

PETROLEUM DOCK NEARLY READY

Final work was being completed today on the new, half-million dollar temporary petroleum dock at the Port of Anchorage. The first tanker to use the new facility is due at the dock Saturday. Construc-

tion of the dock was begun shortly after the earthquake to handle the flood of oil shipments to the state diverted here when other disaster-damaged ports proved unusable.

Anchorage Daily Times Monday, July 20, 1964

New Ferry To Arrive Here Aug. 2

The Tustumena, Alaska's newest ferry, is due in Anchorage on her maiden run on Aug. 2.

She will use the Port of Anchorage's municipal terminal as a berth.

A port official said today that very little adjustment would be necessary at the dock to serve the Tustumena. He said a ramp would be built to use in boarding the vessel.

City of Anchorage officials probably will arrange a welcoming ceremony when additional details of the ferry's first call are available from the state, City Manager Robert Oldland said.

If the city council approves funds, the port director and a member of the port commission plan to meet the ferry at Juneau and come into Anchorage aboard the vessel.

A port official said today he understood that the Tustumena would begin her scheduled run immediately after her arrival in Anchorage. He said he did not know if there would be time for visiting parties to go aboard the vessel during her brief first stop in Anchorage.

The sleek, 250-foot Tustumena is now at the Todd Shipyard in Seattle, getting a final



Tustumena Ties Up In Seattle For Inspection

grooming before joining her sister ships in Alaskan waters, according to Associated Press.

The blue-hulled vessel arrived in Seattle Saturday after a 31-day trip from Sturgeon Bay, Wis., where she was built by

the Christy Corp. The 10,000-mile voyage took her through the St. Lawrence Seaway and the Panama Canal, with stops at Boston, Miami and San Diego.

The vessel has sleeping accommodations for 42 and room for 60 or more vehicles.

to leave Seattle Friday to begin service between Kodiak, Seldovia, Homer and Anchorage. The Tustumena is scheduled

Sea-Land Ships Add Kodiak As A Port Of Call

An expansion of Sea-Land Service's Alaska freight route will begin next week when Kodiak is added as a Sea-Land port of call.

The S.S. Seattle will make its first call at Kodiak on Wednesday, according to R. F. Hoehn,

president of Sea-Land Sales of Alaska.

Thereafter, Sea-Land will offer a full range of freight service between Kodiak, Anchorage and Seattle on a weekly basis, using the S.S. Seattle and S.S. Anchorage on alternate sailings. The two ships are C-4 combination vessels.

Northbound sailings will depart from Seattle on Thursdays and arrive in Anchorage Monday. Southbound sailings will depart from Anchorage Tuesdays, arrive in Kodiak Wednesdays, sail from Kodiak Thursdays and arrive in Seattle on Mondays.

Freight loaded in Seattle on Thursday will be discharged in Kodiak the following Wednesday. Southbound cargo shipped from Kodiak on Thursday will be delivered in Seattle the following Monday.

Sea-Land began a regular service to Alaska on a weekly basis in May.

Cargo is carried in 35-foot Sea-Land boxes and also in the vessels' breakbulk hatches. Both ships are equipped with heavy lift booms with a capacity up to 50 tons.

Sea-Land service between the continental United States and Alaska offers transportation of volume and LTL movements of refrigerated, heated and break bulk commodities. Vessels handle automobiles and building materials as well as packaged goods.



PURCHASING FERRY TICKETS

The first tickets for the Kodiak Island Ferry Tustumena to be sold at the Anchorage city dock were purchased by two women. Making the transaction were, from left, Don Walter, Port of Anchorage operations sales manager; Robert M. Urguhart, general manager for the southwest ferry operation; Mrs. Edgar Billimek, who will live in Kodiak, and Mrs. Robert Hubbard, who will vacation at Kodiak. The ferry will enter service Thursday.

Anchorage Times July 20, 1964

Port Commission Says No On Ice Breaker

The Port Commission last night took no action on amending Tidewater Packing Co. tideland rights and then tabled a request for a contract for a proposed ice breaker tug.

KEN HINCHEY, of Alaska Aggregate Corp., asked the commission to move a proposed tide-water preference right for Tidewater Packing Co. 40 feet to the north. This would allow Alaska Aggregate an extension of 40 feet on the north of their rights which butt against the proposed boundary.

The proposed rights, as approved by the commission on July 2, give Tidewater tidelands

in addition to their class I preference rights. The proposal grants the company 60 feet seaward of the southwest corner of a scow and 60 feet north of the northwest corner of the scow on the property.

U. Ray Coffin, of Tidewater, was unable to attend the meeting yesterday afternoon. When contacted by telephone during the meeting he said he would consent to moving back from the south to the railroad lease line. The railroad lease line is 15 feet from Tidewater's rights at the meander line and 30 feet at the proposed western boundary.

THE COMMISSION decided to schedule a meeting for 10 this morning to meet with Coffin.

Hinchey presented a proposal for a city contract for services of an ice breaker tug to be constructed by Alaska Aggregate. Hinchey presented a similar plan to the City Council on Tuesday night and council recommended the commission consider it.

The plan calls for a \$30,000 contract with the city for ice breaker services for 30 days. Hinchey said he needed the city's contract before construction could begin on the \$600,000 vessel. He told the commission that Sea-Land Services, Inc., and oil companies who are exploring in Cook Inlet had indicated an interest.

CAPT. A. E. Harned, port director, told the commission the Coast Guard would send ice breakers through the Inlet for the city.

An alternate plan, offered by Oldland, called for the city to pay for services, as needed. Hinchey rejected the proposal.

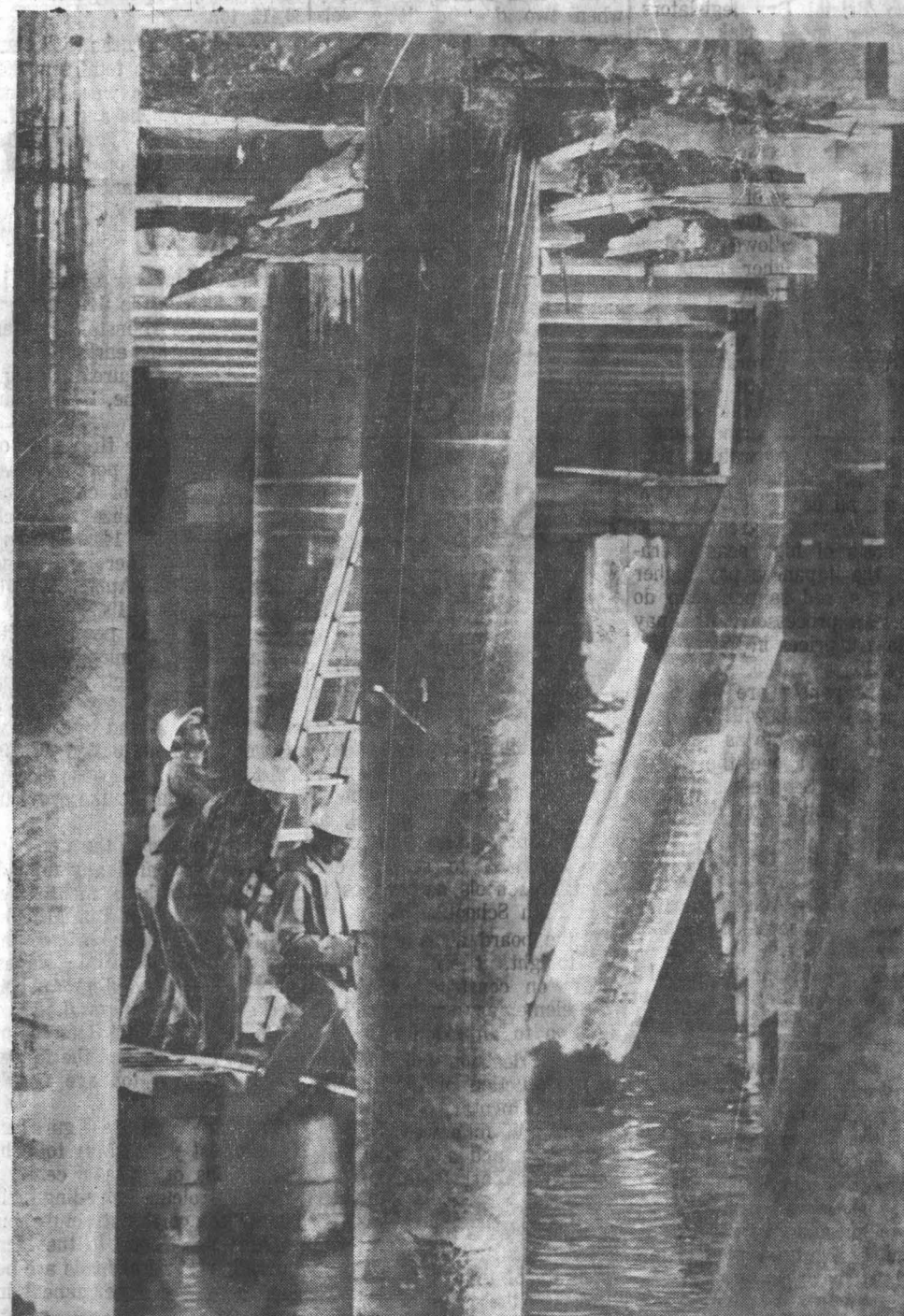
In tabling the proposal, the commission asked Hinchey to return when he had firm contracts with other prospective users.

VIRGIL DEANE, who has been selected as a commission member, but not formally approved by council, attended the meeting.

The commission approved finances to send Harned and one commission member to Juneau for the maiden voyage of the new ferry, Tustumena.

Anchorage Daily News, Friday, July 17, 1964

Hidden Quake Damage



WORKMEN REPAIR EARTHQUAKE DAMAGE

Workmen are shown inspecting portions of the Port of Anchorage dock damage during the Good Friday earthquake. They are checking the undersurface of the dock and steel pilings to determine just how much damage was inflicted. The damage did not slow down operation at the port, which continues to handle cargo while repair work is under way.

Anchorage Daily Times Saturday, July 18, 1964

Every Stick And Stone

By JANET ARCHIBALD
Times Staff Writer

John Stout, engineer for the Port of Anchorage's municipal terminal, claims knowledge of "every stick and stone" in the city dock.

In the construction business since 1922, Stout was a natural for the new position of port engineer, developed as earthquake-spurred activities intensified port activity.

He was appointed chief inspector for the port when construction began in 1959 and held that position until 1962 when the first vessel dropped lines at the dock's face.

Stout's first job as port engineer is to supervise reconstruction of the dock which he watched go up in the first place.

The port dock was hurt in the earthquake. But it was not so badly damaged that it could not continue to serve as a port of delivery for the fuel, building materials, food which Anchorage had to have if it was to recover.

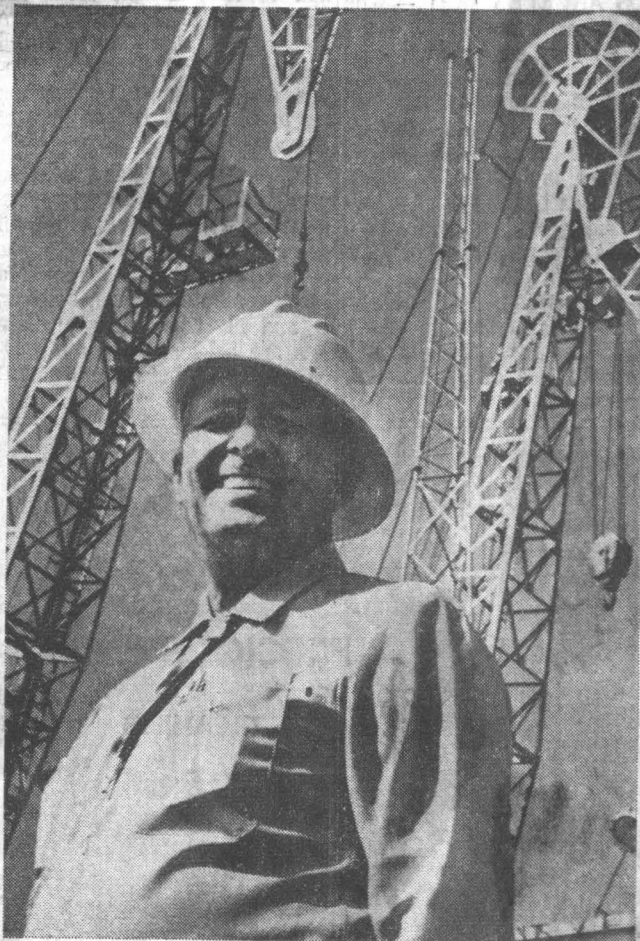
Broken concrete and twisted pilings are being repaired now. To a person walking about the deck to watch longshoremen unloading the ships and barges which come into Anchorage these days, the port seems little damaged.

It is underneath, where crews work from floating rafts and or from scaffolding tied into the steel piers, that the cracked concrete and bent piers are more evident.

But there is no overlooking the development in the industrial park.

Warehouses are going up. Four oil companies are preparing ground where tank farms will be located or enlarged.

A stream of trucks carries cargo from the port bound for the entire railbelt area. A new



Port Engineer John Stout

petroleum dock has just been completed. The first tanker to use the new facility is due Sunday.

Maintenance and repairs on the dock itself take up a majority of his time, Stout estimates. But about one third of his activity is devoted to the bustling industrial park.

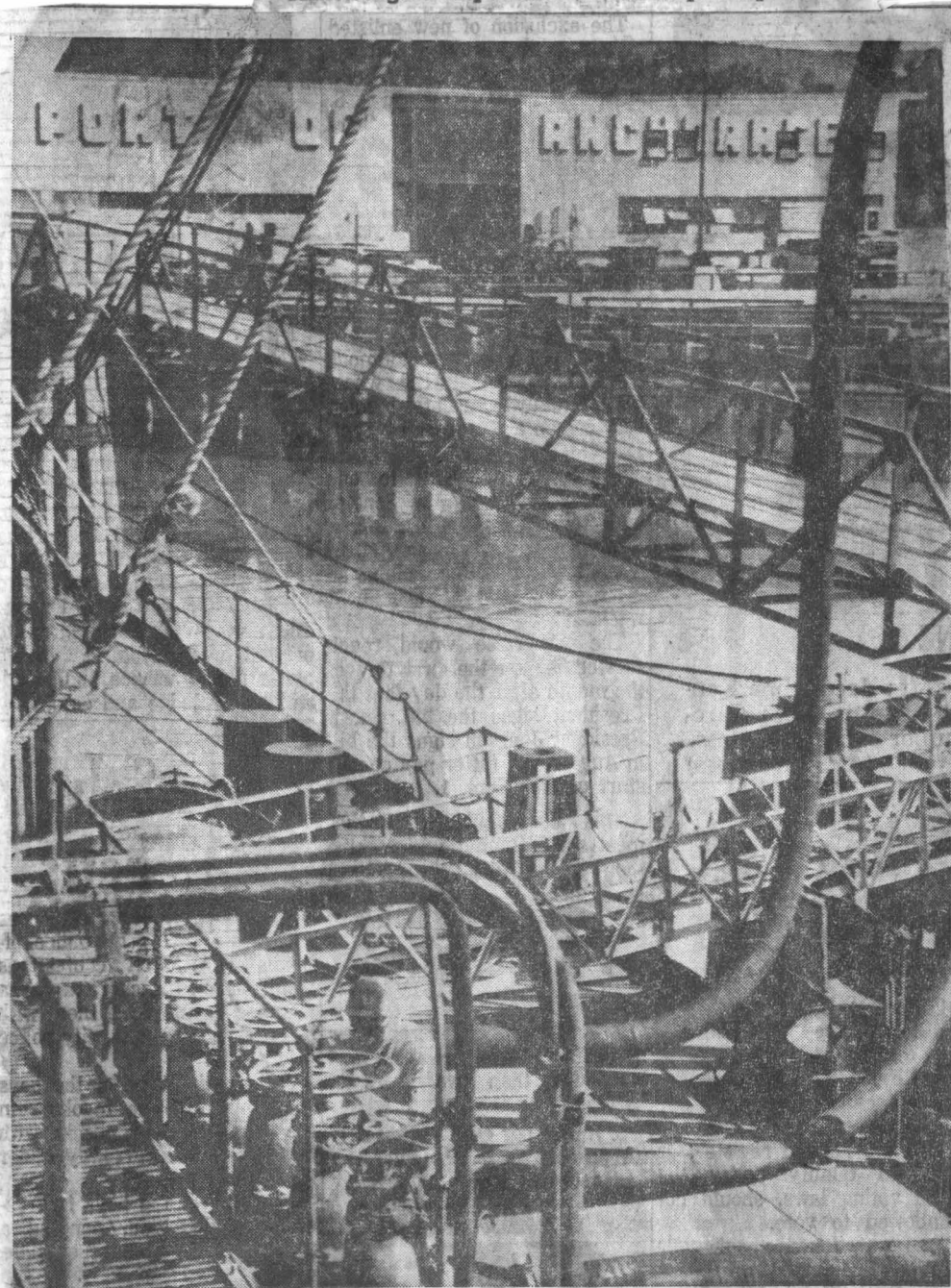
A native of Kansas, Stout came to Alaska in 1951 after a career in construction work which took him all over the west.

Jobs included working on Grand Coulee and Bonneville dams in Washington State and the Kaiser shipyards in California.

He was footloose before — claiming he never stayed in a place after completing the job that brought him there. But he hasn't left Alaska since his arrival.

"This is the only place I've stayed for more than one job," he said.

Anchorage Daily Times Tuesday, July 28, 1964



PORT BUSTLES WITH ACTIVITY

Petroleum was piped from the Standard Oil tanker *Ellen Brown* over four lines at the Port of Anchorage petroleum facility today under the supervision of Fred Hartford, barely visible among the tubes and pipes in the foreground. As the tanker discharged its load, the Sea-Land Inc. vessel *Anchorage* was unloading cargo at the main dock. Also anchored at the Anchorage waterfront was a freight vessel of the Foss Launch and Tug Co. Inc.