

Malaspina Visit Here Set June 14

7-Day Cruise Of West Ports Is Scheduled

JUNEAU (UPI) — Gov. William A. Egan said today the state ferry Malaspina is scheduled to arrive in Anchorage June 14th.

THE MALASPINA — first of three vessels for the state's Marine Highway System in Southeastern Alaska — will be diverted from her normal run on June 12 for the westward trip.

An earlier voyage was postponed when the second ferry, the Taku, struck a rock in Wrangell Narrows and was sent back to drydock for repairs.

In addition to Anchorage, Egan said stops have been planned at Homer, Seward, Valdez and Cordova. In each port the vessel will be open for public inspection.

THE MALASPINA will embark on its westward voyage from Skagway at 3 p.m. on Wednesday June 12. It will go direct to Anchorage where it will arrive at 10 a.m. Friday, June 14. The vessel will depart Anchorage at 11 p.m., Saturday, June 15, and arrive at Homer at 7 a.m. Sunday, June 16, for ceeding on for a 6 p.m. arrival a two-hour layover before prothat evening at Seward.

Leaving Seward at 10 p.m. Sunday, the Malaspina will proceed to Valdez, arriving at 6 a.m. Monday, June 17, and remaining there until 2 p.m. when it will depart for Cordova. The vessel will be in port at Cordova from 6:15 p.m. Monday, June 17, until 1 a.m. Tuesday, June 18, when it will return to Juneau to resume its regularly scheduled northbound service at 9 a.m. Wednesday, June 19.

Anchorage Daily Times
Monday, May 27, 1963

Longshoremen Told To Work Coastal Nomad

Ralph W. Alonis, longshoremen's business agent said Saturday he has received a telegram from the union's national director directing him to work an Alaska Steamship Co. vessel bringing newsprint to Anchorage.

Local longshoremen had voted not to work the ship because its crew works one hatch under an agreement with the steamship company. The vessel, Coastal Nomad, is due at the port of Anchorage in June.

Alonis said he was advised by George Isel, national director of the United Industrial Workers of North America, to work the cargo and then take up the matter of the jurisdictional dispute by making a formal protest through union channels.

The ship's crew and longshoremen are members of the same parent union.



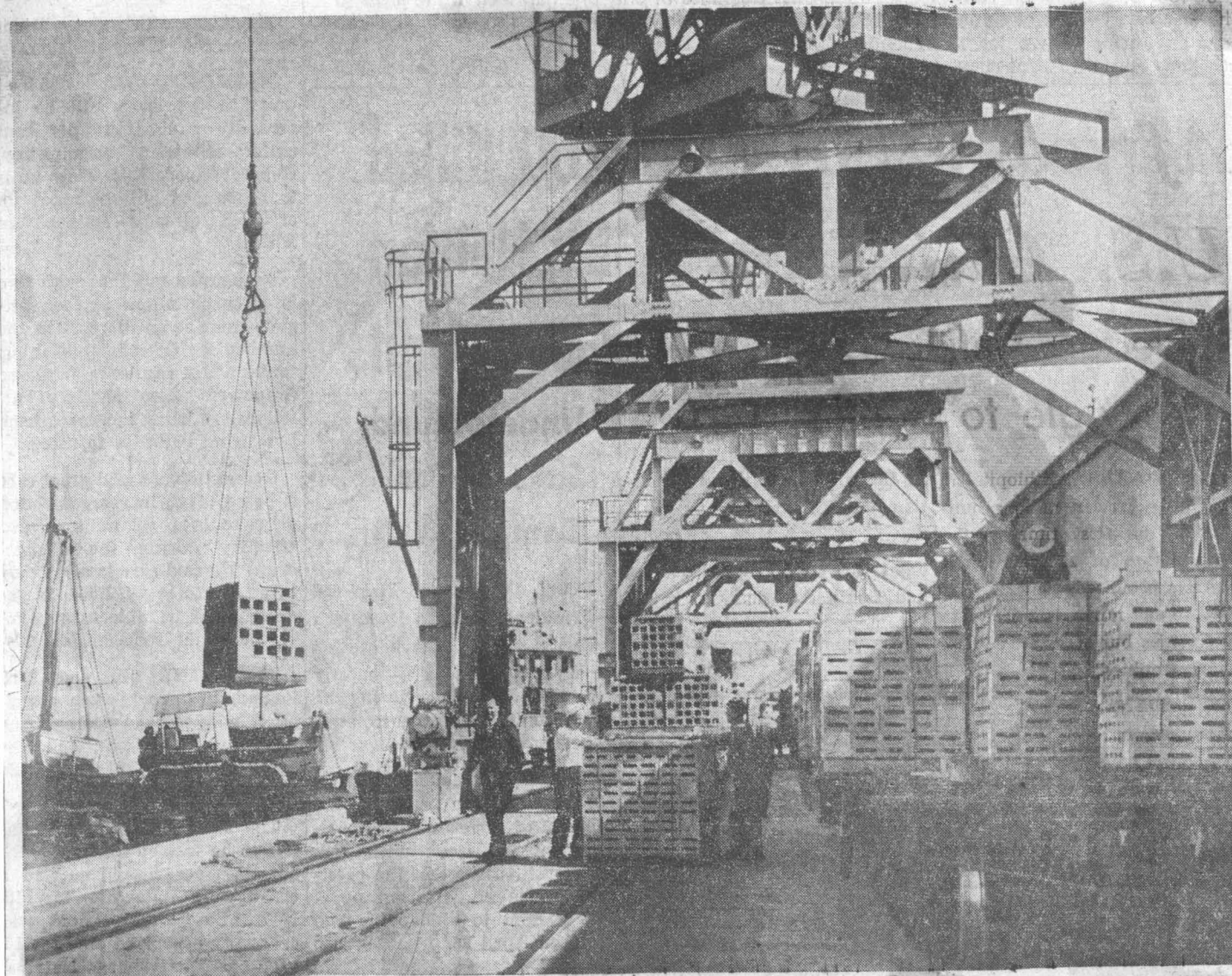
CORDOVA BUILDING BLOCKS LOADED AT CITY DOCK

A shipment of between 40,000 and 50,000 concrete blocks, destined to be used in rebuilding fire-razed Cordova, was being loaded at the Port of Anchorage dock today. Loading of the 1,000 ton capacity barge was expected to be completed tonight. Eleven railroad flat cars and a number of trucks were used to deliver the blocks from Concrete Conduit Co. to the dock. This is the first large shipment of this local product and is termed "one of the few times an Alaskan producer has been able to supply another Alaskan community in face of competition from Outside." Value of the shipment is placed at \$37,500.

Gulf Navigation and Towing of Seward operates the barge and tug. Shipment will go to North State Building, Inc., for use in the Prince William Sound community which was damaged by fire some weeks ago. From left, Robert Smith, Alaska manager, and Lloyd Winter, plant manager of Concrete Conduit Co., and James Cahill, port terminal manager.

(Anchorage Times Photo)

'Real Good' On The Waterfront



THE FIRST major shipment of locally manufactured materials was loaded out over the Port of Anchorage dock today. The cargo was 50,000 concrete blocks manufactured by Concrete Conduit Co. to be used in rebuilding fire-razed busi-

nesses in Cordova. Everything but the cement used in making the blocks was supplied locally. A number of other vessels were tied up at the dock to take on cargo. (Daily News photo)

Port Hums with Coming And Going of Cargoes

First Shipment of Materials Made Here Handled at Dock

Cargo was coming and going today at the Port of Anchorage. It was a big day. The first major cargo manufactured in Anchorage — 50,000 concrete blocks to be used in rebuilding Cordova — was being loaded out over the dock by Concrete Conduit Co. here.

IT WAS A busy day. Four other vessels, the Rigger II, the Gladys-R, the Erling and Pan American's Low Tide — were tied up at the city dock to take on cargo to haul to oil exploration operations.

The Military Sea Transport Service's Mizar was off loading

at the Army dock for Fort Richardson and Elmendorf. Other vessels were in at other docks along the waterfront. It all looked good.

Port Commission chairman Harold Strandberg, on one of his frequent visits to the port, stood in the warm sun and took it all in.

"LOTS OF activity on the waterfront," he said. "It looks real good."

Bob Smith, of Concrete Conduit, stood on the dock wearing the familiar hard hat of construction men and watched longshoremen load the concrete blocks into the barge YB2. When she was loaded, the tug Pawtucket would tow her to Cordova.

There, the cargo would be off loaded for North State Builders, Inc., to use in rebuilding businesses wiped out in the catastrophic fire there last month.

NOTING THAT it was the first major shipment of locally manufactured material over the dock, Smith said, "We're real proud of that fact."

"We're trying to develop as much work as we can for local manufacture. We're making (See Page 2, Col. 3)

Council OKs Resolution For Claims to Tidelands

The City Council adopted a resolution last night directing the city manager to apply for all tidelands and submerged lands in the city limits which the city claims and on which no prior application has been filed.

ITS ACTION was another step in clearing up disputed titles to the land, so development can be promoted on the waterfront.

The Port Commission has been holding hearings on applications for the lands, the latest being testimony yesterday by Cook Inlet Tug & Barge Co. Permanente Cement Co. already has filed information in a hearing and Alaska Aggregate Co. is to present its application to the commission July 9.

AFTER HEARINGS are held on all the lands claimed, the city manager will determine what lands will be granted to the applicants. Further action may be

taken, if applicants are not satisfied with the decisions.

The applications being examined now are to determine preference-one rights—those rights resulting from occupancy and improvements before Sept. 7, 1957.

Anchorage Daily Times
Saturday, May 25, 1963

New Zealand Ship Is Due

Cargo Of Beef To Be Brought Here

Three hundred tons of frozen boneless beef from New Zealand will arrive at the Port of Anchorage dock early in June, port officials said today.

The Motor Ship Crusader, of British registry will make the delivery, R. J. Inglis, commercial consul and trade commissioner for New Zealand, said in Ketchikan Monday, according to Associated Press.

Inglis, who will be in Anchorage while the ship is in port, said his country has been supplying Alaska with beef for some time. However, other than that shipped to Anchorage, Alaska supplies come through Seattle.

The Crusader will make only the Anchorage stop in Alaska, then sail for Seattle.

INGLIS, in Alaska to drum up additional trade, said he hoped to arrange for backhauls of Alaska fish. He left Ketchikan today for Juneau and Fairbanks before coming to Anchorage.

Inglis' office is in San Francisco.

He said the vessel would arrive in Anchorage on June 4.

The Crusader is coming to Anchorage by way of Honolulu. The vessel, of 3,338 gross tons weight, is 406 feet long, according to port officials.

Her cargo of beef is destined for Anchorage markets with the beef to be sold as is and used in the manufacture of hamburgers, hot dogs and sausage. New Zealand beef is handled by a number of outlets here.

Officials Visit Capital To Push Causeway Plan

Two Anchorage men will converge on Washington, D.C., Monday from opposite ends of the continent with the same purpose in mind — to push for the speedy construction of the Knik Arm causeway.

ONE IS KEN Hinchey, president of Alaska Aggregate Co., who is returning from a one-man Chamber of Commerce trip in Europe. The other is A. E. Harned, port director for the

city of Anchorage.

They plan to form a team at the nation's capital, calling upon congressmen and otherwise promoting the causeway at the 50th annual National Rivers and Harbors Congress.

Hinchey is credited with being the "father" of the causeway plan, and sees it as a great economic benefit to Anchorage by opening up the Susitna Valley area. Harned is more geared

to its engineering potentials among which he believes would be the reduction of the silting problem in the vicinity of the port.

BEGINNING MONDAY and for the rest of the week Hinchey and Harned will call upon the congressional delegations not only of Alaska but of all the Western states. They will talk to the people in the Inland Waterways Association and buttonhole any others who may be

helpful in getting official up-to-date surveys made which they feel is the final step before actual appropriation of funds.

Hinchey will join Harned after visiting with various industrial organizations in Denmark, Sweden, Germany and Scotland, where he presented the Alaska economic picture.

They urged a "flood" of telegrams and letter to the Alaska delegation to lend strength to the causeway campaign.