

## Our Sea-Land Supply Line Is Back to Normal

The Sea-Land ship New Orleans arrived Sunday with 379 vans of cargo, some of it held up by the recent longshoremen's boycott of containerized cargo.

The New Orleans followed the Anchorage, which arrived Thursday with 299 vans — most of them carrying food.

Sunday's shipment contained a "little of everything," a company spokesman said.

He said Sea-Land, which handles most of the freight bound for the Anchorage area, was back on a normal schedule following the boycott. He also said there was no cargo backup in Seattle.

"We're keeping pretty well abreast of it now," he said. "Everything is back to normal."



## SEA-LAND VANLINER ARRIVES WITH FIRST LOAD

Sea-Land's vanship Anchorage unloads containerized cargo onto a truck bed today, in the first such shipment since Seattle members of the International Longshoremen's Union refused to handle containerized cargo packed by members of the Teamsters Union. The boycott has been lifted, but ILWU members are scheduled to caucus in Los Angeles Saturday to decide whether to strike if new talks on container cargo are unproductive.



## TALKING OVER THE SPECIAL CITY ELECTION

City Manager Robert Sharp, seated, today went over with department heads some of the issues that will be on the ballot for the city's special election. Standing, from left, are Bill Morgan, manager of Merrill Field; Bill Duynslager, head of the water utility;

Bill Creighton, director of parks and recreations; Bob Crow, public works director; Charles Peck, assistant manager, telephone utility, and Russ Painter, port director.

## Mini-Cruise Starts Here Next July 1st

The state Division of Marine Transportation predicts that a new and different Alaska "circle trip" — a ferry cruise aboard the newly lengthened Tustumena from Anchorage down the coast of the Kenai Peninsula one-way, and return via the highways of the peninsula — will induce greater numbers of motoring tourists than ever before to visit the cities of Kenai, Soldotna, Homer, Kodiak, Seward and other points in the area.

The trip is scheduled to begin the first of July. From May 15 to July 1, the Tustumena is scheduled to sail, as it has in the past, from Seward - Kodiak - Soldotna - Homer and return to Seward, plus Seward - Valdez - Cordova and return.

After the state's new MV Bartlett goes on schedule July 1, the Tustumena will operate Anchorage-Homer - Seldovia - Kodiak-Seward and return plus on weekends, Anchorage - Homer - Seldovia - Kodiak and return to Anchorage.

"We have great hope for the circle trips out of Anchorage," said Capt. H. J. Lockert, director of the Division of Marine Transportation. "We know from experience that visitors do not like to back-track when they're touring Alaska. By offering a 'mini-cruise' out of Anchorage one direction, they won't have to retrace their same steps the other way."

Among itineraries available for Alaskans and Alaska visitors under the new routing will be the following: Anchorage-Homer via ferry (which includes the unique experience of seeing, close-up, oil drilling platforms in Cook Inlet), then return by highway to Soldotna, Kenai, possibly a side trip to Seward, then Girdwood and Anchorage.

Anchorage - Homer - Kodiak-Seward via ferry, then return to Anchorage via peninsula highways.

Another possibility would allow travelers to sail Anchorage - Kodiak - Seward via the Tustumena, then drive via highway and "rail-ferry" to Whittier to board the Bartlett for a trip to Valdez and Cordova. Return could be via the Richardson Highway out of Valdez.

For non-motorists, there's the opportunity to sail Anchorage-Homer or Anchorage - Kodiak by sea, returning by air.

The Tustumena, presently being lengthened by 56 feet and reconditioned in San Francisco shipyards, will offer 16 more berths in eight more staterooms and 45 per cent more vehicle space than previously. New length will be 296 feet with a capacity of 58 berths and 60 autos.

In addition, the vessel is being equipped with stabilizers to ensure smoother sailings than has been possible before.

## 50 PLEASURE BOATS ARRIVE ABOARD BARGE

Northland Marine Lines made its first stop in Anchorage Saturday and it was a memorable one.

Delayed 36 hours because of bad weather, the double barge, towed by the tug Howard H. out of Seattle, brought in the largest single shipment of pleasure boats ever received in the city. The barges carried 3,000 tons of goods, including mobile homes, campers, construction equipment and at least 50 fiberglass boats in the 14-foot to 21-foot class.

Earl Lawson of Caribou's Marina, who has unloaded pleasure craft at the Port of Anchorage for his firm for the past three years, received 38 of the boats. He said he had never seen as large a shipment come over the dock.

Considering that the boats are priced, on the average, at \$4,200 each, the shipment was a valuable one. Lawson said the Caribou Marina sold 58 boats last year, and he has orders this year for about 70. The craft, some with inboard-outboard engines, and two of them cabin jobs, were manufactured in Tacoma and Marysville, Wash.

On its arrival the tug deposited one of the Northland barges

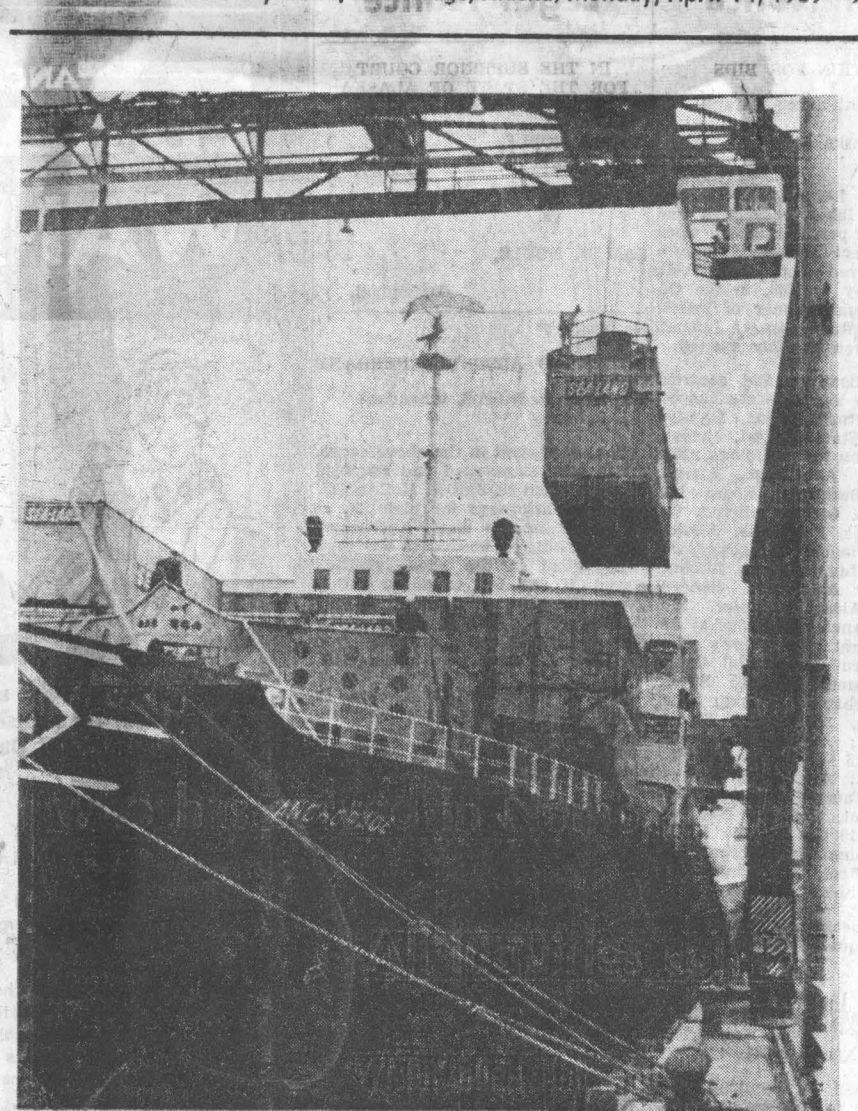
at Anderson Dock and the other was taken to the Port of Anchorage.

The trip is the first of regular monthly runs by Northland Marine from Seattle to Anchorage. Beginning May 12 the barge line will begin sailings directly to Bethel on a once-a-month basis.

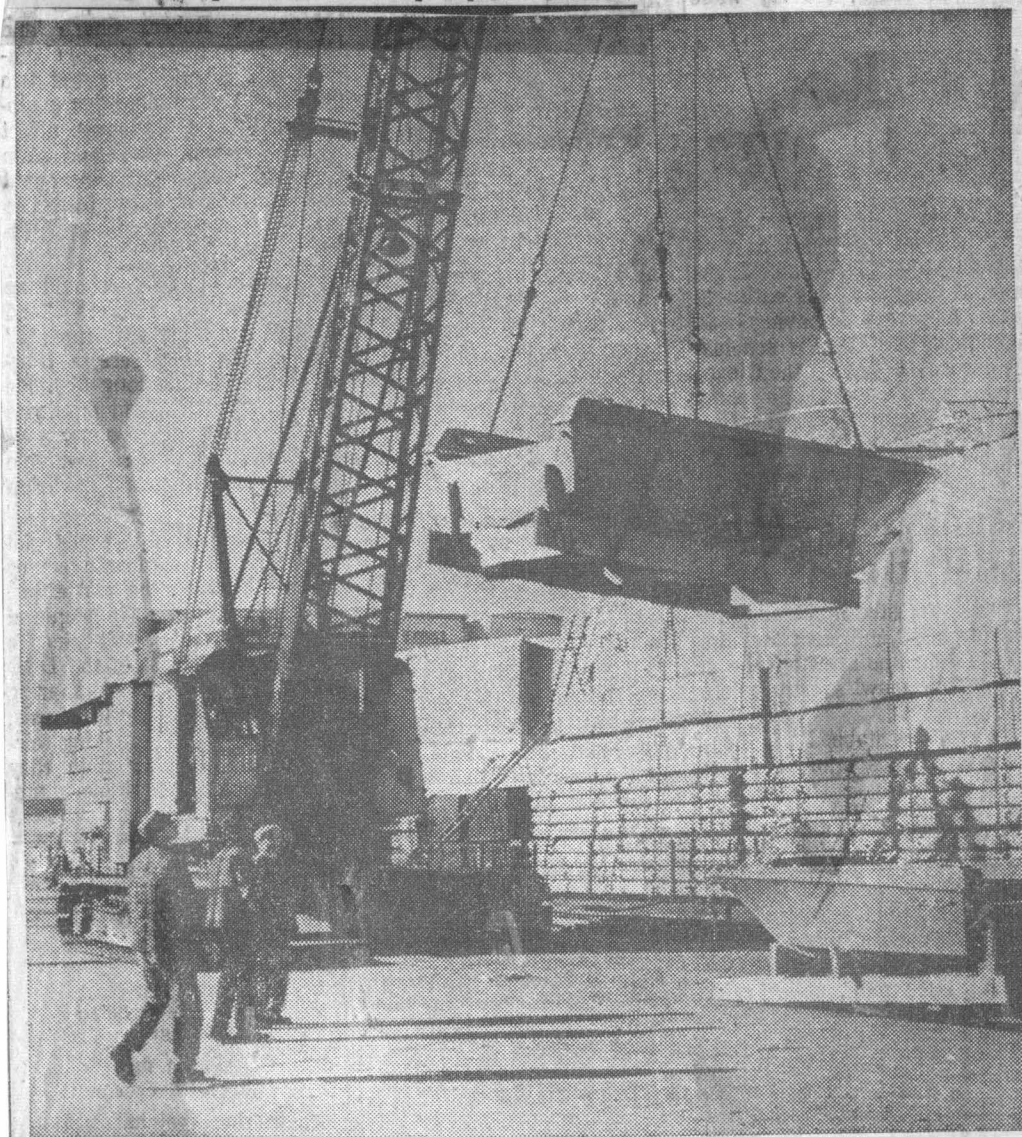
Northland will become the first common carrier using oceangoing tugs and barges to serve the Kuskokwim area with the initiation of the Bethel route.

The service will be fully containerized and will also handle heavy machinery, house trailers, over-length cargo and other specialized items, said Tom Ousdale, Northland's traffic manager.

The Bethel run will continue until freezeup; the run to Anchorage will operate year-round. From Anchorage the barges will go to Seward, Valdez and Haines before returning to Seattle.

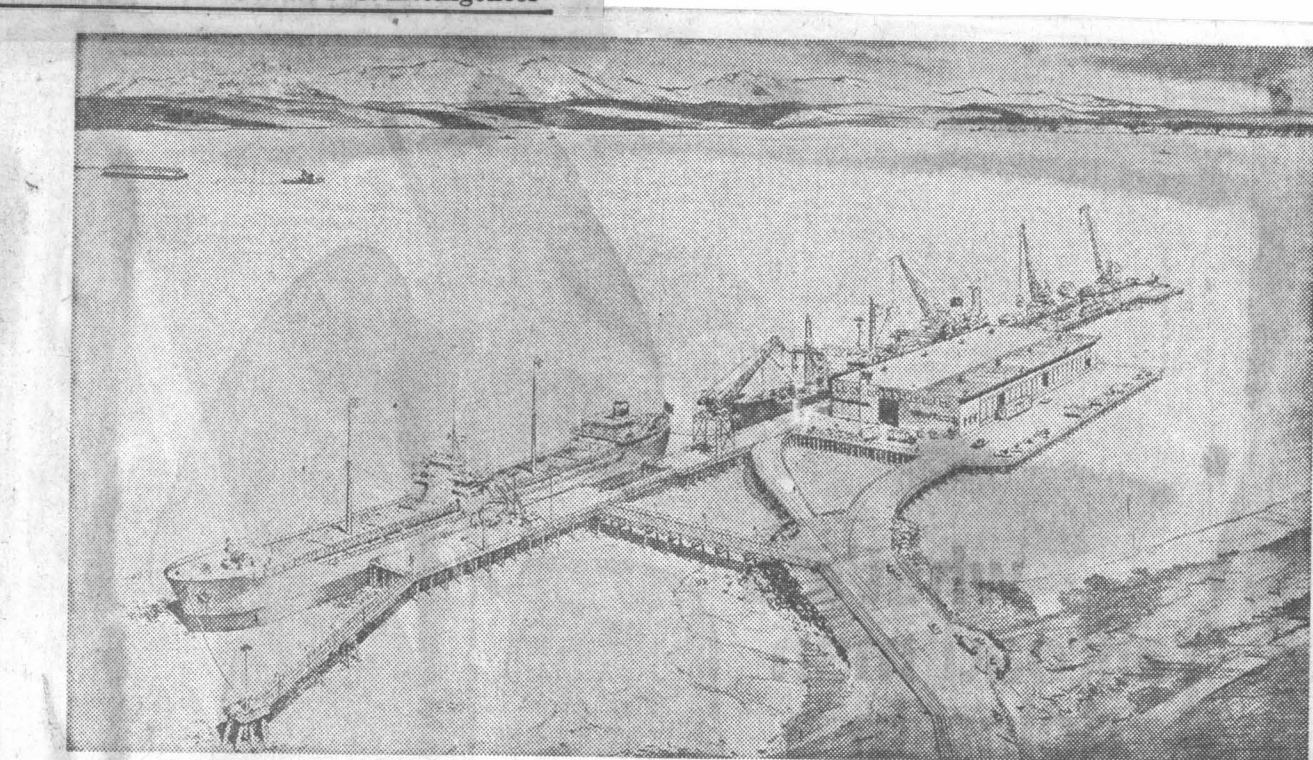


SEA LAND'S "ANCHORAGE" was the first vessel to dock at the Port of Anchorage this last week following the end of a longshoremen's boycott of containerized cargo. Sea Land's "New Orleans," its newest and largest vessel, was expected Sunday. Northland Marine Transportation's Barge ATB 98 also was in port over the weekend. Both vessels were carrying some cargo vital to the oil industry. (Daily Newsphoto)



## FIRST UNLOADING FOR BARGE LINE

A crane lifts one of the 50 pleasure boats aboard Northland Marine Lines' first barge to call at the Port of Anchorage during the weekend. The barge was one of two brought in for the first time from Seattle by an oceangoing tug. Also unloaded were mobile homes, campers and construction equipment. The line will operate monthly runs to Anchorage year-round. Story on Page 2.



Anchorage's planned marine terminal expansion.

## Anchorage Building Accelerated

The Port of Anchorage, Alaska's newest and largest port is the focal point of transportation systems serving all of south-central and interior Alaska.

Fifty-five per cent of the Alaskan population is within the Port's immediate trade area and as much as sixty-five per cent on a more limited basis.

The stage was set for the "Port of Anchorage" in 1917 when President Woodrow Wilson authorized the construction of the Alaska Railroad from Seward to Fairbanks. Anchorage's first wooden "Ocean" dock

was constructed to handle supplies for this project. From this early construction camp grew the City of Anchorage, which was incorporated in 1920.

Build, build, build, has been the key word throughout this brief history. The strategic position of Alaska and particularly Anchorage during World War II, created a vast military and federal complex to further accelerate the northern boom.

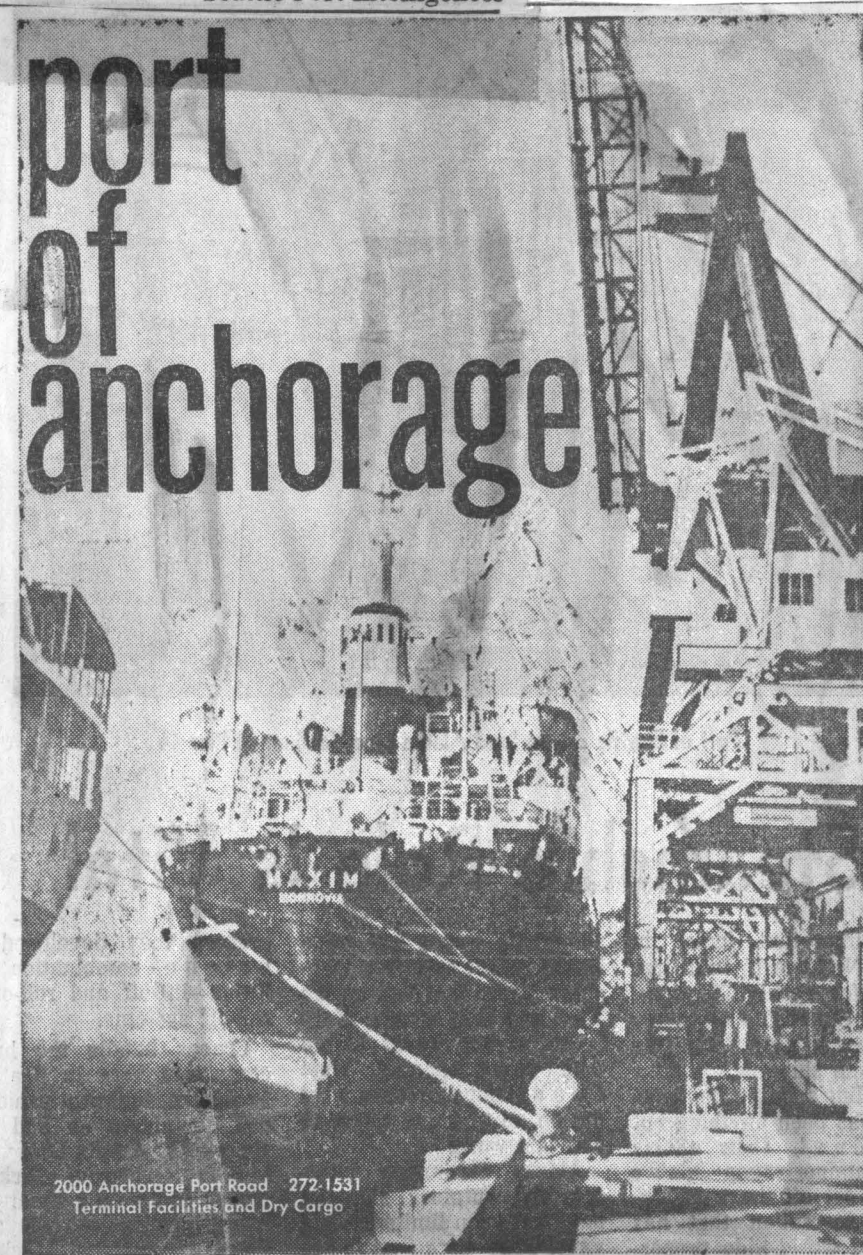
With the conclusion of wartime activities, Anchorage settled down to a peacetime economy. It was readi-

ly apparent, however, that there would not be any great slackening of pace.

In 1946 the City of Anchorage appointed its first Port Commission to study future port needs. Engineering studies confirmed the feasibility and need for a new modern dock complex. Six million eight hundred thousand dollars was spent by early 1961 to provide these facilities and the necessary shore-side cranes. To date an additional seven million two-hundred eighty six dollars has been spent or is now committed to build a modern petroleum

handling terminal and additional general cargo wharf. The final phase of the current expansion program is scheduled for completion early in 1970.

Modern unloading methods have not been neglected at the Port either. With the advent of regular service by Sea-Land in 1964, the Port installed its first high-speed container crane in 1966. Present volumes of traffic has grown to the point where a second crane is needed. Plans are to have this second unit in operation late this year or early in 1970.



2000 Anchorage Port Road 272-1531 Terminal Facilities and Dry Cargo

## Unions Helped To Promote City Election

Local labor unions contributed \$1,550 to the public information program conducted by the city for the special election held last Tuesday.

Contributors were Anchorage Longshore Unit, \$500; Central Labor Council, \$500; Pile Drivers Local 2520, \$300, and Teamsters Local 959, \$250. Also contributing was Era Helicopters, Inc., \$100.

The City Council had earlier approved a \$6,000 budget with Kay Guthrie and Associates for the public information campaign to promote election issues.

Sharp said he had been asked by various groups, among them the union locals, how they could assist in the program. Sharp referred the unions to the public relations firm, which coordinated the advertising campaign.

The unions contributed, said an official of the Pile Drivers Local, "because it's our jobs" that were at stake. With the availability of additional revenues released by raising the interest rate, union officials felt more jobs would become available to their members.