

VESSELS SNARL AT PORT

Anchorage Daily News, Friday, October 24, 1975

Dispute at port may slow cargo

By JIM BABE

Daily News Staff Writer

The long-simmering dispute between two shipping companies and the municipal government over the use of Anchorage's port facilities broke into open warfare Wednesday night when a Sea-Land vessel allegedly ignored the orders of Port Director E. Erwin Davis.

As a result, an angry Mayor George Sullivan Thursday told his attorneys to seek an injunction instructing Sea-Land Freight Services Inc. and the masters of its vessels to obey Davis' orders.

THE SQUABBLE has tied up the port and forced at least three vessels to anchor in the harbor Thursday to await turns at the piers. Davis said even more vessels may be delayed in offloading cargo today and over the weekend.

The delays could seriously affect some consumers, including the Alaska Railroad, which was promised delivery of three tank-cars of fuel oil by late this afternoon. Groceries and produce scheduled to be delivered to some area supermarkets Thursday may not arrive until today.

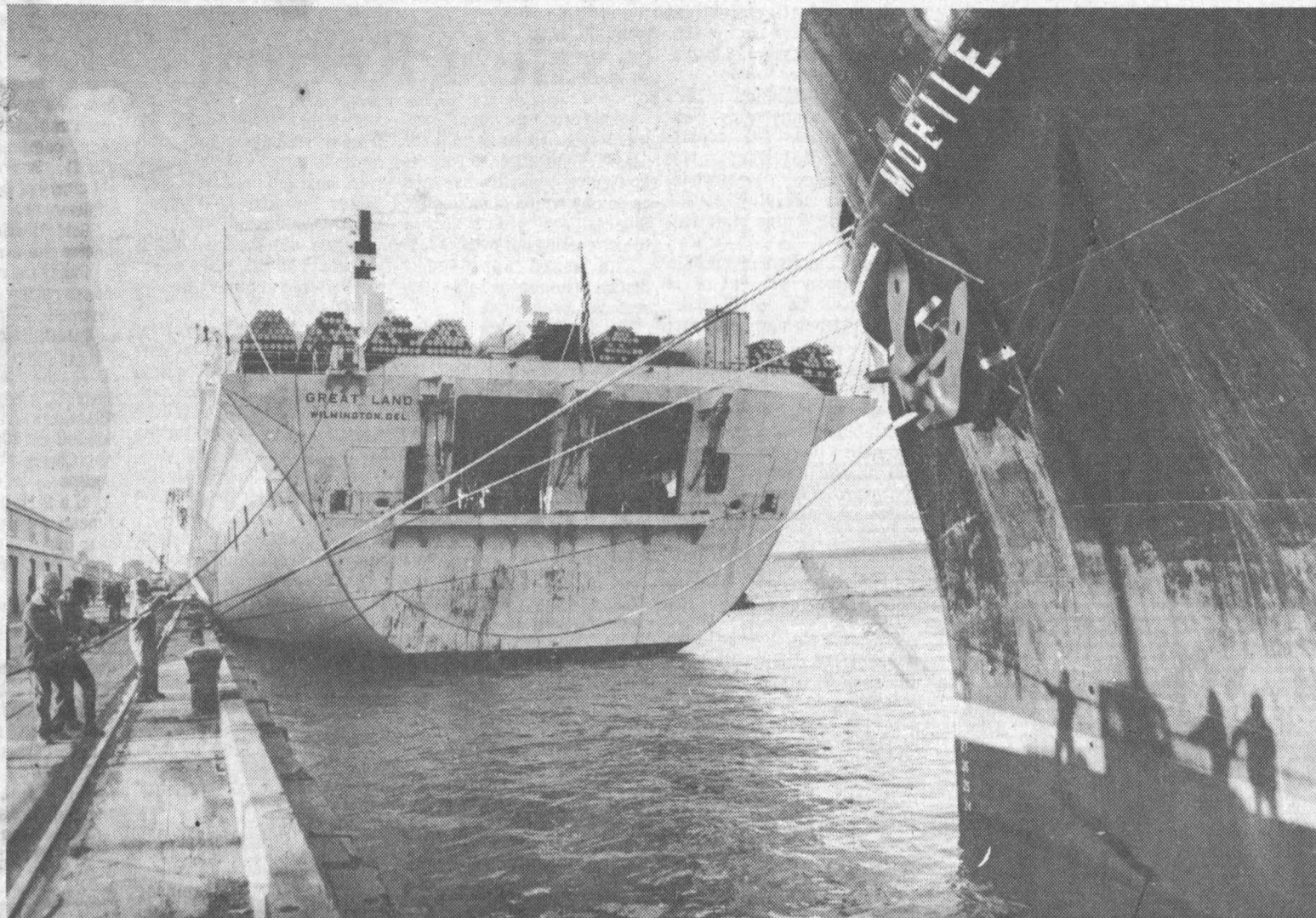
A court hearing on the dispute, scheduled for 9 a.m. today, was shifted until next week to allow Sea-Land time to prepare its case.

THE DISPUTE arose Wednesday night when Sea-Land's SS Mobile ignored orders from Davis to berth at Terminal No. 2 rather than Terminal

No. 1 to the south. Davis first issued his instructions verbally and in writing early Wednesday to the Sea-Land terminal manager.

When it appeared the Mobile was headed for Terminal No. 1 anyway, Davis repeated his instructions to the ship by radio and loudspeaker.

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Longshoremen Tie Up Great Land Next To SS Mobile

Times Photo By Alice Puster

SS Mobile Gets Order To Yield

By HELEN GILLETTE

Times Staff Writer

A Superior Court judge late last night ordered Sea-Land to move its SS Mobile out of the way to allow a Totem Ocean Express vessel, the Great Land, to dock at the Port of Anchorage.

The order was issued as a possible confrontation loomed between Totem and Sea-Land.

Sea-Land, which had moved the Mobile into Terminal No. 1 about 6 p.m., complied with the order this morning to move to Terminal No. 2 for unloading.

This enabled Totem's Great Land, which had anchored out since 8 p.m., to catch the 7 a.m. high tide and move into position at Terminal No. 1, where it has special unloading trestles.

There has been possibility of conflict since Totem started service in September but meshing schedules had avoided friction.

Sea-Land always plans to dock at No. 1 where by city agreement, it had preferential berth since 1966. When Totem announced plans to come into Anchorage, the city attempted to make room for both by giving Terminal No. 1 to Totem and the adjoining No. 2 to Sea-Land as preferential berths.

In negotiations with the city before it unified with the borough, both carriers agreed to this arrangement, subject to action by the Federal Maritime Commission at a hearing set in Washington, D.C., Nov. 10.

In the meantime, Sea-Land has maintained its position of docking at Terminal No. 1 when it is open.

The order, issued by Superior Court Judge Eben Lewis at 10:30 p.m., told Sea-Land either to move immediately to Terminal No. 2 or to vacate the pier moving at least 1,000 yards away.

Attorney David Shaftel, representing Anchorage Municipality in the matter, said the order was obtained after Sea-Land refused to obey the direct order of Port Director E. Erwin Davis to dock at Terminal No. 2.

"When Sea-Land officials indicated that they would move only if forced to do so by court order, we were lucky to be able to get hold of Judge Lewis," he said.

Davis said looming heavy traffic into the port today made it highly important to get both vessels started unloading without delay.

"I had one barge unloading at Terminal No. 3, with two tankers and another barge due today," he said. "All three will have to hold in the inlet, the tankers until Totem finishes unloading tomorrow morning and the barge until this evening when the barge already at the dock moves out."

Since the Great Land is 790 feet long, it requires use of part of an adjacent petroleum dock for its unloading operations. This, Davis said, is why Anchorage wishes to assign it to Terminal No. 1.

He said Sea-Land was not permitted to unload at that terminal last night.

JOURNAL OF COMMERCE, Thursday, October 23, 1975

Provides Fastest Transit Time on Route

TOTE Service to Alaska Highly Successful

Journal of Commerce Staff

After only six weekly sailings between Seattle and Anchorage, the roll-on trailership Great Land of Totem Ocean Trailer Express, Inc., (TOTE) has achieved a northbound load factor that represents virtually "a full ship," William B. Maling, president of the new service, told a New York press conference.

The 790-foot, 16,875-ton Great Land is described by TOTE as the largest vessel of its type in the world. With a 24-knot speed — sometimes boosted to 30 knots by the swift currents of Cook Inlet — it now provides the fastest transit time on its route, leaving Seattle on Friday and arriving at Anchorage on Monday, Mr. Maling said.

TOTE itself, a \$60 million

venture, is unusual, in that it is completely owned by Sun Oil (70 per cent) and its subsidiary, Sun Shipbuilding & Dry Dock Co. of Chester, Pa.,

For Maritime and other transportation news appearing elsewhere in the paper, see Page 1 and 27.

the yard which built the Great Land. The Great Land, newest of several roll-on trailerships built by the Chester yard, was delivered Aug. 24.

With a capacity of 390 40-foot trailers and 126 automobiles, the ship loads by means of shoreside ramps and those in Anchorage, Mr. Maling said, must accommodate a tidal change of 34 feet in six hours.

While the Alaskan oil pipeline now generates the cargo which brought Totem into the trade this year, the line is planning to remain in Alaskan service after the present heavy surge of equipment and material for that enormous project wanes, Mr. Maling said. Already the Great Land is carrying a variety of consumer goods to Anchorage, and its cargo is flowing from such faraway points as Vermont and Texas, he noted.

Seeks Preferential Berth

TOTE is seeking a preferential berth at an Anchorage terminal which can provide the three-ramp capability which the line considers essential. Hearings on this application



Daily News photo by Michael McDermott

Totem ship unloads cargo at Anchorage port Thursday

Dispute at port

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However, the Sea-Land terminal manager immediately countermanded Davis' orders and instructed the ship to tie up at Terminal No. 1.

The Mobile originally was told to dock at Terminal No. 2 by Davis at 3 p.m. It tied up at Terminal No. 1 about 5 p.m. but was not allowed to offload any cargo there. "Sea-Land was perfectly free to work at Terminal 2," said Davis.

IN THE meantime, the SS Great Land, the new 790-foot vessel belonging to Totem Ocean Trailer Express came into the harbor about 8 p.m., hoping to berth at Terminal No. 1 with the then existing flood tide. The Great Land, which is the biggest ship to call at the Anchorage port, requires space at Terminal No. 1 and portions of the fuel dock in order to accommodate its length.

Anchorage attorney David Shaftel, who has been handling port problems for the municipal government, called Superior Court Judge Eben Lewis in an attempt to get a temporary restraining order forcing the Mobile to move to Terminal No. 2. After holding telephone conversations with Shaftel and Sea-Land's attorneys, Lewis issued an order at about 11 p.m. forcing the Mobile to move.

The Mobile moved early Thursday morning, and the Great Land came alongside the pier. However, each ship lost a night's loading time and the squabble has forced a tie-up in the port which may result in late delivery of fuel and other supplies to Anchorage.

Because the Great Land takes up space at the fuel pier, tankers and fuel barges scheduled to use the pier Thursday and today have been forced to anchor in the harbor. One of these, the Tesoro Oil Corp.-leased tug and fuel barge 17 from Kenai was unable to unload 41,000 barrels of No. 2 diesel fuel oil, some of which is urgently needed by the Alaska Railroad.

Ed Callahan, comptroller for the railroad, said Thursday the railroad was facing a small but not critical problem if the three tank cars of oil could be delivered by this afternoon. He said the Anchorage end of the line has four days of fuel supplies on hand and that there were sufficient inventories in

Healy and Fairbanks.

Callahan said another delivery of fuel for the railroad was scheduled Sunday. Normally, six tanks of fuel oil are delivered to the railroad's Anchorage end each week, and three more are sent to Fairbanks.

THE SEA-LAND and Totem berthing conflict may tie up a total of 10 vessels that were scheduled to call at the port from Thursday to Sunday, said Davis. Further complicating the crunch at the port, he said, is the night's unloading time lost to Sea-Land and Totem vessels.

By the time Sea-Land moved to Terminal 2 at 8 a.m. Monday, three other vessels were waiting in Cook Inlet to get into the port. Totem's vessel tied up at Terminal 1 and part of the petroleum dock south of the terminal at 8 a.m. Thursday after laying at anchor overnight in the inlet.

Davis said Tesoro's Barge 17 may not get into the dock until Totem clears the petroleum dock at about noon today. Also waiting Thursday was Totem Marine Barge and Tug Co.'s Marine Flasher loaded with dry cargo. And Union Oil Co.'s Santa Maria was

waiting at Homer for berthing space. The three waiting vessels all were scheduled to arrive at the port by 6 a.m. Thursday.

DAVIS SAID he probably will assign the Marine Flasher to the partially-completed new Terminal 3 (the northernmost berth) when a military barge finishes unloading there as late as midnight today. As of late Thursday, said Davis, he had not determined where Union's Santa Maria will be berthed and when.

Three additional vessels are scheduled for port arrival Saturday. The Standard Oil Co.'s SS J.L. Hanna will need petroleum dock berthing. Sea-Land, according to port schedules, is to arrive with another containership Saturday, as well. And Tesoro had planned to shuttle Barge 17 into the port again Saturday on a return run. In addition, said Davis, another tanker and another barge also are scheduled to arrive at the port Sunday.

Davis later Thursday had not completed plans for assigning berths to all the additional vessels. "We'll work on it through the weekend if we have to," he said.