

# \$500,000 Petroleum Facility Under Construction

## Port Plans \$1.5 Million Installation

Work has begun on construction of a temporary facility to handle unloading of petroleum, oil and lubricants from vessels serving the Port of Anchorage. The emergency facility will cost \$500,000 and is expected to be in operation within 60 days. The installation — known as a POL facility — is expected to serve the municipal terminal until a bigger facility can be built.

George Treadwell of Tippetts-Abbett-McCarthy-Stratton, in Anchorage to conduct a feasibility study for construction of a \$1.5 million permanent POL installation, said oil tankers will berth in Anchorage at least 33 days this season.

"The whole Railbelt area needs petroleum products," Treadwell said.

He said Anchorage is the only place in the Railbelt area where petroleum products now can be unloaded.

Treadwell said the proposed permanent POL construction could proceed while the temporary facility is in operation.

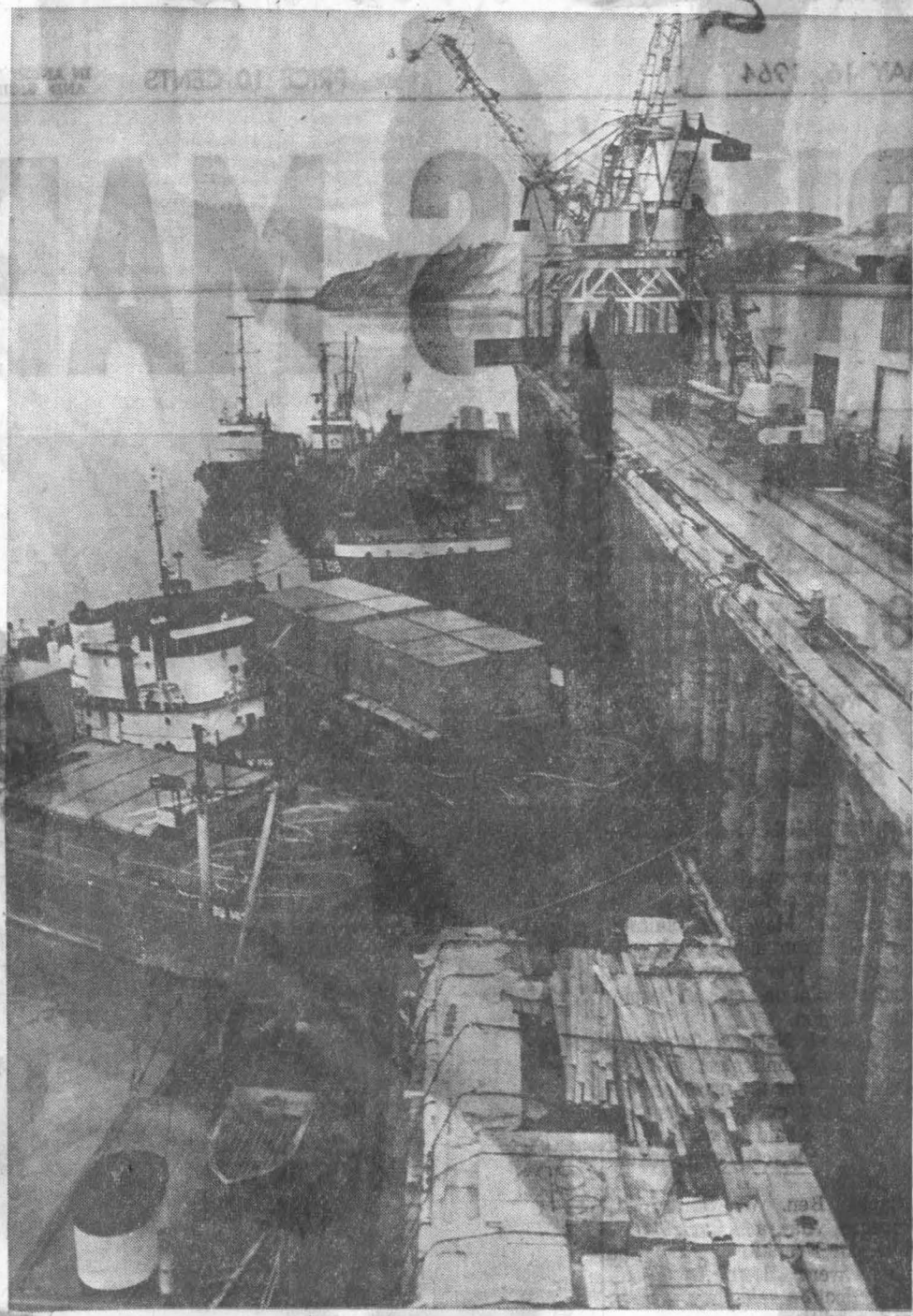
This temporary installation will be located between the municipal terminal and Ocean Dock. The dock was severely damaged in the March 27 earthquake and suffered later damage from ice moving on high tides. It is no longer useable.

The permanent oil unloading facility will be located directly behind the temporary one.

No part of the temporary facility will be useable in the permanent installation, Treadwell said.

Treadwell said the permanent facility would take about five months to put up.

The city has requested federal funds to build the permanent installation.



### PORT OF ANCHORAGE UNRAVELS RIDDLE

How do you park 1,058 feet of vessels at a 600-foot long dock? The Port of Anchorage faced the problem Friday when four tugs and four barges sought berthing space at the same time. This picture shows how it was done. In port were the tug Pawtucket with her barge, the tug Andrew Foss of Seattle with two barges, the tug Alice Foss of Seattle with her barge, and the Daphne, a tug whose home port is Anchorage. The Pawtucket, which serves Alaskan seaport towns, was built in 1898, a port spokesman said.

## Port and Maritime News Around the World

### Port of Anchorage Terminal Back on Its Feet

The Port of Anchorage Municipal Terminal, severely damaged in the Great Alaska Earthquake of March 27, is back on its feet and recovery is progressing at a rapid rate.

The only port in any way capable of serving Southwestern Alaska following the quake, the City Dock was made operational within four days and the first cargo ship reached the Anchorage harbor March 31.

In the months of April and May, a steady stream of freighters and tankers has discharged more than 110,000 tons of cargo across the single-berth facility to supply Anchorage and railbelt-connected areas.

On many occasions the 600-foot City Dock has had at berth ships whose combined length totaled more than 1100 feet and an engineering firm has been retained to provide a study on the feasibility of expanding the present dock to accommodate additional general cargo vessels.

Now under construction by

the U.S. Corps of Engineers is a new temporary POL facility to immediately expedite the delivery of military and commercial bulk petroleum and loan applications have been filed for the financing of a permanent facility.

Through vigorous and continuing restoration and expansion programs, the Port of Anchorage Municipal Terminal will continue to provide more economical and rapid service to a rebuilding and growing Alaska.

(Port of Anchorage Municipal Terminal, June 5, 1964)

## INTERNATIONAL NEWS LETTER

Published monthly by:

Central Secretariat of the International Association of Ports and Harbors

Anchorage Daily News, Wednesday, June 3, 1964

## Council OK's Sea-Land's Berth Pact

The City Council approved a preferential-berthing agreement last night with Sea-Land Services, Inc., the port's new contract carrier.

Under the agreement, Sea-Land will pay the city \$290,000 a year for up to 250,000 tons of cargo and past that amount will pay \$1 a ton.

The shipping firm also will pay for crane service and additional storage fees if cargo remains in the transit shed too long.

AFTER FIVE years, Sea-Land has the option to renegotiate the 250,000-ton provision of the contract and another option to renegotiate after 10 more years. Exercise of all options could extend the agreement to 20 years.

In another port matter, the council approved an \$85,000 contract with the engineering firm of Tippetts-Abbett-McCarthy-Stratton for planning and design for construction of a \$1.5 million POL (petroleum-oil-lubricants) facility at the port.

Several councilmen agreed at a work session last week that additional proposals should be accepted on the work if other firms expressed interest. But there was no further discussion of that last night.

10 Anchorage Daily Times Wednesday, June 3, 1964

## Council Okays Sea-Land Pact

First of two agreements between the City of Anchorage and Sea-Land Service, Inc., for regular carrier service into Anchorage, has been approved unanimously by the Anchorage City Council.

The council Tuesday approved a preferential usage agreement with Sea-Land for municipal terminal uses.

An agreement for leasing lands in the port industrial subdivision is being completed, the council was told.

This second agreement will come to the council at its next meeting, Lyman Woodman, acting city manager, told councilmen.

Sea-Land will receive preferential berthing rights at the port and use of a portion of the transit shed.

The shipping firm will pay the City of Anchorage \$290,000 a year. For this sum, it will be permitted to handle up to 250,000 tons of cargo using port facilities.

The firm will pay the port \$1 per ton for each additional ton handled in the year.

The initial term of the agreement is 10 years. Sea-Land holds two five-year options to extend the agreement.

Woodman told the council the city would install up to \$100,000 worth of improvements in the industrial park site. It was suggested funds for this could be borrowed from telephone bond funds or from the city's contingency fund.

Port Director E. A. Harned told the council the improvements would be put into place over a two-to-three year period. The council approved a proposal from Tippetts-Abbett-McCarthy-Stratton (TAMS) to design a permanent \$1.5 million petroleum wharf at the port. Action on the proposal, which the council had sought, was tabled from last week's meeting.

This was done to permit study of TAMS' offer in a work session.

Other action by the council included:

Instruction to the city attorney to draw up an ordinance change which would permit the Telephone Commission to act as a "task force" at its request. This change in status would leave the commission free to deal with individual special projects at council request.

Setting a luncheon meeting Thursday with Robert Alexander and Edwin Crittenden and Associates representatives. Firms are drawing up a central business district plan for Anchorage. A final program is expected "in about a month," council was told.

Approving setting up the Alaska Centennial Exposition Committee of Anchorage.

Scrapping bids for paving Merrill Field taxiway and runway as too high and authorizing the city manager's office to negotiate with bidding firms.

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Wednesday, June 3, 1964

## Two Resign Port Posts

Strandberg, Johnson  
To Leave Commission

Harold Strandberg, chairman of the Anchorage Port Commission, and Rodney Johnston, have resigned.

Both men are long-time members of the commission. Strandberg has served for 14 years. Johnston has been a member for six years.

The Anchorage City Council's uneasy relationship with its commissions is underlined in the resignation of the two men.

In his letter of resignation to Mayor George Sharrock, Strandberg stressed his concern over limitations the city's charter puts upon the port commission.

"I was sure the dual type of responsibility, which resulted would not function properly," Strandberg said.

"Events of the past year have further strengthened this belief," Strandberg's letter continued. "At present there are too many people dealing in Port affairs."

Strandberg urged that the council submit to voters charter changes which would allow for a stronger commission.

Strandberg said he felt the port's financial future was assured with the establishment of regular water carrier service to Anchorage and that he wished to resign. He set July 1 as the final date of his service. Johnston said he had submitted a letter of resignation to Sharrock.

He said he did not wish to comment on his reason for leaving the commission.

Recent action by other city commissions has indicated these groups also are not entirely content with their roles.

The Telephone Commission has asked it be dissolved. Cited as its reason was the feeling that its job had been completed. This commission has offered to serve as a "task force" at need, according to Lyman Woodman, acting city manager.

In April, the Electric Commission offered to resign if certain of its recommendations dealing with the Sutton mine-mouth power generation plant were not followed.

The council already has met one of the conditions that it began an aggressive power sales program by creating a sales position. This position was filled earlier this week.

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## Two Anchorage Port Commissioners Resign

Port commission chairman Harold Strandberg and commission member Rodney Johnston have resigned.

Strandberg, who requested release not later than July 1, said demands on his time prevent further service on the commission and added that "there are too many people dealing in port affairs."

He urged that new organization in port authority be drafted and submitted to voters "for a more functional commission."

RECENTLY, commission members have expressed dis-

satisfaction at being overruled by the City Council on various port matters. In the past few weeks, the council ordered further negotiations on several lease arrangements negotiated by the port director and port commission.

In his letter of resignation to Mayor George Sharrock, Strandberg said:

"I have, on various occasions, expressed to you and others my concern over the limitations of Port Commission powers by the Home Rule Charter. I was sure the dual type of responsibility

which resulted would not function properly. Events of the past year have further strengthened this belief. At present there are too many people dealing in port affairs."

"MOST PORTS of the United States are operated by a Commission or Authority with broad powers and responsibilities. I urge the City Council to study the organizational charts of other ports and submit to the voters of Anchorage proposed charter changes which will allow for a more functional commission."

Strandberg assured the council of "continued interest in the development of the port" and pledged "any assistance which I may be able to give" in the future.

The port chairman had served on the commission 14 years.

WITH THE establishment of regular service to Anchorage by Sea-Land and increased revenues from other sources, the financial stability of the port is assured," he said in the letter.

"My future plans will not permit me to spend the necessary time on commission affairs."

Johnston said he mailed his letter of resignation to the mayor late yesterday.

"I will be out of town," Johnston told the Daily News. "Business will keep me away from the port. I won't have time to serve on the commission."

ASKED IF he seconded Strandberg's statement in his own letter of resignation, Johnston said he had no further comment.

Councilmen voted to accept Strandberg's resignation when Mayor Sharrock presented it at last night's meeting.

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### 'LOOK AT ALL THAT MONEY'

Checks totaling \$750,000 in earthquake insurance advance payments were delivered to the Port of Anchorage today. The port was one of the few city facilities which was protected with earthquake insurance. This paid off in aiding the facility to recover from the damage it suffered in the Good Friday shake. Here, from left, A. E. Harned, port director; Earl H. Jones, insurance adjuster, and Lyman Woodman, acting city manager, happily study the checks which will aid in port recovery.