



SOME REVENUE FOR THE CITY DOCK

This Vancouver Tug Co. barge loaded with newsprint will tie up at the city dock tomorrow. It is 235 feet long and is covered so as

to make it a floating warehouse. It will bring 1,907 rolls of newsprint in various sizes.

Times Paper Due At Dock

The Anchorage Daily Times' ship is due at the Port of Anchorage again tomorrow. Only this year it is a barge, bearing 1,000 tons of newsprint.

The paper was shipped from a Vancouver Island mill of Crown Zellerbach Co. Last year a similar shipment was brought by the Norwegian freighter Trolleggen, which was under charter to the paper company.

THE VANCOUVER Tug Co. contracted to bring this year's tonnage when Crown Zellerbach found the Trolleggen too

busy on the West Coast to come north. Transportation arrangements were made by the paper firm.

The Anchorage Times initiated direct shipments in 1,000-ton quantities last year primarily for the purpose of providing cargo for the municipal port. The operation proved so satisfactory and economical that the second order was placed this year.

Robert B. Atwood, publisher, said it took him a year to negotiate for the shipment last year, but that only a telephone call was required this year.

"LAST YEAR I had to interest the paper supplier in delivering newsprint f.o.b. Anchorage instead of Seattle, and that was difficult," Atwood said. "Then I had to insist that the shipment be brought to the Anchorage port. And that was difficult."

"All sorts of attractive quotations were given me to route the newsprint other than over the dock, but when I finally succeeded in getting the shippers to recognize that the dock existed, I got the best quotation of all."

Atwood recalled that the operations at the dock attract-

ed attention in all West Coast ports.

"THE LOCAL longshoremen set a record for speed in handling newsprint," he said. "The turn-around of the ship was faster than the operators had anticipated."

Atwood said the cost of a shipload of newsprint is less than in smaller shipments, but much of the saving is offset by city property taxes levied on the large newsprint inventory, insurance costs, warehousing and handling costs.

"But we provided revenue for the city dock and that was the original purpose," he said.

Newsprint Arrives At Port Via Barge

The Tug La Pointe from Vancouver, B.C., and her tow barge V.T. 57 arrived at the Port of Anchorage early this morning.

The barge carried 1,000 tons of newsprint for the Anchorage Daily Times. Unloading began at 10 a.m. The La Pointe and her tow left Duncan Bay for Anchorage on September 13... a date which Capt. George Horton tends to slide over when he refers to it.

The La Pointe's trip was eventful.

HEAVY SEAS sent the tug and her tow into Resurrection Bay for shelter. The La Pointe lost her tow and picked it up again under adverse conditions.

Communications were so poor that the Port of Anchorage was not aware of the tug's location for some days although Captain Horton was able to inform his home office of where he was.

The first two days out of Duncan Bay were easy. Jack Harper, the cook, even made scalloped potatoes for the crew. "And when you can do that on a tug," according to Harper, "the sea has to be calm."

Off Seward, the weather turned bad and the La Pointe put in to Thumb Cove.

IT WAS ON Thursday on the way out that the tow line parted and the 235-foot barge drifted away in the high seas. (Continued on Page 2)

Port Budget Cut Planned

A revised Port of Anchorage budget for 1962, which reduces expenditures approximately one half, will be presented the Anchorage City Council for consideration tomorrow night.

Approval of revenue fund and operating expenses budget revision is requested.

The revised budget is for \$219,930; the original 1962 budget is for \$428,930.

Revisions are consistent with actual revenues and expenditures to date, according to City Manager Robert Oldland.

Oldland said the \$186,000 in interest due on port revenue bonds Feb. 15 of next year can be met. The \$186,000 interest payment and \$35,000 principal payment due Aug. 15, 1963, poses a problem according to the city manager.

The August payment will have to be analyzed in light of revenues next year, he said.

Council-Port Session Held

The tidelands problem will "take years to settle," City Attorney Richard Gantz told members of the city council and the port commission last night.

Council and commission held a joint work session to chip away at problems which face port operation. Ownership of the tidelands is one major concern.

The port commission has urged speedy action in resolving the question of tidelands ownership.

Several methods of increasing freight tonnage crossing the Port of Anchorage dock were discussed.



ARRIVES IN PORT

Capt. George Horton, who brought the Tug La Pointe and its tow carrying 1,000 tons of newsprint into Anchorage this morning, relaxes after a trying trip. Heavy seas caused the La Pointe to put into Resurrection Bay. Behind Captain Horton is the La Pointe. Tug and barge are at the Port of Anchorage dock.

NEWSPRINT ARRIVES AT PORT VIA BARGE

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The tug and barge will remain at the port dock for two days.

off Seal Rocks. The barge had drifted to within a mile of shore before the La Pointe was able to pick it up again.

The Captain praised the action of the three-man team under command of Mate Walter Gordy which got 300 feet of 3/4 inch cable on the tow.

The La Pointe towed the huge barge for 24 miles with the 3/4-inch wire.

"WE WENT about one and a half knots an hour," the captain said. "The seas were huge."

Repairs were made in Resurrection Bay and the tug and tow left for Anchorage on Sunday.

Chief engineer of the 125-foot La Pointe is Frank LeGoff who keeps the tug's 1,200 horsepower engines shining.

Other members of the seven-man crew are Ken McDonald, second engineer; Edmond Roth and David Quinn, deck hands; William B. and Jack B. (Continued on Page 2)

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Readers' Photographs



The RITVA DAN arriving at Gravesend. Photo: Philip Kershaw, Thorpe Bay.



The MANJA DAN and the SILJA DAN at Bristol. Photo: Port of Bristol Authority. Sent by Messrs. Whitwill, Cole & Co., Ltd.



The VARLA DAN at Bordeaux. Photo: Port Autonome de Bordeaux. Sent by M. Daniel Binaud.

City Accuses Army of 'Bad Faith' in Transfer of Land

The city of Anchorage yesterday accused the Army of a "serious if unintentional breach of faith" in failing to notify the city that it was relinquishing 3.2 acres of Ship Creek area land for which the Alaska Railroad had applied.

The statement came from City Attorney Richard Gantz at a hearing before the Bureau of Land Management on the ARR's application and the city's protest over the intended transfer of the land to the railroad.

AFTER THE ARR and the city each had presented its claims to the right to the land, the application was taken under advisement by the BLM hearing officer, Robert Coffman. A determination is not expected for at least a month.

Through testimony of City Port Commission Chairman Harold Strandberg and documents, Gantz disclosed that the city had been interested since 1952 in obtaining the 3.2 acres for expansion of its city port area.

The land, a part of the military reserve, is near the city port, but not adjacent to it. The ARR made application for the parcel this summer and by a release from the Department of Interior had allowed Stand-

ard Oil Co. of California to construct an equipment garage on the property. On Aug. 27, the city filed a protest with the Bureau of Land Management.

TO SHOW the intent of the Army on Jan. 13, 1960, Gantz quoted from a letter to former City Manager George Shannon from Col. Earl H. Hausen of the Army Transportation Corps. "You may feel assured that the city of Anchorage will receive first consideration on any release of Army controlled land in vicinity of Ocean Dock."

The Ocean Dock is the Army's leased wharf near the city facility.

Yet neither the city nor the port commission had ever received notice of the intended relinquishment of the land, Gantz brought out.

BOTH GANTZ and Strandberg said they were sure the failure "was due to changes in command" where the intent was overlooked.

The Army did not fulfill the requirements of relinquishment by failing to notify the city, Gantz contended in his closing argument. Claiming the ARR was trying "to build an empire in Alaska," he asked the BLM to deny the application and "allow the relinquishment to proceed under law."

T. Glen Cassidy, ARR field solicitor, by testimony of ARR officials, showed that the land was included in the military reserve, a part of which in 1939 was carved out of the original land withdrawal for the railroad.

DECLARING the ARR had to "live and operate on its revenues" which include leasing of land to private companies, Cassidy said the ARR sought the 3.2 acres for expansion of Standard Oil.

"The ARR asked the military to declare the land excess," Cassidy said. "The military then recommended to the BLM that the parcel be reserved for the railroad."

Cassidy contended in his closing argument that the Army "had not acted in bad faith."

"There is nothing wrong with one executive department (of the federal government) to transfer land to another," Cassidy said. Such transfers of property are done, he said, every day. "But we pointed out, he said, that the Army had not acted in bad faith."

Navy Ship Is Unloading

The Navy ship Mizar is berthed at the Port of Anchorage dock unloading supplies and equipment for military bases in the area.

The Mizar, which came into Anchorage last night, will depart the port tomorrow for a trip out along the Aleutian chain.

She is due back in Anchorage on Jan. 21.

The Mizar came into port without requiring the services of an icebreaker, a port spokesman said today.

Candidate For Port Manager To Be Visited

A second applicant for the position of Port of Anchorage director is scheduled for an interview.

Port Commission member Rod Johnson will interview an Oregon candidate in that state. If considered qualified, he will be invited to Anchorage for a personal interview.

A final proposal has been made by the city to Jack Hogan, manager of the Port Angeles, Wash., port. If no answer is received today, according to City Manager Robert Oldland, the Port Angeles man will no longer be seriously considered as a candidate.

The port commission and the city council will meet tonight to study port problems.

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94,430 Tons Handled By City's Port

Freight handled at the Port of Anchorage last month reached 40,128 tons to bring the year's total to date to 94,430 tons, according to port accountant Don Walter.

The month racked up the highest monthly total to date to compare with the 27,720 tons handled in October of last year, also the busiest month of that year.

October revenues to the port were \$52,558, Walter said. The year's total tonnage to date, which has produced \$238,891 in revenues, included 356,500 barrels of jet fuel.

REVENUE FOR '61 added up to \$190,000 through December, according to Walter.

Forty-one vessels, including two motor ships and two oil tankers, put into the Port of Anchorage last month.

The Army Transport Mizar is due early in December with a general cargo for military bases in the area, Walter said.