

Confirmation  
Hearings  
Commissioner  
Knapp

## QUESTIONS FOR KNAPP/CONFIRMATION HEARING

How do you intend to continue with your open policy? Will it be an open policy with all DOT employees? Can we expect to continue to receive reports, for example on the Capital Project Clean-up?

In reference to the Capital Projects Clean-up, do we know if the income of non-participating funds (federal aid, other) has been balanced with expenditures and has the revenue problem been solved?

While cleaning up problems of past practices, what steps are being taken to avoid same or similar problems in the present and for the future?

During the interim period, and after being briefed this session on the Capital Project Clear-up on the status of the Financial Information System, has it as yet become a people system? (We realize that the programs exist and operators have been trained to use the computer, but is it a "people system"?)

After having been briefed on the latest status of the Capital Project Clean-up, one of the things that surfaced was over-programming? Has over-programming been discontinued?

BILL SHEFFIELD  
GOVERNOR



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

March 1, 1984

The Honorable Jalmar Kerttula  
President of the Senate  
Alaska State Senate  
Pouch V  
Juneau, AK 99811

Dear Senator Kerttula:

Pursuant to applicable law, I submit the following name for legislative confirmation of appointment to the position noted:

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

Richard J. Knapp, Commissioner

Sincerely,

Bill Sheffield  
Governor

TRSP  
FIN.

## REAR ADMIRAL RICHARD J. KNAPP

Richard Joseph Knapp was born on February 14, 1929, in Passaic, New Jersey, where he was graduated from Passaic High School in 1947. Appointed a Cadet in July, 1947, he was graduated from the U.S. Coast Guard Academy, New London, Connecticut, with a Bachelor of Science Degree in Engineering and a commission of Ensign on June 1, 1951.

His service career as an officer began with three years of sea duty aboard the USCGC ESCANABA and USCGC GRESHAM. Both of these cutters were homeported in Alameda, California, and engaged in ocean station patrols and search and rescue missions. In May, 1954, he returned ashore for a three-year tour as Commanding Officer of Ship Training Detachment No. 5 in Alameda.

Returning to sea once again in May, 1957, he served for a year as Operations Officer on board the USCGC SPENCER, out of New York City. After completing studies at the Merchant Marine Indoctrination School at New London, Connecticut, in July, 1958, he returned to New York City for a year as Hull Inspector at the Coast Guard Merchant Marine Inspection Office. From June, 1959, to June, 1961, he commanded the USCGC YEATON out of New London, Connecticut.

He was next assigned as a graduate student at George Washington University in Washington, D.C., where he was awarded a Master's Degree in Business Administration (MBA) in June, 1962. This was followed by three years as Staff Assistant to the Comptroller at Coast Guard Headquarters.

From May, 1965, until March, 1966, he served in the Republic of South Vietnam. During that period, he was first assigned as Chief Staff Officer, to Coast Guard Squadron One. Its mission was to interdict and counter the infiltration of men, munitions and supplies from the sea to Viet Cong guerrillas ashore. In this capacity, he planned, organized and coordinated the deployment of the Squadron's first two divisions (Division 11 and 12) comprised of seventeen 82-foot Coast Guard patrol boats. He then commanded Division 12 based at DaNang and served as Commander, Task Group 115.3. During this time, he directed the training and operations of both Coast Guard cutters and Navy PCFs and developed tactics which made full use of the capabilities of both types of vessels. For his service in Vietnam, the then Lieutenant Commander Knapp was awarded the Legion of Merit with Combat Distinguishing Device.

Upon his return from Southeast Asia, he commanded the USCGC ACUSHNET out of Portland, Maine. From there, he returned to Headquarters in September, 1968, to serve as Chief, Cost Analysis Branch, Budget Division. For meritorious achievement while in that post, he was awarded the Coast Guard Commendation Medal.

Returning to sea in July of 1972, he commanded in succession the polar icebreakers USCGC SOUTHWIND and USCGC EDISTO. Both vessels were based at Baltimore, Maryland. In July, 1974, he returned for a third tour of duty at Headquarters as Chief, Ocean Operations Division, Office of Operations. For outstanding achievement during that tour, he was awarded the Meritorious Service Medal. In June, 1977, he was reassigned to duty as Deputy Chief, Office of Personnel at Headquarters.

On January 27, 1978, he was among six other captains nominated by President Carter for the rank of Rear Admiral. Promoted to the rank of Rear Admiral on July 1, 1978, he assumed duties as Comptroller of the Coast Guard. He has served as District Commander in Alaska since June 28, 1980.

Rear Admiral Knapp is married to the former Pamela Hancock Pelham. He and Mrs. Knapp have four children: Joseph, Marc, Nancy and Richard.