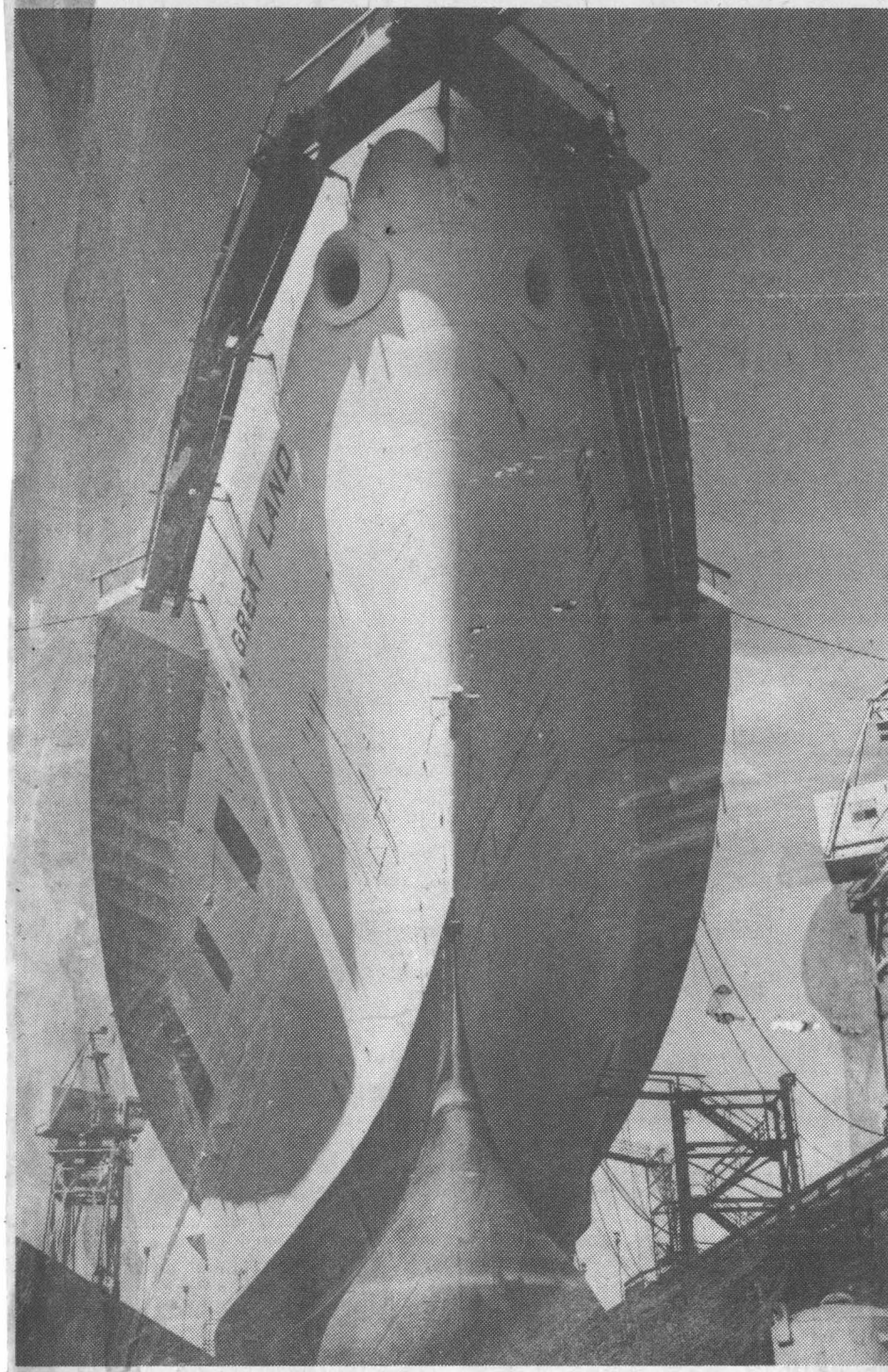


Council Rescinds Preferential Berthing



SHIP NEEDS BIG DOCK

The Great Land, proposed for a new freight route here from Seattle by Totem Ocean Trailer Express Inc., is 800 feet long. The firm is seeking permission to use an extra-

long terminal at the Port of Anchorage for which Sea-Land Service Inc. now has preferential rights.

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City Council action taken last week to provide preferential berthing for a new Port of Anchorage user was rescinded yesterday, pending review of an alternate solution.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

Anchorage Daily News, Monday, July 7, 1975

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.

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.

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.

Tuesday, July 8, 1975, Anchorage Daily Times

Engineers Will Start Cook Inlet Shoal Study

Sampling of the underwater terrain in the Cook Inlet Shoals area near Anchorage is to begin this week, according to Colonel Charles A. Debelius, Alaska district engineer.

This sampling will be the first step in the impending removal of shoals material from the inlet, recently authorized by Congress and funded by the Army Chief of Engineers.

The engineers' contractor for the preliminary work is General Construction Co. of Seattle, which also has contracted separately to do the annual dredging off the municipal dock.

General Construction has been working for the City of Anchorage in an area north of the municipal dock. The city is suspending briefly that activity to enable the equipment to be used in the sampling needed by the corps.

The contractor is using the same barge for all three tasks. In the sampling job, however, it will be working where the current is faster and stronger than it is at the dock. Since a

tug of sufficient power and maneuverability to assist the barge in its operations in those waters is not available locally, arrangements were made to obtain a suitable vessel from Seattle.

Findings in the sampling operation will dictate what type equipment will be needed to remove the shoal material, as well as the terms of a contract that will be advertised for bids for the job. Plans call for the project to be completed this construction season.

20—Anchorage Daily Times, Friday, July 18, 1975

Totem Chief Visits To Talk Rights

WILLIAM MALING
Shipper Firm Skipper

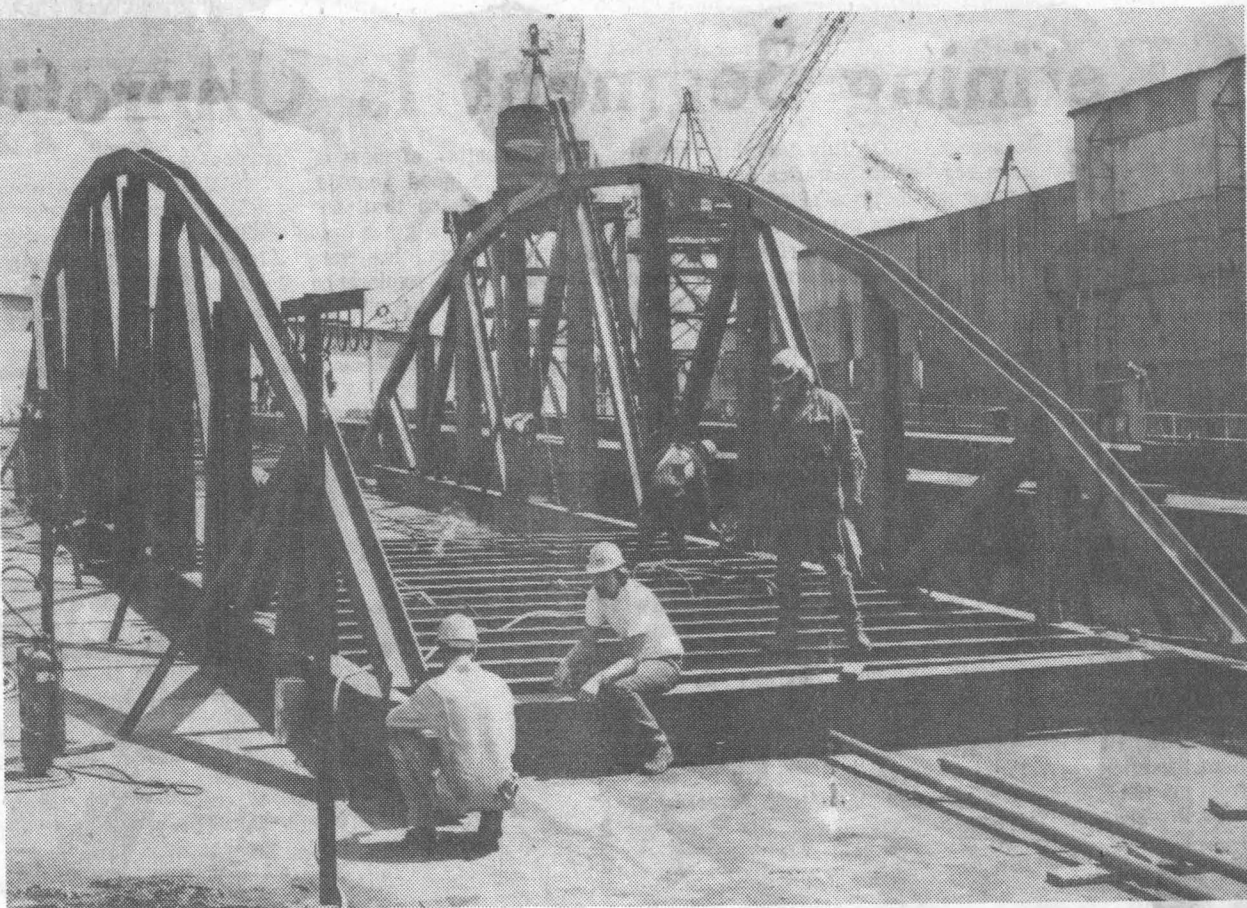
William B. Maling, president of Totem Ocean Trailer Express is in Anchorage negotiating with the Anchorage City Council on the firm's right to berth with Sea-Land at the city dock.

The Seattle based roll-on-roll-off oceanborne cargo carrier is scheduled to begin shipping to Anchorage next month pending City Council sanction.

Maling, who supervises the new Seattle to Anchorage ocean cargo firm as president and chief executive officer, makes his home in Seattle with his wife and five children, according to a company news release.

The 42-year-old Maling was born in Boston, Mass. where he spent many of his young years. As a mechanical-industrial engineering graduate of Drexel University, he became project engineer in the project control group for Sun Shipbuilding, parent company of Totem. Later Maling became department head for Sun Shipbuilding's sales group which lead to his 1964 appointment as marketing manager.

In 1971, Maling was appointed corporate secretary of the East Coast shipbuilding firm. A year later, he was named vice president of the cargo ship production group and in 1974 was elected to Sun Shipbuilding's board of directors. That same year Maling became vice president of corporate development.



RAMP SECTION NEARS COMPLETION FOR TOTEM EXPRESS

The first 100-foot section of a 300-foot roll-on and roll-off bridge ramp for Totem Ocean Trailer Express takes shape at Lockheed Yard in Seattle. Complete ramp assemblies will be in place in

Anchorage and Seattle in late August. Five ramps are to be used by the Great Land, in the Seattle-Anchorage trade, a company news release said.

Anchorage Daily Times, July 6, 1975

Totem Ocean Express Picks Acton To Lead Operations

Howard Acton, a veteran of the Alaska transportation scene, has been picked by Totem Ocean Trailer Express Inc. to serve as the firm's general manager for Alaska with responsibility for terminal operations at the Port of Anchorage.

The firm plans to enter the 24-knot roll-on-and-roll-off trailership SS Great Land in the Seattle-to-Alaska trade late this summer.

Totem president William B. Maling said Acton's experience in Alaska gives the firm "Alaskan-seasoned management familiar with, and ready to respond to, the needs of our Alaskan customers. Being aware of transportation problems unique to Alaska, Totem felt that Alaskan experience was essential for system services."

Acton's experience includes service with Sea-Land, Kenai Air Service and Crowley Maritime Corp. He was manager of Alaska marine operations in establishing Sea-Land operations in Alaska in 1964 and set up Sea-Land's

trans-shipment service in Kodiak as Alaska operations manager for Kodiak and the Aleutian Chain.

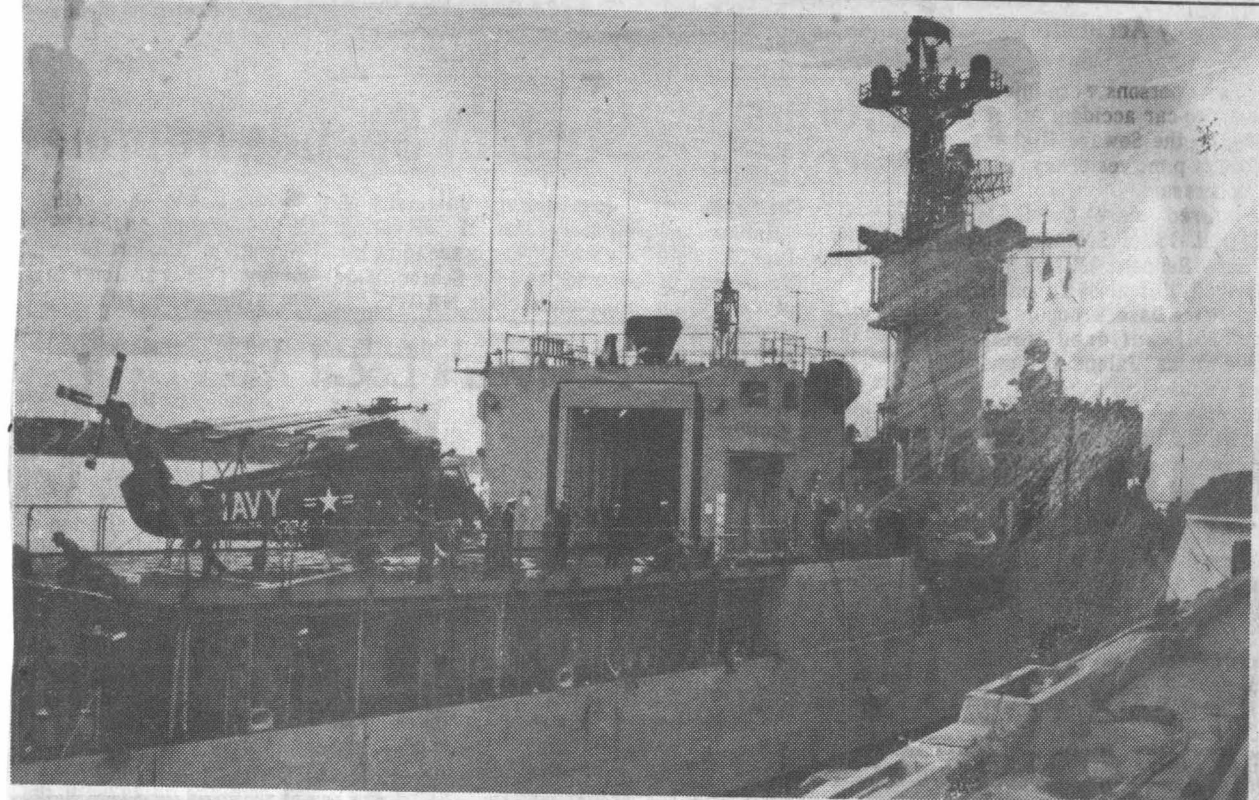
The August startup of this service has been clouded by a dispute over a filing under the Merchant Marine Act for preferential berth at the Port of Anchorage. Sea-Land, a Totem competitor, also has filed for the space, effectively precluding Tote's use of the pier.

Encouraged by an Anchorage City Council resolution that authorized negotiations that would assure berthing for Totem and declared the pending agreement with Sea-Land no longer in the public interest, Acton said that the continued support of the city and state authorities and the Alaskan people Totem will be serving is still needed if the firm is "to be in service on schedule in August."

Although Federal Maritime Commission action is required, Acton felt that if the interests of the city and state were being served, then the

HOWARD ACTON
Alaska Manager

federal commission would take quick action to permit the firm's entry, later giving both shipping lines a fair hearing.



USS FANNING SIDLES UP TO DOCK

The USS Fanning eases into the Port of Anchorage for an Independence Day visit. Formerly designated a destroyer escort, the Navy ship is now called a "frigate," and is equipped with its own

helicopter. The public is invited to tour the ship, beginning at noon both today and tomorrow.