

## Anchorage Hosts Large Norwegian Tank Ship

ANCHORAGE — The arrival here of the Norwegian tanker Hoegh Skaan, which discharged 133,000 barrels of jet fuel marked another first for the Port of Anchorage. The tanker imported her cargo for the new one half million dollar Shell tank farm located on port tidelands. She carried bonded jet fuel from Carron, Venezuela.

Master of the vessel, Captain Vorland, reported that he and his crew enjoyed their brief visit, the first to Alaska for most of the crew.

The local chapter of the Sons of Norway greeted the ship on her arrival.

She is a unit of the Leif Hoegh fleet of cargo ships and tankers.

26 Anchorage Daily Times  
Monday, Oct. 29, 1962

## Reefer Ship At Port Here

The Danish freighter Argentine Reefer is at the Port of Anchorage dock today unloading 207 tons of frozen meats from New Zealand.

The ship, operated by the Lauritzen Lines, put into port yesterday. She will depart tonight.

A barge is due in at the Port of Anchorage tonight and a Shell Oil Co. tanker is scheduled to arrive tomorrow, according to Acting Port Manager James Cahill.



### CAPTAIN PRESENTS SCRAPBOOK

Captain Kaoru Akiyama of the M.S. Kazukawa Maru, is shown above presenting the first graders of Denali School with a scrapbook made by the children of his sister's school in Japan. The book includes pictures of Japan and art of the school children. Denali School plans to present a return scrapbook to the school in Japan in the near future. The girl to the left of the Captain is Kuzuko Mori. She thanked the Captain in Japanese for his gift. The scrapbook will be kept in the library of Denali School.

## JAPANESE CARGO SHIP LEAVES FOR WRANGELL

The Japanese Motor Ship Kazukawa Maru left Anchorage this morning bound for Sitka and Wrangell.

She will pick up a cargo of pulp and lumber for delivery at her home port of Kobe, according to Capt. Kaoru Akiyama.

The 452-foot ship has made repeated trips into Anchorage; three times under the command of Captain Akiyama who took over his post six months ago.

The Kazukawa Maru carries a 44-man crew. Her cargo into Anchorage included nitrates and approximately 700 tons of toys from Japan.

Shell Oil Co. tankers are due in at the Port of Anchorage on Oct. 20 and 25 and the Argentinean Reefer, carrying a cargo of frozen meat and sea food, is scheduled for Oct. 27.

## Port Planning Talks Slated

Officials, Potential Users Will Meet

A series of meetings has been planned by city and port officials in the coming months in an effort to solve problems facing the Port of Anchorage.

Scheduled will be meetings with all carriers, truckers, the Alaska Railroad, port operators, military transportation representatives and ship-owners.

Need for new or improved facilities and methods of financing will be considered.

City and port officials will review tariffs, methods of promotion and operations of the port.

A new port director is being sought.

Tidelands problems of ownership and use are scheduled for study and procedures to make marine insurance facts and statistics available to underwriter groups will be considered.

## Port Breaks Cargo Mark In October

Tonnage handled at the Port of Anchorage this year, through October, has surpassed anticipated totals by more than 16,000 tons, port business manager Don Walter announced today.

At the end of the month the total was 94,430 tons, compared to the 78,000 tons used as a basis for the port's revised 1962 budget.

The 40,128 tons for October alone, Walter pointed out, was greater than the yearly total in 1961, some 27,720 tons. Revenue through October this year has reached \$238,891, surpassing the \$189,998 total for the entire 1961 year, Walter said.

THIS YEAR'S revenue also has bettered the \$219,930 estimate that accompanied the anticipated tonnage used in computing the 1962 revised budget.

Some 356,500 barrels of bulk jet fuel handled at the port swelled the total tonnage figures, the port official said.

Two tankers and two offshore carriers were among the 41 vessels calling at the port in October.

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## Ready For Election

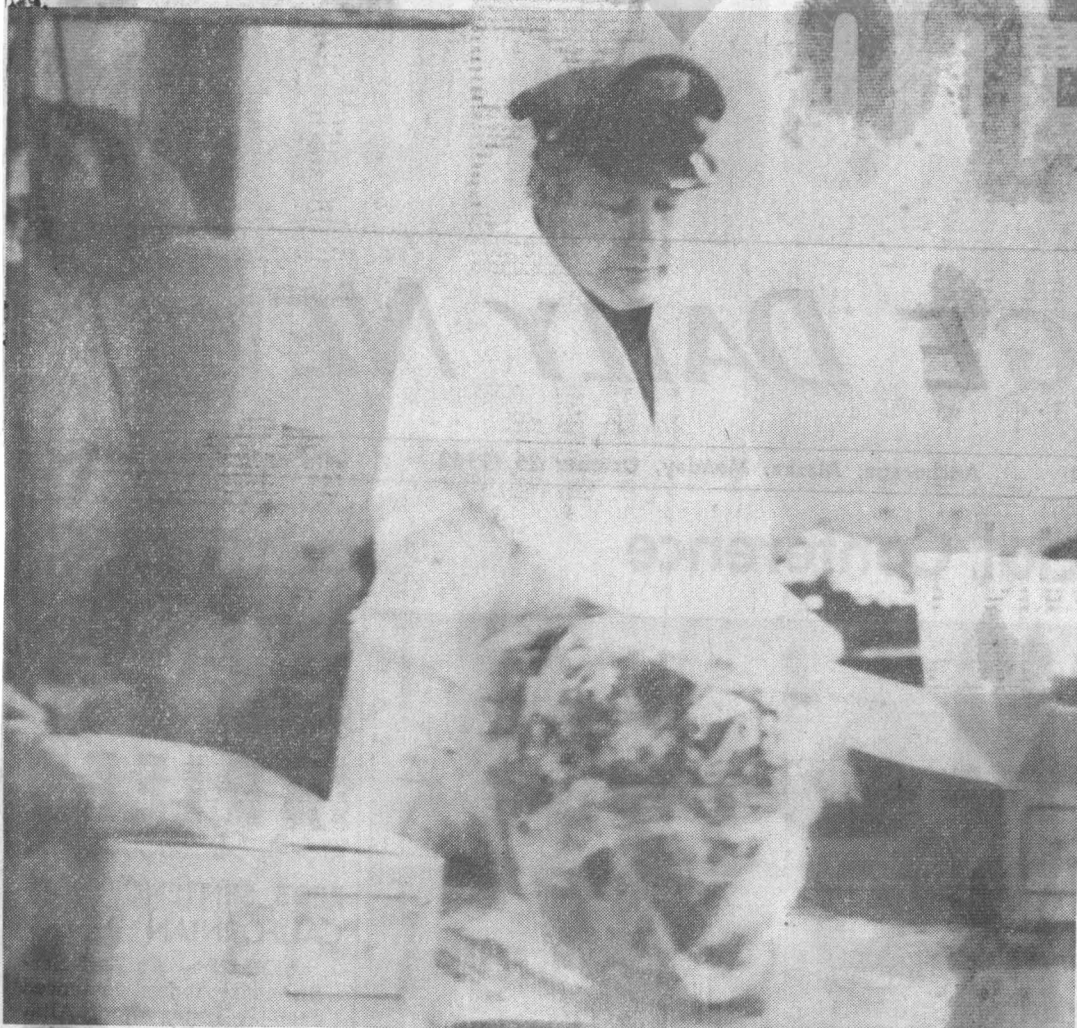


MECHANICAL VOTE TAKERS — These new voting machines, all 32 of them, are being stored at the city port while awaiting use in the upcoming city and general elections. Some have objected that the machines were shipped from Seattle via Alaska Steamship

Co. and the Alaska Railroad, rather than by barge over the city dock. But it is explained no carrier was available direct to Anchorage. Port Business Manager Don Walter checks out the shipment.

(Daily News photo)

## 200 Tons of Beef at Port



MEAT INSPECTION — U.S. Department of Agriculture Inspector Lee Adcock is inspecting a 200-ton shipment of beef at the Port of Anchorage today. The meat from New Zealand, for distribution locally and throughout the state, arrived yesterday on the Nor-

wegian ship, the Argentinean Reefer. The shipment is consigned to Tugman Thurlow Co. of San Francisco. The inspection is standard procedure for imported meat.

(Daily News photo)

## Port Changes Suggested By Chamber

A nine-point report on the Port of Anchorage has been adopted by the Greater Anchorage Chamber of Commerce's board of directors and will be presented the port.

Noting that the modern terminal is not included on a list of 65 Alaska towns served by major water carriers from Seattle, George D. Jackson told the board that "something must be wrong."

Jackson is chairman of the Chamber's port development committee.

The committee feels the answer can be found in its nine recommendations which were unanimously approved.

### THEY ARE:

Arrangements with a major water carrier for weekly scheduled service between Seattle and Anchorage.

Preferential berthing for the first major carrier to offer this scheduled service.

An overhaul of the port rate schedule.

Opening of negotiations to take over and operate the Port of Whittier dock facilities.

Obtaining the use of the Army Dock on a standby basis.

Investigation of the contracting of the complete port operation.

Incorporation of all water front shipping operations into the port's scope with the acquiring of the tidelands.

Year-round Coast Guard service in Cook Inlet with ice breaker service in the winter.

Better access roads into the port area.

A complete inventory of port equipment.

The report is the result of a year of study of the port's activities, the board was told.

## Strandberg Responds to C of C Port Proposals

Harold Strandberg, chairman of the City Port Commission, today responded to a list of recommendations by the Chamber of Commerce Port Development Committee for solving problems of the hard-pressed city port.

Strandberg said the commission "is encouraged by the recent local interest in the municipal dock."

"The Port Commission has been fighting a long, uphill battle and the efforts of the Chamber committee are heartening and one of the factors that will make the City Dock a financial success," Strandberg said.

"THE COMMISSION has contacted, on several occasions, every major water carrier serving Southcentral Alaska in an effort to secure water service direct to Anchorage. Early in 1961 the commission asked, and Alaska Steamship proposed to file a direct water tariff to Anchorage. To date, this has not been done," the chairman went on.

"MORE RECENTLY, a firm offer was made to Puget Sound Alaska Van Lines if they would serve Anchorage direct. During

all negotiations adequate equipment and storage areas were guaranteed and preferential berthing offered to the carrier. The stevedore contractor has assured the commission that when a common carrier serves the dock, the necessary equipment to enable handling of vans would be made available. Additionally, in 1962, the port with the aid of the city developed an eight acre open storage yard adjacent to the terminal. To date, the Port Commission had had no reply from Puget Sound Alaska Van Lines.

"THE PORT Commission has examined port charges and continually published new and lower rates to encourage the movement of cargo across the terminal facility. Among other recommendations was the elimination of all charges for vans returning empty by providing that inbound vans crossing the Port of Anchorage would not be subject to a return charge. Although carriers have implied that terminal charges are high, none has volunteered what rates would induce them to serve this facility."

STRANDBERG noted that the port Commission has studied various methods of operating the dock and, secured recommendations from terminal operators in the South 48. Contrary to their recommendations the commission has contracted the stevedoring to encourage private enterprise. Presently, the dock is operated seven days per week by six city employees.

The Port Commission has not yet had the opportunity to study the Port Committee's recommendation that Whittier be incorporated into the port development program, he said.

## Activities Of Port Commission Cited By Harold Strandberg

Harold Strandberg, chairman of the Anchorage Port Commission, has termed "encouraging" interest in the local port expressed in a report from the Greater Anchorage Chamber of Commerce's port development committee.

The port commission chairman took issue with some points made in the Chamber report.

He pointed out that the port commission already is engaged in a majority of the activities suggested in the committee report.

Major carriers have been contacted and asked to serve the port, Strandberg said. (The Chamber committee had asked this be done.)

PREFERENTIAL berthing has been offered and the ste-

vedoring contractor has assured necessary equipment for loading and unloading will be provided. New and lower port rates are being published and eight acres of open storage have been developed this past year, Strandberg said.

Negotiations with the military for the use of Army Dock as a standby facility for the port have been held up until ownership of tidelands has been established, Strandberg said. The city attorney has been working on this matter.

The commission is attempting to have the port service road incorporated in the state primary highway system. The primary roads plan approved by the city and the state include this road in this classification.

TO DATE this year the port has handled 54,000 tons of commercial cargo. A total of 38,000 tons crossed the dock in 1961.

This was accomplished (this year) without the service of Northland Freight Lines which served the port as a limited common carrier in 1961.

This carrier was restrained from serving Anchorage in 1962 by a petition filed with the Federal Maritime Commission by Puget Sound-Alaska Van Lines.

THE PETITION contends Northland's rates are too low. Continuing delaying tactics have been invoked by Northland's opposition, Strandberg said.

This restraint has cost the Port of Anchorage in excess of \$64,000, the chairman said.

"The port commission has been fighting a long, uphill battle," Strandberg said. "The efforts of the port development committee (Chamber) are heartening."

Nine suggestions to improve port operations were contained in the Chamber's report which was adopted unanimously by the board of directors Friday.

## Anchorage Daily Times

Page 4

EDITORIAL PAGE

Mon., Oct. 22, 1962

## The Big Oversight In City Planning

DID YOU EVER look at Anchorage from the deck of a small boat that is trying to dock here?

The editor of the Homer newspaper (Cook Inlet Courier) did. And he found it not so good.

In an editorial he pointed out rather clearly that Anchorage has missed the boat which is important to her economy — the small boat that services the oil industry on Cook Inlet.

He cited the new Anchorage port as a "fancy" facility for ocean liners but an awkward and dangerous thing for small boats.

THE EDITORIAL spelled out the shortcomings of the Anchorage dock rather clearly. It said:

"The ladders which small boats must use to get on and off the wharf from their boats are the poorest excuse for boatmen's ladders. Also they are poorly installed.

"None of the port officials use them so have no conception of the danger to life and limb which boatmen face when boarding vessels or coming ashore.

"It is a matter of record that there is no fire alarm system for the port facility. When the offices are closed and telephone service is unavailable or out of order, the nearest fire alarm is on Government Hill.

"It is discouraging to the oil industry, which Anchorage has otherwise fostered, that the small boats working for it must face haz-

ards and inconvenience beyond comprehension."

WE AGREE with the Homer editor in his conclusion that "boating is and has been deliberately ignored for too long by too many."

This city has provided marvelously for overland and air transportation, but has failed to provide for the small boats that now use the waterfront and the many more that would use it if it were improved.

Some 100 boats and their operators wallow in the mud flats for arrivals or departures. Only the most determined and courageous boatmen undertake operations here.

Water travel—the oldest means of transportation between the main communities of the great Cook Inlet Basin—is being neglected.

Small boats ply between most of the populated places. They find more convenient harbor facilities everywhere than at Anchorage.

The people of Anchorage have been energetic in making their city one of the important places on the global air routes. They have worked hard to make it an important junction of the main highway system. They invested heavily in building ocean liner facilities. But they forgot the small boat traffic.

In the eyes of the Homer newspaper, "the biggest thing that could happen is being ignored."