

Anchorage Daily News, Tuesday, October 21, 1975-5

## Hearing on dock privilege

A Federal Maritime Commission hearing on preferential berthing rights at the Port of Anchorage has been scheduled for Nov. 10, earlier than anticipated, because several parties dropped protests of proposed docking arrangements.

The Port of Anchorage is asking that Sea-Land, Inc., and a new carrier, Totem Ocean Trailer Express Co., each be given a preferential dock to unload cargo destined for Anchorage.

Three oil companies, a tug line, and a barge line earlier

filed protests to the proposed arrangement, but those protests have been withdrawn. If the agreement receives Maritime Commission approval, Totem will dock at Terminal No. 1, and will also use part of the petroleum dock. Sea-Land will berth at Terminal No. 2.

Currently both vessels are using Terminal 1, the berth Sea-Land has had for years. Port Director Erwin Davis said he plans to travel to Washington for the Maritime Commission hearing before an administrative law judge.

Anchorage Daily News, Friday, October 24, 1975

## 'It's our port,' says Sullivan

Anchorage Mayor George Sullivan said Thursday he was "extremely upset and disturbed that Sea-Land Freight Services Inc. would ignore an order" from Anchorage Port Director E. Erwin Davis.

"It's our port," Sullivan said, and accused Sea-Land of "playing games."

SULLIVAN SAID he instructed Davis to call Charles Hiltzheimer, Sea-Land president to obtain an explanation for Sea-Land's conduct in Menlo Park, N.J. Davis said later he was unable to get through and had not received any return call. Local Sea-Land officials refused comment on the controversy Thursday, saying they were under orders from headquarters.

Sullivan also said he is considering withdrawing the applications the municipality has before the Federal Maritime Commission (FMC) requesting preferential berthing arrangements for Sea-Land and the Totem Ocean Trailer Express which owns and operates the 790 ft. SS Great Land. The FMC is scheduled to hold hearings on the applications Nov. 10.

City officials were uncertain Thursday how the current Sea-Land-Totem conflict may affect the FMC hearings. Over the summer, the former City Council had worked with the two carriers in an attempt to assure both carriers preferential berthing assignments.

EARLY THIS year, the city had asked Sea-Land to join in an FMC application granting that carrier a preferential berthing assignment at Terminal 2, instead of at Terminal 1, where Sea-Land has docked since 1964. The city said it needed additional petroleum dock facilities at Terminal 1. In May, however, Totem announced its plans to sail into Anchorage and because of its vessel's long length the city anticipated assigning it to Terminal 2 and the partially completed terminal 3 to the north.

At first, Sea-Land declined to withdraw its FMC request for the preferential assignment at Terminal 2. Totem President William Maling alleged Sea-Land's reluctance to remain at Terminal 1 was an effort to restrict competition.

THE CITY then joined Totem in an FMC application for a preferential

berthing agreement for Sea-Land's former spot at Terminal 1. The extra length of the Totem vessel, the city decided, could be accommodated at the petroleum dock to the south.

After conferring with barge and oil tanker companies, the city in July approved the concept for Totem at Terminal 1 and part of the petroleum dock — and for Sea-Land at Terminal 2. The applications pending before the FMC call for approval of that arrangement. The city also agreed to back Sea-Land's FMC request to increase port berthing calls from 104 to 156 yearly.

But early in September, tug and barge companies and oil shippers began filing protests to the arrangement with the FMC, a move that some city officials privately concede may adversely affect the agreement worked out with all the shippers in July. In addition, Sea-Land and Totem also had filed objections to each other's applications with the commission.

Sea-Land's preferential 1975 berthing rights expired in mid-September with the 104th vessel call. Since then, the port has been operated on a first-come, first-served basis.

And early in the Sea-Land and Totem conflict this summer, the FMC, according to some former city councilmen, began becoming irritated with the on-again, off-again problems with the port assignments.

trailer vessel came into the harbor. The Great Land can only berth at Terminal No. 1 because of its length. Even then, it overlaps into the fuel terminal to the south.

The municipality late Wednesday had to go to court to get an order forcing the Sea-Land vessel to move from Terminal No. 1 to Terminal No. 2. The Mobile moved the next morning and the Great Land came along side the pier. Both ships lost a night's unloading time.

The Great Land's presence at Terminal No. 1 and part of the fuel pier forced a Union Oil tanker and Tesoro fuel barge to stand off in the harbor waiting for space. Union Oil says the delay caused no particular problems. But for Tesoro it was a different story.

The Tesoro barge, carrying 41,000 barrels of fuel from the company's Nikiski refinery on the Kenai Peninsula, was originally scheduled to unload early Thursday. With the mix-up in berthing spaces it could not pull alongside until after 5 p.m. Friday, when the Great Land finally pulled out for its return trip to Seattle.

Jim Barnes, manager for sales and distribution for Tesoro, said Friday their inability to get their fuel unloaded on time has caused some shortages for Tesoro customers and the company's jobbers and distributors. One of these was the Alaska Railroad, which had been promised three tank cars of fuel.

Barnes said he managed to satisfy the railroad's requirement by shifting inventories and "borrowing" supplies. However, Barnes said the delay has caused the company to lose one complete trip.

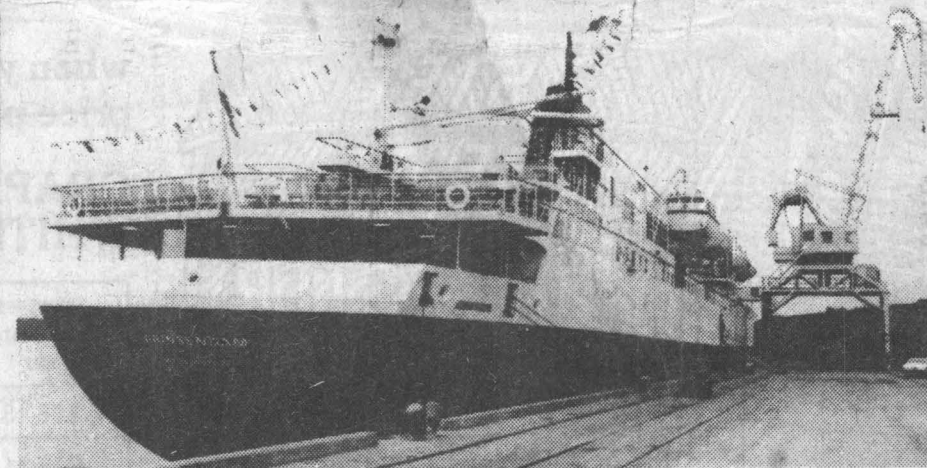


## SAILOR ENJOYS ANCHORAGE

Indonesian sailor Feroun Walandouni, a crewman aboard the Dutch luxury liner Prisendam, got a brief look at Anchorage yesterday when the ship docked here. He said it was nice, but Hamburg, Germany, is better.



## Disney Designer And Wife Describe Voyage



## Luxury Liner Docks In Anchorage



HERMAN SOUFFROC  
Dutch Maitre'd

# Disneyland Chief Has Berth In Wonderland

By PAUL NUSSBAUM

What does the chief set designer for Walt Disney Studios do when he's not putting together movie sets and Disneyland attractions?

He sails to Alaska, Japan and Indonesia aboard the Dutch luxury liner Prisendam, that's what.

Set designer Emile Kuri and his wife, Carrie Lou, were among 230 passengers

aboard the liner when it docked in Anchorage yesterday, following a week-long trip northward from Vancouver, B.C.

The ship sailed from Anchorage last night bound for Dutch Harbor, the Japanese Islands and Singapore.

The picture of quiet affluence, the Kuris are used to the luxuries of ocean cruising, but they say they've never sailed aboard a vessel as nice as the Prisendam.

And it's easy to believe.

The six-level ship is a floating hotel, complete with swimming pool (empty) and cocktail lounges (full). There is an observation deck, sports deck and promenade deck, a barber shop, beauty parlor, and dance floor. There are orchestras, professional entertainers and 26 movies for entertainment. Tipping is forbidden, but the Dutch officers and Indonesian crew seem smilingly content anyway.

"This is the best way to relax," Kuri says.

"You get away from telephones and business pressures. I've spent a lot of time flying, but getting there quick just isn't the way to do it."

The Kuris will spend 45 days on their overseas vacation, including a train excursion on the Orient Express in Asia, before they fly to Hawaii. They plan to be back in Los Angeles in time to celebrate Thanksgiving with their family. That's three children and six grandchildren, according to a proud Mrs. Kuri.

Nearly all the passengers aboard the vessel are tanned South Californians edging past middle age. In the first week out, they've gotten to know each other by first names, and everyone greets everyone else in the passageways and lounges.

"Hello," one bejeweled matron grins at Mrs. Kuri. "Time to run and get dressed for dinner, isn't it?"

"That's how we spend all our time — getting ready to eat," Mrs. Kuri says. But she admits that's a bit of an exaggeration — the ship program lists a day-full of activities including group exercises ("The Battle of the Bulges"), deck games, complimentary bridge lessons and tea in the Lido lounge.

At each port of call, the passengers are free to disembark and enjoy the local scenery. How do they react to Anchorage?

"I'm surprised by how mild the climate is here. I thought it would be colder," Kuri says, his sweater half-unbuttoned. "It's extremely lovely in Alaska. Glacier Bay will be the highlight of our trip."

Among the other short-term visitors to Anchorage aboard the Prisendam was 25-year-old Feroun Walandouni, an Indonesian crewmember.

Short, bashful and decked out in sailor's garb reminiscent of the War of 1812, Walandouni has sailed with the Prisendam for two years.

His English, which would probably rate a B on the Berlitz scale, makes it difficult sometimes to get a handle on what Walandouni says, but he's a willing conversationalist.

What does he do? "Well, I hold the, uh, rail — no, the, you know, the wheel. To steer. The wheel to steer."

He says his favorite city is Hamburg, because "there is some much girls to enjoy," and the best thing about the job with the Prisendam is that it lets him see so many different countries.

The voyage so far has been fairly routine, but during the crossing of the Gulf of Alaska Friday, the Prisendam encountered a storm that tossed waves over one of the deck lounges.

"It was a hell of a storm, but the captain cut way back to about four knots, and we leveled right out," Kuri said. He says the diesel-powered vessel moves so smoothly through the water, it is hard to discern the movement.

Kuri and his wife were planning to watch a movie last night after dinner.

He thinks there may be a Disney picture in the ship's file.

Anchorage Daily Times, Wednesday, October 15, 1975

# Hearings To Clear Dock Tangle

By HELEN GILLETTE  
Times Staff Writer

The complicated berthing situation at the Port of Anchorage will be aired Nov. 10 at an expedited Federal Maritime Commission hearing in Washington, D.C., Port Director E. Erwin Davis said today.

Anchorage is asking that Totem Ocean Trailer Express Inc. and Sea-Land Inc. each be given a preferential berth. Until a decision is handed down, the docking situation at the port will continue to be troublesome, he said.

The situation has been made ready for a quick decision because several parties have withdrawn their protests against granting of preferential rights to Totem. The three remaining parties — Anchorage, Sea-Land and Totem —

have drawn up agreements with other.

The hearing is mandatory since Sea-Land, Coastal Barge Lines and other shippers had filed protests against Totem with the commission.

Under the agreements, both Sea-Land and Totem will get their own berths: Totem at Terminal No. 1, the farthest south dock, plus part of the petroleum dock, and Sea-Land at Terminal No. 2.

"All we ask is that the commission okay these agreements," Davis said. As it now stands, there's a tense scene at the port two days a week when the two big ships, Totem's Great Land and a Sea-Land vessel, attempt to dock or leave at the same time.

The tide and currents at the port dictate that the Great Land can dock only

at flood tide. If her approach is delayed those critical few minutes she has to anchor out in Cook Inlet, then she must wait 12 hours until the next high tide, "an extremely expensive operation," according to Alaska Manager Howard Acton.

Things went well yesterday, with Sea-Land managing to get unloaded and out of its old berth, Terminal No. 1, by about 2:30 p.m. With high tide at 3:35 p.m., Totem needed to start its approach about 3 p.m., since, as assistant port director, Bill McKinney explained, the complicated eddy system swirls water around the wrong way even while the water is still rising.

A skipper always wants to come in against the current, rather than having it push him into the dock, McKinney explained.

When the vessels are docking in their assigned spaces, this situation won't occur. Right now Sea-Land continues to use Terminal No. 1 since that was its preferential spot under an agreement with the city entered into in 1964 and

renewed every five years since. When it gets rights to Terminal No. 2, it will dock there.

Totem needs Terminal No. 1 because its roll-on, roll-off cargo requires use of newly completed triple-wide concrete trestles built at that end of the port.

On its first two trips to Anchorage it used a trestle at Terminal No. 2 but unloading takes much longer there since it is narrow.

Other traffic into the port is unscheduled and uses space on a first-come, first-served basis. This accounts for the fact that Foss Barge No. 201 was sitting at Terminal No. 2

discharging cement yesterday. This can be done only at this location because that's where the unloading tubes are. This is a thorn in Sea-Land's

side, Karella said. When a barge is parked there his ship has to tie up farther down, using part of Terminal No. 3, where a cluster of cranes hampers unloading.

Davis, however, says it is possible for everybody to unload at once as the dock is set up now.

Another Sea-Land vessel is scheduled to dock at noon today. Totem won't have finished unloading until toward evening, he said, so Sea-Land will have to tie up in Terminal No. 2.

Briefs on the hearing already have been sent to Washington, D.C. Anchorage has retained counsel there and Davis will go East for the hearing. The matter will be heard by an administrative law judge.

Anchorage News 10/25/75

# Mayor declares policy at port

By JIM BABB  
Daily News Staff Writer

As far as he is concerned, ships calling at the Port of Anchorage will berth wherever the port director tells them to, Mayor George Sullivan said at his regular Friday morning press conference.

Sullivan, who claims many years' experience in the transportation industry, said he'd never heard of a case of a vessel refusing a port director's instructions before Wednesday's hassle off the Anchorage terminal. He said he ran into one of the harbor pilots who had been on board the Sea-Land vessel Mobile when that ship ignored the orders of Port Director E. Erwin Davis to tie up at Terminal No. 2 instead of Terminal No. 1.

"He's had a lot of experience," Sullivan said, "and he told me he's never seen it done before either."

Davis said late Friday that "things were working out at the port." But for almost 48 hours, there was confusion and delay in Anchorage's harbor.

The Mobile docked at Terminal No. 1 shortly after 5 p.m. Wednesday. At 8 p.m., the Great Land, the new 790-foot

October 26, 1975, Anchorage Sunday Times

# Totem Chief Boasts Of Vessel Great Land

Special to The Times

NEW YORK — The Great Land, the world's largest roll-on trailer ship introduced in the Seattle-Anchorage trade less than two months ago, already is winning "widespread shipper acceptance," says William B. Maling, president of Totem Ocean Trailer Express.

"Alaskan shippers have been as quick to appreciate the clear cut cargo flexibility advantages of pure roll-on transport as have shippers in the Puerto Rican and Middle East trades, where our first and smaller class of trailerships have been successfully operating for some time," Maling told newsmen attending a Totem press luncheon at the Whitehall Club.

The shipping firm is a rarity among ocean cargo lines in that it is in part owned by a major U.S. shipyard — Sun Shipbuilding & Dry Dock Inc., Chester, Pa., which owns 30 per cent of the \$60 million venture. Sun Ship claims to be world's leading designer and builder of pure roll-on vessels. The remaining 70 per cent is owned by Sun Oil, Sun Ship's parent company.

Maling said that Sun Ship

began looking at Alaska five years ago and liked the tremendous potential for growth for a high speed ocean carrier providing a service capable of carrying both regular and oversized cargo.

He said the Great Land has been designed to operate through the rigorous Alaskan winter months. The ship is 791 feet long and weighs 31,762 displacement tons. It has a top speed of 24 plus knots and can carry the equivalent of 386 40 foot trailers and 126 vehicles.

Like the previous roll-on ships Sun Ship built for the Puerto Rican and Middle East trades, the Great Land can take the full range of over-the-road transportation equipment, such as highway and rail piggy back trailers, autos on auto carriers, oversize cargo more than 40 feet long, mobile homes, steel pipes, boats, chemical tanks, buses, and industrial machinery.

Noting that The Great Land's speed makes possible an "over-the-weekend" express service from Seattle to Anchorage some 1420 miles away, Maling said:

"A substantial portion of the cargo we've been carrying is a direct result of the

construction program for the Alaskan pipeline. But of greater significance to Totem's long term prospects is our attracting that cargo that will be a major part of the Alaskan trade long after the completion of the pipeline."

Totem's president also said that although the amount of cargo carried on the early voyages has been answering the question as to whether a second giant trailership would be introduced into the Seattle-Anchorage trade depended on a number of factors.

"We want to take time to make sure that the trade shows enough continued growth over and beyond the tremendous volume of traffic generated now by the Alaskan pipeline."