

Council reverses dock position

By BOB PORTERFIELD
Daily News Staff Writer

The City Council turned an aboutface last week during a whirlwind special meeting called to consider preferential berthing arrangements for a new freight carrier seeking use of port facilities.

In a unanimous vote Thursday, with two members absent, the council approved a motion to rescind its previous support of an agreement granting Totem Ocean Trailer Express (TOTE) preferential berth space at the city dock. The decision came following a secret executive session at which City Atty. Dave Shafel reportedly advised against supporting the arrangement because of potential legal problems.

Shafel's recommendation was

apparently based upon his contract with the Federal Maritime Commission (FMC) in Washington earlier this week and his fear that any city action favorable to TOTE would result in a lawsuit by Sea-Land Service, a containership company presently serving Anchorage and possessing preferential berthing rights.

Shafel's advice was evidently based in part on his "reading" of the FMC's position toward the berthing controversy in Anchorage. The FMC, which must ultimately approve any preferential berthing agreements, presumably is miffed at the on-again, off-again reshuffling of Anchorage berthing assignments that's taken place since TOTE announced its plans for monthly sailings from Seattle in

May.

Early this year the city asked Sea-Land to move its operations from Terminal One to Terminal Two, allowing more space at Terminal One for oil tankers. The company agreed, filing application with the FMC in April to switch its preferential berthing assignment accordingly.

A month later, however, TOTE announced its firm commitment to begin serving Anchorage with an 800-foot trailership vessel — the SS Great Land — designed to transport highway trailers, vans, automobiles and other wheeled or tracked vehicles. Due to the size of TOTE's ship, coupled with the fact that Terminal 3 construction is not complete, Totem sought use of Terminal 2 and filed an objection to Sea-Land's application with the FMC. TOTE claims that Terminal 1 is too small to handle its vessel and that while Terminal 2 is also insufficient, the Great Land's extra length could be easily accommodated by partially completed Terminal 3.

Meanwhile, Sea-Land's application is still pending before the FMC and the company has refused to remain at Terminal One.

TOTE officials say they feel the FMC would look favorably upon a preferential berthing agreement involving Totem. City lawyers obviously read the FMC's possible future action differently.

Council action now leaves Totem riding at anchor, wondering what happens next — although Shafel pointed out that any council action taken Thursday could be undone at a later date when and if future developments changed the situation.

TOTE President William B. Maling, who asked the council to continue the matter until its regular meeting Tuesday, told The Daily News that Sea-Land's actions have obviously been aimed at keeping a competitor "they know well out of the Alaska trade."

What future course TOTE will chart is uncertain. The company has already spent millions of dollars preparing for entry into the Alaska market and presently has a signed contract for construction of onshore port facilities.

Maling said his company had gambled a lot on approval of the preferential berthing agreement and even now piling is moving up the Alaska Highway.

Rescinds Preferential Berthing

By MARGARET SCHMIDT
Times Staff Writer

City Council action taken last week to provide preferential berthing for a new Port of Anchorage user was rescinded yesterday, pending review of an alternate solution.

At its June 24 meeting the council authorized the city administration to negotiate a proposed preferential berthing agreement with Totem Ocean Trailer Express Inc. of Seattle for Terminal No. 2. The city at that time already had an agreement pending before the Federal Maritime Commission in which it gave preferential berthing rights for Terminal No. 2 to Sea-Land Service Inc., which presently uses Terminal No. 1.

In its new 10-year agreement with Sea-Land, the city had asked that firm to move to the second terminal to free Terminal No. 1 for the large volume of petroleum tanker traffic which uses the port.

In the interim, Totem, which is associated with Sun Shipbuilding Co., asked for once-a-week berthing privileges to bring in a new

800-foot long vessel loaded with trailers, trucks, heavy equipment and similar cargo.

In order to accommodate the vessel, the city opted to give Totem Terminal No. 2 and asked Sea-Land to continue using Terminal No. 1. In its June 24 motion, the council agreed that in view of present circumstances the proposed preferential berthing agreement with Sea-Land was no longer in the public interest.

At yesterday's special meeting, Port Director Erwin Davis outlined an alternate proposal to allow Totem to use Terminal No. 1 for the six to 18-hour period per week it will need to unload its vessel. The ship, Davis said, could use a portion of the petroleum dock to accommodate its size, thereby freeing Terminal No. 1 for use by tankers when Totem's vessel was not berthed there.

William B. Maling, president of Totem, said that while his firm was gratified with the council's earlier resolution, and on that basis had entered into further financial risk and hired locally to

begin its operation here, he was not averse to exploring the alternate berthing proposal. He asked the council to delay its vote until its regular meeting Tuesday.

However, on the advice of Assistant City Attorney Dave Shafel, the council rescinded the earlier resolution on the understanding that when new information is brought before it, other action can be taken.

Davis noted it would cost Totem between \$400,000 and \$450,000 in additional funds to construct two trestles from the petroleum dock and Terminal No. 1 to shore.

Following the council's action Maling said further study will be needed to see if the alternate berthing is feasible. He added the firm must finish its construction before winter sets in to meet its local commitments.

In its rescinding action the council also agreed to notify the federal commission that it supports preferential berthing at Terminal No. 2 for Sea-Land.

Wednesday, July 30, 1975, Anchorage Daily Times

We're proud to announce the Anchorage City Council has approved a berth for the S.S. Great Land.

Preferential berthing for Totem Ocean Trailer Express, Inc., for Terminal No. 1 at the Port of Anchorage was approved by the City Council last week.

The 790 foot S.S. Great Land is scheduled to begin service around the first of September

bringing its "Roll-on/Roll-off" capability to Alaska shipping. This feature allows cargo to be driven on and off the ship, eliminating cargo handling, cargo transfer and packaging. Because it's the largest trailer-ship ever built, the S.S. Great

Land can carry more freight to Alaska than was possible before. Because of its design it can travel faster. And because of its "Roll-on/Roll-off" capability unloading time is drastically reduced. All this means faster and more efficient shipping to Alaska.

And.

We're proud to announce the opening of our new office.

At Totem Ocean Trailer Express, Inc., we're getting settled in our new offices, and preparing information for you about our unique concept in seaborne freight service. It's a service we think you'll like.

Tote AN ALASKAN CORPORATION

TOTEM OCEAN TRAILER EXPRESS, INC. --TOTE
201 E. 3rd Avenue (Plaza 201 Building)
Suite 206
Anchorage, Alaska 99501
(907) 278-4685

Pacific Shipper 7/31/75

Seattle/Alaska Service

In connection with the start-up of roll-on/roll-off service between Seattle and Alaska this summer, Totem Ocean Trailer Express, (TOTE), Inc., has named Howard Acton as its general manager, Alaska. He will be responsible for terminal operations in the Port of Anchorage.

TOTE plans to begin the service with the 24-knot trailership Great Land in August. The start-up date, however, is uncertain due to a dispute involving Sea-Land Service over berthing assignments at Anchorage.

(The matter is in the hands of the Federal

Maritime Commission which must approve the terminal agreements.)

Mr. Acton was formerly Alaska operations manager for Sea-Land. He has also been associated with Crowley Maritime Corp. and Kenai Air Service.

In Seattle, TOTE has appointed Leonard H. Shapiro as vice president-marketing/sales, and John T. Owens as vice president-finance.

Mr. Shapiro was previously manager of transportation research for Sun Shipbuilding and Dry Dock Co's general cargo ship product group. Mr. Owens was manager of Sun Shipbuilding's cost accounting department and controller.

Anchorage Daily News 7-30-75 Firm Forms For Ship

A new stevedore firm will serve the SS Great Land when she docks at the Port of Anchorage later this summer.

According to Claude Bent of Anchorage, president of the North Star Terminal & Stevedore Co., the Sea Star

Stevedore Co. will serve the new vessel launched earlier this summer by the Totem Ocean Trailer Express Inc.

According to a company news release, Bentz, who will be a vice president of the new firm, said the company will have offices in Seattle and Anchorage. President of the new firm will be Melvin M. Stewart, president of the Seattle Stevedore Co.

Corporate direction will be handled from Seattle and the new company will announce its terminal managers soon, the release said.

The release said the Seattle Stevedore Co. will direct the firm's cargo operations in both states in conjunction with the Anchorage firm.

TIMES 7-9-75



JOHN T. OWENS
Heads Finance



LEONARD SHAPIRO
Manages Marketing

Shipping Firm Promotes Two

Leonard H. Shapiro and John T. Owens have been named to vice president posts with Totem Ocean Trailer Express, Inc., reporting to William B. Maling, president. Shapiro has been named vice president for marketing and sales. Owens is vice president for finance.

Shapiro will be responsible for the marketing, sales and traffic areas of Totem operations while Owens will handle all the financial aspects of the operation. Prior to being named to his new post, Shapiro had been

manager of transportation research for Sun Shipbuilding's general cargo ship product group. Owens had been manager of Sun Ship's coast accounting department and controller.

Both Shapiro and Owens will work out of the company's Seattle office located at Pier 37.

Totem will operate the 24-knot SS Great Land and will introduce "fast, flexible" trailership service in the Pacific Northwest to Alaskan trade later this summer.

12—Anchorage Daily News, Thursday, July 10, 1975

Council approves port berthing shuffle

By SALLY W. JONES
Daily News Staff Writer

The Anchorage City Council has taken steps to clear the way for a major shipper to begin operation into the Port of Anchorage this year.

The council Tuesday directed Port Director E. Erwin Davis to begin discussions with oil companies to determine whether the companies would be willing to share the port's southern terminal with the Totem Ocean Trailer Express Co. Totem has announced plans to sail a 790 foot trailership vessel into the port weekly beginning this year.

THE CITY HAS been working most of this year to reshuffle berthing assignments at the port to accommodate the ship's length.

Two weeks ago, the council approved a resolution that asked the Federal Maritime Commission to grant a preferential berthing assignment to Totem for Terminal 2 north of the petroleum tanker terminal.

Pending before the commission, however, is an application requesting the same preferential assignment to Sea-Land Freight Services Inc., the port's major cargo shipper and a Totem competitor. Early this year the city had asked Sea-Land to give up its preferential assignment for Terminal 1 and switch to Terminal 2. (Terminal 1 lies between the petroleum dock and Terminal 2.)

BUT WHEN Totem firmed its plans to sail into Anchorage and bring additional revenue to the city port, the city decided instead to ask for the

terminal 2 preferential assignment for Totem, which would allow the carrier's longer ship to use part of a third terminal under construction to the north.

Sea-Land objected to Totem being assigned to Terminal 2, however, and the City Council also asked the commission to find that preferential berthing for Sea-Land there was no longer in the public interest.

The action was an attempt to assure Totem's assignment to Terminal 2.

Last week, the council met in a special session and decided to repeal the two resolutions approved June 24.

Following this week's action, Totem will use Terminal 1 if petroleum shippers agree to share part of the petroleum dock. Sea-Land will vacate Terminal 1 and move to Terminal 2, as originally planned. The plan must be approved by the maritime commission before it can be implemented.

IN OTHER ACTION

Tuesday, the council: — Voted to form a special assessment district for paving Arctic Boulevard from 16th Avenue to Fireweed Lane for an estimated cost of \$500,000. Residents in the area will share \$155,000 of the total cost for a residential street with

sidewalks on one side, curbs and gutters.

The action came following residents' efforts earlier this year to close the street in order to preserve the Chester Creek greenbelt.

During a council public hearing Tuesday on forming the district, 22 assessment area residents registered formal complaints to the plan, and one resident supported the project.

— Awarded a \$100,301 contract for improvements for Westchester Lagoon and other park areas. The city will build a floating boat dock in the lagoon near 15th Avenue and U Street; repair outfalls in the lagoon; deepen the northeast

area of the lagoon, and build islands there. The city also will repave eight tennis courts at Mulcahy Park and build a wooden bridge crossing on the bike path near Ingra and Gambell Streets.

Approved with reservations an Alaska State Housing Authority concept plan to build 366 apartments for the elderly in the Eastchester urban renewal area. The council agreed that only about 240 units should be built on the site to conform with zoning for the area. The project must be approved by the authority board and by the federal government before it is built.

Ants-Roaches

Insect Pests of all kinds
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You Get
BUHACH
California's Great Insect Powder — 80
Years Old — still Ben and Safe.
—Safe—Easy To Use—Economical—

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