

Fleet Club Seeks Hosts For Military

The Anchorage Branch 342 of the Fleet Reserve Association is seeking hosts for more than 1,000 visiting Navy and Marines of the USS Dubuque, which will be at the Port of Anchorage next Thursday.

Members of the Anchorage area can participate in the host program by inviting sailors or Marines for dinner, taking them on fishing trips or involving them in family plans over the weekend. The ship is scheduled to leave Sept. 22.

The program will take place on both Saturday and Sunday. Persons interested in acting as hosts should contact either Ron Bates at the U.S. Navy.

The Dubuque will be the largest Navy ship to visit Anchorage.

Aboard the Dubuque will be approximately 550 Marine officers and enlisted men in addition to the ship's normal complement of 425 Navy personnel.

The keel of the Dubuque was laid in January 1965 and it was commissioned at the Norfolk Naval Shipyard in Portsmouth, Va., in September 1967. The Dubuque is homeported in San Diego, Calif., and serves as the flagship for Amphibious Squadron 1.

During the Vietnam conflict the Dubuque completed five

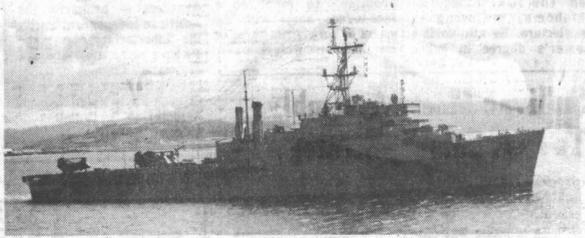
combat deployments to Vietnam and the western Pacific. During her recently completed 7½-month deployment the Dubuque operated as one of the units supporting the Republic of Vietnam evacuation. During that same deployment she also participated as flagship for

American forces involved in a joint Republic of Korea and United States amphibious exercise.

The Dubuque has never failed to accomplish an assigned mission and currently is authorized to display the E for excellence in the air,

engineering, operations and supply areas.

The Dubuque will be open for public visiting over the weekend of Sept. 21 and 22 from approximately 11 a.m. to 5 p.m. Activities are planned both by the Navy and the Marine Corps for Alaskans.



SETS COURSE

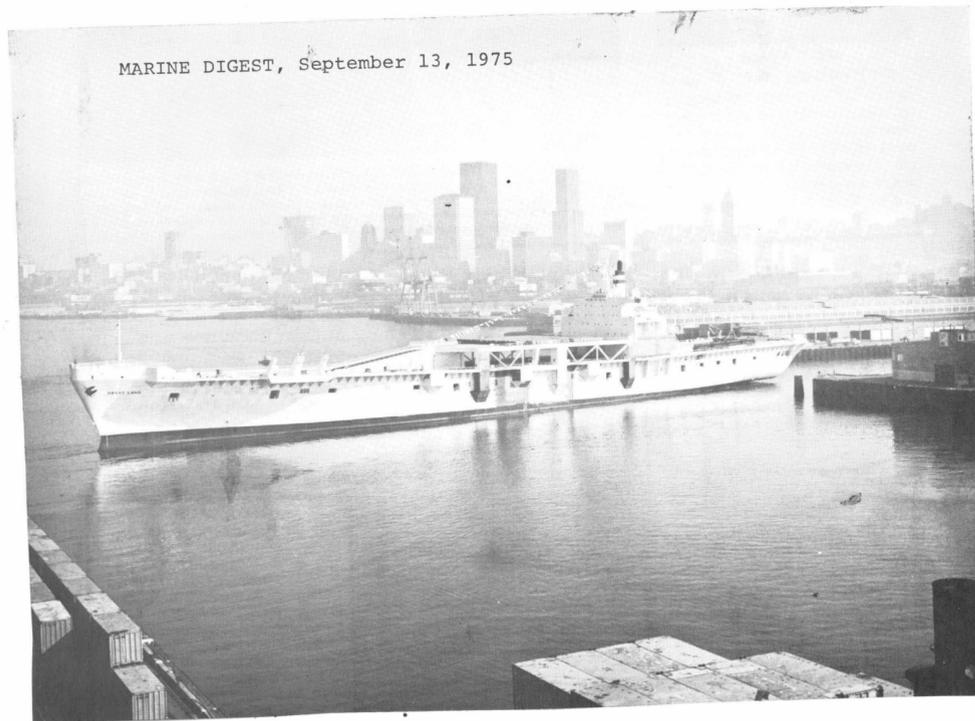
The USS Dubuque the largest Navy ship to visit Anchorage sails from Cubi Point in the Philippines. The ship with more than 1,000 sailors and marines will visit here beginning Thursday.

ALASKA...

THIS IS THE

GREAT LAND

MARINE DIGEST, September 13, 1975



Inlet Free Of Shoal

The Cook Inlet shoal, a hazard to shipping for many years, has been removed ahead of schedule. Congress directed the removal, and the Army Corps of Engineers had expected the project would take 50 days. It took only 30.

The corps' hooper dredge Biddle, which did the work, has returned to its home base in Portland, Ore. The dredge left here last Thursday.

The shoal was located just west of Point Woronzof. An estimated one million cubic yards of material was removed from the floor of the inlet. The material, mostly gravel, was moved into deeper water. The dredge averaged more than 30,000 cubic yards per day.

Tote

TOTEM OCEAN TRAILER EXPRESS

Cordially invites you to celebrate the maiden voyage of the **S.S. Great Land** at the Anchorage Westward Hotel Sunday evening, September 14, 1975

AT THE WESTWARD
GUIDED SHIP TOUR: 4:00 p.m. - 6:00 p.m. COCKTAILS: 5:00 p.m. - 6:30 p.m.
R.S.V.P. 278-4680 DINNER: 6:30 p.m. - 8:30 p.m.

Investigation Imperils Port Berthing Pacts

A Federal Maritime Commission investigation into agreements between the City of Anchorage, Sea-Land Service Inc. and Totem Ocean Trailer Express Inc. apparently will knock out, at least temporarily, preferential berthing rights granted the two shipping companies at the city's port facility, according to port director Erwin Davis.

"It appears to us both will have to be served on a first-come, first-served basis," Davis said. "We're still trying to get a legal determination on that."

Sea-Land and Tote each have filed complaints about the other's berthing agreement with the city. In addition, oil and barge interests have filed complaints about the Tote agreement while the governor, the city and various chamber of commerce and trade groups have filed statements to support the agreements.

The new investigation could delay full implementation of Tote's new shipping service to Anchorage, the line's president said.

The commission ruled the protests "appear to raise legitimate concerns in regard to the effect the agreements will have on the future operations at the Port of Anchorage once the agreements are implemented."

Sea-Land has had preferential berthing rights since 1964, allowing it a guaranteed docking space. The agreement with Tote also would give it guaranteed docking privileges. The companies pay \$50,000 annually for the preferential berths.

The maritime commission ordered a public hearing on the matter "on or before" March 15, 1976, but Davis is hopeful the matter can be brought to a head before that.

The agreement the city reached with Sea-Land would shift that line's reserved docking space from Terminal 1 to Terminal 2 and increase the number of allowable dockings yearly from 104 to 156.

A later agreement with Tote provides for space at Terminal 1 and the adjacent Petroleum Terminal to allow the 790-foot

Tote ship to make 52 dockings per year.

Tote originally protested Sea-Land's preferential berth as discriminatory but that was before Tote was granted conditional approval of its guaranteed dock by the city. If the maritime commission approves the Tote agreement, the company's objections would, in effect, be moot.

Sea-Land has protested Tote's agreement on the grounds the new ship would create port congestion and environmental problems.

Protests by Standard Oil Co. of California, Coastal Barge Lines Inc., Puget Sound Tug and Barge Co., Tesoro-Alaskan Petroleum Corp. and the Shell Oil Co. are based on allegations that the Tote agreement would restrict access by other shippers to the petroleum and general cargo areas of the port.

The oil and barge companies also protested that the Tote agreement would cause "unacceptable delays and significant additional expense" for other users of the port.

Sea-Land is now the only year-round, regularly scheduled carrier to provide shipping service into Anchorage. Tote made its maiden voyage into the city port last week, and had hoped to get a weekly schedule operating this month from Seattle.

Tote's president, William B. Maling, said yesterday he considers the Sea-Land protest a complaint designed to prevent competition. He said lack of preferential berthing may keep Tote from making its weekly runs on time.

"The 25-knot ship was designed specifically for one-week turnaround," Maling said. "If we have to wait in the stream, it throws our schedule off and impacts other parts of our operation."

He said he is "unhappy with

the oil companies, but they have a point if you used their arithmetic. They don't if you use our arithmetic."

Maling said the company will continue to operate while the matter is pending before the maritime commission, even if it means waiting for berthing space.

"We've considered all alternatives, but we intend to continue to operate. We're already heavily committed to the Alaskan trade and we've invested about \$100 million in it."

Maling and Davis both said

they will seek a rapid decision by the maritime commission.

"I hope and assume that the public interest shown and the interest by the city and the state would result in a more expeditious manner," Davis said.

The investigation and the hearing before a commission administrative law judge will examine:

—Whether the agreements with Sea-Land and Tote are "unjustly discriminatory or unfair as between carriers, shippers, exporters or importers, or... are in violation of the Shipping Act of 1916."

—Whether the city or Tote have violated the shipping act by allowing construction of facilities at the port as outlined in the Tote agreement.

—The environmental issues raised by Sea-Land.

The city, Sea-Land, Tote, and the oil and barge companies all have been named by the commission as participants in the issue.

Tote Ship Is First

For the second week in a row, Totem Ocean Trailer Express Inc.'s new vessel, the Great Land, and one of the Sea-Land ships yesterday tied up at the Port of Anchorage at nearly the same time.

Even as longshoremen finished mooring the Great Land at about 10 a.m., the silhouette of the Portland was appearing on Cook Inlet. Docking of the second big freight carrier was completed by noon and cranes moved into position for lifting the familiar red and silver vans off the vessel and onto wheeled chassis to be hauled away from the port.

Meanwhile, the one completed Tote trestle at the far end of the dock was used for the roll-on, roll-off freight on the Great Land. A crane is used in this operation only for purposes of unloading house trailers.

Tote's Alaska Manager Howard Acton, who watched the docking with vice president, Ruddle Irizarry of Seattle, said the Great Land's three trips since start of the service in September have gone smoothly.

With start of the Tote's service, Lynden Transport has started bringing up tank cars of fresh milk for delivery to Arden Dairies. Lynden's Anchorage manager Carl Tallow, on hand to watch the Great Land come in, said that two tankers carrying about 7,000 gallons of milk have been brought in on each trip thus far and that this amount will probably be increased.

The Portland is still being unloaded today, while the Great Land had left the Anchorage port at 2:30 a.m.

Berthing of vessels at the city port is on a first-come, first-served basis pending a Federal Maritime Commission hearing on preferential rights scheduled for next March.

Jet fuel spills on port dock

Officials from Standard Oil Company of California say none of the estimated 500 gallons of jet fuel which spilled at the Port of Anchorage early Wednesday morning went into Knik Arm.

The spill occurred about 4:30 a.m. when lines mooring the Chevron Naples — which was off-loading jet fuel at the POL Dock — snapped and caused two eight-inch fuel lines to begin leaking at the flanges and headers when the vessel drifted into the tide.

SoCal says the spillage was confined to the ship's deck and adjacent dock. The Anchorage Fire Department responded and sprayed the area with foam as a precautionary measure and SoCal immediately notified Coast Guard and Port officials who supervised cleanup procedures.

The Chevron Naples is operated by Chevron Shipping Company, a SoCal subsidiary.

Maritime Board Disallows Preferential Berth Rights

An agreement between the City of Anchorage and Sea-Land Services Inc., which would have shifted Sea-Land to another terminal at the city dock, will not be allowed by the Federal Maritime Commission, a commission spokesman said yesterday.

But an earlier agreement, giving Sea-Land preferential berthing rights at Terminal 1, will be honored until a commission investigation is over, the spokesman said.

Theodore Zook, with the commission's Bureau of Compliance in Washington, D.C., said today Sea-Land will be able to continue operation as it has in the past.

The new Sea-Land agreement and a similar agreement reached by the city with Totem Ocean Trailer Express Inc. will not be allowed, at least until the investigation is finished.

The commission is investigating the preferential berthing agreements granted Sea-Land and Totem by the city. Under the

agreements, Sea-Land would be granted guaranteed docking at Terminal 2, and Totem would have guaranteed docking at Terminal 1.

A public hearing on the agreements is to be held "on or before March 15," according to the commission order. Zook said today the hearing might be sooner.