



Port Can Now Handle Two Tankers

The Norwegian tanker, KALDFONN, was pictured while discharging 100,000 barrels of aviation jet fuel at the dock of the Municipal Terminal on July 11. On its next visit it may tie up at the City's new fuel off-loading facility shown in the foreground.

Final inspection of this POL (petroleum, oil, lubricants) facility was made just the day before upon completion of the \$500,000 construction job by the M. B. Gilbrough Company. This is a temporary facility contracted by the Corps of Engineers on behalf of the City, and was paid for from Federal Disaster Funds.

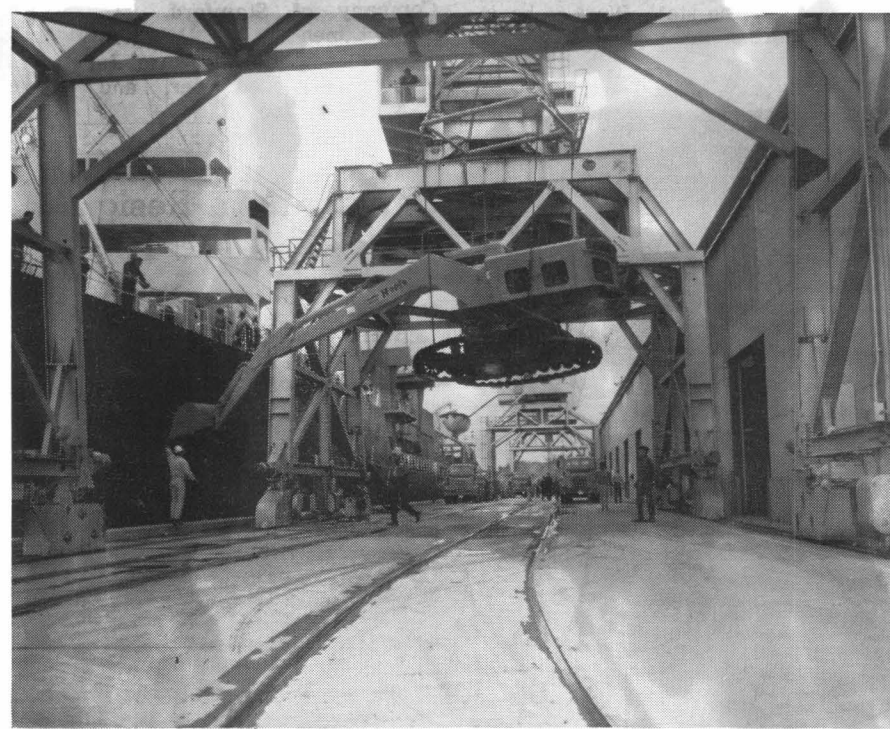
There are five organizations sending tankers to our Terminal now: Texaco, Shell, Military Sea Transportation Service, Standard, and Union Oil Company.

Port Director Harned is now able

to berth two tankers, or a tanker and another vessel at the City's dock and POL stand simultaneously. This is a tremendous financial aid to all concerned. It will end the expensive delay of anchoring in the Arm awaiting accommodations, and will expedite the handling of more incoming cargo by the municipality.



PORT EXPANSION—M-B Contracting Company equipment (Caterpillar 580) is shown at dock expansion work being done as a \$150,000 emergency project by the U. S. Army Corps of Engineers. Anchorage port facilities were not destroyed by the Good Friday earthquake-tsunami waves as were Seward and Valdez. A staging area and new access was provided under the engineer program in addition to dock repairs.



The first Warner & Swasey Hopto Model 500 all-hydraulic backhoe in Alaska was unloaded in June in Anchorage. The machine was purchased from the Northern Commercial Company by Lathrop and Associates, a new construction firm on the Alaska scene. The Hopto will assist on the repair of the earthquake-damaged water and sewer systems in Anchorage. The Model 500 Hopto is particularly suited to this task because of the large number of cross-service lines to be encountered on this job. The "live" wrist action bucket will enable the operator to undercut these service lines and eliminate the hand labor usually required for this work. The additional Hopto features of positive down pressure and fast cycle time will help to meet the tight schedule necessitated by the emergency nature of the repair work in Anchorage. The Northern Commercial Company represents the entire line of Warner & Swasey hydraulic excavators in the State of Alaska. These range from the small tractor-mounted Snapmount to the larger G-1000 Gradall.

Anchorage Daily News, Wednesday, July 15, 1964

Sea-Land Seeks Okay To Cut Shipping Rates

Sea-Land Services, Inc., freight carrier, has asked the Interstate Commerce Commission (ICC) for permission to cut its shipping rates for Alaska customers.

The cuts would have an immediate effect on construction and living costs here.

The ICC is expected to make a decision in the matter by July 20, the effective date of the proposed changes.

THE REDUCTIONS would affect items in 11 broad categories, including canned Alaska fish products shipped to the Outside. The greatest reduction would be a cut of nearly 50 per cent in the cost of shipping frozen foods here.

The proposal was hailed by Sen. Ernest Gruening, D-Alaska, as a "highly desirable" development in the state's "long, tragic maritime experience."

Gruening, who is currently in Anchorage, said Alaska has long been subjected to "excessive" freight rates.

"NOW WE HAVE competition," he said.

Sea-Land is a newcomer in the Alaska shipping field. The company started operations in the Port of Anchorage this spring.

The rate reduction request was issued June 19. The shipping cuts reportedly have been protested by competing shippers.

"All we have done," said Sea-Land's Alaska sales manager, Peter Rude, "is to meet existing competitive rates."

Rude said in some cases the rates would be lower than those of competing companies "because our rates are the same to all shippers, whether or not they are on a rail siding."

SEA-LAND specializes in shipping by large vans, which can be carried on highway trucks or in the holds of ships.

Competing methods are truck and train-barge shipments.

"The proposed rate reductions have been protested by other shipping interests interested in the Alaska transportation picture," Rude said.

The Sea-Land manager said the reductions were proposed in the following categories:

FROZEN FOODS: cement, lime, plaster and drilling mud; chemicals, anti-freeze and like products; canned fish and canned shellfish (southbound); grain and feed and like items; iron and steel articles; lumber, pilings, ties and timber; plywood, flooring, etc.; tile, facing or flooring; plasterboard, wall-board or gyp board; and wall-board or insulating material in solid flat.

Rude said the cost of shipping canned fish products to Seattle would be reduced from the present rate of 20,000-pound carloads, of 80 cents for 100 pounds, to 83 cents for 100 pounds in carloads up to 100,000 pounds and 85 cents for larger carloads up to 135,000 pounds.

He said the large reduction for frozen foods would be made possible by raising required carload minimums and allowing food items to be mixed in shipping carriers when temperature requirements were the same.

Anchorage Daily News, Thursday, July 16, 1964

Council Grants Union Oil Company More Cook Inlet Tidelands Rights

Union Oil Co. was granted class I preference rights based on boundaries and improvements made prior to Sept. 7, 1957.

The company requested the extension for 1964-65 construction and future growth.

Hemmen said his company would install a sewer line from Ocean Dock Road onto the property, fill in part of what will become an extension to Bluff Road and relinquish a northern extension of the company's lease with the Alaska Railroad.

CITY ATTY. Harlan Davis said the city questioned the railroad's right to lease the land. City Manager Robert Oldland said, "We are talking about preferential lands and granting lands necessary and reasonable to the use of those preference lands."

THE EAST land comes under

L. A. Smith, Union Oil program manager of engineering and construction, outlined an elaborate plan for use of the land to substantiate Union's claim that it needed the additional tidelands.

HE SAID that because of the closure of Whittier and Valdez his company has to build adequate fuel storage in Anchorage for western Alaska for the winter.

Union's plan called for completion of six storage tanks with 115,000-barrel capacity on the west land by Oct. 1. Five more with 180,000-barrel capacity will be built on the undisputed east land.

The council upheld the Port Commission and City Manager's recommendation in granting the 60-foot extension.

It was pointed out to the company officials that the land could be leased at a low fee.

14—Anchorage Daily News, Thursday, July 16, 1964

Hinchey Asks City Aid Ice Breaker Project

Ken Hinchey, of Alaska Aggregate Corp., has asked the City Council for its support—through contracted use—of construction of an icebreaker tug for Cook Inlet.

THE COUNCIL at Tuesday night's meeting referred the proposal to the Port Commission.

Under Hinchey's proposal, the city would contract for 30 days use of the tug at a total cost of \$30,000. The tug would sweep ice out of the dock area and assist incoming vessels during the winter.

Hinchey said he plans to finance construction providing he can be assured of enough use. He said Sea-Land Services Inc. and oil companies had already indicated an interest in the service so they can ship into Anchorage year around.

HE SAID cost of the tug, which will have a concrete reinforced hull, is \$600,000. He emphasized that speed is important if the tug is to be constructed before freeze-up.

Capt. A. E. Harned, port director, indicated other proposals were under study. He also said he could not tell without further study whether increased use of the port would pay for the city's use.

Hinchey said the city's increased revenue from carriers

such as Sea-Land would pay for the city's share.

AFTER CONSIDERING a report on parks and recreation plans for use of low areas of Russian Jack Springs, councilmen requested additional information to determine if land could be developed for residential use.

The area is used for ski trails, hiking and horseback riding, and the parks and recreation department plans to extend and widen ski trails which would also improve hiking and riding trails. The site is also being considered for a family camping area.

George Byer suggested that 50 of the 94 acres of low land be sold for residential use.

IN OTHER business the council

—Approved vacation of the alley between D and E streets between Fifth and Sixth avenues.

Port Board Wants Icebreaker Details

Anchorage Port Commission Inc., which has contracted to members want more information on a proposed icebreaker service in Cook Inlet before they decide whether or not the municipal terminal should take part in the program.

Ken Hinchey, who proposes to build and operate a vessel as an icebreaker, tug, freighter and ferry in the inlet, has asked the city contract with him for icebreaker service.

He proposed a five-year contract with the city at an annual cost of \$30,000 to commissioners Thursday afternoon.

Commissioners agreed the port would benefit from such service during winter months.

There was some difference of opinion as to just how much the city should pay for this service.

The icebreaker will cost \$600,000 to build, Hinchey told the commission.

He said Sea-Land Services,

to provide weekly, year-round freight service to the municipal terminal, has expressed an interest in the service.

A proposed contract with Sea-Land would return him \$250,000 in five years, Hinchey said.

He said he must have firm financial commitments for service in order to raise money to build the vessel.

Hinchey said oil companies, using the port also had expressed interest in his proposed service.

Commissioners proposed to Hinchey that the city make use of the icebreaker service on a call-out basis and pay \$750 each day the service was needed.

Hinchey said he could not agree to this.

Commissioners urged that he get additional firm commitments and return to the commission later. The proposal was tabled until that time.

Anchorage Daily News, Thursday, July 16, 1964

City Appoints Baum, Besser

Two members have been approved for appointment to the Port Commission by the City Council.

New members are Robert Baum and William Besser.

Two others have been tentatively selected and will be contacted as to their availability.

The two appointments will reactivate the commission which has had only one member recently following the resignation of four members last month.

6—Anchorage Daily News, Wednesday, July 1, 1964

Texaco Plans Oil Terminal Construction

Texaco, Inc., will begin construction soon on a new sales terminal on a 10.2-acre waterfront site recently leased from the Port of Anchorage, S. T. Rotrup, Alaska district sales manager, announced today.

The Anchorage terminal will receive the company's products by tanker from its Puget Sound refinery at Anacortes, Wash., and will supply markets throughout Alaska, Rotrup said.

The terminal will include eight storage tanks with a capacity of more than 150,000 barrels; warehouse and office space; automatic rail and truck loading facilities; drum flushing facilities; and aviation fuel buildings.

It also will house the company's Alaska district sales headquarters, which now is located downtown. Rotrup estimated that the new terminal would be operational by November.

Anchorage Daily News, Friday, July 17, 1964

City, Oil Company Near Tidelands Agreement

The City of Anchorage and Union Oil Company are "not far apart," according to City Manager Robert Oldland, on terms of a lease for tidelands where the oil company said yesterday it will build a \$2½ million marketing and distribution terminal.

THE LAND under negotiation is a 3½-acre tract adjacent to tidelands already held by Union Oil under grant. The site is on Ocean Dock Road.

Oldland said the city was asked after negotiations yesterday to present a lease for consideration by the oil company. He said the city administration has begun to draw up the lease.

Union's sales manager here, Frank J. Kerth, said the company plans construction this year and next year of a modern office, warehouse and garage buildings to replace structures

damaged in the March 27 earthquake.

KERTH SAID Union also will build large storage facilities for petroleum products which are to be used for retail, commercial and household needs.

Union will not rebuild facilities destroyed by fire at Whittier after the quake.

The new marketing terminal will become the principal shipping point for the company to the Kenai Peninsula, Fairbanks and Central Alaska, and to points on the Alaska Railroad and the Glenn Highway, the official said.

Kerth said filling and grading of the tract on Ocean Dock Road is nearly complete. Fabrication of storage tanks is to begin next week, he said. Tanker deliveries will be made at the new POL dock here, Kerth added.