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THE WHITE HOUSE
WASHINGTON

October 24, 1975

ADMINISTRATIVELY CONFIDENTIAL

MEMORANDUM FOR:

JIM CANNON

FROM:

JIM CONNOR 

The attached letter was returned in the President's outbox with the following notation:

"I suggest letters of congratulations to those responsible, including Secretary of DOT."

Please arrange for appropriate letters and submit to this office for forwarding to the President.

cc: Don Rumsfeld

Attachment

Letter from Secretary Coleman dated 10/21/75
re Alaskan North Slope.

I suggest this
of contracts to those
responsible including

See DOT

THE PRESIDENT HAS SEEN...

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

October 21, 1975

The President
The White House
Washington, D. C. 20500

Dear Mr. President:

In response to your direction of September 4, 1975, to do everything possible to facilitate the water barge transit of the Alaskan North Slope, I am pleased to report that the United States Coast Guard was able to assist materially in this operation.

By Saturday, October 4, the last tugs of the supply fleet were headed south toward their home ports, having successfully off loaded the heavy bulk cargo which could only be brought in by barge. The Coast Guard committed significant resources to this effort and was able to capitalize on breaks in weather and sea conditions. The fact that the Coast Guard was able to accomplish this mission prevented a six-month delay in the construction of the Alaska pipeline, with an estimated saving of \$25 million, placing us one step closer to energy independence. A chronology of events is attached for your perusal. I am advised that the remainder of this winter's supply activities will be accomplished by air.

I am certain you share my pride in the Coast Guard's accomplishments.

Respectfully,

WTC
William T. Coleman, Jr.



Alaskan North Slope Marine Transport Situation Report

Gale force winds, fog, freezing rain, snow and shifting of the ice pack made initial efforts to transit Point Barrow by a fleet of 48 commercial tugs and barges nearly impossible. Recognizing the importance of the supply effort to the timely completion of the Trans-Alaska Pipeline, the Coast Guard polar icebreaker GLACIER, who had been operating in the area since 1 August, was directed to remain on scene until relieved by the Coast Guard polar icebreaker BURTON ISLAND. In early September, wind and weather conditions moderated and ice leads opened around Point Barrow and along the North Slope permitting a fleet of 10 barges and 10 tugs to transit the Point and enter Prudhoe Bay by following the shallow inshore route. During this period GLACIER lost her port propeller in heavy pack ice off Cape Halkett while conducting advance ice reconnaissance for the barge fleet.

On 5 September the first of 10 barges began to arrive at Prudhoe Bay. By 12 September 7 of the tugs had made their way back to Barrow from Prudhoe Bay and after a delay of four days were escorted around Point Barrow to the barge staging area at Wainwright by the partially disabled GLACIER. Although GLACIER was in constant danger of being forced aground at Point Barrow during this operation, competent seamanship and some favorable weather permitted her to make her way clear of the pack ice and to return to her home port in Long Beach.

In mid September a favorable shift of wind and a slight warming trend began to open leads north of Point Franklin and after several false starts the second convoy of 15 tugs and barges was able to commence a slow voyage toward Point Barrow under escort of BURTON ISLAND which relieved GLACIER on 18 September. On 24 September, under escort of the Coast Guard cutters STORIS and CITRUS, who had been directed to join the operation the barge fleet began to make significant progress to the north. On 28 September the first tug and barge rounded Point Barrow and began the transit of the North Slope to Prudhoe Bay. The first tug and barge entered Prudhoe Bay on 30 September and the last on the morning of 2 October. Withdrawal of the tugs commenced as soon as the barges were positioned in the bay and the last two tugs left the bay on 4 October following in the convoys' broken track toward Point Barrow.

With the exception of STORIS, who is providing medical attention to a crewman from the tug GLADIATOR, and BURTON ISLAND, who is standing by as necessary to assist the Bureau of Indian Affairs vessel NORTH STAR III near Point Barrow, all Coast Guard efforts in support of the North Slope supply fleet have been terminated. All tugs, except two which will winter over in Prudhoe Bay, are in open water and proceeding southbound along the Alaskan northwest coast toward home ports in Alaska and the lower forty eight states.



The CITRUS a relatively small vessel with an ice-reinforced hull sustained extensive damage to her single propeller but responded most effectively to mission requirements.

Although minor damage to the conyoy was incurred during North Slope operations, no major damage or engineering casualties were sustained by the commercial vessels participating in this vital supply operation.

The team of CITRUS and STORIS with their shallow draft capabilities coupled with reconnaissance, logistics and heavy ice capabilities of BURTON ISLAND contributed materially to the successful transit of the fleet to Prudhoe Bay.

THE WHITE HOUSE

WASHINGTON

September 2, 1975

ADMINISTRATIVELY CONFIDENTIAL

MEMORANDUM FOR SECRETARY COLEMAN
FROM: JIM CANNON
SUBJECT: BARGES SUPPLYING THE ALASKAN
 OIL PIPELINE

At a meeting this afternoon with Governor Hammond of Alaska, the President inquired about the 47 barges which have been delayed by ice formations in the trip from Wainwright via Barrow to Prudhoe Bay. The President offered to see if any additional help can be supplied by the Federal government.

I understand that the Coast Guard is already providing assistance. Please see if anything else can be done, by your Department or other Federal agencies.

Thank you.

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