

No Federal Assistance For Inlet Shipping

COOK INLET SHIPPING attracts government assistance as effectively as vinegar attracts flies. Government agencies declined to help with the building of the Port of Anchorage. Some agencies actively opposed it. But the people of the city built it themselves with municipal credit, and have made it one of the finest facilities on the entire Pacific Coast.

Now Alaska Freight Lines is going to do what the U.S. Coast Guard normally does — provide an icebreaker so shipping can move all winter.

GOVERNMENT ASSISTANCE is traditional in waterfront activities elsewhere in Alaska. Congress has appropriated \$2,312,000 for Alaska harbor and navigation projects during the current fiscal year. The work includes harbor maintenance, navigation aids, small boat harbor studies and construction.

There are eight projects. Four of them are in Southeastern Alaska and have \$1,976,000 earmarked for them. The other four are in Western Alaska and are to cost \$336,000.

The Corps of Engineers is spending \$1,000,000 for initial construction of a small boat harbor at Juneau. Anchorage has not even been scheduled for a study of local small boat needs.

Other Engineer work includes \$785,000 for the Wrangell Narrows anchorage basin; \$11,000 for a survey at Petersburg; \$8,000 for a survey at Valdez and \$508,000 for maintenance work at four harbors.

The maintenance work will cost \$180,000 in the Juneau harbor, \$53,000 at Nome, \$150,000 at Cordova and \$125,000 at Valdez.

The Engineers had dredge equipment in Anchorage last summer to remove silt from the approach to the Alaska Railroad dock. This was for the convenience of military shipping. When the Port of Anchorage asked to have

the municipal dock cleared of silt no such service was available. The Port Commission paid \$13,000 for the job.

THE U.S. COAST GUARD turned a cold shoulder on a request for icebreaker service in Cook Inlet this winter.

Coast Guard icebreakers break trail through 12 miles of ice in the Chesapeake and Delaware Canal. They run through 117 miles of ice in the Delaware River to Trenton, N.J. They chop through 124 miles of ice in the Hudson River from New York to Albany.

Cook Inlet has about 80 miles of ice and it is only floe ice. It never freezes solid as it does in the eastern bays, rivers and canals.

The Coast Guard said it would be two years or more before an icebreaker would be available for assignment here. So the itty-bitty Alaska Freight Lines is doing what the great, big United States Coast Guard can't do — getting an icebreaker into service immediately.

The experiences with the port developments and shipping are not unique in Anchorage history. Other projects for this area have been shunned like smallpox by federal agencies.

The people wanted a road to Palmer in the 1930's. When the government failed to build it, the people turned out en masse with borrowed machinery and started building it themselves. The road is now the Glenn Highway.

When the people here wanted aviation services, the government failed to help. So the local people fixed up their own airport and started the industry that has made Anchorage an air crossroads of the world.

It is safe to predict that some day the Anchorage waterfront will find its proper place on federal and even state programs. But the ingenuity, enthusiasm and do-it-yourself policy of local people must back the ice.

'Admirals' Do Their Stuff

By AL PORTER
Times Staff Writer

The Outfall Sewer Yacht Club's Cook Inlet dunking got off to a slow start Saturday, but finished strong. There were no yachts, but the event was proclaimed a rousing success anyhow.

Why?

Because Don Schulze managed to water ski in the inlet. Because a couple of intrepid "admirals" managed to launch a flat-bottomed row-

boat (complete with outboard motor) in the mud flats off Chester Creek.

BECAUSE the flat-bottomed boat grounded on a mud flat, but Link Luckett used his helicopter to tow the boat off the flat.

Because the city dock's cranes work.

The big event, accidentally scheduled April Fool's day, was staged to publicize the opening of the city's \$8.5 million port and an appreciative

crowd of more than 100 persons watched the antics of the local "admirals." At one time there were more than half a hundred cars at the port.

SCHULZE, who lives at 3303 Lois Drive, proved to be one of the most popular performers, going from Chester Creek to the port the hard way, on a single water ski.

"If my hands hadn't been so cold, I could have done some tricks," said the semi-

frozen skier when he first got back on dry land. "I did ski over one big chunk of ice, so I can claim water skiing over ice. Not many Californians can make that claim," he continued.

SCHULZE SAID he usually does his water skiing at Sand Lake. This was his first try at the inlet. He admitted he was rushing the skiing season a bit, with the temperature

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'Admirals' Sail Inlet

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less than 40 degrees. He was prepared for the weather, and wore a bathing suit over a rubber suit and other insulating clothing, plus a well-dampened fur hat.

He was towed by Ray Peterson's speedboat. Peterson, an Anchorage resident, admitted he usually didn't tow skiers in, through, around and over ice chunks in the inlet. "Didn't hit a chunk," he said.

JOHN Forman and Brooke Marston piloted the flat-bottomed rowboat into the inlet and managed to get hung up on a mud bar. Luckett, flying cover for the "navy," used a long rope and his chopper to skid the vessel back into water.

The city dock cranes worked very effectively in moving the boats into and out of the inlet. Two large ropes were used as slings to raise and lower the flutilla contingent.

THE ONLY person who voiced any discontent about the momentous occasion was a dejected looking character named Sourdough Pete, who happened to wander over to the dock about 1 p.m.

"That's all. I'm heading south. It was bad enough to have a snowless winter and floods in January, but when they start water skiing in April and rowboating in the inlet, it's just too much." With that declaration, Sourdough Pete got in his dog sled, complete with wheels, and headed south.



SKIER AND ADMIRAL MEET — Cook Inlet water skier Don Schulze, getting thawed out after his performance Saturday, talks over the city port-publicizing event with "Admiral" John Roderick, who was chief navigator on a rowboat. Also pictured is Elizabeth Roderick, two and a half years old, who had a big hug for her "admiral" daddy after he returned to terra firma.

PICK TRAFFIC MANAGER FOR ANCHORAGE PORT

Grove Gleason Lautzenhiser has assumed the position of traffic manager for the port of Anchorage, Port Director Henry Roloff announced today.

Lautzenhiser had been on temporary assignment for the Anchorage port in Los Angeles aiding in the preparation of the port tariff before starting work here, Roloff said.

A NATIVE of North Manchester, Ind., Lautzenhiser, 39, was in charge of the Southern California rate department for the Luckenbach Steamship Co., Inc., of Los Angeles before joining the city port.

His new task is to "induce steamship service and cargo movement through the port and to maintain a proper level of rates," Lautzenhiser said.

HIS WIFE, Marion, and son John, 13, are remaining in the family home in Whittier, Calif., until Lautzenhiser gets settled here.

A U.S. Navy veteran, Lautzenhiser received a bachelor of science degree in transportation and accounting from the University of Calif. in 1952. He also has done graduate work there in transportation.

LAUTZENHISER was employed by the Gary (Ind.) Travel Bureau, Reliable Transportation Co. of Los Angeles, and Alco Transportation Co. of Los Angeles, before joining the Luckenbach Steamship Co.

He is licensed to appear before the Interstate Commerce Commission and has worked as a traffic consultant.

Lautzenhiser is a member of the Assn. of Interstate Commerce Commission Practitioners.

He starts as traffic manager at a salary of \$962 monthly.



G. G. LAUTZENHISER

The council approved a table of organization for the Port of Anchorage to allow hiring of a terminal manager, terminal assistant, pier foreman, an accountant, and secretary-stenographer when need for them arises. 11/6/61

PORT SERVICE BIDS ARE DUE AT ANCHORAGE

ANCHORAGE — The City of Anchorage, acting on behalf of the Anchorage Port Commission, will receive bids until noon April 21 on a contract for operation of the port's terminals, according to Henry Roloff, port director. An official advertisement inviting proposals for the contract is published today in the Daily Journal of Commerce.

The contract calls for a qualified terminal operator to handle a major part of the work and services requiring the employment of waterfront labor, and which the port is obligated to perform at its general cargo common-user terminals. The port commission will continue to exercise general direction and control of the terminals, with responsibility for all required terminal services, and to make necessary

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arrangements with carriers, and other customers of the port. The terminal service agreement, if entered into, will be for a one-year term beginning on or about April 15.

The bid form calls for proposals to be given as a percentage of total charges, which the city estimates as information only — at \$600,000 for the year.

Each bid must be accompanied by a bid bond of \$25,000, and the winning bidder will be required to furnish a \$100,000 surety bond.

Bid forms are available to prospective bidders at the office of the Anchorage Port Commission, Box 400, Anchorage.

Flotilla Will Open New Dock

3-28-61 - News

A flotilla of small boats will mark the opening of the new Anchorage city dock on Saturday.

Dubbed the "Easter Water Carnival" by Brooke Marston, one of the organizers, the flotilla will publicize the safe waters in Cook Inlet.

All small boat owners are urged to participate by Sewell Faulkner, admiral in charge.

Boats will be launched from Chester creek at 10 a.m. Saturday and will gather at Bootleggers cove near the outfall sewer. At noon the boats will proceed north to the new dock.

Several foldboat owners have already indicated a desire to make the trip, Marston said, and some rubber-suit-equipped water skiers are also expected.

Small boat owners interested in joining the flotilla will be briefed on the event at a luncheon Wednesday noon at the Chart room.

Ice conditions and navigational problems will be discussed at the luncheon by Admirals John Forman and Jim March. Water skiers will be instructed in Arctic survival methods.

The women's auxiliary of the "Cook Inlet Navy" will be represented by Mrs. John Roderick, who plans to discuss the proper method of casting into the inlet bottles which will contain descriptions of the new port.

Port Has a Queen



THE FIRST MISS PORT OF ANCHORAGE — June Bowdish, officially is awarded her certificate by port director Henry Roloff (left) and Harold Strandberg, chairman of the port commission. The reigning Miss

Fur Rendezvous and Miss Alaska, June will attend the 1961 San Diego Marine Exposition, Feb. 15-20. Miss Bowdish has been appointed "to act as emissary for the port of Anchorage during the year 1961."

City May Be Major Port

Port Director, Chairman Give Report to Chamber

The business public of Anchorage was presented a view of the Port of Anchorage progress and future yesterday at the Chamber of Commerce luncheon.

Harold Strandberg, chairman of the port commission, told Chamber members how the money was spent in the last few years to construct the nearly finished facility. He said the port was due to be completed early in the summer.

Of the \$8 million bond issue, only \$6,200,000 will be spent on construction and site acquisition, Strandberg said. This will leave approximately \$600,000 in unused revenue bonds which may not have to be touched.

Still the port authority is considering further construction, he said. Additions to the pier include a north access, facilities for berthing tankers and a utilization of the back-up area for trucks and freight.

If the authority would follow up the land-use study made by Tippetts Abbott McCarthy Stratton projecting plans of the port to 1980, "We will have an active port," he said.

Strandberg, who was recently elected to the state house of representatives, also suggested the state look into the possibility of establishing a state-wide port authority.

Also on the program, Hank Roloff, port director, attempted to convince the chamber members to "sell" the port. That is, he said, "You own it and always will. Every citizen should be interested in something he owns."

This could be the biggest business in the city, Roloff pointed out. Every ton of cargo that enters the port earns \$15 for someone. This money will stay in Anchorage, he said.

During the next five years it is estimated that one-half million tons of cargo will move through the Port of Anchorage.

U.S. To Seize Tanker; City Files Lawsuit

By BOB MILLER
Times Staff Writer

Federal marshals prepared to seize the tanker Chevron Liege this morning after the City of Anchorage filed a \$500,000 lawsuit in U.S. District Court against the tanker, its owner and operator.

The 16,000-ton vessel is the one that slammed into the port's \$1.4 million petroleum dock Friday, causing extensive damage to both the ship and the dock.

The tanker's owner is Overseas Tankship Corp. of San Francisco; its operator is Chevron Shipping Co., a subsidiary of Standard Oil of California. The tanker is represented by A. D. Talbot, local attorney.

City Atty. Karl Walter Jr. said the city made its legal move this morning as the crippled tanker prepared to limp toward Seattle or Portland for repairs.

Despite the action, the tanker probably will be able to leave sometime today. If it is seized by the federal marshals, it will post bond and go on its way. Or Talbot will give the city a letter of indemnity in which the tanker's owners will agree to appear in court and pay whatever damages the court assesses.

Talbot said today a letter of indemnity had been written by the tanker's master, Capt. Jorgen Askbo, but the letter had not been delivered to the city.

Russ Painter, port director, said the tanker pulled out of

the port about 7 a.m. today, accompanied by the tug Southwind, skippered by Richard Williamson.

After taking off, however, Capt. Askbo apparently discovered the tanker's radio operator had failed to return to ship after a night on the town.

Askbo sent the Southwind back to port with a runner who was to retrieve the lost radioman. The tug stood by to await the runner's return and the tanker dropped its anchor for the wait.

In the meantime, the city filed its suit and a marshal was dispatched to serve the papers on the tanker. He arrived at the port and boarded the tug, but apparently the tug's skipper refused to take him out to the tanker, saying his orders were to wait for the runner and the missing radioman. The marshal was still aboard the tug at 10:30 a.m.

The tanker, under Panamanian registry, was loaded with jet fuel from Venezuela last Friday when it collided with the dock. The collision sliced a 20-foot-deep gash in the bow of the vessel, but the hole was in an empty compartment and none of the 180,000 barrels of bonded jet fuel leaked out.

The jet fuel is sold to foreign airlines stopping in Anchorage.

After an investigation of the accident, U.S. Coast Guard officials said they thought the cause of the accident was a sudden, unexpected tide change about 400 feet from the dock.

Members of the city's Port Commission, however, took exception to the explanation. Chairman Arne Michaelson said the pattern of tides at the port has not changed in "hundreds of years" and pilots coming in to the port are well aware of them.

There were reports that the owners of the Chevron Liege might file a claim against the city because of the accident.

Walter said today the city's action is a normal procedure in such cases. "The city is just protecting itself," he said. "I'd rather file the suit and be safe rather than sorry."

Chamber To Hear Port Officials

Anchorage's new port facility will be discussed at the Monday noon luncheon meeting of Anchorage Chamber of Commerce in Anchorage-Westward Hotel.

Speakers will be Harold Strandberg, chairman of the city port commission, and Henry Roloff, port director.

The \$8 million facility is essentially completed now and will be formally opened in the spring. 11/6/61 Times