

**ORIGINAL**

Decision No. 53188

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )	
CATALINA ISLAND STEAMSHIP LINE, a )	Application No. 37893
corporation, for authorization to )	
operate Deluxe Cruiser Service. )	

Gibson, Dunn & Crutcher, by Max Eddy Utt, for  
 applicant.  
James F. Trout, Bill Krug, and Merrill Porter,  
 interested parties. —  
Glenn E. Newton, for the Commission staff.

O P I N I O N

Applicant Catalina Island Steamship Line, a California corporation, presently operates one steamship, the SS "Catalina", between Wilmington, California, and Avalon on Santa Catalina Island, California, in the transportation of passengers and freight. During the period from October 17, 1955, to April 13, 1956, this steamship operation was suspended and in lieu thereof applicant operated a gasoline motorboat named the "Descanso" and other supplementary boats as needed. In January of 1956 applicant purchased a motorboat known as the "Pacifico" and used this boat in its winter operations until the steamer was put back in service on April 14, 1956.

Authority is requested herein to institute a deluxe motor cruiser service at a premium fare. The initial boat proposed to be used in this service is the "Pacifico" which applicant intends to refurbish so that special accommodations will be provided for 42 passengers. A public hearing was held in Los Angeles before Examiner Grant E. Syphers on May 9, 1956, at which time evidence was adduced and the matter submitted.

Testimony presented by the applicant disclosed that there have been various requests for a deluxe type of equipment in addition to the regular steamship service. Accordingly, applicant intends to conduct this extra service on the refurbished "Pacifico". The boat was purchased in January of 1956 by applicant for approximately \$12,000 and applicant now intends to spend an additional \$15,000 to convert the boat to a craft with a vista-dome type deckhouse, special tinted glass windows, air-plane type reclining seats, and luxurious interior appointments.

It is proposed to operate this boat with a crew of three, the operator, a deck hand, and a hostess. The initial plan of operation contemplates that the "Pacifico" will leave Wilmington approximately a half hour before the steamer and will depart from Avalon about a half hour after the steamer departure. This will give the passengers more time on the island. Only hand luggage will be permitted, heavier baggage being shipped on the steamer.

The fares proposed to be charged will be \$3.96 per one-way trip, which is \$1.00 more than the present one-way fare. No commute tickets or reduced fares will be allowed on this deluxe service.

Exhibit 1 is a description of the proposed service and Exhibit 2 is a description of the boat "Pacifico".

It is proposed to institute this service as soon as possible after the receipt of authority to do so from this Commission. The witness estimated it would take approximately thirty days to refurbish the boat.

At the outset applicant does not desire to establish regular schedules, but intends to conduct operations as heretofore described unless and until experience dictates a different scheduling. Further, applicant requests authority to file a tariff for this deluxe service which may be cancelled on September 4, 1956.

If the operation proves to be attractive, then applicant, at its option, requests authority to file amended tariff sheets.

Various residents of the City of Avalon testified in favor of the proposed service although three residents of that city opposed any fare increase on the regular service. These witnesses also pointed out that the "Pacifico" has been used in winter service and as an auxiliary boat to the steamer, and they requested that the applicant be not permitted to reduce the character of the auxiliary service as furnished in the past.

A consideration of this record leads us to the conclusions, and we find, that it would be in the public interest to permit the proposed deluxe service and that the proposed additional fare is justified, provided, however, applicant maintains sufficient winter transportation and also sufficient auxiliary service to that furnished by the steamer. In addition to this the applicant will be required to operate the deluxe service according to the terms of this order until otherwise ordered by this Commission.

O R D E R

Application as above entitled having been filed, the Commission being fully advised in the premises and based on the findings and conclusions set forth in the preceding opinion,

IT IS ORDERED:

(1) That Catalina Island Steamship Line, a corporation, be and it is hereby authorized to establish a Deluxe Motor Cruiser Service as proposed, and, on not less than five days' notice to the Commission and to the public, to publish and file, to expire September 4, 1956, fares for such service at an additional charge of \$1.00 per one-way trip in addition to the regular fare, for the transportation of passengers between Wilmington and Avalon, and subject to the conditions set forth in the application filed in this proceeding.

(2) That the authority hereinabove granted is subject to the condition that during the winter season applicant shall provide a service at least equal to the service it has provided during the preceding winter, and, if necessary, it shall use the "Pacifico" in this winter service at the regular fares.

This decision is without prejudice to the right of the applicant to request authority from this Commission, by the filing of a supplemental application, for the operation of additional boats or for the continuation of the type of service authorized herein during the so-called winter months, or for its reestablishment during succeeding years.

The effective date of this order shall be ten days after the date hereof.

Dated at San Francisco, California, this 4<sup>th</sup> day of June, 1956.

John E. Mitchell  
President  
Justin J. Casauer  
Paul J. ...  
H. ...

Commissioners

Commissioner Matthew J. Dooley, being necessarily absent, did not participate in the disposition of this proceeding.