

ANCHORAGE'S NEW POL dock was built under Army Engineer supervision to afford additional space for shipping needed after the disastrous March 27 earthquake-crippled Alaska port facilities. (Army photo)



GLOWING ADDITION to Port of Anchorage scenery last night was the barge Glo Mar II. A successful oil well, at the Shell-Richfield North Cook Inlet No. 1 site was completed earlier this month from the barge. The 275-foot long Glo Mar II left for Los Angeles this morning. (Daily News photo)

City Wants Voice In Docking Study

The city officials will endeavor to be represented when Sea-Land Service, Inc., resubmits its contract with the city to the Federal Maritime Commission.

The Sea-Land action is being taken at the request of the commission, members of the City Council and the Port Commission were told Tuesday.

Sea-Land, which provides weekly cargo service to Anchorage, has a preferential berthing agreement with the port.

The agreement has been protested by The Military Sea Transport Service (MSTS).

The federal commission reportedly has requested Sea-Land to open up its agreement so that MSTS also would receive preference in berthing.

City Manager Robert Oldland said Tuesday that Sea-Land officials have told him the shipping firm plans to place its original agreement before the commission.

Sea-Land also plans to submit a brief outlining its stand and has asked city support, Oldland said.

Sea-Land maintains it cannot surrender its preferential berthing right, Oldland said.

The shipping firm, under its agreement with the city, has first right to use of the municipal terminal Monday through Wednesday of each week.

This preferential agreement does not cover the petroleum dock which MSTS uses. Some concern has been expressed, however, that loss of the petroleum dock, designated a temporary facility, might result in the MSTS tankers being forced to unload at the terminal.

Mayor Elmer Rasmuson asked the legal position of MSTS in asking the city "to give up what they must realize is important to us."

The MSTS representative cited "national interest," City Attorney Harland Davis replied. He said the MSTS representative evidently felt that what was "good for a national agency was good for the nation."

"I differ with him," Davis continued. He pointed out that the city's contract with Sea-Land has resulted in lower shipping costs to the railbelt area and benefits to the general economy.

Davis said the MSTS representative had shown "a total and appalling lack of information on the area's need for a common carrier."

Don Walter, acting port manager, was instructed to contact Cal Jacobsen of Los Angeles and request that he represent the city before the commission. Jacobsen has been retained by the port since its beginnings, Walter said, and has represented the city before.

MSTS's fear of the petroleum dock loss was noted in a request from the port that the city place a \$2.8 million general obligation bond issue before the voters.

This money would be earmarked for construction of a \$1.8 million permanent petroleum dock and a 300-foot north extension to the present terminal. Cost of the extension was estimated at \$1 million.

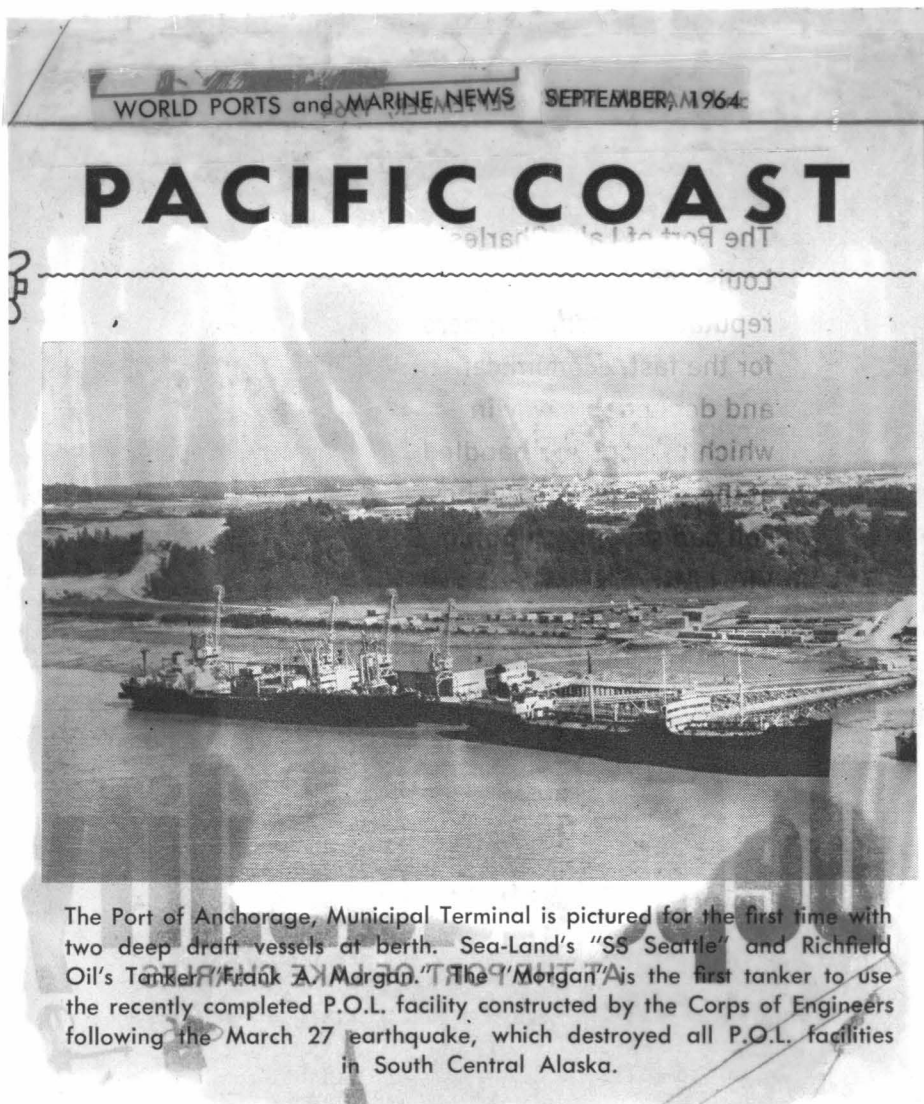
Rasmuson asked that cost and revenue figures be assembled to determine if such a move were feasible.

Wally Martens, port commission chairman, said petroleum dock revenues to date this year are \$280,000 with an estimated \$300,000 for the year. This is based on a six cent per barrel fuel unloading charge, he said.

Martens said the military has protested this charge, which is the same as that levied against commercial carriers.

He added that the trust agreement, under which the port is operated, does not permit the port to give the military a lower rate.

Martens added that the military had charged the six cent rate to commercial carriers when it operated the Army Dock, destroyed in the earthquake.



The Port of Anchorage, Municipal Terminal is pictured for the first time with two deep draft vessels at berth. Sea-Land's "SS Seattle" and Richfield Oil's Tanker "Frank A. Morgan" are the first tankers to use the recently completed P.O.L. facility constructed by the Corps of Engineers following the March 27 earthquake, which destroyed all P.O.L. facilities in South Central Alaska.

New Revenue Bonds Discussed For Port

Anchorage Daily Times Tuesday, Sept. 22, 1964

A new issue of revenue bonds to cover the debt of outstanding construction bonds has been proposed to finance a permanent municipal petroleum dock.

City Manager Robert Oldland told the Port Commission Monday night that \$6 million in outstanding revenue bonds could be paid off by the sale of new bonds at a rate of about 3.75 per cent.

The outstanding bonds now are being paid off at an interest rate of 5 per cent.

However, Oldland said, the proposed new sale would be possible only if the Community Facilities Administration would guarantee to pick up the bonds applying against the interest of the outstanding issue, Oldland said.

Oldland said a new bond issue would require a voter referendum.

The Port Commission also heard a report on the state ferry Tustumena.

"Even though we are losing the money at a steady rate, approximately \$150 a trip, the commission and the community appreciate the value of the ferry system and would like to do anything we can to support it," port director, Capt. A. E. Harned said.

The commission voted unanimously not to increase its rates to the ferry for the remainder of the calendar year.

Harned cited a number of reasons for the financial loss.

City Moves To Clear Up Dock Issue

Saturday, October 3, 1964

Acting City Manager Lyman L. Woodman Wednesday moved to clear up an apparent misunderstanding between the Military Sea Transportation Service and the city.

MSTS HAS FILED an objection with the Federal Maritime Commission regarding preferential docking rights the Port of Anchorage has agreed to grant Sea-Land Service, Inc.

Woodman fired off a telegram to the FMC pointing out that no MSTS cargo vessel has used the port since August 1963.

The telegram, which was intended to ward off an adverse decision at a hearing today, also pointed out that MSTS tankers used the municipal POL facility where no preferential rights were given.

THE FMC hearing is on the agreement between the port and Sea-Land.

Woodman further said, "Should military emergency require immediate berthing of MSTS vessels of any kind at the cargo dock, the city and Sea-Land would give way as has been done earlier this year."

Tankers Due For Texaco

Anchorage Daily Times Monday, October 5, 1964

The Texaco California, loaded with middle distillate fuel oils from Texaco's Anacortes, Wash., refinery, will make the first delivery of products into Texaco's new Anchorage sales terminal Oct. 14, said S. M. Rottrup, Alaska District sales manager.

A second Texaco tanker, the Texaco North Dakota, is scheduled to arrive later in October with a load of gasoline, lubricating oils and aviation fuel, Rottrup said. Deliveries from this new terminal to Texaco customers will begin early in November.

Construction of the Anchorage terminal on a 10.2-acre waterfront site, leased from the Port of Anchorage, was begun in July. It includes eight storage tanks of latest design with a capacity in excess of 150,000 barrels, warehouse, offices, fully automatic rail and truck loading facilities, drum flushing and aviation fuel buildings.

MSTS Says No Newsmen At Meeting

Anchorage Daily News Thursday, October 8, 1964

The attorney for the Military Sea Transport Service has insisted that the press be barred from a meeting with the city administration concerning berthing rights at the Port of Anchorage.

According to City Manager Robert H. Oldland, the MSTS counsel said his people would not meet with city officials if representatives from news media were present.

A meeting is scheduled for 3 p.m. today to consider the preferential rights the city has granted Sea-Land Service, Inc.

SEA-LAND has been guaranteed docking rights once a week.

In return, Sea-Land pays the city \$300,000 a year for the first 250,000 tons of cargo unloaded from its two specially outfitted ships, Anchorage and the Seattle ports.

Oldland said that MSTS representatives agreed to allow release of the results of the meeting after an agreement was reached between the city and MSTS.