



CAPT. FARRELL

Three Navy Ships Will Dock Here

Anchorage will have a chance Aug. 23-26 to visit three more Navy ships, a fleet oiler and two destroyers, scheduled to call here.

The destroyer USS Koiter called at the Port of Anchorage previously in July.

The USS Mispillion, fleet oiler, and the destroyers O'Brien and Eversole, will be open for guided tours in accordance with the Navy's plan to let Alaskans have a closer look at the U.S. fleet.

Capt. E. H. Farrell, commander of Destroyer Division 232 of the Pacific Fleet, will be aboard his flagship, the O'Brien. During World War II he served on board the battleship, USS Idaho, in the Pacific, seeing action at Attu and Kiska in the Aleutians, and at Kwajalein, Guam, Saipan, Iwo Jima, Okinawa and other islands.

After the war, Capt. Farrell served with units in European and Mediterranean waters that later became the famous U.S. Sixth Fleet. He has taught at the U.S. Naval Academy and served from 1960 until 1962 with naval forces in the Panama Canal Zone.

THE USS MISPELLION was designed for underway replenishment of ships at sea. It has a capacity of about 4,794,000 gallons of various types of fuels.

In her years of service since commissioning in 1945, Mispillion has been awarded the Korean Presidential Unit Citation for her efforts in that war. In 1952, the Chinese Nationalist government honored her for rescuing 42 survivors from a Chinese ship in the Taiwan Straits.

Mispillion holds the fleet record for the number of ships refueled in a single cruise — 116 ships in a five-month period.

THE USS EVERSOLE, commissioned in 1946, is named in honor of Lt. (j-g) John Thomas Eversole who was posthumously awarded the Navy Cross for heroism in action against the Japanese in the battle of Midway on June 4, 1942.

Anchorage Daily Times
Friday, August 9, 1963



American Mail Ship Loads At Port of Anchorage

ANCHORAGE — American Mail Line's SS Alaska Mail put into Anchorage, Alaska, recently to pick up a test cargo of local logs for Japan and tallow for Korea. This was the first visit of an American Mail vessel to the Port of Anchorage dock. James Wager, superintendent of operations for the line, was aboard the ship. Here Wager, left, is shown with, from left, A. E. Harned, director of the port; George Grimes, who arranged for the local logs to be exported; William Burnett, agent for the shipping firm. The Alaska Mail is in the background. (Port of Anchorage Photo).

MARINE DIGEST - August 24, 1963

Ships Barred From Port

Anchorage is playing host to 560 sailors this weekend, but the Port of Anchorage isn't.

The USS Mispillion, Pacific Fleet oiler, and two destroyers, the O'Brien and the Eversole, arrived on a favorable tide during the night and anchored at the Army dock.

The Port of Anchorage, which was to host the three ships, refused the vessels Friday that

it would be unable to offer them use of its docking facilities this weekend due to commercial traffic.

A Navy spokesman said they regretted the switch since visitors are not allowed at the Army dock, which is a wooden structure and a storage facility for aviation fuels. The fact that the 530-foot Mispillion is an oiler plays no part in the ban on visits, he said.

"The guided tours were the main reason we came to Anchorage," the officer said. "So naturally, we are disappointed that we are unable to allow visitors."

The vessels will stay at the dock through the weekend and leave at high tide Monday morning. About 560 sailors are to be given shore leave during the visit, however.

THE GOOD SHIP MIZAR, a Military Sea Transport Service vessel operating into the Port of Anchorage Municipal Terminal, has been cited as the top ship in the MST Pacific fleet. Or as her Capt. Roger W. Swett puts it, the "smartest ship in the pack." Capt.

Swett (left) and Capt. A. E. Harned, port director, are shown in front of the Mizar at the city dock. Harned had just presented the captain an inscribed picture of the Mizar in port here in appreciation of the ship's regularly scheduled runs here.

(Daily News photo)

Anchorage Daily Times 13
Thursday, August 29, 1963

Port Talks Scheduled

The Anchorage port commission will hold a special work session Wednesday to discuss its program for future expansion.

The matter, originally scheduled to come before the commission at its meeting last Wednesday, was tabled for next week's work session.

Several times during the summer the port has been hard pressed to provide berthing space for loading and unloading vessels.

Other action taken at Wednesday's meeting included a move to interest private capital in providing warehousing space at the port. The commission also approved a proposal to contract for snow removal this coming winter, instead of purchasing snow removal equipment.

Two Firms Offer Funds For Oil Dock

The Standard Oil Co. of California today offered \$136,000 to help finance new petroleum handling facilities at the Port of Anchorage.

The offer was announced by City Manager Robert Oldland after receipt of a letter from Standard proposing participation in a \$400,000 port expansion project.

Standard Oil will advance \$136,000 for the construction to be paired with Shell Oil Company's proposed \$64,000 to match another \$200,000 to be put up by the city of Anchorage, according to City Manager Robert Oldland. The total amount of funds will be \$400,000.

Oldland said the city intends to process an application for an accelerated federal public works loan which will be the city's part in the matching funds for the facility.

THE FACILITY would provide a dock equipped with pipelines for the unloading of oil tankers. As participants in the construction, Standard and Shell have asked for preferential berthing rights over general cargo ships and docking on a first come, first served basis between themselves, according to Don Walter, business and traffic manager for the port.

The plan for reimbursing the oil companies calls for a reduction on charges the port will make for unloading the two companies' ships. Oldland said today.

There is no date set yet for the start of construction, Oldland said but his office is in the final stages today of putting together the application that will be filed with the federal government.

The proposed docking facilities plan will be introduced at Tuesday's City Council meeting, he said. The council will have to pass a resolution in favor of the plan before the accelerated public works application can be submitted to the government, he said.

MARINE DIGEST
August 24, 1963

Anchorage Port Has 154 Callers

ANCHORAGE — A total of 150 vessels used the Port of Anchorage facilities in the second quarter of this year, according to the port's quarterly report.

Year's total to June 30 was 154 vessels.

June marked the busiest month since the port first went into operation in April 1961.

Port activities began to warm up in April. Thirty vessels called at the port dock in that month. Five tugs, four barges, 20 oil exploration vessels and one motor vessel made up the total.

May's total was 48 vessels.

Nine tugs, ten barges, 28 oil exploration vessels and one tanker put into the Port of Anchorage in May.

72 June Ships

In June, 72 vessels visited the port. This total was made up of eight tugs, 20 barges, 40 oil exploration vessels, one ferry (the Alaska ferry Malaspina) and three motor vessels.

Oil's role as the lifeblood of the port was underlined in the quarterly report.

Of the 53,374 tons of cargo crossing the port dock in the first six months of this year, 18,577 of this total was bulk petroleum products. There are two tank farms located adjacent to the port dock.

Supplies to military bases and cargo for the railbelt area also loom large in increasing tonnage figures for the Port of Anchorage.

The City Beat

Anchorage Daily News
Friday, August 16, 1963
ALASKA POLITICS

By WILLARD LAWSON

GROWING PAINS . . . The city port's got them, and word is that it won't get much aid and comfort from the Interior Department's Alaska Railroad. It sorely needs that particular aid and comfort.

The railroad, of course, is the major agency to contend with in the city's recent stepped-up activity to take over the Army dock — and many persons see it as a major obstacle as well. The railroad leases the waterfront spot to the military.

The city long has wanted the railroad out of the dock business here, and it's ready now to go to Congress if necessary to take the land on the city's waterfront. It, and others in the business, feel the railroad has passed the point of justifiably being in competition. And now, there's another factor pressing the city in its drive for the Army dock. Capt. A. E. Harned, port director, said in meetings this week that the port stands to lose customers if it doesn't get more space.

After recent closed talks here between John Carver, Interior Department assistant secretary, and city, port and railroad officials, word was that the railroad would go along with the city's proceedings for the time being. However, it's feared that the railroad is not about to give up its only waterfront spot here.

The railroad has told port officials it won't compete on certain docking business. But it left the door open to handle sea-train cargo.

On the port space shortage, word is that none of several Navy vessels scheduled to visit here will be able to tie up at the city dock — unless some paying customer is booted out into the stream to wait.

Other grumblings along the waterfront and among merchants center on Alaska Railroad rates. It often costs less, they complain, to ship by rail from Seward to Fairbanks than it does from Anchorage to Fairbanks, even though the (See Page 2, Col. 3)

(Continued from Page 1)

latter's a considerably shorter distance. And it costs less to ship from Seward to Anchorage than it does from Anchorage to Palmer, again a shorter distance.

In Seward, the railroad owns the dock and picks up that revenue as well as rail charges for the trip on up the Peninsula. In Anchorage, of course, it doesn't pick up any dock revenue from cargo coming in by sea to be shipped on up the railroad.

In other port doings, James Bell, city finance director, came up this week with a plan to boost the stature of port bonds on the market. He suggested that the city spend some money buying port bonds in order to raise their value. The city also could pick up some profit when reselling at the resulting higher value, Bell said.

Mayor George Sharrock says it's a good plan, but pointed out that it would not directly help the port's nip-and-tuck finances — even though the city might gain — because any profit would go to the city and not the port.

Army Says It Ordered Change Before Action

City Says It Wasn't Notified Of Port Switch for Mizar

The Army said today there was no connection between the city's stepped-up attempt to take over the Army Dock and the Army's decision to send the military-cargo ship Mizar into Seward instead of Anchorage.

A SPOKESMAN said the order for the Mizar to put into Seward went out before the city started its recent concentrated drive to take over the Army Dock.

However, city officials said neither the port nor the city had been notified of the switch to Seward. The Municipal Terminal still had space reserved for the Mizar to put in here next Wednesday.

The Army made its statement after the Daily News revealed yesterday that the Mizar sailed Thursday night from Seattle bound for Seward instead of for Anchorage, as it had been scheduled. The Army said the shift was ordered to make a "cost-comparison" on the two ports.

AN ARMY spokesman said the order on the Mizar went out "three or four days" before the City Council and the Port Commission decided in a joint meeting to make an all-out effort to take over the Army Dock.

That would put the date of the Army order on shifting the

Mizar to Seward at Aug. 8 or 9. But the Municipal Terminal here was never notified of it, Capt. A. E. Harned, port director, said.

However, soon after the council-commission decision came on the Army Dock, word was that the Mizar would be shifted to Seward.

The Army spokesman said the "sequence of events would make it appear" that the two were connected. "But," he said, "the order on the Mizar went out before the dock ever came up."

THE ARMY did not say why the Municipal Terminal wasn't notified of the change.

City Manager Robert Oldland said today the city received "no notice from the military" on the shift.

The Army said it was "not sure" how long it will take for the cost-comparison figures to be drawn up on putting the Mizar into Seward.

"After that," the spokesman said, "the decision (of whether to continue operating the ship into Seward or to bring her back to Anchorage) will be dictated by the findings."

JOHN E. MANLEY, Alaska Railroad manager, also took issue today with statements made in the Daily News yesterday. He said it was "not factual" that the railroad is "taxpayer-supported," as the News article referred to it.

Manley said the railroad is "under a mandate from Congress to operate within our revenues." The railroad is operated by the Interior Department.

Manley also took exception to the News reporting that some quarters felt the railroad would operate at a loss to give the Army better prices than operating through the Municipal Terminal here affords, in order to get the cargo through Seward. "This is felt by some to be the case," since the railroad would be hauling cargo a longer distance in bringing it from Seward to military installations on up the Peninsula.

MANLEY SAID dock fees at the railroad's Seward dock are "a little higher" overall than those of the Municipal Terminal here.

But, he said, "We will not haul cargo from Seward to the bases for the same price that we would haul it from Anchorage to the bases."

Putting the Mizar into Seward instead of Anchorage would cut her sailing time about 40 hours, the Army said.

"Whether or not our higher rates will eat up their saving of putting the ship into Seward is not for me to say," Manley said.

THE MIZAR is a Military Sea Transportation Service ship and is manned by a civilian crew. She operates under contract to the United States Army, Alaska (USARAL).

Asked today if it appeared that the Mizar was to have been a regular customer of the Municipal Terminal here, Oldland said, "I think we all assumed it would be."

Dock Move Left Hanging

Commission Tables Plan

Port commissioners considered, but decided against kicking off a plan of concrete action yesterday in the city's effort to take over the Army dock.

CAPT. A. E. Harned, port director, noted that the city's effort so far has been "only a statement of intent to apply for the dock."

He said it is vital now to begin an engineering study that will provide accurate figures on the cost of repairing the dock and of eventually tying it in with the Port of Anchorage Municipal Terminal.

Harned repeated that the port has dissatisfied customers because of lack of space. It often means delays in tying up and extra time in shifting vessels, he said. If it's not remedied, he repeated, the port stands to lose customers.

AFTER CONSIDERABLE discussion of what action might be needed from the commission, the commissioners voted to