



IMPORTS AND EXPORTS alike have made it a busy week at the Port of Anchorage. Checking the busy operations yesterday, Port Director Capt. A. E. Harned watches a container of general cargo coming off an Alaska

Freight Lines barge and a shipment of tallow going aboard the Alaska Mail (bow to the rear of the barge.) Several other ships in addition to these have put dock space at a premium at the port this week. (Daily News photo)

Alaska Mail Line Tries Port; Official Sizes Up Facilities

American Mail Line, Ltd., of Seattle sailed its first ship into the Port of Anchorage yesterday and a company official said the line would "like very much" to make this a regular port of call.

JIM WAGER, American's superintendent of operations at Seattle, was here especially to supervise loading of the company's ship Alaska Mail and to "size up" the Port of Anchorage. All in all, he said, he liked

what he saw and could see little reason why the port shouldn't grow steadily.

He did suggest that shippers could give the port a boost by thinking a bit bigger — and by getting together in making up shipments to and from here, and using the port for that.

"YOU LOOK at one small shipment by itself," he said, "and it doesn't look like much. But put them all together over a year's time and you've got a sizeable amount of cargo."

"This stuff feeds on itself. Once it gets started, it keeps going and it really grows."

Wager said American plans to make a study of the cost of putting Alaska Mail in here. The company will analyze the results of that with an eye to the possible future sailings here.

AMERICAN MAIL has eight 563-foot Mariner-class ships and the 455-foot Alaska Mail now is in the process of being replaced by one of the larger vessels. The company recently signed Bestway Traffic Services operated by Bill Burnett as its agent here.

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Alaska Mail Line Tries Port Here

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The Alaska Mail, skippered by Capt. Carl Smith, put in here to load 1,000 tons of tallow being shipped to Pusan, Korea, by Don Chemical Co. It also took on sample logs being shipped to Japan by George Grimes' Trans World Alaska, Inc.

"The exporting looks good," said Port Director Capt. A. E. Harned. "We like that. And the importing."

TOGETHER, THE importing and exporting have made it a busy week for the port.

An Alaska Freight Lines barge was offloading groceries and general cargo for Anchorage and other towns in the Railbelt, and Shell Oil Co.'s motor tanker Kaupanger had just finished offloading shipment of aviation fuel before the Alaska Mail came in.

The refrigerator ship Crusader came in early this morning to offload 500 tons of frozen meat after the Alaska Mail left on the high tide shortly after 3 a.m.

10 Anchorage Daily Times
Monday, July 1, 1963



KOINER SKIPPER

Lt. Cmdr. D. L. Stephenson, commander of the Navy destroyer escort USS Koiner, has announced a new schedule of goodwill stops for the vessel over the July 4th holidays. The ship will visit Kodiak today and Tuesday, then proceed to Seward for a three-day visit. It will wind up its port calls at Cordova Saturday and Sunday before returning to sea duty. The Koiner's scheduled visit here this week was canceled because of the busy schedule at the Port of Anchorage.

Port Booms but Citizens Can't Tell

AN OFF THE CUFF judgment would be that the Anchorage Port is having its busiest spurt in its short history. For the first time since its completion two years ago barges and vessels were standing off waiting chances for berths. It was necessary to inform the Alaskan Sea Frontier at Kodiak that there would be no room for a visiting naval vessel, traditional here during the Fourth of July holiday.

This is indeed good tidings for the people of Anchorage who for a time feared the port was on its way to becoming a loadstone that would truly drag us into the waters of Cook Inlet.

At least the spurt of business also acts as a shot in the arm and it is the opinion of the port director that we will be able to make payments on bonds due which this year amount to approximately \$220,000.

IN CONNECTION WITH the activity

at the waterfront we received a phone call from an Anchorage citizen who had a good idea for some public relations on the part of the port authority.

Taking into consideration the fact that she and her neighbors were the taxpayers whose responsibility it is to see the port is paid for, and also the fact that access to the port is very restricted (harsh sounding signs there order all and sundry off the premises on pain of being fined and jailed) that some provision be made for townspeople to visit the \$8,000,000 municipally owned public works.

Why, she asked, can't the city at not too much expense build sort of a widow's walk on the seaward side of the roof of the warehouse, all properly railed off both for the safety of the roof and safety of the spectators?

It might not be such a bad idea. No one could have more personal interest in activities at the port facility than Joe the taxpayer.

2 Anchorage Daily News
Thursday, Sept. 26, 1963

Port Expansion Study Urged by Commission

The port commission adopted a resolution yesterday urging the City Council to provide funds for a study on needed expansion at the Municipal Terminal, including study on planned takeover of the Army Dock.

Commissioners also decided to dredge the inside northeast part of the terminal if possible to provide sufficient docking for oil exploration supply boats and approved a lease to Trans World Alaska Corp. for about five acres to be used as a custom bonded storage yard. The company plans to eventually build a warehouse on the land.

In the resolution to the council, the commissioners said lack of space at the terminal results in congestion and tie-up delays. They said an increase of tankers and other shipping is imminent and that it is essential that the terminal be expanded.

The resolution asks that the council approve money to pay for an engineering and economic feasibility study on a long-range development program. Commissioners said the resolution was a show of their faith in the terminal.

"I hope councilmen, too, will show their faith," said Capt. A. E. Harned, port director. "In my mind, I am thoroughly convinced that this terminal will be a financial success."

The commission also took up study at the council's suggestion on the possibility of taking over part of the Port of Whittier when the government releases it. Harned is to go to Whittier to inspect the port and make a recommendation.

Harned said he wasn't familiar with the Whittier dock but the idea was that part of it might be floated here to expand the Municipal Terminal or be used in Whittier as a backstop.

On the inside dredging, Harned said it would provide 150 feet of docking space and would be a big help in giving oil exploration supply boats 24-hour service.

"We want to provide the very best of service because we know how important it is that they be able to go 24 hours a day," he said.

Anchorage Daily News
Monday, July 1, 1963

An analysis of West Coast waterborne commerce compiled by U. S. Army Engineer District, San Francisco, shows that, in 1961, total waterborne tonnage handled at the Anchorage port complex, inclusive, was 267,679 tons.

The city-owned Port of Anchorage is bidding for some of this ocean-rail traffic, and bidding for a berth in hemispheric ocean routes.

The Port Commission believes that the seaborne trade has not lost its luster, nor its unique ability to carry the largest freight-tons, the greatest distances, with reliance.

The city looks toward development of an industrial complex in proximity to the port complex.

Japan-Alaska trade ties have budded. Anchorage has advantage of being almost 2000 miles closer to Japan than Pacific Northwest ports.

The 1957 oil strike on the Kenai Peninsula and recent exploration activities in offshore Cook Inlet waters have definitely made an impact on the Anchorage transportation scene.

Alaskan Growth Foreseen

Studies made by several research organizations estimate Anchorage's population at 250,000 persons by 1980. Present population is 80,000.

Simultaneously, tourism potential projection for all-Alaska is estimated at 850,000 persons by 1980.

These factors may restore ocean passenger service to western Alaska.

Currently, feasibility studies of the proposed Rampart Dam project on the Yukon River go forward. If authorized, this alone should bring astronomical tonnages to Anchorage, destined for the railbelt-interior.

In turn, low-cost Rampart power, delivered at tidewater should stimulate industrial development in the Anchorage perimeter; and help develop basic resources which are needed in Japan.

The maintaining of Alaska's defense posture, steady surge of Alaskan development, the gigantic Rampart power project, the population influx—all point toward a flux of transportation usage.

Observers concede that some of these "paper projections" will take time.

The Port of Anchorage may become one of the most important ports of the U. S. Some crystal-ball prophets already call it the future "Houston of Alaska."

Not least to say of the \$8.2 million Port of Anchorage facility is that it gives Alaska an alternate port if needed for defense.