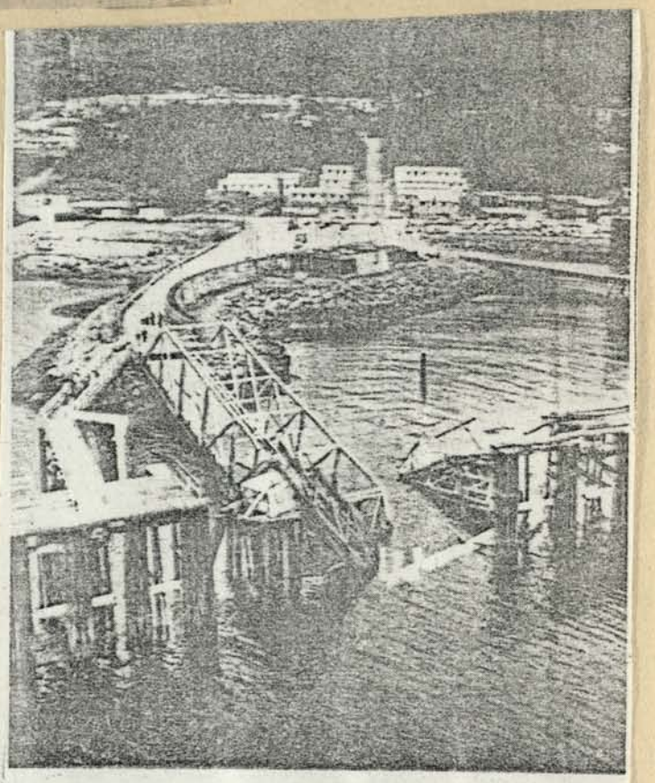
Opheim said Alaska paid Port of Seattle $72,000 in 1974 and $72,000 to date in 1975. However, Don Harris, Alaska public works commissioner, termed those figures "abbreviated."

In Bellingham, Glenn said studies here also dispute Opheim's figures.

"Information given us by the ferry people indicate in 1974 the Alaska ferry system paid over $100,000 rent on their Seattle lease," Glenn said. "The money they have paid in 1975 comes to more than $140,000."

The final decision to relocate the Alaska ferry terminus rests with the Alaska Department of Marine Transportation.

Glenn said the Port of Bellingham will relax for a while and give the Alaska ferry system "time to catch up on the work we have been doing on this terminal."



DAMAGED DOCK—This ferry landing at Ketchikan caved in Sunday when the ferry Columbia was pulling away from the dock. The ship had started moving while the ramp was still leading into the side opening on the vessel. No one was hurt in the mishap.

(AP wirephoto)

Cutting Ferry Costs

THE STATE is getting serious about moving the southern terminus of the Alaska ferry system out of Seattle. Bellingham is the likely new locale, although it may be two years before the shift actually takes place.

But the wheels are in motion and the whole goal is to reduce expenses. One of the substantial savings would be in fuel costs. Bellingham, which is actively soliciting the state's business as a major civic effort, is 62 nautical miles closer to Ketchikan than is Seattle. Operating out of Bellingham would reduce sailing time to Ketchikan by five hours each trip and mean savings in crew time.

Bert Kleinenberg, Alaska port steward, was quoted in the Bellingham newspaper the other day that "as far as the staff of the marine highway system is concerned, we pretty much have made up our minds" in favor of the switch.

AT THE SAME time, however, Mr. Kleinenberg admitted there were a lot of political considerations on the horizon which could erupt "as soon as we get down to the nitty-grity."

The logistical details are enormous. Support facilities required to service Alaska's ferry fleet are extensive and Bellingham will have to commit itself to a considerable construction effort if the state agrees to move out of Seattle.

But the Ketchikan Daily News, which follows the ferry operations more closely than any other Alaska newspaper, summed things up this way: "The day is coming soon when Alaska ferries will operate out of Bellingham instead of Seattle, for financial reasons."

The prediction was made without any qualifying ifs, ands or buts. And it's probably right on target.

10-75

State Ferries Due Lay-Ups to Save Money

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JUNEAU, Alaska (AP) — A cost-cutting move laying up two state ferries for the winter will leave more than 100 workers without jobs and save about $1 million, according to the department of public works.

Commissioner Donald Harris said Tuesday the ferries Bartlett and Taku would be tied up for "five or six months" beginning sometime in October, after heavy tourist traffic has subsided.

The Bartlett, operating between Whittier, Valdez and Cordova, has two crews totaling 91 persons, while the Taku, serving Prince Rupert, Haines and Skagway, is run by a 24-man crew. They are two of the smaller vessels in the eight-ship fleet.

Harris said the shutdowns had been planned before Gov. Jay Hammond ordered each of his cabinet officers to find about $1 million to trim from their department's budget.

"We are trying to create a more economical ferry situation," said Harris of a system now losing roughly $2 for each $1 it takes in, or $15 million a year.

Harris said points on the Bartlett's run would continue to be served by the Tustemena twice a week, while the Malaspina and the Matanuska would take up the slack left by the Taku's departure from the panhandle.

The Taku and the Bartlett had been scheduled for 30 to 50 days of overhaul work this winter, Harris said. The layup at the Washington ferry system dock on Bainbridge Island simply will be extended.

The commissioner said tentative plans called for keeping eight engineers on board each vessel for maintenance purposes during the layup. The fleet's seniority system will determine which crew members would be laid off, he said.

M/V BARTLETT CAPTAIN HEMRICKS, LEFT.
MARINE TRANSPORTATION DIRECTOR BILL HUDSON

Hammond and transportation

Disclosure of the winter's ferry schedule by Alaska Marine Transportation Service this week was, in a word, shocking!

Shocking because it was the Hammond administration who campaigned for office on the idea of overall transportation planning. Remember they are the ones who proposed putting the ferry system, aviation, and highways all into one department to facilitate "overall transportation planning," for the state.

Shocking because the Hammond administration knows how dependent Cordova is on the ferry system for surface transportation. After all, it was the administration who signed the agreement—termed a "sell out" by Cordovans—with the conservationists that prohibits constructing (beyond 49 mile) of Cordova's road link until after December of 1978.

Shocking because we were told two months ago that the M/V Bartlett would be pulled off the run between Cordova and Valdez, for six months this winter for repairs, without reducing service to the area. Concerned citizens who contacted Bill Hudson, director of the Alaska Marine Transportation Service and a former Cordova resident, were told that Cordova would see two trips a week from the M/V Tustumena while the M/V Bartlett was out of service. What Hudson didn't tell us the published schedule revealed this week—both trips by the M/V Tustumena will occur each week on the same day.

Shocking because Cordovans weren't fully and honestly appraised of the situation prior to the schedule's publication. It has demonstrated in the past that is takes nearly an "act of the legislature" to change a ferry schedule once published. Nevertheless Cordovans will pursue the needed change because of the urgency of the situation.

Two conclusions could be drawn from this incident.

1.) A marine transportation system such as ours owned by the government and operated politically at the whim of the administration in power can never provide the constantly dependable and versatile surface transportation characteristic of our state and national highway systems.

2.) The Hammond administration, dubbed "planners" by their own lips, have clearly indicated their inability to properly plan for the surface transportation needs of this community—even with the experitise of the different commissioners available because transportation is split into several departments. There is no reason to believe the job could be done any better with only the expertise of one "commissioner of transportation" to draw from.

Not-So-Proud Flagship

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THE FLAGSHIP of the proud fleet in the state ferry system, the Columbia, isn't showing up very well.

In its first year and a half of service, the ship has been in more trouble than a henpecked husband at a women's lib outing.

This was the proud ship that replaced the Wickersham, a ship that was scorned by Democrats because it was purchased by a Republican administration. The Wickersham was foreign built so it was of limited use because of the infamous Jones Act that controls coastwise shipping.

When the Democrats regained power at Juneau, the financial burden of the Wickersham was magnified and chronicled far and wide. The leaders felt compelled, due to the public interest in economy and effectiveness, to sell her.

So the great, shining, new Columbia was designed and built in American shipyards. She was made to comply with all the laws so that she could call at all ports and serve all the people faithfully, regularly and economically.

The Columbia cost $20 million and is no doubt a great addition to the fleet, except that most of the time the ship is laid up. The rocker arm breaks. The ship wrecks docks when it fails to stop. She ran on the rocks near Sitka. The turbocharger went wrong. The bow thruster busted. The generator quit. She was laid up in drydock for three months. The deck officers struck.

The Wickersham was purchased for $7.5 million, sold for $7 million and was replaced by the Columbia for $20 million.

Instead of being in business, the state's giving us the business.

Senator Blasts State On Road, Ferry Plans

5-22-74

Senate majority leader Jay Kerttula says he plans to delve into what "appears to be a conspiracy to isolate Cordova from the rest of Alaska."

The Democrat was referring to the planned shutdown next month of a state ferry serving Valdez, Cordova and Whittier, and the settlement of a court suit which effectively halts reconstruction of the Copper River Highway until later in the decade.

Kerttula, chairman of the Interim Committee on Transportation, announced hearings would be held in Valdez and Cordova on both moves taken by the Hammond administration.

The Department of Public Works disclosed Tuesday that the ferry Bartlett would be one of two vessels sidelined for about six months this winter in an economy move.

In July, the administration agreed to halt work on the highway north of mile 49 until Congress decides whether a national park should be created in the area. The negotiated settlement with the Sierra Club and the Alaska Conservation Society stopped work designed to complete the only road leading to Cordova.

"It is inconceivable," Kerttual said, "that the administration is reverting to a pre-statehood transportation policy for this rapidly developing Prince William Sound area."

Kerttula said hearings would be held within two weeks. Both communities are in his district.

1076

Hawaii Asks For Lease Of Ferry M.V. Columbia

Hawaii has asked Alaska for a winter lease on the state ferry MV Columbia to see if a ferry system could work in Hawaii.

William Hudson, director of the division of marine transportation, said Hawaii wants to use the Columbia during the winter of 1976-1977 for a trial run between islands.

Hawaii's transportation director, E. Alvey Wright, made an informal request about two weeks ago and this week sent a formal request to Alaska.

The Hawaii legislature last session passed a $4 million appropriation to get an inter-island ferry system started.

Wright has made it clear in discussion with Alaska officials that Hawaii wants the 16-month-old Columbia and not one of the other ferries in the marine highway system.

"The others couldn't operate in the waters around Hawaii without major modifications," Hudson said yesterday. He said the open ocean surrounding the islands requires different standards than the sheltered inside passage in which the Alaskan ferries operate.

Even the Columbia would have to be revamped to meet federal standards for operating in the open sea. Fin stabilizers, hull reinforcements and other adjustments would cost between $500,000 and $750,000, Hudson said.

Who would pay for the adjustments is one of many questions that will have to be answered before Alaska could agree to lease the Columbia to Hawaii.

"There is a tremendous amount of research to be done," Hudson said. "Whether the state could even afford to spare the Columbia has to be decided. We need to define the months it would be used by Hawaii and how it would affect our schedule."

Tentatively, the Columbia would be used by Hawaii from November 1976 to March 1977.

No estimates of the lease price have been made, Hudson said. He cautioned against optimism that the arrangement ever would be consummated.

"The whole thing from the surface appears to be a way to utilize our system during its low period and give Hawaii a chance to see what ferries would do," the marine director said. "But it is an exceptionally complex issue."

Alaska last month idled two ferries, the Malaspina and the Bartlett, in an effort to cut state operating costs. Putting the ferries out of commission for the winter is expected to save $1 million, state officials say.

Before any agreement could be made with Hawaii, ferry officials in Alaska would have to change current union contracts, which now call for the union members here to operate the vessels.

"I am not even prepared to say we are viably considering it (a lease to Hawaii) right now," Hudson said. "But we will give a sound answer, a complete answer to Hawaii as soon as possible."

He predicted the state's "thorough evaluation of all the requirements" would not be completed until the second or third week of December.

In Hawaii, Wright said some ferry trails would have to be made before Hawaii could determine if such a system is feasible for the state.

"I am personally convinced that the passenger and vehicular market in Hawaiian waters for bridging the islands by a marine highway will never be known with any accuracy until a suitable ferry is placed in service," Wright said in a report he made on his trip to Alaska. While in Alaska, he studied the state's ferry system and first asked state officials about leasing Hawaii the Columbia.

But in Hawaii, enthusiasm for a state ferry system seems to be waning. Such a system would cost about $30 million for vessels and "hundreds of millions" for labor and equipment, according to Hudson.

According to a report in the Honolulu Advertiser, Hawaii House Speaker James Wakatsuki has acknowledged that some legislators are having second thoughts about the feasibility of an inter-island ferry.

A consultant's study of the ferry system advises against the ferry idea, the Advertiser said.

The study, done by J. J. Henry and Manalytics, concluded:

— A barge system is the most practical and low-cost means of inter-island cargo transportation.

— A ferry system for passengers, cars and cargo would be inefficient and inconvenient.

— A subsidized ferry system could jeopardize private cargo business.

AN ECONOMY MOVE IS ONE THING; POOR MANGEMENT IS YET ANOTHER

Replies made by Bill Hudson, director of the Division of Marine Transportation to the Associated Press (AP) this week, concerning charges by the Cordova Chamber of Commerce, were in part misleading and totally false.

Totally false were his charges that the position of the Cordova Chamber of Commerce doesn't represent the "general rank and file in Cordova." We might point out that the elected representatives of the community, the Cordova City Council, adopted identically the chamber's position on this winter's ferry service schedule.

Equally as false were Hudson's accusations that Cordova's Mayor James Poor and school officials support the revised schedule. Poor told us he supports the city's position on the schedule and furthermore he has never been contacted by Hudson since the revised schedule was implemented. The school superintendent was present as a member when the chamber adopted its position. Supt. MacKinnon said marine transportation officials were told that the school could "live with" the revised schedule. In our estimation that is a long way from the "support" Hudson told the Associated Press he had.

Hudson misleadingly told the AP, "the revised schedule is the best possible compromise." We contend that the revised schedule, which leaves Cordova with only one normally scheduled trip to Valdez per week in addition to one Cordova-Seward run, merely represents mismanagement on the part of the Division of Marine Transportation. The only logical explanation they gave Cordova for not providing two complete runs between Seward, Cordova and Valdez each week was because the crew of the M/V Tustemena doesn't want to spend their weekends this winter in Cordova.

Such a position is ridiculous! The crew of the M/V Tustemena is paid handsomely to provide service to isolated communities like Cordova. If that means they are to spend the weekends in Cordova or Timbuktu then that is where they should be. The crew of the Bartlett spends the entire summer providing service between Valdez and Whittier away from their homes in Cordova and marine transportation officials never bat an eye.

It is hard to disapprove of the governor's efforts to save our financially ailing state money by removing ferries from service if he can maintain the same level of service, even though it in fact unemploys four per cent of Cordova's winter work force. However it is quite a different matter to sit and watch service reduced through poor management.

An economy move is one thing and poor management is quite another!

Ferry Story

OUR MAN who keeps track of various things has come up with a report that is astounding.

He says the state employes who serve as deckhands on the state's ferries have negotiated a new wage contract under which they will be paid $23,400 a year starting July 1, 1976.

The astounding part of his report is that deckhands work one week on and one week off. That means they work six months out of each year.

Then, the man says, all state employes get one month vacation each year, plus one month sick leave.

Our man concludes that the deckhands work only four months each year, which counts up to 120 days. And then he divides the 120 days into $23,400 and comes to the conclusion that deck hands will be getting $195 a day.

There are 500 deckhands involved in the contract. If half of them are working at one time, the daily payroll must be $48,750 and if there are 365 days in the year the cost to the state for those deckhands is $17,793,750.

Our man noted that these statistics and calculations are exclusive of a few other items involved in ferry operations, such as the pay for the 100 engineers on the boats and the 73 deck officers.

Ferry bid missing, award is delayed

Bids for the rebuilding of the Ketchikan state ferry terminal were opened Thursday, however non receipt of one bid, possibly held up in the mail, has delayed an award.

Capt. William Bendixon today said the lowest bid was about $90,000 over an engineer's estimated $250,000. A mid-January completion date was asked for by the state, but Bendixon said bidders so far claim they cannot finish the project by then. He could not say when it would be completed.

The ferry system received a telegram notifying the state that a firm had mailed a bid on time but the ferry system had not received the bid.

Bendixon said the bid's postmark would be examined to determine whether the tardy bid would be considered.

Despite the higher than expected bids, Bendixon said the state would go ahead with an award. "I'm positive of that."

If the state called for more bids, the project would be delayed another 30 days.

The ferry Columbia destroyed the Ketchikan docking facilities over the Labor Day weekend.

10-77

Awash In Red Ink

ALASKA'S financial problems with its ferry operations are not unique. They may be bigger than others, but the pinch is being felt elsewhere, too.

The current newsletter of the Burlington Northern Railroad describes some of the problems, under an item bearing the headline: "Ferries Need Godmothers."

Despite increasing patronage, the newsletter says, Pacfic Northwest ferry operations "are deep in red ink." Washington State, British Columbia, Seattle-Victoria and Alaska operations "all reflect higher fuel, wage and general operating costs.

The manager of the Port Bellingham, Tom Glenn, is said to expect a decision soon "on possible relocation of Alaska's ferry's southern terminal from Seattle to Bellingham."

THIS PROSPECT has received little attention in Alaska, but the idea is being explored seriously by state officials. Alaska's commissioner of public works and the director of the marine highway system were reported in Bellingham this week looking over the possibilities.

According to the Burlington Northern report, the idea has been under active consideration since last March. The move to Bellingham, the newsletter said, would cut 80 miles off the ferry run and save an estimated $250,000 a year in fuel costs. "Alaska taxpayers," the railroad reported, "are picking up about $26 million per year deficit." That compares with a $7 million loss reported for the year on Washington's ferry operations.

The $26 million deficit report is especially interesting.

That's the figure being used privately among some Alaska legislators on the ferry system's red ink status, but it's not normally the one used publicly.

IT WAS JUST a couple weeks ago that some state officials were describing the annual ferry deficit as $15 million, which misses by only $11 million the higher — and perhaps more realistic — estimates.

No wonder. Gov. Jay Hammond's administration is looking at Bellingham as a potential cost saver, along with curtailing some winter operations of the fleet.

One of the areas undergoing changes is the conversion of restaurant service aboard the ferries into cafeteria style operations. Even this has generated flak from some who oppose efforts to bring costs into line.

But the need is evident. William Hudson, director of the Division of Marine Transportation, told the Ketchikan Daily News that actual cost of food needs to be kept at 40 per cent of expenses and labor costs to 28 per cent if the ferry system's food service is to break even. "This system was successfully maintained 40 per cent food costs," he said, "but labor costs have skyrocketed to almost 300 per cent." In dollar figures, he said, labor cost $6 million while food sales totaled only $2.7 million.

It's a case where the ferry operations were eating themselves into the grave. A much stricter diet obviously is called for.

Ferry Move Might Save

State officials, considering moving the state ferry system's southern terminus from Seattle to Bellingham, Wash., say such a move could save $500,000 annually in fuel costs.

Donald Harris, director of Public Works, and William Hudson, director of marine transportation, met with Bellingham's Port Manager Tom Glenn last month and agreed to give Bellingham a firm answer by next March.

A spokesman for the division of marine transportation said today an in-house study of the terminus move probably will be completed by February.

Alaska's lease with Seattle expires in Jan., 1979 and no move can be made until that contract expires.

Bellingham is 70 miles north of Seattle on the Strait of Georgia. It can put a lease in Alaskan hands within 30 days, according to Glenn.

Reports from Bellingham say Alaska officials are asking for construction of a restaurant, a bakery and laundry facilities to serve the ferry.

State ferry officials have expressed a desire for a picnic [illegible] and park for passengers to [illegible]

But a spokesman for the division of marine transportation stressed the division will not make a final decision until Seattle is given a chance to respond to a Bellingham move.

Alaska Port Steward Bert Kleinenberg, one of the officials working on the state study of a possible move, visited Bellingham recently and reportelly told Washington officials that Alaska ferry officials have all but decided in favor of Bellingham.

Gov. Jay Hammond, asked about a possible move, said he would not discuss the likelihood until he has more information from his planners in the ferry system.

Bellingham and the surrounding area are putting together plans for a move if Alaska decides to leave Seattle. Glenn has a draft lease prepared, port planners have drawn rough sketches of port changes and the Whatcom County Council of Governments is preparing an economic impact study of the proposed ferry facilities.

According to Glenn, a move of the ferry system's terminus from Seattle to Bellingham would give the northern city an additional 2,000 jobs.

Cordova ferry schedule cause of disagreement

JUNEAU, Ak. (AP) — The director of the state's Division of Marine Transportation has refuted a charge by the Cordova Chamber of Commerce that that Prince William Sound town is being shortchanged by the Hammond administration's decision to cut back on winter ferry service.

Director William R. Hudson denied a charge by chamber president Doug Bechtel and said the chamber's feeling does not represent the "general rank and file in Cordova."

Hudson said Cordova Mayor James Poor and school officials support the revised ferry schedule.

Last month Gov. Jay Hammond announced the ferries Bartlett and Taku would spend the winter in Washington state waters in an effort to save Alaska close to $1 million for the six months they are not in use. Rearrangement of scheduling into Cordova alone is expected to recoup $500,000 this fiscal year.

Bechtel said last week Cordova is being "punished" by the state for "taking positions in opposition to those of the administration."

Although he did not specify which issues Cordova differed on from the state, the town's chamber and city administration has advocated immediate outer continental shelf (OCS) oil development off Cordova, as well as the completion of the Copper River Highway.

The Hammond administration has pressed for delay in OCS development in the Gulf of Alaska and Highway Commissioner Walter Parker earlier this year worked out an agreement which would further delay finishing the controversial highway protested by environmentalists.

"It's my feeling that things are out of proportion there," Hudson said, referring to Bechtel's protest. "I think they're using the ferry situation as a sort of a club because of the road. I don't really blame them. Nobody wants a road to nowhere."

The Copper River Highway, under construction north from Cordova was eventually to link the town with the rest of the state. Work now is being discontinued for several years.

Cordova can now be reached only by air and water.

"There will be two trips into Prince William Sound every week this winter," Hudson said. The schedule will call for ferry service on Wednesdays and Thursdays from Seward to Cordova to Valdez and back to Seward. The second trip will be Sundays and Mondays from Seward to Cordova and return to Seward.

10-78

Freeman says:

Ferry food change to end subsidies

A $200,000 remodeling of the food and liquor service areas of the ferry Malaspina is being undertaken this winter in an effort to reduce a $3 million subsidy of food and liquor service in the ferry system.

This word was given to Rep. Oral Freeman, D-Ketchikan, today in a phone interview with William Hudson, director of the marine highway system.

The proposal for remodeling the Malaspina calls for converting the dining room into a cafeteria. However, Hudson said, it will not be a strict cafeteria such as exists on the ferries. It will also have a dining area with buffet service, as well as the cafeteria line.

The bar will be moved to the cafeteria area of the ferry and the bar area will be converted to a brown bag area.

Freeman quoted Hudson as saying the remodeling will actually increase food service in the dining room from the current 8½ hours per day to 22 hours per day.

To justify the expenditure of $200,000 to make the liquor and food service changes in the ferry, Hudson pointed out that seven positions aboard the ship will be eliminated. He said that each position—with salary, leave time, benefits, payroll taxes—costs the state $30,000 a year. The $200,000 will be recovered in payroll saving the first year.

Hudson told Freeman that it was never the legislature's intent to subsidize food and liquor service aboard the ferries.

"He is correct in that," Freeman said. But the Ketchikan lawmaker, who is a former chairman of the house finance committee, said, "I wasn't aware of the $3 million subsidy—or any subsidy—for food and liquor service. That information has never been made available to us."

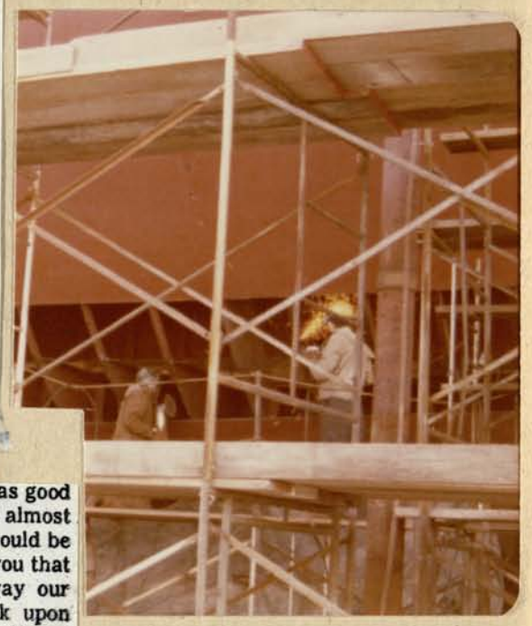
Freeman said additionally that he was surprised to learn from Hudson that the cocktail bars on the ships are not earning their costs.

Freeman said that the total subsidy for operating the ferries in the Southeastern region of the state was $10,820,000 in fiscal 1973. It has risen to $15,262,000 just two years later.

Hudson told Freeman that the ferry system director's orders are "to get this under control."

Freeman said that although he didn't go into detail with Hudson on the plans for the entire system, it appears that the revamping of food and liquor service areas will be extended to other ships.

Freeman said he contacted the state ferry system officials on this because of numerous complaints from constituents in the Ketchikan area who work on the ferries. Many of them had not been told what the state planned and why and some of the information was incorrect.



EDITOR, Daily News:

Lately we have been reading a great deal in the newspaper that Mr. Hammond and Mr. Hudson are planning on putting a couple of the ferries in the yard for an extended stay and totally renovating the MV Malaspina and making it into a transient "tramp steamer" of sorts. I for one have several questions that I would like to have answered first.

First of all, WE have a difficult time in getting Hammond or Hudson down to our part of the State even for a few short hours much less long enough for them to see just how much we depend on the ferries. W[illegible] [illegible]hem, our groceries, building materials, and all other necessary staples would not be available to us. Inasmuch as we have no paved highway the ships are our only source of outside travel if we elect to take anything over our suitcases with us on a trip, be it vacation, business, or moving. How in the world can they propose limiting us and our travel in this way? Now it is even getting to the point that they propose limiting our existence. Can we stand for it?

Secondly, with the Forest Service raising the stumpage fees to the point that the mills are closing, forcing some people to leave the State, and the Department of Fisheries (and the State Department) cutting the throats of our fishermen so that the only fishermen making any money are Japanese, Korean, and Russian, how can we stand idly by and let the powers that be in Juneau put more of our Ketchikan residents out of work? Is all of this really to save money? Can it possibly be so, or is it so that they can provide some social amenities for the "Texans and Oklahomans" up North? It doesn't seem fair to provide and keep doing for them when they will be gone after the oil boom is over, and all the while the Alaskans who live, work, and raise families here shall sacrifice their all for it.

I was very fortunate to have both of my parents and to know who they were, but I'm beginning to gain an insight into the tremendous sociological problems that an orphaned or abandoned child faces as he lives his life—always having t[illegible]cept second best, never being as good as his fellowmen, and almost having to beg for what should be rightly his. I propose to you that this is just about the way our "Northern brothers" look upon us.

How about it Ketchikan, shall we take our birthright instead of hanging our heads? Shouldn't we demand that OUR highway be kept open? Let's settle for nothing less than the same consideration that the north portion of the State gets. If they want to save money, they should look [illegible] changing some of the inefficient management that is authorized to spend the taxpayers' money. There are many ways to save other than cutting us off from the rest of the world!

Yours very truly,
BILL TEMPLE

1,K10-79

Sitkans Air Complaints About Ferry Service

By THAD POULSON
Sentinel Managing Editor

The top officials of the State Ferry System were beset from all sides Tuesday night by Sitkans complaining about schedules and virtually every other facet of operation of the system.

The officials, Public Works Commissioner Donald Harris and Bill Hudson, Director of the Division of Marine Transportation, outlined the operational difficulties of the system, which loses more money each year than it takes in.

But the hostile crowd, given loose rein by the ostensible chairman, Mayor Ben Grussendorf, was less inclined to listen to explanations than to demand more service and propose reforms of varying degrees of impracticality.

The summer schedule for 1976 now in preparation will give Sitka approximately the same level of service as this past summer. The schedule will be published in the Sentinel when it is received.

Former Mayor John Dapcevich and Banker Larry Nelson urged more main line ferry stops in Sitka, the cost of which, they contended, could be made up by bypassing less populous Wrangell and Petersburg on occasion.

The Marine Transportation officials responded, as have the system managers under three previous administrations, that it is not economically feasible, or justifiable by the amount of traffic generated by Sitka.

For that matter, the whole system, which took in $12 million and spent $27 million last year, is not economically feasible, but Harris said the officials have been put on notice by one member of the House Finance Committee that "someone will go to jail" if the operating budget is overspent, as it has been in the past.

Hudson said that in his first year on the job he has managed to negotiate a contract granting a 10 per cent increase to ferry operating personnel, but that between 1973 and 75 the wage scale has increased 58 per cent. Wages constitute 75 per cent of the cost of the operating system and are the chief reason the $7 million subsidy of two years ago heas reached the current level of $15 million, he said. The negotiating policy, or rather the lack of negotiation, by officials of previous administrations, have resulted in some many contract terms that are unacceptable, Harris said.

Because these terms are the starting point of future negotiations, the state is actually in some cases "buying back" some of the conditions it finds unacceptable. For the first time also, he said, the state has gone into labor negotiations with its own list of 51 demands and has gained some in the resulting contract.

The newest vessel, the Columbia, Hudson said, has "some lemon-like qualities" that have kept the ship from being operated at peak efficiency, but he expressed confidence that they would be corrected. The other ships are costing more to operate because of, their advancing age and poor maintenance in the past, he said.

From the a dience came suggestions that the state build a road to Baranof Warm Springs; hire workers to replace the union members whose wage and benefit demands are crippling the system; extend the free travel benefit for persons over 65 to year-round, rather than winter only, and include Canadian as well as only Alaskan points; install passenger elevators on all ships; put staterooms on the LeConte; reinstate the policy of allowing pursers, as a private venture, to sell tour tickets for motor tours at ports of call; make Sitka a crew change port; provide airline tickets for Sitkans unable to get direct connections via the ferry system; cater more to tourists; cater less to tourists.

Ferry System Solving Problems

Wrangell, Ala
OCT 2 9 19

Some of the problems of the state ferry system were solved last week when the Northern Terminal dock at Saxman was repaired.

The state ferry Le Conte uses that dock to shuttle vehicles between Wrangell and Ketchikan.

By the time the dock was repaired, a backlog of about 60 vehicles was waiting in Wrangell for transport to Ketchikan. The Le Conte resumed shuttle service Oct. 20.

The Saxman dock was damaged when the cables holding the counterweights broke, allowing the loading ramp to drop and, in the process, bending the support bars.

Meanwhile, repairs to the state ferry terminal in Ketchikan hopefully will be completed by the end of the year, according to a spokesman for the ferry system.

The $316,000 contract for those repairs and modifications was awarded last week to Western Marine Construction, Inc.

The wooden dock towers, destroyed when the Columbia accidentally back away from the dock with the loading ramp in the ferry's door, will be replaced by reinforced steel towers under part of the contract.

Until the larger mainline ferries are able to load and unload vehicles at Ketchikan, the Le Conte will continue its shuttle service between Wrangell and Ketchikan, according to ferry system officials.

End of the week

The Juneau city-borough assembly has a resolution before it, and maybe passed by now, asking the state ferry system officials to store ferries in the capital city for the winter layups. And the Juneau governing body also points out that Juneau businessmen and contractors would be as willing as Ketchikan business interests to provide the winter maintenance services to the ships.

The Juneau city-borough owns the old Alaska Steam dock in Juneau and has offered the use of the dock for winter tie-up.

State ferry system director William Hudson has thanked Juneau officials but said no. The Alaska Steam dock is too exposed to the weather. The state will try an experimental winter layup and maintenance program in Ketchikan this year.

Before Ketchikan gets too smug and believes Juneau's notorious Taku winds will protect Ketchikan's hoped-for new industry, we hasten to point out that Hudson told Juneau officials that the state has long-term plans for construction of a second ferry terminal in Auke Bay, equipped with shore power adequate for winter maintenance work.

The day is coming soon when Alaska ferries will operate out of Bellingham instead of Seattle, for financial reasons. We do not want to see the Ketchikan winter maintenance program fail so that the ferry system transfers its winter maintenance to Juneau for financial reasons.

Hammond smiles at charges of impounding legislative funds

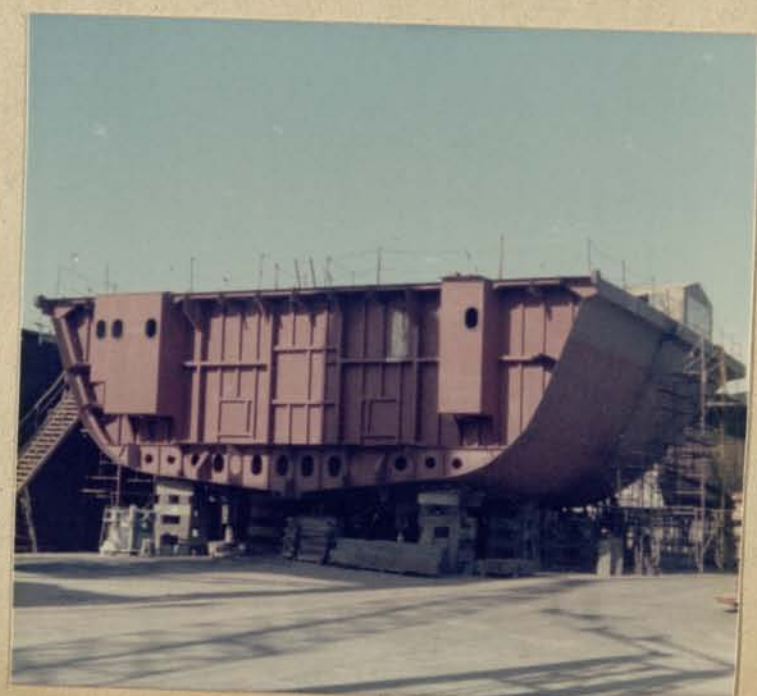
By JOHN GREELY
Associated Press Writer

JUNEAU (AP) — Gov. Jay Hammond smiles faintly at charges that his administration is impounding money appropriated by the legislature.

"Frankly," Hammond says of the ferry cutbacks, "the only thing that seems to be the major question is why it wasn't done years ago."

"Austerity programs are something we have seen come and go in the ferry system," the business agent for the Inland Boatmen's Union said Tuesday.

10-80



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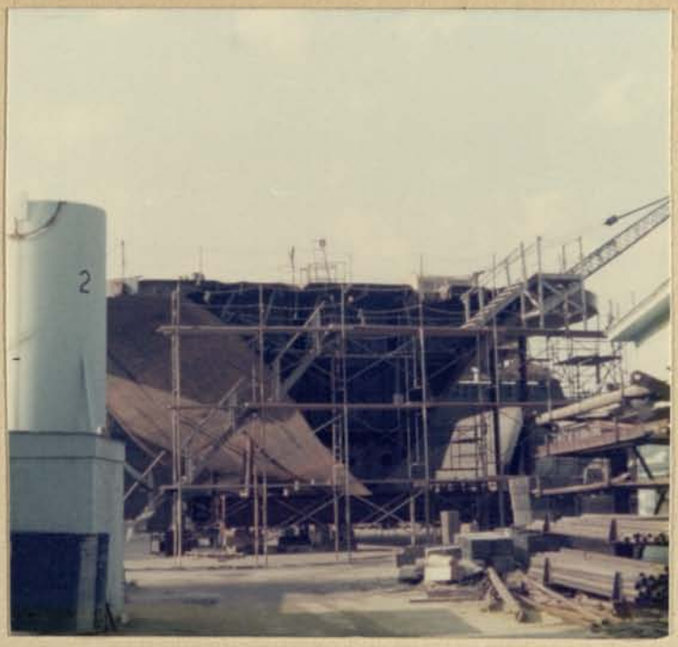

10-82

Aboard the Malaspina on the Inside Passage

Text by Ranny Green

Staff photos by Roy Scully

BORDERED BY massive glaciers, bubbly waterfalls, icy fjords and with occasional views of wildlife, the Alaska Marine Highway is, according to one veteran sea captain, the "only way to see Southeastern Alaska."

The Inside Passage to the 49th state, dotted by jagged icebergs and hundreds of rocky islands, has become one of the most popular Seattle-based vacation adventures.

Every Friday night, either the M. V. Malaspina or the M. V. Columbia, departs from Pier 48 on a 3½-day, 1,161-mile venture north which includes stops in Ketchikan, Wrangell, Petersburg, Sitka, Juneau, Haines and Skagway.

Each port offers the tourist a variety of attractions, yet the layover is limited due to tidal conditions. One week the vessel may be docked for three hours, the next week it might be 1½ hours.

Ketchikan and Petersburg are fishing communities, the former an Indian-oriented town with a noted totem-pole park, while the latter is known as Little Norway because of its sizable Scandinavian population.

Sitka, discovered by the Russians in 1741, is off the direct route up the jagged coastline, yet is one of the most picturesque phases of the trip.

Situated on Baranoff Island, it retains a rich Russian heritage, demonstrated by the rebuilt Russian Orthodox Church of St. Michael, Castle Hill, where Russians and the Tlingit Indians battled, and a Russian cemetery. The city is alongside majestic Mount Edgecumbe, often labeled the "Mount Fuji of the Western Hemisphere."

Lying beneath towering mountains and midway along the 15-mile-long Gastineau Channel, Juneau, the capital city, is loaded with tourist attractions in town and the surrounding countryside, including spectacular Mendenhall Glacier, Juneau Ice Fields, the state museum and the governor's mansion.

Wrangell, a noted fishing and logging community, is a mixture of old and new. Totem poles are situated in private yards and beside public thoroughfares and petroglyphs can be found on the beach north of town.

Haines is the link between the Alaska Marine Highway with highways inland. Skagway, the northern terminus, is a frontier community which has retained its look of the Klondike Gold Rush of 1898.

While many passengers head for a specific destination, some get stopover passes for several days and board another vessel, northward-bound.

According to Capt. Cecil Rice of the Malaspina, "This isn't a cruise ship, it's a ferry. However, we offer enough services and comfort to make it a totally enjoyable trip."

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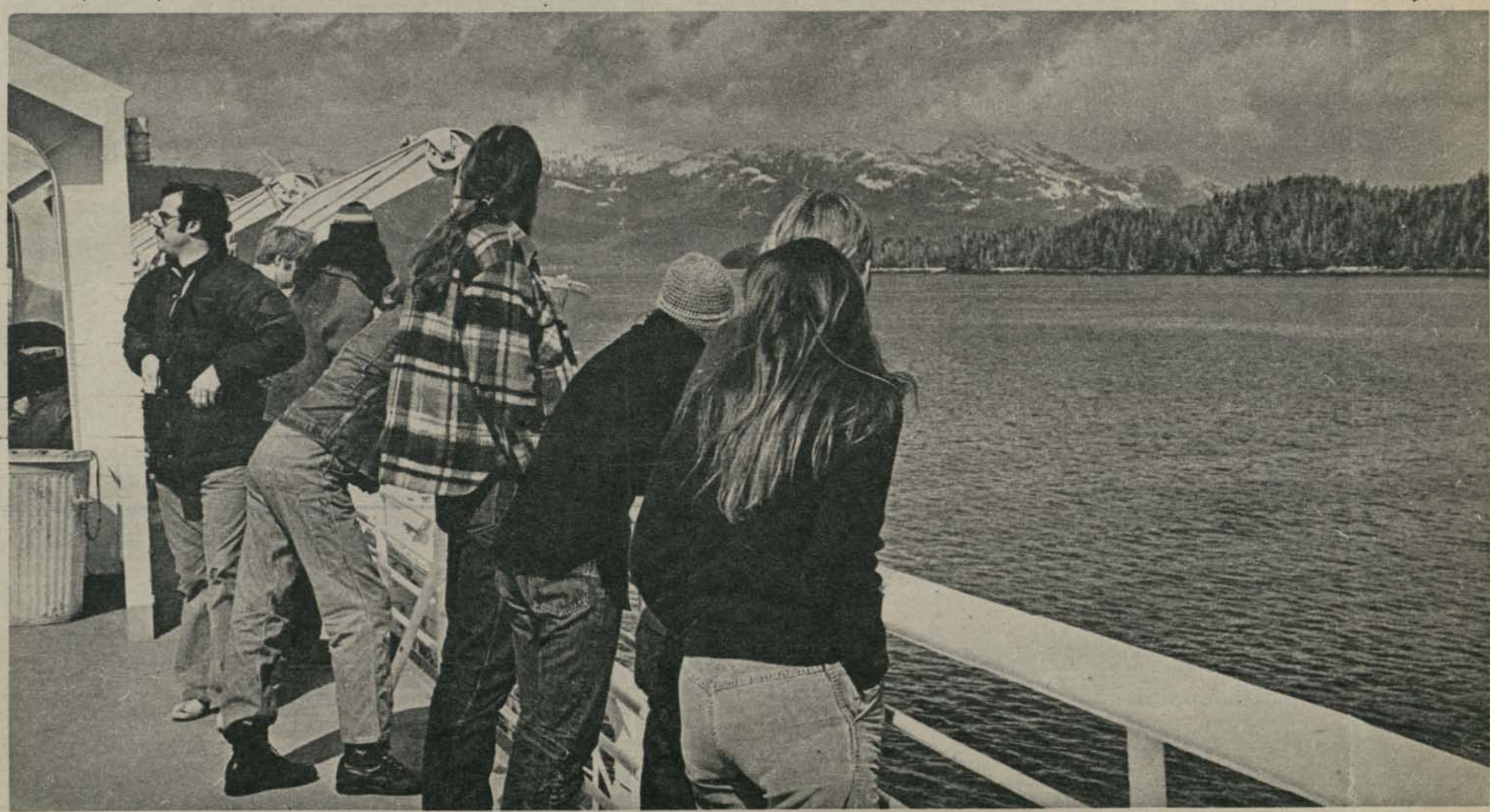
Along the Southeastern Alaska coastline, passengers aboard the M. V. Malaspina watched as the snow-mantled mountains and thickly wooded islands slowly slid by.



A passenger visited his German Shepherd, kenneled on the car deck.

Capt. Cecil Rice used the exterior controls to guide the Malaspina into the dock at Ketchikan, his hometown.

Although the 408-foot Malaspina lists a 750-passenger capacity, Rice said everybody is more comfortable with about 500 aboard. Travelers usually reserve one of the 86 staterooms months ahead, but a large percentage of the younger crowd takes sleeping bags aboard and resides in the solarium on the bridge deck.

On the boat deck is an observation lounge, dining room, cocktail lounge, cafeteria and gift shop.

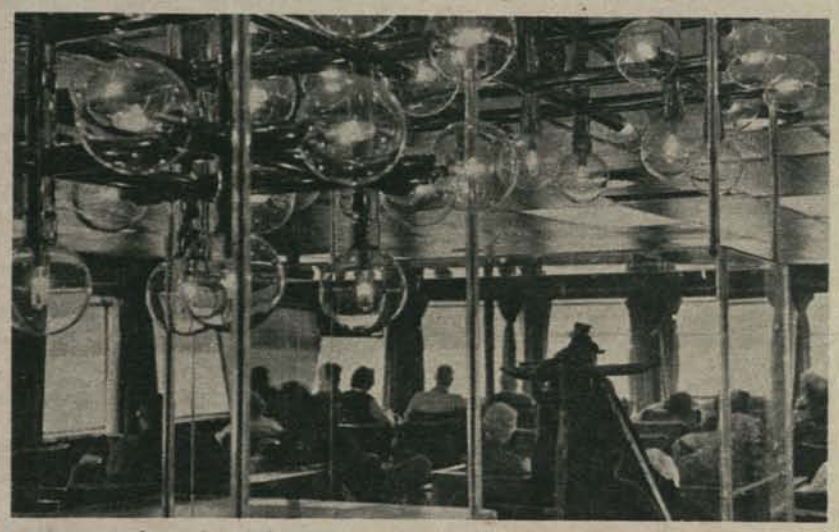
The atmosphere is quite informal, since the passengers are both native Alaskans and first-time visitors.

The Malaspina operates with a 57-man crew changed weekly. Although it has space for 134 automobiles, the car deck is also loaded with truck-trailer rigs, busses, motorhomes and construction equipment. Pets must be left in kennels or in vehicles on the car deck during the journey, but are allowed three visits daily for feeding and exercise.

Rice, who has made nearly 800 trips said, "It never gets boring. There's something different every time. From a navigational standpoint, the trip is more challenging in the winter because of reduced visibility, shorter days, wind, rough water and icebergs.

"Year-around, however, the Wrangell and Sergius Narrows pose a supreme test in seamanship because of their narrowness, small islands and tidal conditions."

But these two channels, like the majority of the British Columbia and Alaska coastline, offer thousands of passengers annually a sparkling photographic panorama of nature at work.



A popular place for scenery watching is the observation area with its modernistic fixtures and furniture.

On the bridge deck, the solarium attracts many young travelers, most of whom claim a lawn chair on which to bunk in their sleeping bags during the voyage.